

Los Banos Downtown Master Plan



ACKNOWLEDGEMENTS

Project Team Roster

City of Los Banos

Stacy Souza Elms, Community & Economic Development Director

Mark Thomas

Paul Martin

Stephen Patchan

Lynnete Guzman

PlaceWorks

Bruce Brubaker

Cliff Lau

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City of Los Banos Department of Community & Economic Development – 2024

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EXECUTIVE SUMMARY

Process & Outreach

The recommendations and vision in this document evolved from a collaborative effort between design, planning, and engineering professionals, along with local government proponents, and a community based steering committee. The project team’s strategy involved a multiphase process; data collection and identification of existing conditions, reporting and refining existing condition findings, a public participation and outreach plan, a draft master plan and report for presentation to the public, and a final master plan and report. Professionals investigated and researched existing conditions, as well as analyzed and laid out opportunities for improvements and design constraints. Close communication with the City of Los Banos helped inform and refine the initial data collection and existing conditions phases. The community-based side of the process, led by the project steering committee, trusted community leaders with a vested interest in Downtown Los Banos, provided important feedback and input to the draft master plan. Concepts and goals in this report reflect an overarching vision to make the downtown core a more attractive destination to live, work, and play while boosting economic development opportunities.

Concept Overview

The goal of the Downtown Master Plan is to support Downtown Los Banos as a vibrant, welcoming neighborhood where residents and visitors come together to share in food, shopping, and culture. The Master Plan builds on Downtown’s well-kept historic fabric and high-quality buildings to create a clean and safe pedestrian-friendly environment that can support the success of a healthy mix of retail, restaurants, and entertainment that is lively day and night. It also aims to make the Downtown area an attractive place to live in for seniors, young people, and families with children. The proposed Downtown Master Plan Concept contains a series of public realm improvements to help realize this vision.

Existing Setting

Sixth Street is the primary spine that brings visitors from SR-152 to Downtown. It is a tree-lined, north-south street with landmarks and storefronts that concludes with Henry Miller Plaza at its north end. Henry Miller Plaza is a spacious plaza that was created as part of the City’s Rail Trail Corridor Regulating Code (RTCRC) to be the chief civic space for Downtown. Much of the planned development of the Rail Plan is yet to be realized, but Henry Miller Plaza serves as a key, central gathering space now and into the future. Flanking Sixth Street on each side are Fifth Street and Seventh Street which have a similar character to Sixth Street with storefronts facing the street.

The east-west lettered streets that intersect Fifth, Sixth, and Seventh Street also contain numerous storefronts and lead to residential homes and apartments that are part of Downtown but outside of the commercial core. The most active commercial streets here are I and J Street with H and K Streets supporting a moderate level of commercial activity.

Vision

The vision of the Downtown Master Plan Concept is to transform Downtown Los Banos into a vibrant destination where residents and visitors can enjoy shopping, dining, and leisurely activities. The charm and character of its existing architecture will be translated into the streets, sidewalks, and alleys to make Downtown the true heart of the city. To achieve this, the Concept makes proposals for the following improvements:

Pedestrian Experience. Sidewalk space will be enhanced through the creation of curb extensions at corners and mid-block extensions. This will enable more space for activities, circulation, and landscaping without moving the location of the curbs. Space will safely spill out from the sidewalks to create a more intimate street environment. This will also shorten the pedestrian crossing distance at intersections and in the middle of the blocks while keeping the diagonal parking configuration of Downtown.

Gathering Spaces. Many new opportunities are provided for people to meet and gather. Alleys will not just be utilitarian spaces but refreshed with new paving and improvements to activate them as intimate spaces where people can sit, eat, and dine. Parklets are structures that extend the sidewalk out into the street. Where businesses desire, parklets can be erected in front to provide shady outdoor spaces with seating for the establishment.

Improved Aesthetics. Sidewalks will be repaved with decorative pavers. The tree canopy overhead will grow with new tree plantings, providing additional shade and comfort during hot summers. Landscape planters with attractive perennial foliage will help soften the street and contribute to a picturesque Downtown. New, modern outdoor furniture and signage will allow people to experience the space and architecture of Downtown with contemporary navigation and comfort.

New Gateway to Downtown. A beautiful welcoming entry sign is planned to span Sixth Street at Pacheco, welcoming travelers to visit the refreshed Downtown. Along with the sign will be an attractively landscaped Gateway Park on the east side. This space will have signage and art telling the story of Downtown and Los Banos.



I Street, at the southeastern corner of the intersection of I Street and Sixth Street

Civic Center. A separate Civic Center Master Plan effort is underway to expand City Hall offices, rehabilitate the Police Annex Building, and redevelop the former Police Headquarters site into new uses such as a potential plaza and public parking.

Wayfinding Signage. For drivers, attractive new wayfinding signage will point them towards destinations in the Downtown area and let them know where parking areas can be found. For pedestrians, signage will show them direct ways to walk to parks, businesses and other amenities.

Better Connections throughout Downtown. It will be easier to park and walk throughout downtown, with curb extensions making shorter crossings of streets, more shade to keep sidewalks cool, and midblock crossings across Sixth Street. In addition, there will be direct pedestrian connections from the new Gateway Park at Sixth Street and Pacheco Boulevard mentioned above, to Henry Miller Plaza at Sixth and H Streets. As part of this a new, attractive crossing will create a better, safer, and more direct connection from Sixth Street across to the Plaza and the Los Banos Community Center beyond. There will also be improvements to I Street around the historic Crest Theater and the renovated event center there. Finally, aforementioned improvements to the Civic Center on J Street, including additional parking, will be easily accessible from the heart of Downtown on Sixth Street.

Pieces of this Downtown Vision are already underway. The pavers, planters, and trees on I Street near Sixth Street demonstrate some of the aesthetic treatments that will be expanded to rest of the Downtown. The improvements will begin with the core streets of Sixth, I, and J Streets, and will eventually grow to the extent of the Downtown area as resources become available.

Estimated Cost

Estimated costs for improvements identified in this report are approximately \$94,200,000 in 2024 dollars. The improvements can be phased and pursuit of Federal, state, and regional grants or earmarks can reduce the burden upon the City to fund implementation.

Next Steps

The next steps of the Downtown Los Banos Master Plan will focus on advancing from conceptual planning to design and implementation of Phase 1 project improvements. The following steps will collectively position the project for successful implementation and execution of Phase 1 recommended improvements.

Next 1-2 Years:

- Pursue grant funding to advance environmental review and design for prioritized improvements

Subsequent 2-3 Years:

- Procurement for first phase Project Approval & Environmental Documents (PA&ED)
- Environmental Clearance

Subsequent 3-4 Years:

- Plans, Specifications and Estimates (PS&E) for first phase
- Pursue grant funding to advance construction activities

INTRODUCTION

Incorporated in 1907, the City of Los Banos has an estimated population of 47,000 residents and a land area of approximately 10.1 square miles. Los Banos is within western Merced County, in the northern portion of the San Joaquin Valley, seven miles east of the junction of State Route 152 (SR-152) and Interstate 5.

Downtown Los Banos is the historical heart of the city and is key to the city's small-town identity. Located in the area surrounding Sixth Street (Main), Downtown Los Banos features a pedestrian-oriented environment; mixed-use development with a backbone of retail uses; a traditional, well-connected street grid; and direct pedestrian and bicycle connections to nearby neighborhoods. Downtown Los Banos has many strong assets including its historic architectural character, a tight-knit central retail area, the adjacent Rail Trail Corridor, successful businesses, and important local destinations like Wool Growers, Santa Fe Foods, and City Hall.

Previous planning efforts to increase the vibrancy and energy in the Downtown Area have led to the preparation of this Downtown Master Plan which includes collaboration with the public, businesses, and property owners to improve the public realm and encourage development to bring about an ambitious and realistic vision for success. The Downtown Los Banos Master Plan provides a list of actions with a phased approach that can be implemented through continued partnership between the City, business stakeholders, and residents to enhance the downtown.



Community Workshop for Los Banos Downtown Master Plan, August 23, 2022

Project Purpose and Background

The Downtown Los Banos Master Plan builds upon prior public improvements as well as ongoing efforts to underground utilities, current City-led programming events, and advances recommendations of the Downtown Strategic Plan (Adopted 2020). The Downtown Strategic Plan established a vision statement for the vibrant and welcoming downtown to better connect to regional corridors, improve mobility, and increase the visibility of the cultural heart of the City.

The Downtown Los Banos Master Plan provides implementation steps and phasing for enhancing walking and biking facilities, providing enhanced streetscapes and community gathering spaces, implementing green street concepts and high-quality landscaping, upgrading underground utilities, and improving signage and wayfinding.

Previous Relevant Studies

This section describes several planning efforts and studies that directly concern Downtown Los Banos.

2042 General Plan Update

The Los Banos General Plan 2042 updates the prior 2030 Update and includes the elements required by State law: Land Use, Circulation, Open Space, Conservation, Safety, Noise, Housing, and Environmental Justice. It also includes optional elements that address local concerns: Public Facilities and Services and Economic Development. The Land Use Element provides goals and policies to develop a vibrant, mixed-use downtown as identified in LU Goal-6 and the Circulation Element provides policies for improving pedestrian connectivity throughout Downtown.

Downtown Strategic Plan

The Los Banos Downtown Strategic Plan establishes a vision statement for the vibrant and welcoming downtown to better connect to regional corridors, improve mobility, and increase the visibility of the cultural heart of the City. The strategies outlined in the Los Banos Downtown Strategic Plan include planning for new land uses, implementation of gateways and wayfinding, upgrading infrastructure, improving safety, creating public spaces, and strengthening new businesses. The goals described in the Los Banos Downtown Strategic Plan are intended to overlap, reinforce, and/or supplement the policies and actions included in the 2042 General Plan.



Los Banos Bicycle-Pedestrian Plan

The City of Los Banos Bicycle-Pedestrian Plan (2018) is a comprehensive document outlining the future of walking and bicycling in Los Banos. The Bicycle-Pedestrian Plan includes a vision for walking and biking in the city, policies to achieve the vision, planned bicycle and pedestrian networks, a prioritized list of projects, and guidelines for wayfinding. The proposed Class III Bicycle Paths within the Downtown study area include:

- Fourth Street from H Street to Pacheco Boulevard; and
- Sixth Street from H Street to Page Avenue.

Downtown Revitalization Plan and Façade Improvement Program by Downtown Property Owners

During the summer of 2018, property owners in Downtown initiated the Downtown Revitalization Plan effort to improve Downtown. They worked with a consultant to identify goals and objectives for Downtown, as well as determine an approach for implementing improvements on private property. The Los Banos Downtown Façade Improvement Program is the result of this effort, which focuses on improvement of existing Downtown buildings and allows business and building owners to apply for support for improvement projects. The Program established a Program Committee that will review applications and select projects to receive funding.

Rail Trail Corridor Regulating Code

The Rail Trail Corridor Regulating Code, Resolution No. 5380, prepared in 2007 and revised in 2012, governs the development and future land use of 60 acres of land along the existing Rail Trail that runs along the former route of the Union Pacific Railroad tracks. The Regulating Code's plan area lies between H and G Streets and spans from 2nd Street to one parcel away from Mercey Springs Road. The Regulating Code provides a vision and sets forth regulations for a mix of land uses, building standards, architectural design standards, streetscape standards, block configurations, public spaces, and parking. This Downtown Master Plan supports the vision and strategy in the Rail Trail Corridor Regulating Code.

Community Design Standards

The Los Banos Community Design Standards, adopted in 2008, establish development standards to support implementing a coherent character for development within the city. Among other goals, the standards emphasize maintaining the city's "small town atmosphere." Chapter 2 of the standards provides design guidance for Downtown. Several objectives outlined by the standards include improving the pedestrian environment, maintaining the traditional street grid and alley circulation system, providing transition between dense urban core and surrounding lower-density uses, and maintaining and enhancing the existing architectural character of Downtown. The City is in the process of updating the Community Design Standards with a draft under review by City staff.

Storm Drainage Master Plan

The 2008 Storm Drainage System Master Plan was amended in 2010 to incorporate the changes to land use assumptions and planning boundaries described in the City's 2030 General Plan Update. The Storm Drainage System Master Plan sets forth the improvements necessary to implement the strategies of the 2001 Master Storm Drainage Plan Phase I. The Storm Drainage System Master Plan includes planning assumptions, the drainage system evaluation, and recommended improvements to correct existing deficiencies and to serve future customers. As the City continues to grow beyond its current limits, it is

recommended that the pipeline diameters and pump station capacities proposed in the Master Plan be constructed so that the facilities have sufficient capacity for build-out conditions. Below are Storm Drainage Master Plan recommended improvements relevant to the study area:

- Central City Subbasin Project (CC-6): Pipe improvements on Sixth Street between southwest of M Street to K Street, and K Street between Sixth Street and Seventh Street, for 1,150 feet of new 18-inch diameter storm drainage system. The capital improvement cost for Project CC-6 was included in the 2010 Wastewater Master Plan since it benefits the sanitary sewer system.

Wastewater Master Plan

The 2008 Wastewater Master Plan was amended in 2010 to incorporate the changes to land use assumptions and planning boundaries described in the City's 2030 General Plan Update. Most of the existing wastewater collection system has sufficient capacity to convey existing design flows. However, in the City's downtown, existing storm drain connections cause sudden increases in wastewater flow during a storm event. The stormwater inflow could cause a few sewers to surcharge and potentially overflow during a large storm. The Master Plan concluded that if the City implements storm drain projects to separate these inflow connections, then a large downtown wastewater sewer project could be avoided. The City should proceed with the downtown storm drain projects analyzed in more detail in the 2008 Storm Drainage Master Plan. Below are Wastewater Master Plan recommended improvements relevant to the study area:

- Central City Subbasin Project (CC-6): Pipe improvements on Sixth Street between southwest of M Street to K Street, and K Street between Sixth Street and Seventh Street, for 1,150 feet of new 18-inch diameter storm drainage system. The capital improvement cost for Project CC-6 was estimated in the 2010 Wastewater Master Plan as \$309,000.

Water Master Plan

The 2008 Water Master Plan was amended in 2010 to incorporate the changes to land use assumptions and planning boundaries described in the City's 2030 General Plan Update. Most of the existing water distribution system has sufficient capacity to convey current peak hour or fire flow demands. However, in some locations, such as the City's downtown or in more mature neighborhoods, the distribution system could not meet minimum fire flow and pressure requirements. The proposed improvements that will serve future users are sized for build-out conditions. As the City continues to grow beyond its current limits, it is recommended that the pipeline diameters, well and storage capacities proposed in the Master Plan be constructed so that the facilities have sufficient capacity for build-out conditions. The majority of future improvements are Developer Improvements, but water transmission mains, groundwater manifold pipe system, storage tanks, wells, and the treatment plant were designated Regional Improvements. Below are Water Master Plan recommended improvements relevant to the study area:

- Project P-14; pipe improvements on Alleyway north of M Street from Fourth Street to Fifth Street to replace 500 feet of 8-inch diameter water distribution system. The capital improvement cost for Project P-14 was estimated in the 2010 Water Master Plan as \$69,000.
- Project P-67; pipe improvements on Fourth Street from Pacheco Boulevard to H Street to replace 2,700 feet of 10-inch diameter water distribution system. The capital improvement cost for Project P-67 was estimated in the 2010 Water Master Plan as \$468,000.

EXISTING CONDITIONS OVERVIEW

The existing conditions analysis is necessary for understanding the opportunities and restraints that Downtown Los Banos faces, ultimately guiding the next steps and project recommendations for the Downtown Master Plan. The following topics were studied in the existing conditions analysis:

- Traffic Crash History
- Transit and Active Transportation Connectivity
- Streetlights
- Dry Utilities
- Land Use
- Wet Utilities
- Parking

Project Study Area

The Downtown Los Banos Master Plan study area includes the extents of H Street to the north, Seventh Street to the east, Pacheco Boulevard (SR-152) to the south, and Fourth Street to the west. Figure 1. Project Study Area Map illustrates the project study limits.



I Street facing west in Downtown Los Banos



City of Los Banos

Figure 1. Project Study Area

**Downtown
Master Plan**



LEGEND

- Study Area
- Parks
- Schools

Traffic Crash History

Safety in Downtown Los Banos refers to the built environment as it relates to motor vehicle travel, pedestrian crossing opportunities, and vehicle collision histories. By examining traffic control devices, pedestrian crosswalks, and the collision history within the Downtown Los Banos area, safety countermeasures can be determined.

Traffic Control Devices

According to the Manual of Uniform Traffic Control Devices (MUTCD), traffic control devices include signs, signals, markings, or other devices used to regulate, warn, or guide traffic. Of the 23 intersections within the study area, 13 are all-way stop controlled (57%), 7 are controlled by a traffic signal (30%), 2 have a one-way stop (9%), and 1 is uncontrolled (4%).

Table 1. Traffic Control Inventory provides an inventory of the type of traffic control devices and locations within the study area. Figure 2. Traffic Control Map shows the traffic control within the project study area.

Table 1. Traffic Control Inventory

TRAFFIC CONTROL DEVICE	LOCATIONS
All-Way Stop	• Fourth Street: ○ H Street ○ I Street ○ J Street ○ K Street ○ L Street ○ M Street • Fifth Street: ○ I Street ○ J Street ○ K Street • Sixth Street and H Street • Seventh Street: ○ I Street ○ J Street ○ K Street
Traffic Signal	• Fourth Street and Pacheco Boulevard • Sixth Street: ○ I Street ○ J Street ○ K Street ○ Pacheco Boulevard • Seventh Street: ○ H Street; Pacheco Boulevard
One-Way Stop	• Fifth Street and H Street • Sixth Street and M Street
Uncontrolled	• Fifth Street and L Street

Pedestrian Crosswalks

Pedestrian crosswalks are typically marked striping across a roadway at intersections where people may cross and may have a traffic signal with a pedestrian crossing phase. Pedestrian crosswalks can also be an unmarked continuation of pedestrian pathways (sidewalks and trails) across a roadway. Of the 23 intersections in Downtown Los Banos, there are 85 intersection legs, with each leg representing an adjacent street and its direction moving out from the intersection. Of these, 75 have marked crosswalks (88%). There is one additional marked crosswalk midblock along Seventh Street south of K Street providing connection between Westside Union Elementary School and Los Banos Elementary School. Figure 2. Traffic Control Map shows the pedestrian crosswalks within the study area.

Collision History

Roadway collisions are any reported occurrence of impact between a minimum of two road users, with road users identified as motorists, pedestrians, and bicyclists. Over a five-year period (January 1st, 2016 to December 31st, 2021) a total of 172 collisions occurred within the project study area. The majority of these resulted in Property Damage Only (53%), followed by Complaint of Pain injuries (23%), Visible Injuries (20%), Severe Injuries (3%) and Fatalities (1%). Two traffic fatalities were reported within the five-year period, and both resulted when a motor vehicle hit a pedestrian. Of all collisions, the majority were vehicle-to-vehicle (91%), followed by vehicle-to-pedestrian (6%), and vehicle-to-bicyclist (3%). Figure 3. Collision Heat Map shows where the most collisions occur within the study area and the quantity and severity of collisions that occurred in the study area from 2016 to 2021.



Street demonstration event at the northwest leg of the Sixth Street and I Street intersection to showcase curb extensions, November 30, 2022



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Figure 2. Traffic Control Map

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LEGEND

Study Area

Parks

Schools

Crosswalks

All Way Stop

Traffic light



City of Los Banos

Figure 3. Collision Heat Map

**Downtown
Master Plan**



LEGEND

Study Area

Parks

Schools

2017 - 2021 Collisions



Severity = Property Damage Only

Severity = Complaint of Pain

Severity = Other Visible Injury

Severity = Severe Injury

Severity = Fatality

Transit and Active Transportation Mobility

Mobility in Downtown Los Banos quantifies the availability of infrastructure to help connect people with businesses via bicycling, walking, or transit. Figure 4. Active Transportation and Transit Connectivity Map shows the active transportation and transit network within the study area.

Bikeways

There are four typical designations of bikeways which vary in design and level of comfort. Class I multi-use paths are usually off-street and shared between bicyclists and pedestrians, Class II on-street bike lanes are designated with roadway striping, Class III bike routes will have signage and striping that convey bicyclists and vehicles share the road, and Class IV cycletracks are designated on-street bikeways exclusively for cyclists with a vertical element separating the bikeway from motor vehicle traffic. The Plan Study Area (study area) currently has two on-street Class II bicycle lane corridors on Seventh Street, continuing North and South beyond the study limits, as well as on H Street, continuing East and West beyond the study limits. Class III Shared Routes are proposed within the study area on Fourth Street and Sixth Street. As an alternative to bicycle travel on Pacheco Boulevard, a Class III Shared Route, named the "Zig Zag", is proposed along Pacheco Boulevard to Downtown Los Banos and the Rail Trail by using roadways north of Pacheco Boulevard.

Sidewalk

Sidewalks serve as paved paths along roadways for pedestrian mobility. Sidewalks are provided on both sides of each roadway within the project study area.

Trails

The Los Banos Rail Trail Corridor (Rail Trail) is a multipurpose path that is in the immediate vicinity of the study area, north of H Street. The Rail Trail is owned and operated by the City of Los Banos and provides connection to 2nd Street from the West and to Mercery Springs Road to the East. The 1.1-mile off-street Rail Trail is a former railroad corridor with full separation from motor vehicle traffic except for intersection crossings at Fourth Street and Seventh Street.

Transit

Public transit services ideally allow communities more affordable transportation choices and reduce the need to own a personal vehicle. The Merced Transit Authority (Merced – The Bus) provides public bus transportation services throughout Merced County, with one transit route serving the study area and transit stops located within three blocks beyond the study area:

- Near the Seventh Street/G Street intersection serving Los Banos Community Center
- Near the Delaware Avenue/I Street intersection serving Memorial Hospital

The Los Banos Commuter (LB) line provides 20 daily trips Monday through Friday and nine daily trips on Saturdays and Sundays.



City of Los Banos

Figure 4. Active Transportation and Transit Connectivity Map

**Downtown
Master Plan**



LEGEND

- | | | | |
|------------|--------------|------------------|------------------|
| Study Area | Crosswalks | Existing Bikeway | LB The Bus Route |
| Parks | No sidewalks | Proposed Bikeway | LB The Bus Stops |
| Schools | | | |

Streetlights

Streetlights provide safety lighting and are a placemaking strategy to add character to an area. Within Downtown Los Banos there are two types of street lighting currently installed: Cobra Streetlights and Ornamental Light Poles. There are a total of 89 lighting fixtures within and near the study area. Figure 5. Streetlights Map shows the quantity and type of streetlights within the study area.

Cobra Head Streetlights

Cobra Head Streetlights are a standard non-decorative lighting fixture. Cobra heads are typically installed to light the street and illumination is focused directly over the parking or outer-most right lane. There are 41 Cobra head streetlights within the study area, and 14 just outside the study area boundaries, for a total of 56.

Ornamental Streetlights

Ornamental Streetlights are pedestrian-scaled decorative lighting fixtures that add character to public spaces. There are 28 Ornamental streetlights within the study area, and 5 just outside the study area boundaries, for a total of 33.

Dry Utilities

There are two dry utility types in Downtown Los Banos: telephone/internet service and electricity supply. The study area's dry utilities are located above ground on utility poles along roadways, alleys, or both. There is a total of 133 utility poles within the study area. Infrastructure carrying both services is shown in Figure 6. Dry Utilities Map.

Telephone/Internet Utility Poles

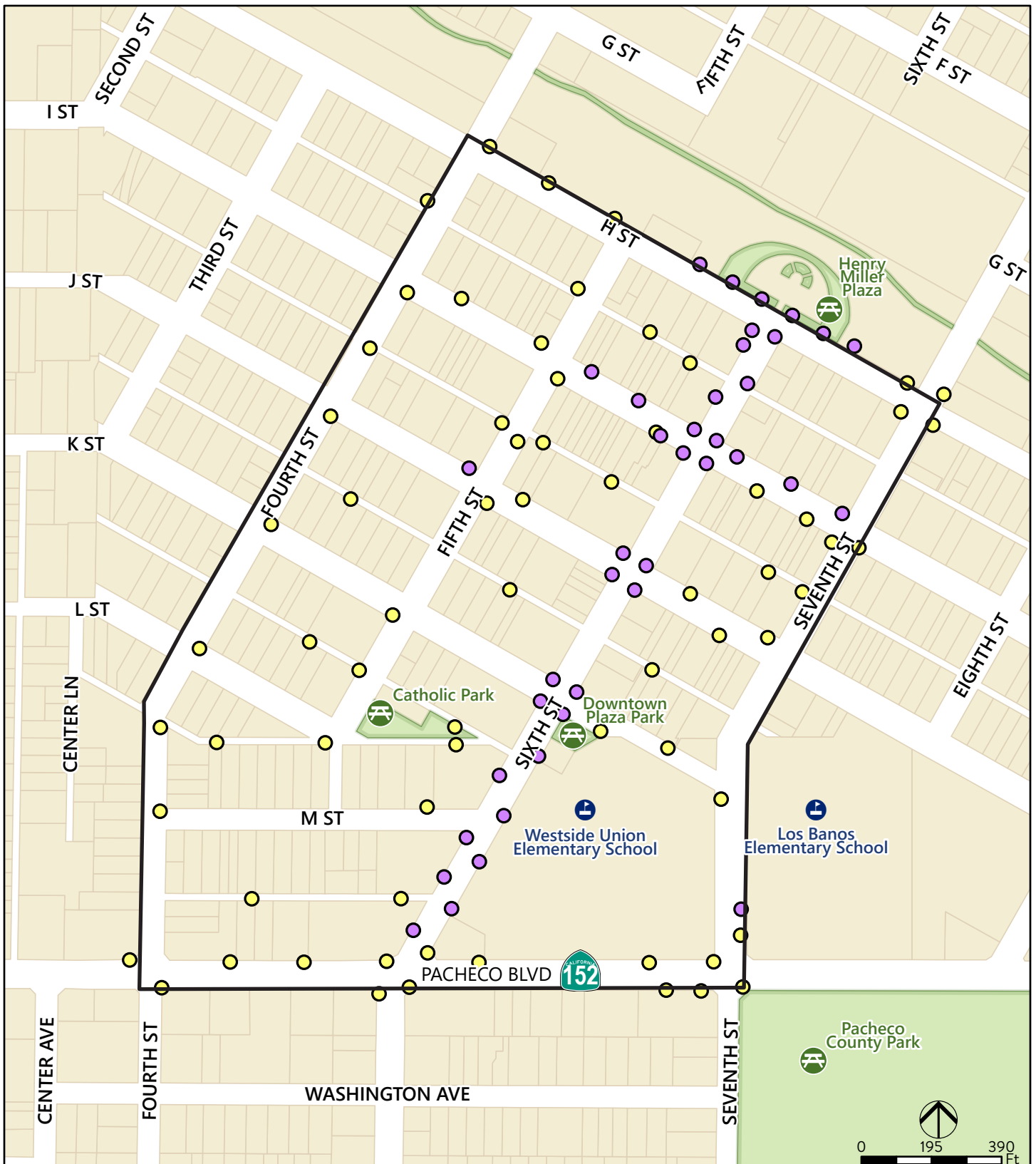
Utility poles carrying telephone and internet services are located primarily along Fourth Street, I Street, K Street, and L Street, as well as the alley between H Street and I Street. There is a total of 55 telephone/internet utility poles (45%) in the study area.

Electricity Utility Poles

Utility poles carrying electricity are in all alleys, as well as a few locations on H Street, Seventh Street, and Fourth Street. There is a total of 60 electricity serving utility poles (41%) in the study area.

Utility Pole with both services

Utility poles carrying both telephone/internet and electricity services are dispersed within the study area, with a few located each on Fourth Street, Fifth Street, Seventh Street, H Street, and the alleys between H Street and I Street. There is a total of 18 joint utility poles (14%) in the study area.



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Figure 5. Streetlights Map

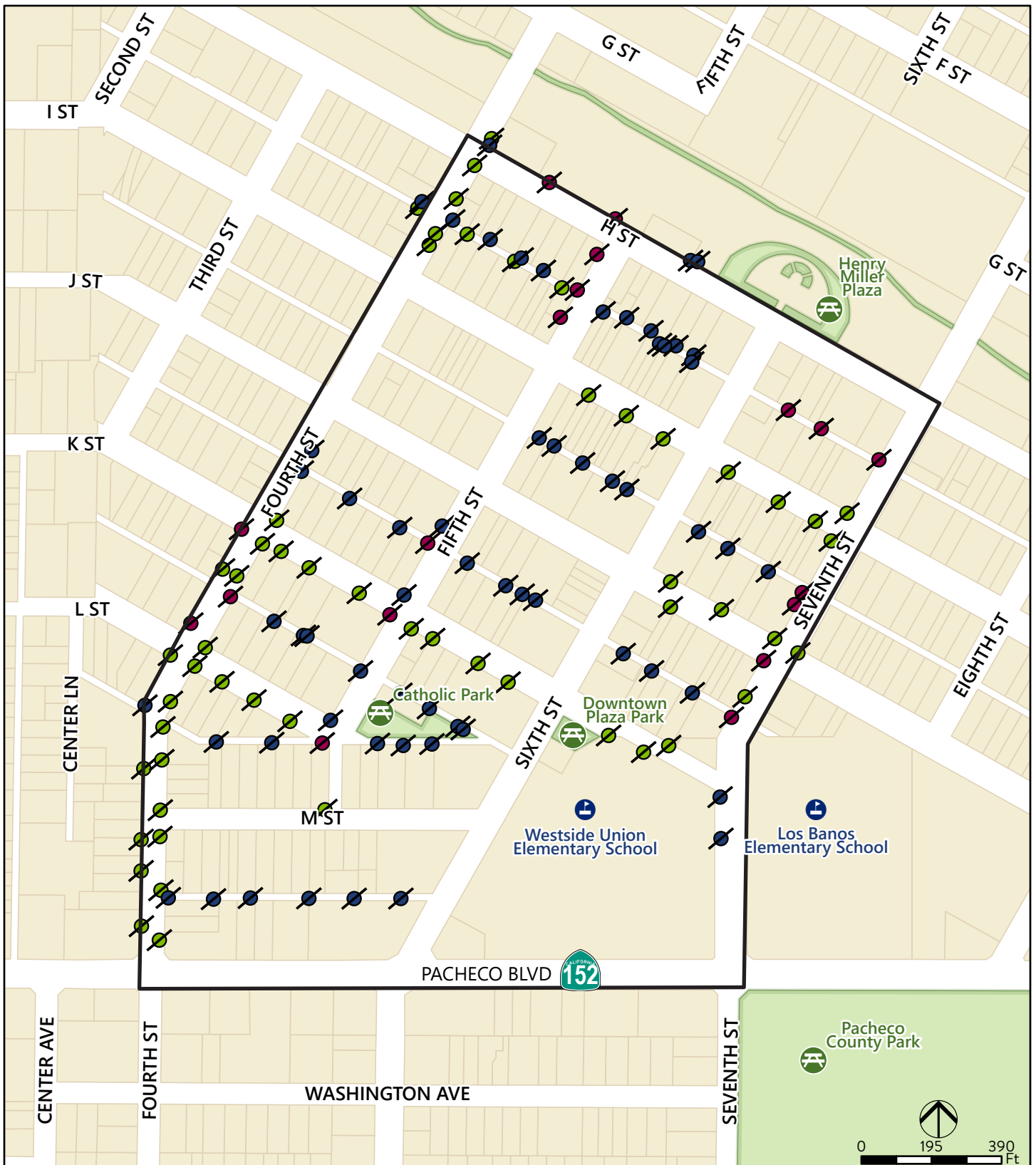
**Downtown
Master Plan**



LEGEND

- Study Area
- Parks
- Schools

- Cobra Head Streetlight
- Ornamental Streetlight



City of Los Banos
 Figure 6. Dry Utilities Map

LEGEND

- Study Area
- Parks
- Schools
- Telephone/Internet Utility Poles
- Electric Utility Poles
- Utility Pole with both Services

Land Use

Land uses determine what kinds of development are allowed on parcels within a jurisdiction and are informed by a State-mandated policy document, the General Plan. There are four land use types existing in the study area: Mixed Use (66%), Highway Commercial (18%), General Commercial (7%), and Low Density Residential (9%). Figure 7. Land Use Map shows the land use types within the project study area.

Wet Utilities

The following wet utility types are in the study area: sanitary sewer, storm drain, and potable water utility. Downtown Los Banos wet utility infrastructure is underground and located in roadways, alleys, or both. Figure 8. Wet Utilities Map shows the location and type of wet utilities within the study area.

Sanitary Sewer

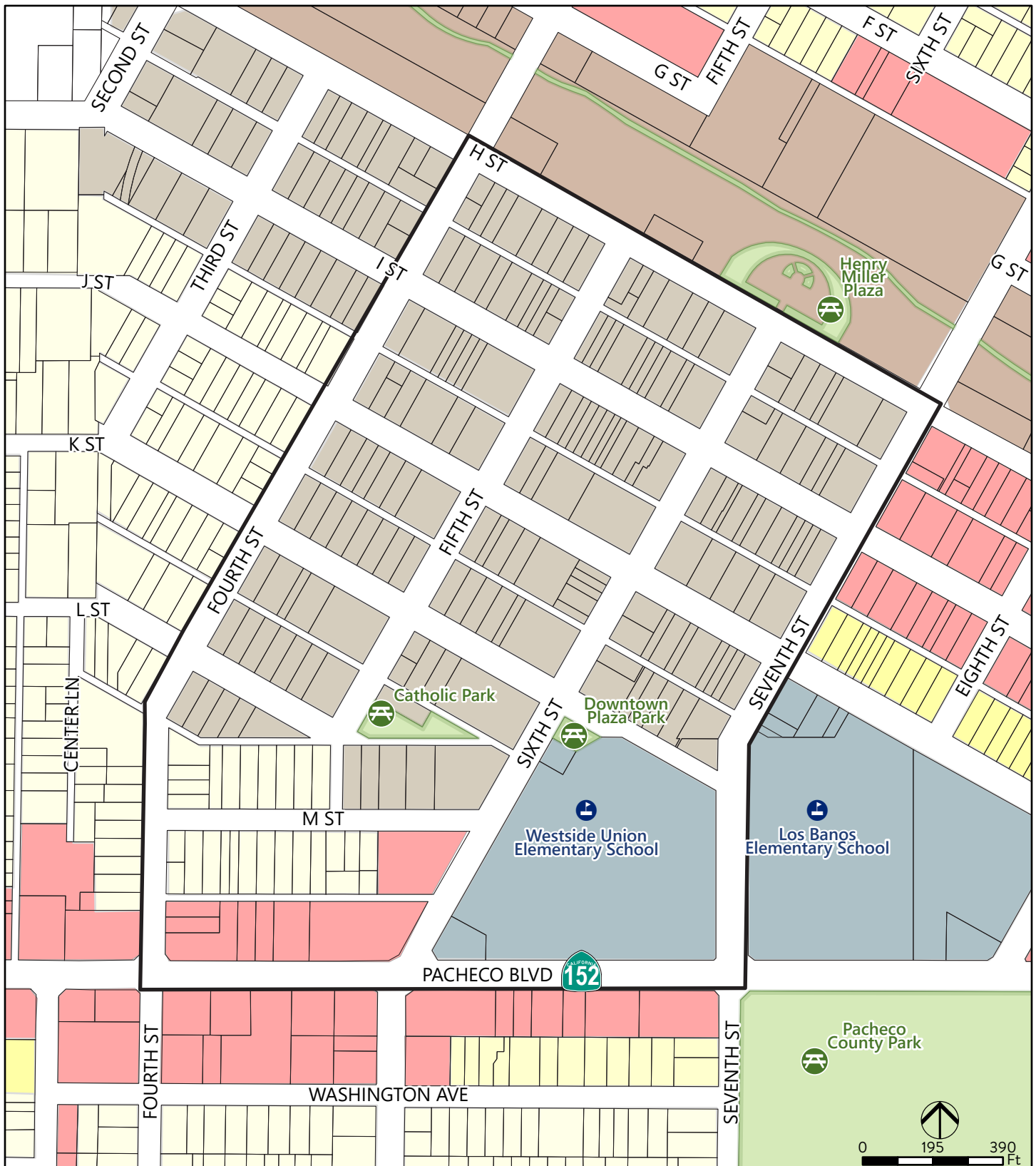
Sewer pipelines carry wastewater out of Downtown Los Banos to a water treatment facility. There is a total of 12,570 linear feet of sanitary sewer pipeline within the project area. The infrastructure is in all alleys, as well as J Street, L Street, Fifth Street, and two blocks each on Fourth Street and Sixth Street.

Storm Drain Network

The storm drain network carries runoff and greywater to a water treatment facility. There is a total of 4,926 linear feet of storm drain network within the project area. The infrastructure is located on H Street, two blocks each of H Street and Seventh Street, one block each of Sixth Street and K Street, and under a commercial parcel on the northwest corner of Sixth Street and Pacheco Boulevard.

Potable Water Utility

Potable Water Supply infrastructure consists of mains and laterals, the former of which are shown in Figure 8. Wet Utilities Map. Mains carry water supply through streets and alleys, while laterals carry water between mains and individual structures/parcels. There is a total of 17,941 linear feet of water supply mains within the project area. The infrastructure is located under all streets except Fifth Street between I Street and H Street, and under the alley between L Street and M Street west of Fifth Street.



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Figure 7. Land Use Map

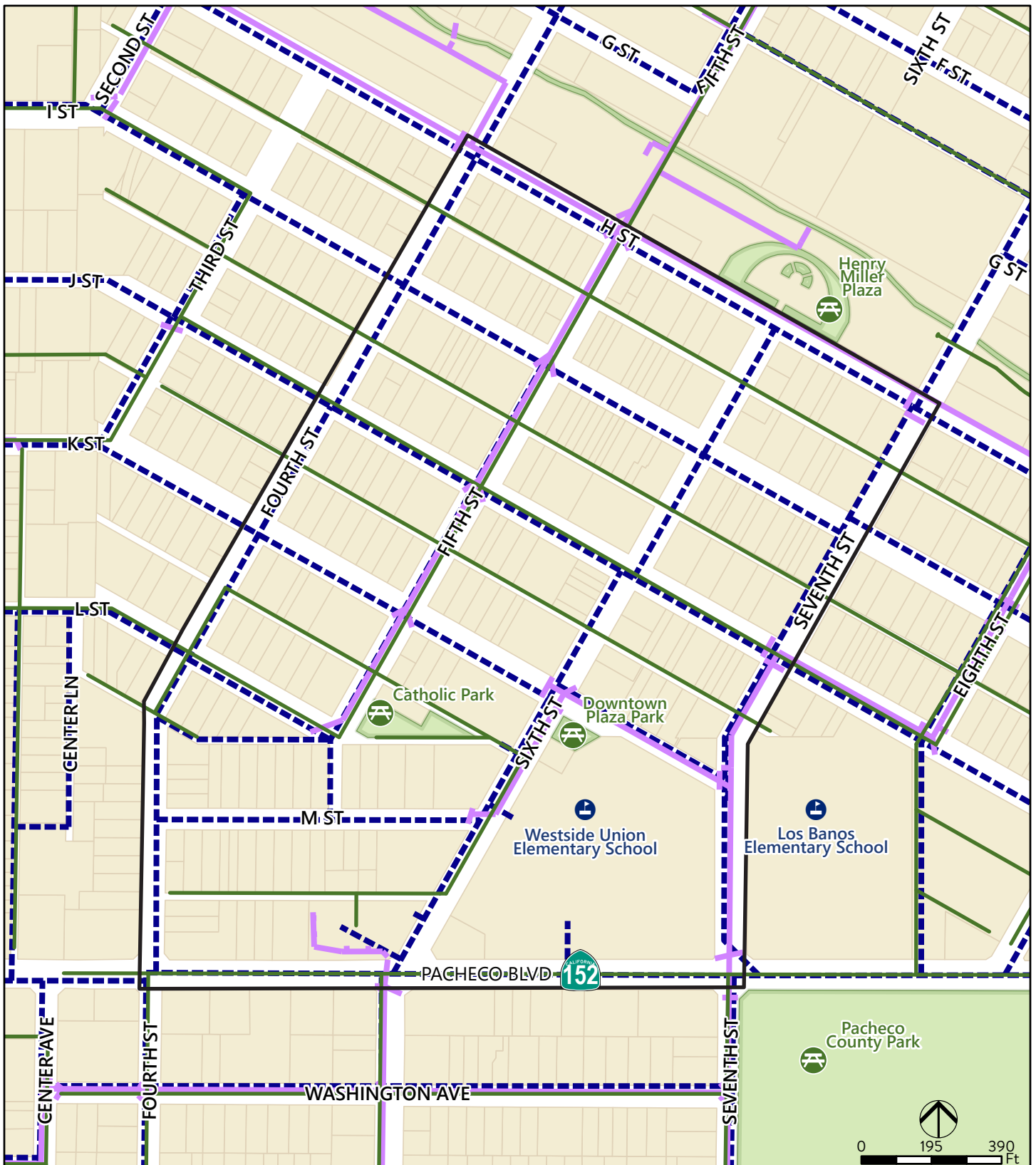
**Downtown
Master Plan**



LEGEND

- Study Area
- Parks
- Schools

- Commercial
- High Density Residential
- Medium Density Residential
- Low Density Residential
- Highway Commercial
- Mixed Use
- Rail Corridor



City of Los Banos

Figure 8. Wet Utilities Map

**Downtown
Master Plan**



LEGEND

- Study Area
- Parks
- Schools

- Sanitary Sewer Pipeline
- Potable Water Utility
- Storm Drain Network

Parking

Within the study area and immediately nearby, there are a total of 2,113 vehicle parking spaces categorized as public, private, and restricted. Figure 9. Parking Map illustrates the location and type of parking permitted in the study area.

Public Parking

Public parking describes City owned parking for general use and may include on-street or off-street areas. The City of Los Banos owns and maintains 1,527 parking spots located at either off-street parking lots or on-street locations. There are 1,256 on-street public parking spaces (59%), and 271 off-street public parking spaces (13%) between seven lots. Parking may be arranged for “parallel parking” where vehicles park adjacent to a curb edge or “diagonal parking” where motor vehicles are parked diagonally facing a wheel stop or curb. In total, the City provides and maintains 72% of available parking at 1,527 spaces.

Private Parking

Private property owners own and maintain off-street parking areas for restricted use related to the land use. A total of 544 private parking spaces (26%) are in off-street parking lots.

Restricted Parking

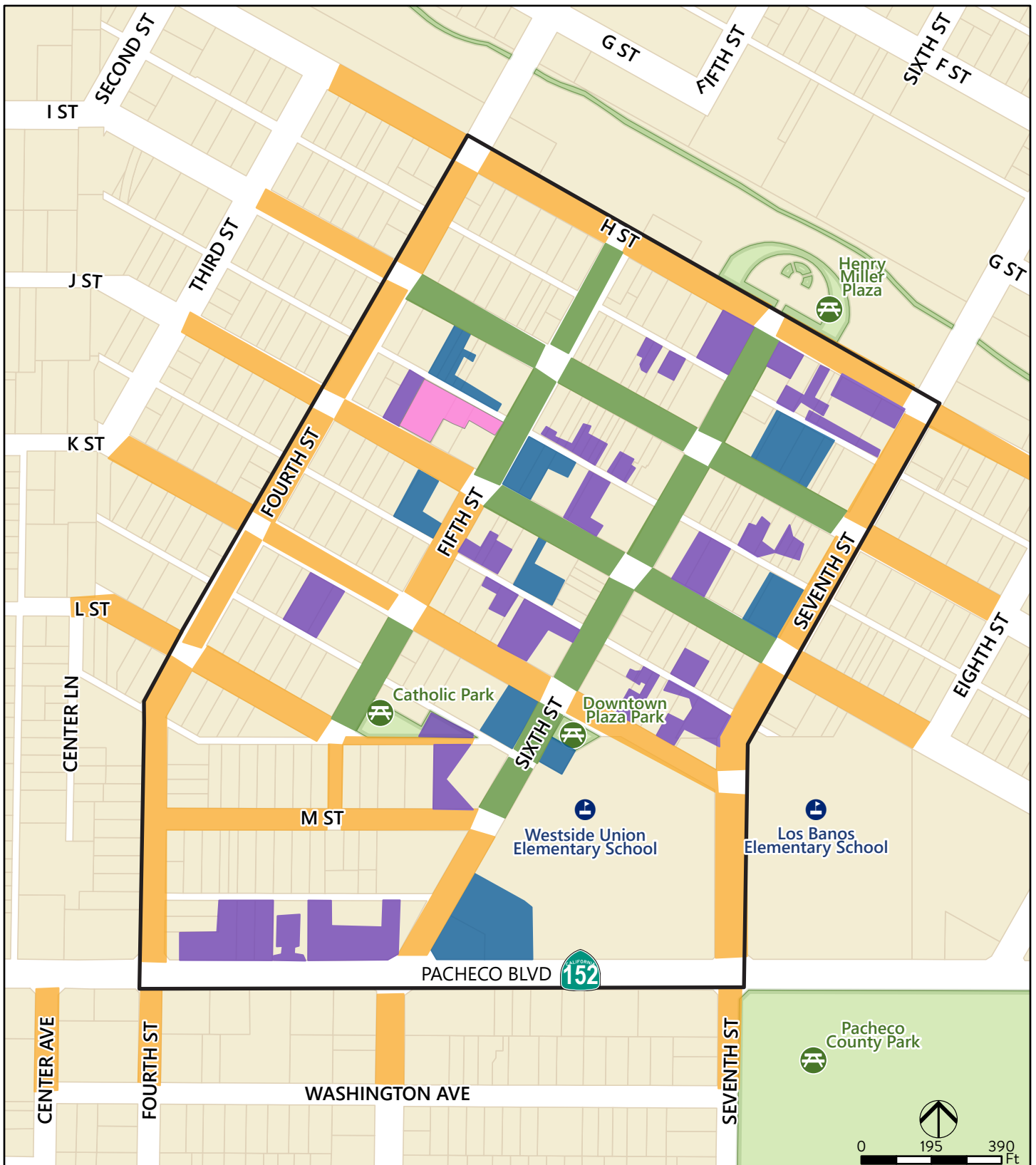
Restricted parking is indicated by signage or curb paint that determines how long, at what times of day, and what vehicles and/or activities permit a vehicle to park. The Los Banos Police Department has a restricted-access surface lot with 42 parking spaces, accounting for 2% of the total parking quantity.



Tree canopy at the intersection of Sixth Street and I Street

Tree Canopy Cover

Trees offer multiple benefits in cities, enhancing the overall quality of life. Tree canopy provides shade that helps cool the area, reducing energy costs during hot weather. Trees also improve air quality, sequester carbon from the air, and aid in flood prevention and water management. Figure 10. Tree Canopy Cover Map illustrates the tree canopy covers within the study area.



City of Los Banos

Figure 9. Parking Map

**Downtown
Master Plan**



LEGEND

- Study Area
- Parks
- Schools

- Off-Street Parking Public
- Parallel Parking
- Diagonal Parking
- Off-Street Parking Private
- Restricted Use



City of Los Banos

Figure 10. Tree Canopy Cover Map

**Downtown
Master Plan**



LEGEND

- Study Area
- Parks
- Schools
- Tree Canopy

SUMMARY OF PUBLIC OUTREACH

From July 2022 to March 2024, the City of Los Banos, in collaboration with consultant teams from Mark Thomas and PlaceWorks, conducted a series of public outreach events to gather input on the future of Downtown Los Banos. These events were integral to the development of the Downtown Master Plan, a follow-up to the Downtown Strategic Plan. The Strategic Plan had previously outlined 10 key strategies for revitalizing Downtown, and the Master Plan aims to implement these strategies while ensuring they align with the community's evolving needs and aspirations. This report summarizes the key discussions, feedback, and outcomes from the initial community workshop, demonstration event, and related steering committee meetings. More detailed descriptions of input gathered at these outreach events can be found in the Appendices.

Community Workshop

The Los Banos Downtown Master Plan Community Workshop was held on August 23, 2022. The workshop aimed to introduce the project to the public, gather feedback, and identify key goals and priorities for the Downtown area. Approximately 28 to 30 community members attended the event, which was held at the Los Banos Community Center.

The workshop was structured to maximize community input and engagement. It began with a PowerPoint presentation from the consultant team, covering the project's background, objectives, and an overview of Downtown's current conditions. Following the presentation, attendees participated in a Question and Answer (Q&A) session, where they raised questions and discussed topics such as Downtown organizations, funding opportunities, business development, and safety. The RTCRC was discussed, with participants emphasizing the importance of incorporating its trail specific recommendations, especially those related to enhancing Downtown's entertainment offerings and infrastructure, such as wider sidewalks.



Community Workshop, August 23, 2022



Street Demonstration and Workshop, November 30, 2022

After the Q&A, participants engaged in an open house format, circulating among three feedback stations: Prioritization, Downtown Issues, and Activities/Improvements. At these stations, attendees shared their thoughts on what they believed were the most pressing issues and desirable improvements for Downtown. The feedback was captured through sticker voting on priority boards and comments written on easel pads.

Attendees used dot stickers and written comments to express their views on pressing issues and desired improvements. The key themes that emerged included a strong desire for a vibrant Downtown with more restaurants, cafes, and entertainment options. There was unanimous support for widening sidewalks to facilitate outdoor dining and make Downtown more pedestrian-friendly, however, widening sidewalks would require higher capital costs and maintenance. Participants also emphasized the need for improved aesthetics and functionality through better lighting, landscaping, and amenities. A more in-depth summary of the August 2022 Community Workshop can be found in Appendix A.

Demonstration Event and Workshop

On Wednesday, November 30, 2022, the City of Los Banos, California Walks, Mark Thomas, and PlaceWorks hosted a pop-up street demonstration to engage the community and showcase proposed Downtown improvements. The event featured a demonstration activity that utilized a portion of the street to represent expanded sidewalk space (parklet), allowing community members to visualize potential changes. Board exhibits showing the Downtown Master Plan improvements were displayed to facilitate conversations. The concepts presented included options to keep diagonal parking or change Sixth Street to parallel parking to increase sidewalk space. Visitors could see the demonstrated parklet and curb extension demonstrations and then discuss the project with project staff.

A survey with nine questions was distributed to gather feedback from participants, which attracted approximately 55 participants. A volunteer from the Downtown Association collected approximately 100 additional surveys through door-to-door canvassing, and engaging with store owners and patrons. The demonstration event saw notable engagement from Spanish-speaking community members, which was supported by several Spanish-speaking facilitators.



Street Demonstration on the westside of Sixth Street, between I Street and J Street to showcase a parklet, November 30, 2022

Community feedback highlighted a mix of enthusiasm and concerns with some residents expressing concern about losing parking spaces, particularly in front of shops, while many others were intrigued by the idea of having parklets in Downtown. Comments were made about pedestrian and bicycle safety on H Street. The California Walks survey report from the November 2022 Demonstration Event can be found in Appendix A.

Steering Committee #1

On June 25, 2022, the project team held a focused meeting with key stakeholders who have been actively involved in the Downtown Master Plan process. The steering committee consists of business owners and operators, property owners, residents, and other community stakeholders.

The initial Steering Committee discussion centered on refining a select group of strategies from the Downtown Strategic Plan, with the aim of determining how these concepts would be implemented in Downtown, including decisions on parklets, bike lanes, and streetscape designs. The group also explored cost estimates and discussed how these improvements could be integrated into the City's Capital Improvement Program (CIP) over the next five years. The discussion included concerns about convenient parking, the desire for better sidewalks, infrastructure challenges, and street lighting.

Steering Committee #2

On October 10, 2022, the project team presented two concept alternatives for the Downtown Master Plan to the Steering Committee. The first alternative retained diagonal parking on both sides of the street, incorporating curb extensions at corners and mid-block crossings. The second alternative proposed converting diagonal parking to parallel parking, allowing for wider sidewalks. Additionally, two concepts for streetscape style were introduced: "Old Town" and "Vibrant Downtown Hub," each featuring different options for furniture, lighting, landscaping, and other improvements. The committee leaned towards the alternative that retained diagonal parking alternative, therefore the sidewalk widths would remain unchanged. The Steering Committee also weighed in on the benefits and challenges of street trees in Downtown. After much discussion, aesthetic preferences were stated for streetlights and furniture like planters, benches and trash receptacles.

Steering Committee #3

On March 25, 2024, the project team facilitated Steering Committee meeting #3 to gather feedback about the proposed alternatives for the Downtown Los Banos Master Plan. This meeting was open to the public. A preferred concept was presented that incorporated feedback from previous meetings. Much discussion centered on the potential for utilizing alleys as gathering space, mentioning good examples of this from Gilroy and Woodland. The discussion also highlighted the need to ensure funding for improvements to make the vision happen.



Steering Committee Meeting, March 25, 2024

DOWNTOWN CONCEPT PLANS

The Downtown Concept Plan reflects the culmination and synthesis of the City’s vision, community input, and stakeholder input for Downtown. This section describes the main concept plan diagram, proposed improvements, street sections, and street style recommendations.

Concept Plan Diagrams

Figure 11. Downtown Los Banos Master Plan Diagram shows the master plan diagram for Downtown developed based on community outreach and discussion with the Steering Committee. Proposed Downtown Concept improvements would be initially focused upon Sixth Street, I Street, and J Street, and the alley between I Street and J Street. Future phases would expand the improvements throughout the remaining Downtown study area.



Enlarged diagram of Sixth Street Improvements



City of Los Banos

Figure 11. Downtown Los Banos Master Plan Diagram

Downtown
Master Plan

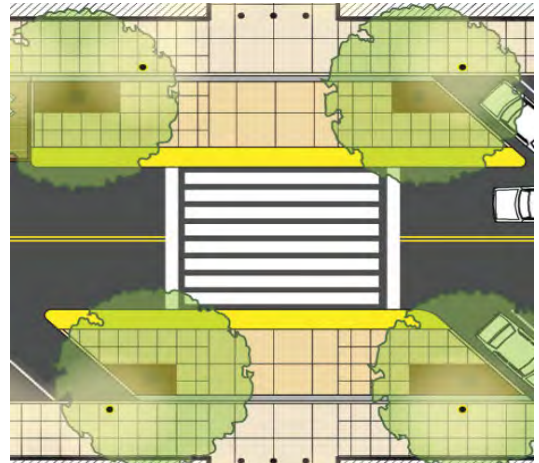


Expanded and Improved Sidewalk Space

Corner bulbouts and mid-block sidewalk extensions in front of alley entrances would expand sidewalk space at intersections and specific locations; allowing the parking and travel lanes to remain unchanged. In addition to allowing shorter crossings, bulbouts and mid-block extensions would create opportunities for additional landscaping. There would be new, high-visibility crossings at intersections to provide improved and accessible crossings. Both existing and new sidewalk areas would have new pavers. To accommodate truck traffic in the alleys, the mid-block extensions would feature heavy-duty pavers or stamped concrete.



Vignette: Corner bulbout



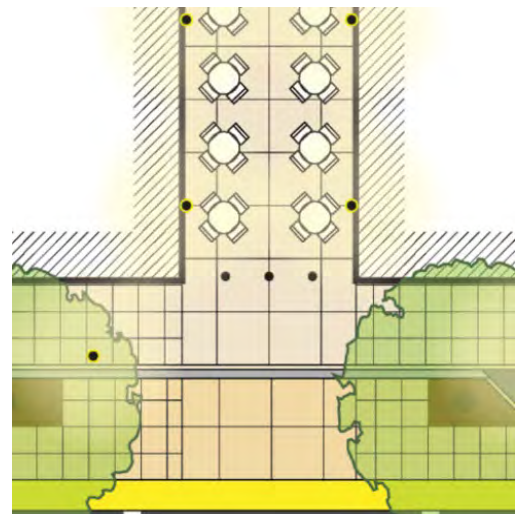
Vignette: Mid-block extension

Improved Alleyways

The mid-block alleyways currently function as waste disposal routes and service access for businesses. The alleys would be improved aesthetically to allow flexible use of them as outdoor dining and activity areas, similar to what has been done in other downtowns like Gilroy, Woodland, and Salem, Oregon. Creation of new entrances from buildings to alleys should be considered if property owners desire them.

Increased Pedestrian-Scaled Lighting

The current lantern-style lighting of Downtown would be increased and enhanced to improve lighting throughout Downtown study area. New lights would be similar, ornate, lantern-style lights.



Vignette: Alley

New Trees and Landscaping

New native, deciduous trees with seasonal transitions would be planted to integrate with Downtown's existing tree canopy. The mid-block extensions would have new trees to bring the canopy closer at the middle of the blocks. New planters and landscaping will be added in the bulbouts, mid-block extensions, and along the sidewalks.

New Street Furnishings and Wayfinding

New furnishings and seating will be added throughout for people to sit down and relax. Bicycle parking and new trash receptacles will be provided throughout. New wayfinding kiosks and signage would be provided to direct visitors to Downtown, points of interest, and parking. Branding and design for these features will be developed to create a theme for Downtown.

Repaved and Restriped Streets

Streets would be refreshed with new paving and striping. The streets have a high center crown that is recommended for rehabilitation and flattening to allow easier construction of bulbouts and mid-block extensions.

Parklets

Downtown businesses would have the option to add parklets along the street to provide additional space for outdoor dining. Parklets would contribute to an active and festive Downtown atmosphere. The City would need to create an application process for business and property owners who would like to construct parklets. Appendix B contains recommended guidelines for parklet design and construction.

Recreational Amenities

Providing spaces and venues for recreation could greatly improve the attraction and utilization of Downtown. Activating the open space and parks in Downtown could help promote active lifestyles and community health. It is recommended that outreach be conducted to identify potential activities desired by the community. Some ideas received at outreach events for this plan include adding a dog park or a parcourse.



Vignette: Parklet

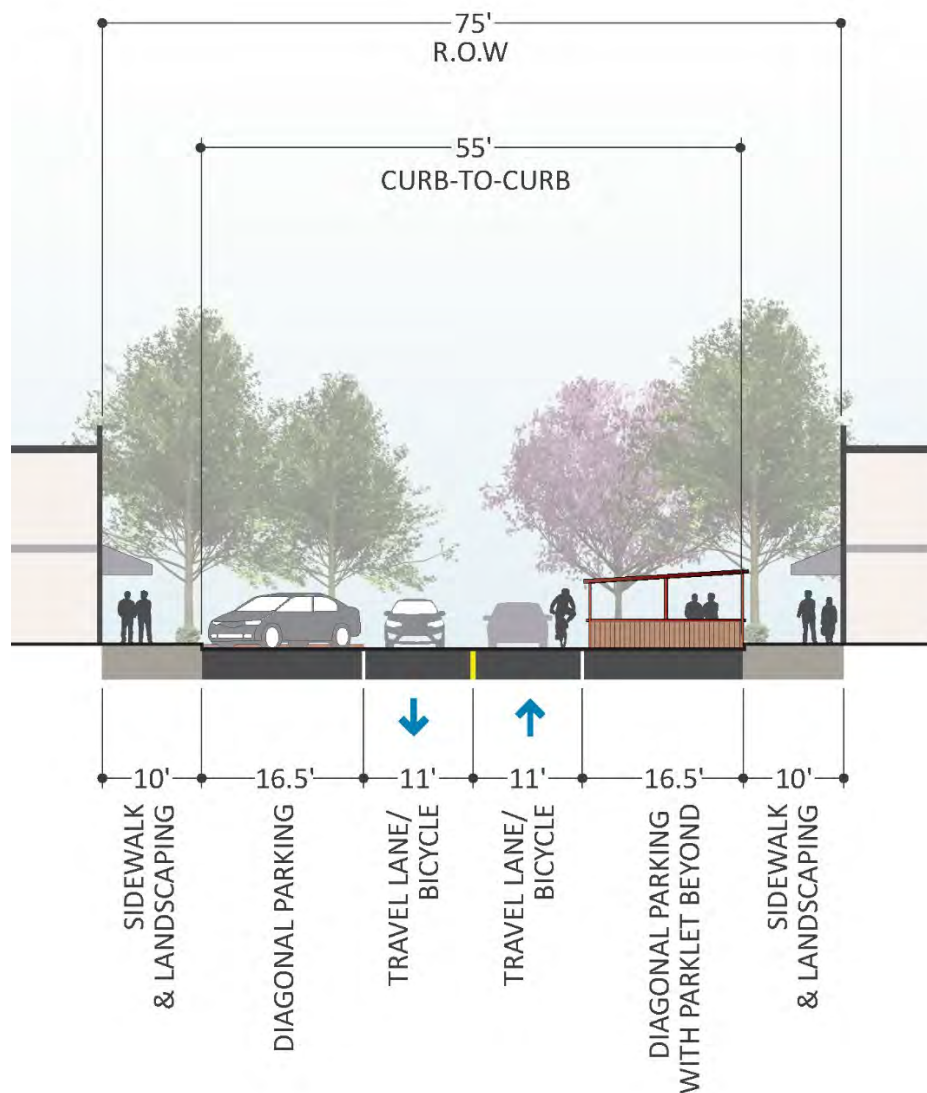
Decorative Crossings to Henry Miller Plaza and Intersections

Henry Miller Plaza is an important civic space for the Downtown study area, and the Steering Committee requested improvements to strengthen connection with the Downtown. One opportunity is to improve the intersection at Sixth and H Streets with a decorative, high visibility crossing that can use colors or art. The City could apply a consistent design treatment to all crossings and intersections.

Street Sections

Figure 12. Typical Number Street Section Illustration shows the proposed section for Sixth Street which still provides two travel lanes and diagonal parking as requested by the community and the Steering Committee. The two travel lanes would be shared with bicycles to function as a Class III bicycle route. Sixth Street would maintain its diagonal parking with opportunities for parklets. Mid-block extensions in front of alleys would feature vegetation and trees to extend the tree canopy into the street.

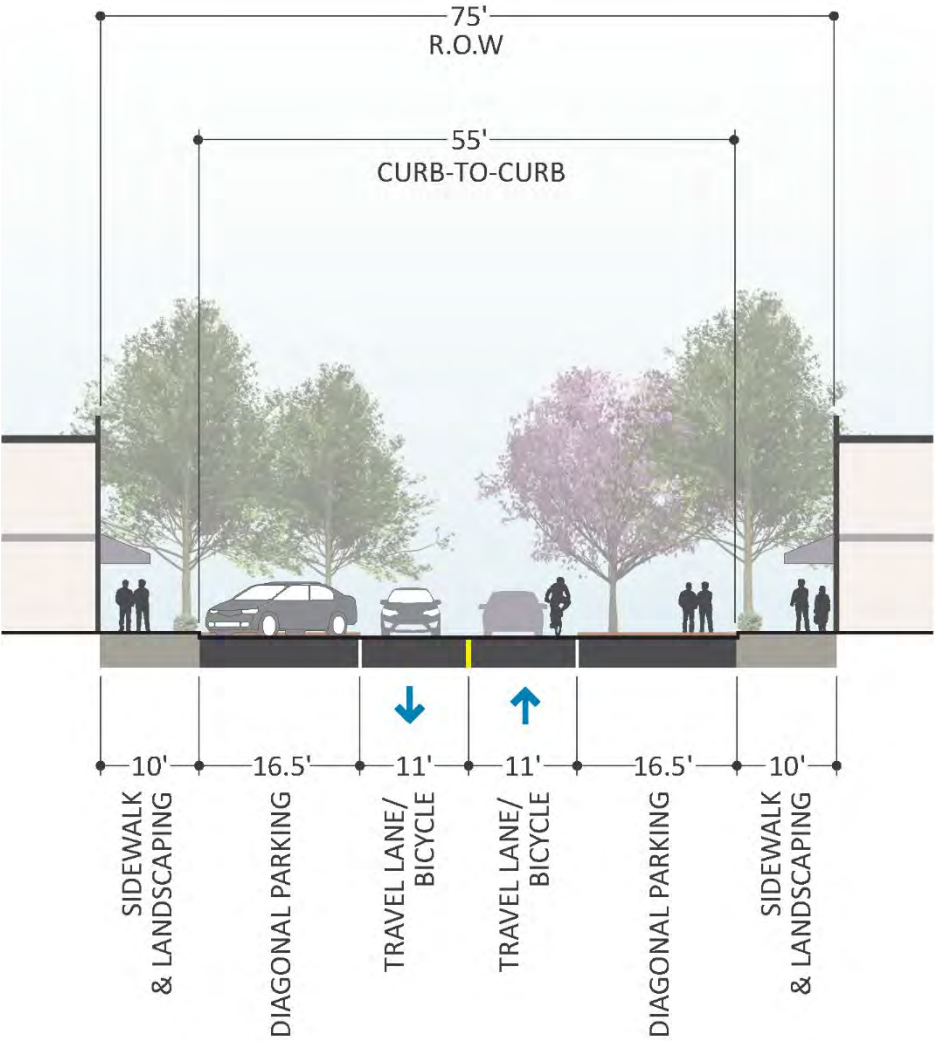
Figure 12. Typical Number Street Section Illustration



The east-west letter streets would receive treatment similar to Sixth Street. Figure 13. Typical Letter Street Section Illustration shows the proposed typical section for these streets, which would include H, I, J, and K Streets.

Figure 14. Sixth Street Potential Improvements illustrates improvements on Sixth Street, such as mid-block extensions and enhanced crosswalks.

Figure 13. Typical Letter Street Section Illustration



City of Los Banos Downtown Master Plan

City of Los Banos Department of Community & Economic Development – 2024

Figure 14. Sixth Street Potential Improvements



An improved Sixth Street at J Street, looking north



Photo showing existing conditions of Sixth Street at J Street, looking north



An improved Sixth Street at mid-block extension, looking south



Photo showing existing conditions of Sixth Street at J Street looking south

Streetscape Style Recommendations



Lantern-style street lighting

The architecture of Downtown is a distinctive mixture of classical and modern Art Deco buildings. Input from stakeholders indicated a preference to have a Downtown style that compliments the current architectural styles. The envisioned style for Downtown would feature historic and contemporary elements for lighting, signage, and furnishings. Figure 15. Downtown Streetscape Style Map shows where some of these style elements would be applied in Downtown. A complete recommended streetscape style package with a map showing its application can be found in Appendix B.

Lighting

Street and building lights would be lantern-style lights with ornate metalwork. String lighting would add another ambient lighting in alleys and along streets.

Wayfinding and Signage

The fonts on signs would be Sans Serif against simple rectangular backgrounds. There would be Art Deco inspired details within the font. Geometric patterns similar to Art Deco-stained glass would be used in the design of wayfinding features. Shapes and form would be simple and contemporary with the use of bright colors and patterning to accentuate design.

Street Furniture

The design of benches, seating, bicycle parking, and trash receptacles would be coordinated with the wayfinding style and be contemporary in shape and color.



Street Furniture: Wayfinding

Street Furniture: Bicycle Parking

Planters

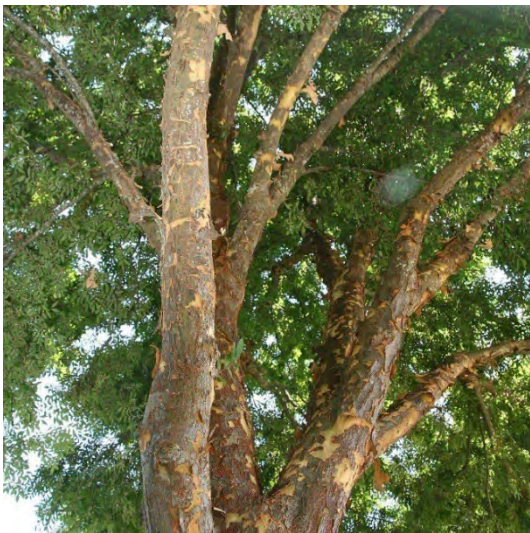
Planters would be provided throughout Downtown and made of Corten or weathering steel.



Planters in downtown

Trees and Landscaping

New, native trees and landscaping would be selected to be planted in Downtown. Trees fit for Downtown would have elegant, vase-like branch structures. Examples are *Zelkova Serrata* "JFS-KW1" and *Ulmus parvifolia* "Allee". Downtown would also feature deciduous vegetation that would showcase seasonal transition in colors. *Tilia* "Harvest Gold" would be a good option here. Another tree recommendation is *Pistachia chinensis* "Chinese Pistache", which was suggested by the Steering Committee and is one of the most populous trees in Los Banos. The colors of tree leaves and bark would be coordinated with the color style selected for wayfinding and street furniture. All trees and plantings should be consistent with the Los Banos Urban Forestry Management Plan.



Tree: Ulmus parvifolia "Allee"



Tree: Zelkova Serrata "JFS-KW1"



City of Los Banos

Figure 15. Downtown Streetscape Style Map

Downtown Master Plan



- LEGEND
- Limit of Work
 - Paved Surfaces
 - Streetscape Improvements
 - Trees

Recommended Engineering Improvements

The Downtown Master Plan recommends the following engineering improvements be implemented:

- Rehabilitate roadways to reduce the pavement crown, repave, and restripe roadways; maintaining the travel lanes and parking configuration.
- Undergrounding of the current above-ground utilities
- Implement improvements identified in the Wastewater Master Plan and the Water Master Plan
 - o Wastewater Master Plan Project CC-6
 - o Water Master Plan Project P-14
 - o Water Master Plan Project P-67
- Install bulbouts, modified streetlighting, landscaping, sidewalk pavers, and other urban design elements.

Utility Undergrounding

Above-ground utilities typically are located within alleys and along one side of some roadways; and typically, parallel to the letter streets. This analysis assumes the utility undergrounding for the alley are associated with the northerly lettered street (i.e. undergrounding costs within the alley located between I Street and J Street is identified as a cost for I Street). Therefore, no utility undergrounding costs are associated with the numbered streets. The utility undergrounding is estimated at \$3,300,000 per mile based on review of statewide costs from multiple communities for similar projects.

Typically, utility undergrounding is a capital improvement project delivered by the local agency and parcel-specific service connections are the responsibility of the property owner. However, this analysis conservatively assumes the service connections are included in the overall costs for the benefit of budgeting purposes.

Cost Estimates

The cost estimates provided have been developed for recommended plan improvements per representative block face. The capital costs per representative segment of either numbered or lettered street have been identified in Table 2. Cost Estimates by Representative Roadway Segment .

Table 2. Cost Estimates by Representative Roadway Segment

SEGMENT	TYPE OF IMPROVEMENTS	TOTAL ESTIMATED COST
Representative Numbered Street	• Roadway rehabilitation, remove crown, repave • Restripe roadway and parking stalls • Install corner bulbouts • Install alleyway extension on number street • Underground utilities • Signal modifications • Urban Design Features (new street light system, landscaping, street furniture, pavers, parklets, etc.)	\$11,500,000 to \$19,200,000
Representative Lettered Street	• Roadway rehabilitation, remove crown, repave • Restripe roadway and parking stalls • Install corner bulbouts • Underground utilities • Signal modifications • Urban Design Features (new street light system, landscaping, street furniture, pavers, parklets, etc.)	\$4,400,000 to \$9,500,000

As shown in Table 2. Cost Estimates by Representative Roadway Segment , the representative capital cost to implement the engineering and urban design improvements ranges between \$4,400,000 and \$19,200,000. The estimated cost for implementation for all the streets within the Downtown is \$102,200,000.

Modular Placemaking Features

The project team recommends two features that might be applied at specific locations within the Downtown and are more modular in nature such as the installation of Parklets and Alleyway Improvements.

The costs for these specific placemaking features is identified separate from the infrastructure and urban design cost estimates since they might be layered on top of the Downtown improvements or added over time based on dialogue with the business community. We estimate the cost for installing a Parklet and Alleyway Improvements as follows:

City of Los Banos Downtown Master Plan

City of Los Banos Department of Community & Economic Development – 2024

- Installation of a Parklet within an existing parking stall is estimated to cost approximately \$100,000 per location.
- Installation of Alleyway improvements as described within this report is estimated to cost approximately \$150,000 per block length.

Restaurant Sewer Connection Improvements

While not recommended for all of the Downtown area, improved grease traps are needed to accommodate restaurants. This report provides an estimate for implementation of a grease trap which can be included in funding pursuits based on identified need to help spur restaurant development.

Per discussion with property owners and business representatives, a key item needed for additional restaurants within the Downtown area is installation of plumbing improvements to separate grease, oil, and other solids from wastewater before entering the sewer system. The grease interceptor will prevent sewer system blockages, avoid leakage into water systems, protect public health, and minimize the need for clean-ups and municipal fines. Installation of a grease trap or grease interceptor is estimated to cost approximately \$5,000 to \$10,000 per location.



Parklet in downtown



Alleyway Improvements

Concurrent Project Efforts

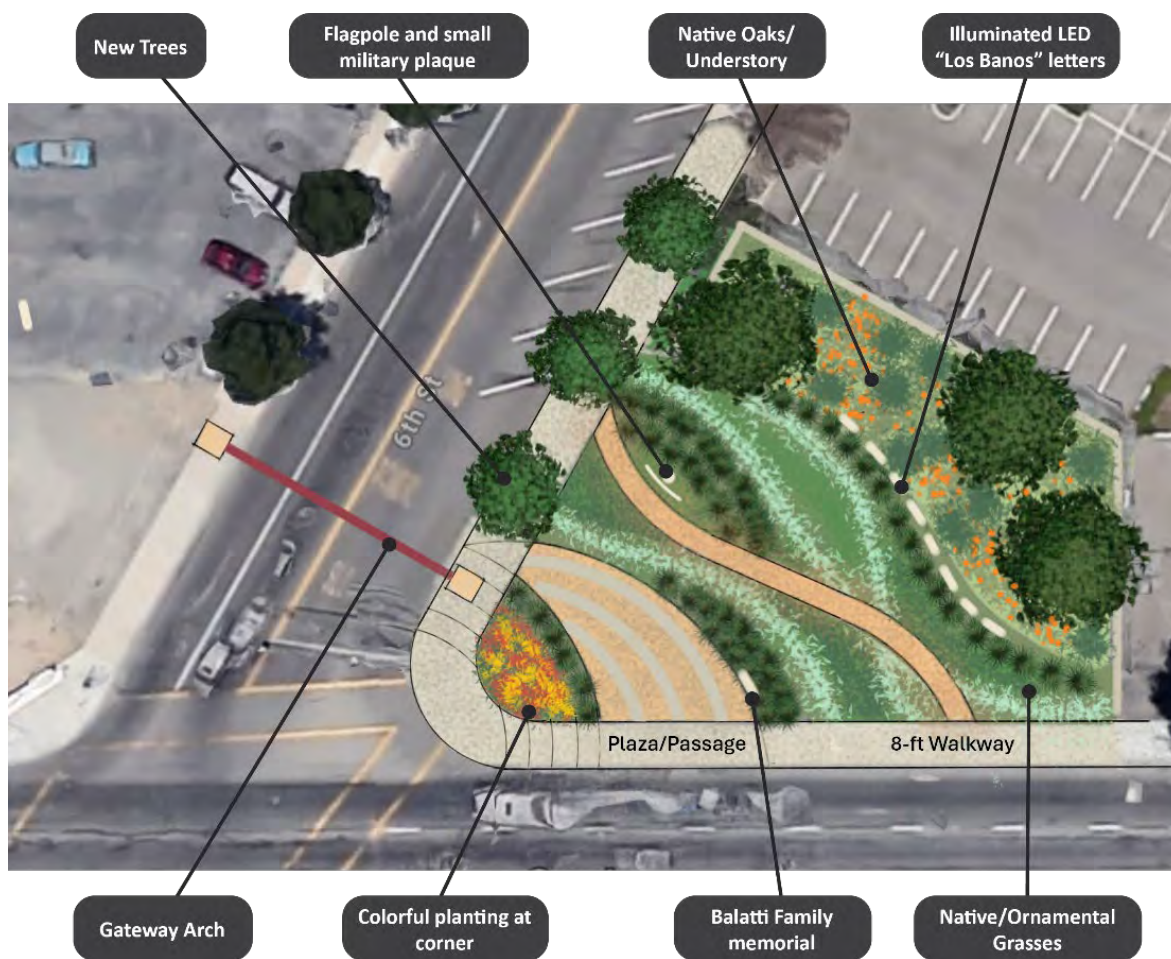
Civic Center Master Plan

The Civic Center Master Plan focuses on the renovation of City Hall and several adjacent parcels into a potential civic center space. Redevelopment of the former Police Headquarters at 945 Fifth Street and rehabilitation of the former Police Annex Building at 535 J Street are being studied in parallel to the Downtown Master Plan.

Gateway Arch and Park

The Gateway Arch and Park is a proposed arch monument and ornamental open space at the corner of Sixth Street and Pacheco Boulevard (SR-152). The gateway arch would span over Sixth Street. The Balatti Family sold the vacant parcel at the northeast corner to the City, which will be transformed into a colorful landscaped entry to welcome visitors to Los Banos and Downtown. Figure 16. Gateway Park Concept Illustrative shows the illustrative concept for the gateway park.

Figure 16. Gateway Park Concept Illustrative



IMPLEMENTATION PLAN

Recommended Phasing

The Los Banos Downtown Master Plan outlines strategic phases to enhance access to key destinations, improve roadway safety, and foster economic growth in the City's downtown area. The plan focuses on two primary aspects: Major Capital Infrastructure Improvements and Placemaking Elements.

Major Capital Infrastructure

- Engineering
- Right of Way Acquisition
- Underground Utilities
- Sewer System
- Street System
- Construction Projects

Placemaking Elements: Downtown Infrastructure & Streetscape

- Landscaping: rain gardens, planters, street trees
- Improved Lighting
- Street furniture
- Public Murals
- Alleyway Enhancements
- Signage and wayfinding

The Downtown Master Plan recommends the following phasing of projects:

- Phase 1 Projects
 - o Sixth Street Improvements
 - o I Street Improvements
- Phase 2 Projects
 - o Fifth Street Improvements
 - o H Street Improvements
 - o J Street Improvements
- Phase 3 Projects
 - o Fourth Street Improvements
 - o Seventh Street Improvements
 - o K Street Improvements
 - o L Street Improvements

Funding Strategies

A comprehensive analysis of funding programs administered by regional, state, and federal agencies was compiled for the Downtown Los Banos Master Plan. The programs outlined in the analysis are applicable to implementation of the Plan's priority projects.

- **California Transportation Commission (CTC) Active Transportation Program (ATP):** Bicycle and pedestrian facilities, plans, and programs.
- **CTC Highway Safety Improvement Program (HSIP):** State-selected roadway treatments to address data-driven crash histories
- **Caltrans Clean California (Clean CA):** Community beautification projects and litter abatement projects/programs.
- **USDOT Safe Streets and Roads for All (SS4A):** Funds for safety enhancements on roadways, including crossings of railroads.
- **California Natural Resources Agency Urban Greening:** Reduce greenhouse gases and improve public spaces.
- **CTC Local Partnership Program (LPP) Competitive:** SB 1 program for agencies with transportation dedicated sales tax or impact fee. Funds multimodal and non-capacity increasing projects.
- **US Department of Transportation (USDOT) Rebuilding American Infrastructure with Sustainability and Equity (RAISE):** Funds for improving surface transportation facilities with an emphasis on reducing greenhouse gas emissions and providing transportation equity.
- **Local Transportation Climate Adaptation Program (LTCAP)** - Provides competitive grants to local agencies for the development and implementation of capital projects adapting local transportation infrastructure to climate changes.
- **Solutions for Congested Corridors Program (SCCP)** - Achieve a balanced set of transportation, environmental, and community access improvements to reduce congestion throughout the state.
- **Sustainable Transportation Planning Grants (STP)** - Planning efforts to reduce GHG emissions, develop climate adaptation plans, and address statewide, interregional, or regional transportation deficiencies on the State highway system.
- **State Transportation Improvement Program (STIP)** - Build climate preparedness, reduce GHG, prepare for uncertain climate impacts, and protect the State's most vulnerable populations.
- **Areas of Persistent Poverty (AOPP)** - Funds increased transit access for environmental justice populations, equity-focused community outreach and public engagement of underserved communities and adoption of equity-focused policies, reducing greenhouse gas emissions, and addressing the effects of climate change.
- **Rural Surface Transportation Grant (RSTG) through Multimodal Project Discretionary Grant Opportunity (MPDG)** - Increase connectivity, improve the safety and reliability of the movement of people and freight, and generate regional economic growth and improve quality of life.
- **Strengthening Mobility and Revolutionizing Transportation (SMART)** – Conduct demonstration projects focused on advanced smart community technologies and systems in order to improve transportation efficiency and safety.
- **Local Streets and Roads Program (LSRP)** - SB 1 dedicated approximately \$1.5 billion per year in new formula revenues apportioned by the State Controller (Controller) to cities and counties for basic road maintenance, rehabilitation, and critical safety projects on the local streets and roads system.
- **Congestion Mitigation and Air Quality Improvement Program (CMAQ)** - Funds transportation projects and programs which include cost-effective clean air strategies that contribute to the attainment or maintenance of National Ambient Air Quality Standards.

Next Steps

The next steps of the Downtown Los Banos Master Plan will focus on advancing from conceptual planning to design and implementation of Phase 1 project improvements.

Over the next 1-2 years, a primary objective will be to pursue grant funding to support environmental reviews and the design process for prioritized improvements. This will ensure that Phase 1 recommended improvements can move forward with the secured funding necessary for final design and implementation.

In the following 2-3 years, the project will shift towards procurement activities, including securing contracts for the first phase's Project Approval & Environmental Documents (PA&ED). During this stage, the necessary environmental clearances will also be obtained, ensuring that the project complies with all regulatory requirements and minimizes any environmental impacts.

Looking ahead to the next 3-4 years, the Master Plan will focus on developing the Plans, Specifications, and Estimates (PS&E) for Phase 1. This will involve finalizing the technical details and preparing the project for the construction phase. Concurrently, efforts will continue to secure additional grant funding to support the actual construction of the improvements, setting the stage for successful project execution.

APPENDIX A: PUBLIC ENGAGEMENT

Meeting Presentations & Meeting Summary Reports

Steering Committee #1 Presentation and Discussion Summary

Steering Committee #2 Presentation and Discussion Summary

Steering Committee #3 Presentation and Discussion Summary

Community Workshop Presentation and Summary

Street Demonstration Event Summary Report

Downtown Master Plan

July 25, 2022

Steering Committee #1



MARK THOMAS

Meeting Overview

- Introduce the Downtown Los Banos Master Plan project
- Capture input for project vision and goals



City of
Los Banos
At the Crossroads of California





Meeting Agenda

- Introductions (5m)
- Downtown Master Plan Overview (10m)
- Existing Conditions and Vision Discussion (45m)





LOS BANOS DOWNTOWN STRATEGIC PLAN





Downtown Strategic Plan

Downtown Los Banos is a vibrant, welcoming neighborhood where residents and visitors come together to share in food, shopping, and culture. Downtown's well-kept historic fabric and high-quality new buildings host a healthy mix of local and national retail, restaurants, and entertainment venues. Old and new housing in Downtown Los Banos meets a high standard of quality and supports its thriving business climate. Downtown Los Banos is clean, safe, and attracts young people, families with children, and tourists during the day and in the evenings.



Downtown Strategic Plan Strategies

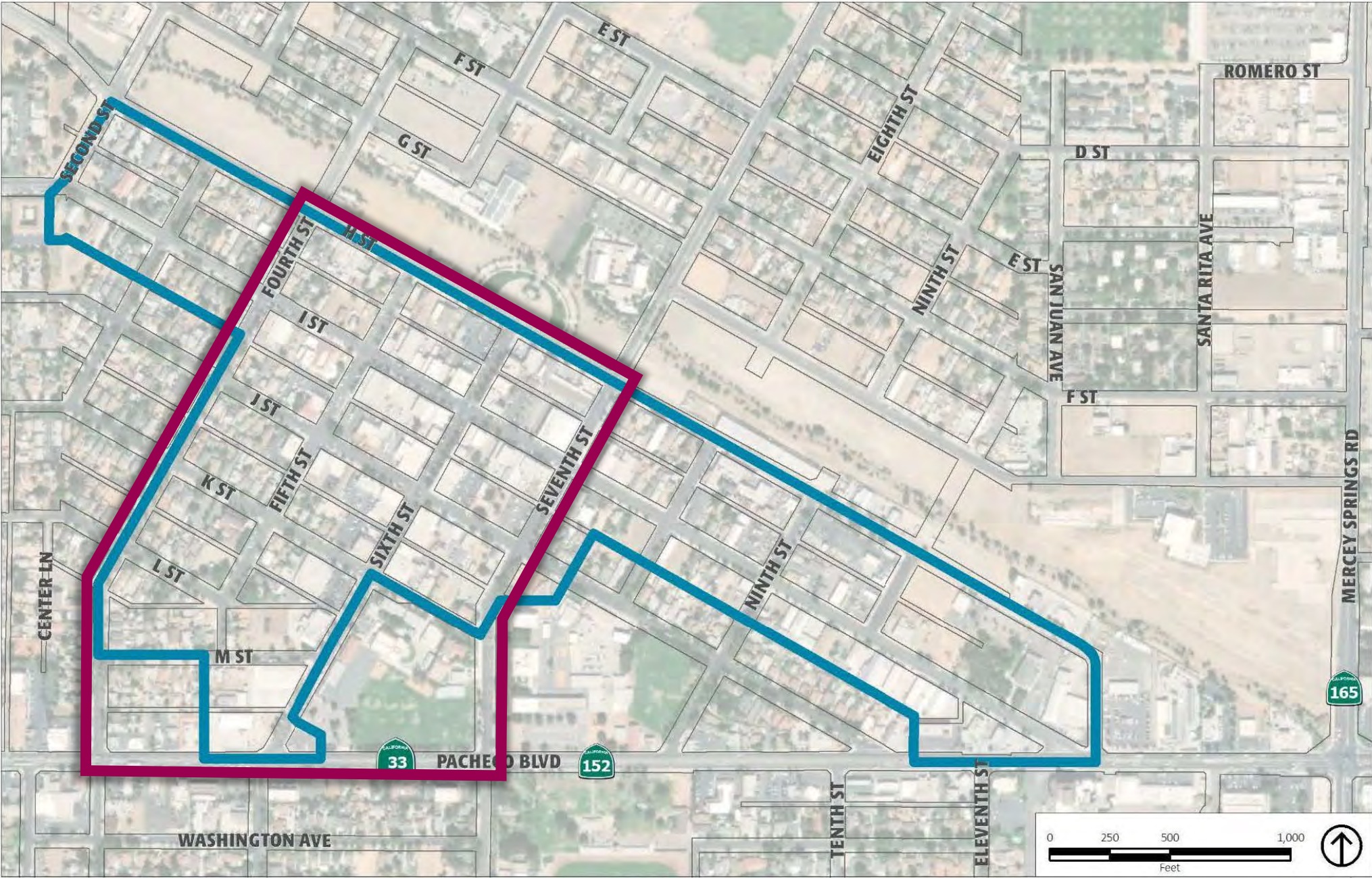
1. Plan for New Land Uses
2. Implement Gateways and Wayfinding
3. Strengthen Businesses
4. Rehabilitate Buildings
5. Upgrade Infrastructure
6. Improve Safety
7. Establish Character
8. Develop a Food Scene
9. Manage Parking
10. Create Public Spaces



Downtown Master Plan Overview

- Implements Downtown Strategic Plan
- Incorporates Public Input
- Develops Project Concepts
- Outlines Project Implementation
- Develops Construction Phasing





Sources: ESRI, 2018; Merced County, 2018; PlaceWorks, 2019.



Downtown Strategic Plan Area



Downtown Master Plan Area



Safety

Table 1: Intersection Traffic Control Inventory

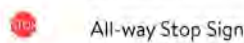
CONTROL TYPE	COUNT	SHARE
All-Way Stop	13	57%
Signalized	7	30%
1-Way Stop	2	9%
Uncontrolled	1	4%
Total	23	100%

Table 2: Collisions 2016-2021 by Severity

COLLISIONS	TOTAL	1-YR AVG	SHARE
Fatal	2	18	1%
Severe Injury	5	0	3%
Visible Injury	34	1	20%
Complaint of Pain	40	7	23%
Property Damage, Only	91	8	53%
Total	172	34	100%

*Additional collisions were reported occurring within the project area. Geo-coordinates were unavailable to display.

LEGEND



Crosswalk

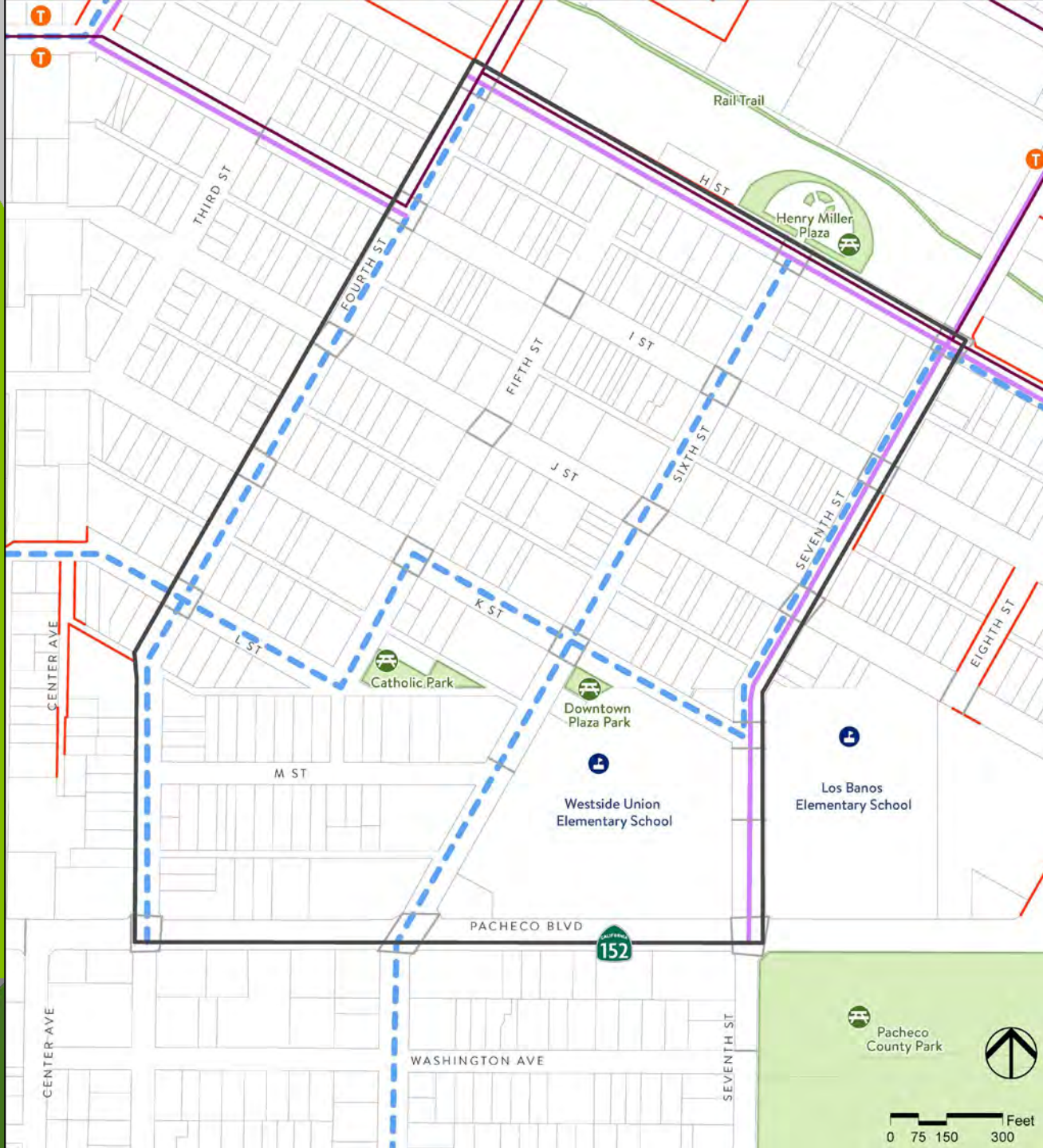
All-way Stop Sign

Traffic Signal

COLLISION DATA

- Severity = Property Damage
- Severity = Complaint of Pain
- Severity = Visible Injury
- Severity = Severe Injury
- Severity = Fatal

NOTES



Transit and Active Transportation Connectivity

Table 2: Bicycle Facilities in Study Area

CORRIDOR	EXISTING FACILITY
SEVENTH STREET	Existing Bike Lanes
H STREET	Existing Bike Lanes
FOURTH STREET	Proposed Bike Route
SIXTH STREET	Proposed Bike Route
“ZIG-ZAG”	Proposed Bike Route
RAIL TRAIL	Existing Off-Street Path

Table 3: Los Banos Commuter Transit Service

Stops Nearby	M-F Trips	Sa-Su Trips
3	20	9

LEGEND

- Park
- School
- Crosswalk
- No Sidewalk
- Pedestrian Trail
- Existing Class 2 Bikeway
- Proposed Class 3 Bikeway
- LB The Bus Route
- LB The Bus Stops



Streetlights

Table 4: Ornamental Light Pole Inventory

Location	Count
Within Study Area	28
Outside Study Area	5
Total	33

Table 5: Cobra Light Pole Inventory

Location	Count
Within Study Area	41
Outside Study Area	15
Total	56

LEGEND

- Park
- Cobras Streetlight
- School
- Ornamental Light Poles

NOTES

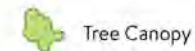
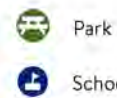


Canopy Cover

Table 5: Qualitative Analysis of Existing Canopy

CATEGORY	N-S STREETS	E-W STREETS
LESS THAN AVG	FIFTH ST SEVENTH ST	H STREET PACHECO BLVD
AVERAGE	N/A	I STREET J STREET K STREET
MORE THAN AVG	FOURTH ST SIXTH ST	L STREET M STREET

LEGEND



NOTES



Dry Utilities

Table 6: Dry Utility Pole Inventory

POLE TYPE	COUNT
Telephone/Internet	55
Electricity	60
Hybrid Telephone/Internet/Electricity	18

LEGEND

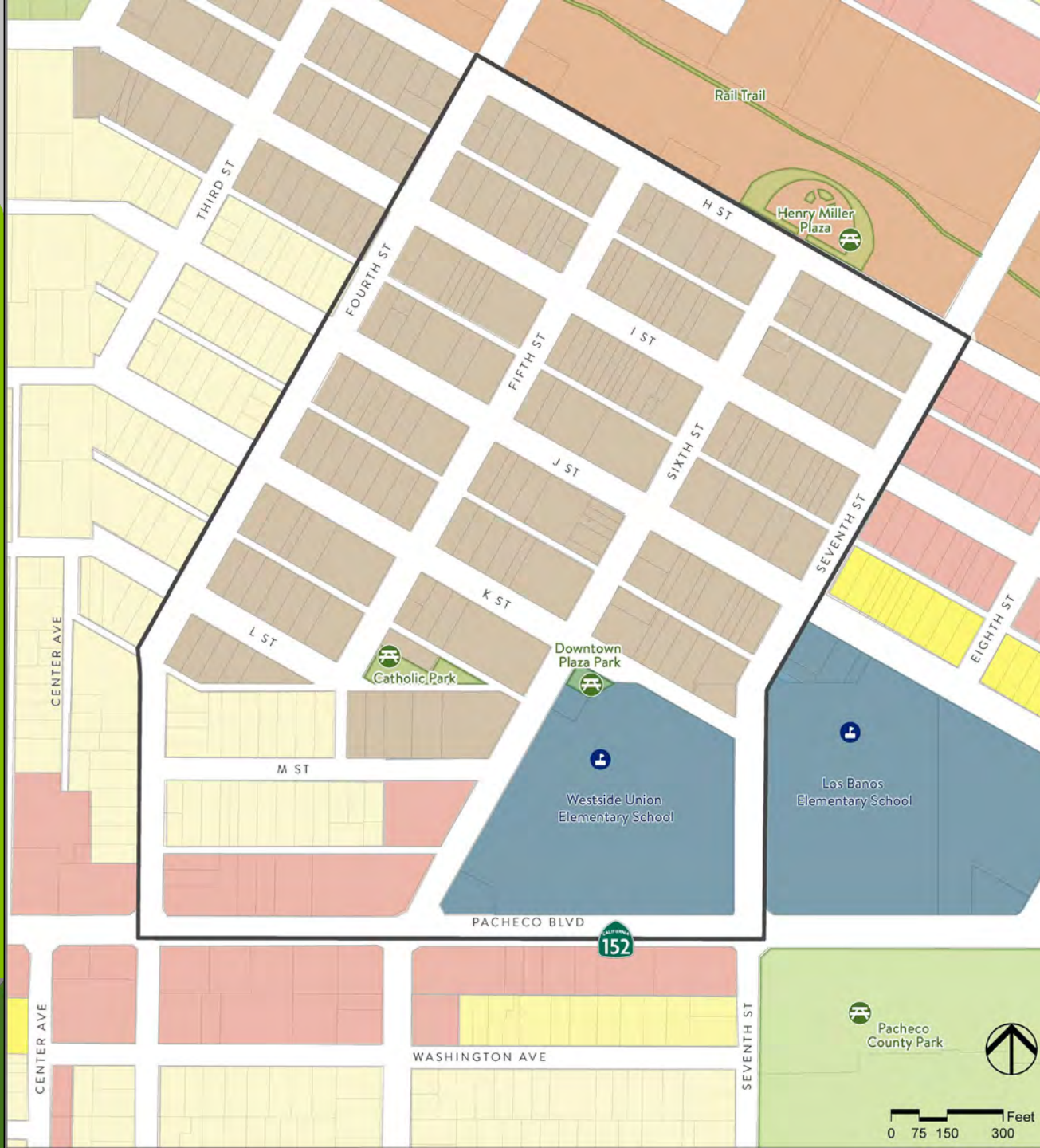
- Park
- Telephone/Internet Utility Poles
- School
- Electricity Utility Poles
- Utility Pole with both services

NOTES

Land Use

Table 7: Breakdown of Land Use Area

LAND USE TYPE	S.F. AREA	SHARE
Mixed Use	1,395,520	66%
Hwy Commercial	371,575	18%
Gen. Commercial	148,355	7%
L.D. Residential	183,068	9%
Total	2,098,700	100%



LEGEND

- Park
- School
- High Density Residential
- Medium Density Residential
- Low Density Residential
- Mixed Use
- Commercial
- Highway Commercial
- Rail Corridor



Wet Utilities

Table 8: Wet Utility Infrastructure Availability

UTILITY TYPE	LINEAR FEET	LOCATION
Sewer	12,570	Alleys Pacheco Blvd
Storm Drain	4,926	FIFTH ST 1/5 OF SIXTH ST ½ OF SEVENTH ST
Water Supply	17,941	All Streets

LEGEND



Park



School

Sanitary Sewer Pipeline

Potable Water Utility

Storm Drain Network

NOTES



Parking Inventory

Table 9: Parking Inventory by Space Type

PARKING SPACE TYPE	SPACES	COUNT
On-Street Parallel Parking	829	39%
On-Street Head-In Parking	427	20%
Off-Street Public Parking	271	13%
Off-Street Private Parking	544	26%
Restricted Use (LBPD)	42	2%
Total	2,113	100%

LEGEND



Park
School



Parallel Parking
Head-In Parking
Restricted Use



Off Street Parking Public
Off Street Parking Private
Space Between Curbs (ft)

NOTES



QUESTIONS?

Steering Committee Meeting 1: Discussion Summary

Strategy Prioritization Exercise

Participants were asked to identify their top six priorities for Downtown improvements with the following results:

- Strategy 1 - Plan for New Land Uses: 4
- Strategy 2 - Implement Gateways and Wayfinding: 3
- Strategy 3 - Strengthen Businesses: 5
- Strategy 4 - Rehabilitate Buildings: 5
- Strategy 5 - Upgrade Infrastructure: 5
- Strategy 6 - Improve Safety: 3
- Strategy 7 - Establish Character: 4
- Strategy 8 - Develop a Food Scene: 4
- Strategy 9 - Manage Parking: 6
- Strategy 10 - Create Public Spaces: 1

Parking Management

Parking emerged as a significant concern, particularly the issue of merchants and employees occupying street parking directly in front of stores, which could otherwise generate revenue for businesses. The group discussed the potential for reintroducing parking enforcement and the challenges of encouraging people to park further away and walk into Downtown. Some participants shared experiences from other communities where streets were closed to cars to promote walking, though opinions varied on whether this approach would suit Los Banos. There was a general agreement that maintaining drivability is crucial, as visibility of businesses can encourage visitors to park and explore Downtown.

Sidewalk Extensions and Parklets

There were mixed feelings about extending sidewalks and adding parklets, mainly due to concerns about losing parking spaces. However, participants noted that if these changes could create a perception of activity and vibrancy, they might be worth considering. Suggestions included exploring options to offset any loss of parking by creating new spaces nearby. The idea of installing bulbouts, which would not affect parking, was also well received.

Wet Utilities

The discussion on wet utilities highlighted the financial challenges of upgrading the entire area, with current responsibilities falling on property owners. The need for public

restrooms in Downtown was identified, along with the barriers that businesses face due to code requirements, such as ADA compliance. Ideas for a funding program to assist with lateral replacements and the installation of grease traps in challenging locations were also discussed.

Dry Utilities

The conversation around dry utilities focused on the possibility of undergrounding street utilities, while leaving overhead lines in alleys. The group discussed a phased approach, starting with I Street and moving to K Street, though it was noted that Caltrans would not fund this work as their focus is on undergrounding electrical lines in alleys.

Transit and Active Transportation

There was a consensus that Los Banos is not perceived as a bicycle-friendly city, with no clear connection between 6th Street and the Rail Trail. Enhancing the city's bike infrastructure could help change this perception.

Street System and Lighting

Concerns were raised about the current street lighting, particularly on H Street and between I and 7th Streets. Participants expressed a desire for a well-lit Downtown with human-scaled, ornamental lighting that could also feature seasonal banners. The idea of redesigning the street system to balance pedestrian-friendly north-south streets with updated east-west streets was also discussed. Participants emphasized the importance of a long-term vision for Downtown, including a mix of residential and business uses, and the need for a funding strategy to bring these improvements to life.

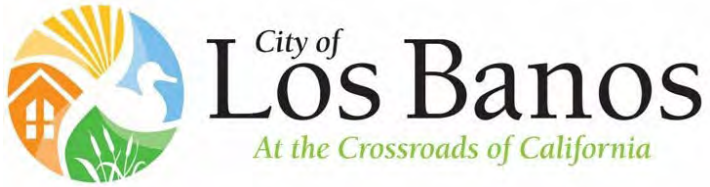
Los Banos Downtown Master Plan
Steering Committee
Meeting #2

October 10, 2022

Today's Agenda

- Welcome
- Summary of what we heard at last meeting
- Community Workshop #1 Summary: Date
- Development of Draft Concepts
- Present Draft Concepts
- Streetscape Character Options
- Next Steps: Street Demonstration

Introductions



Stacy Souza Elms
Community & Economic
Development Director



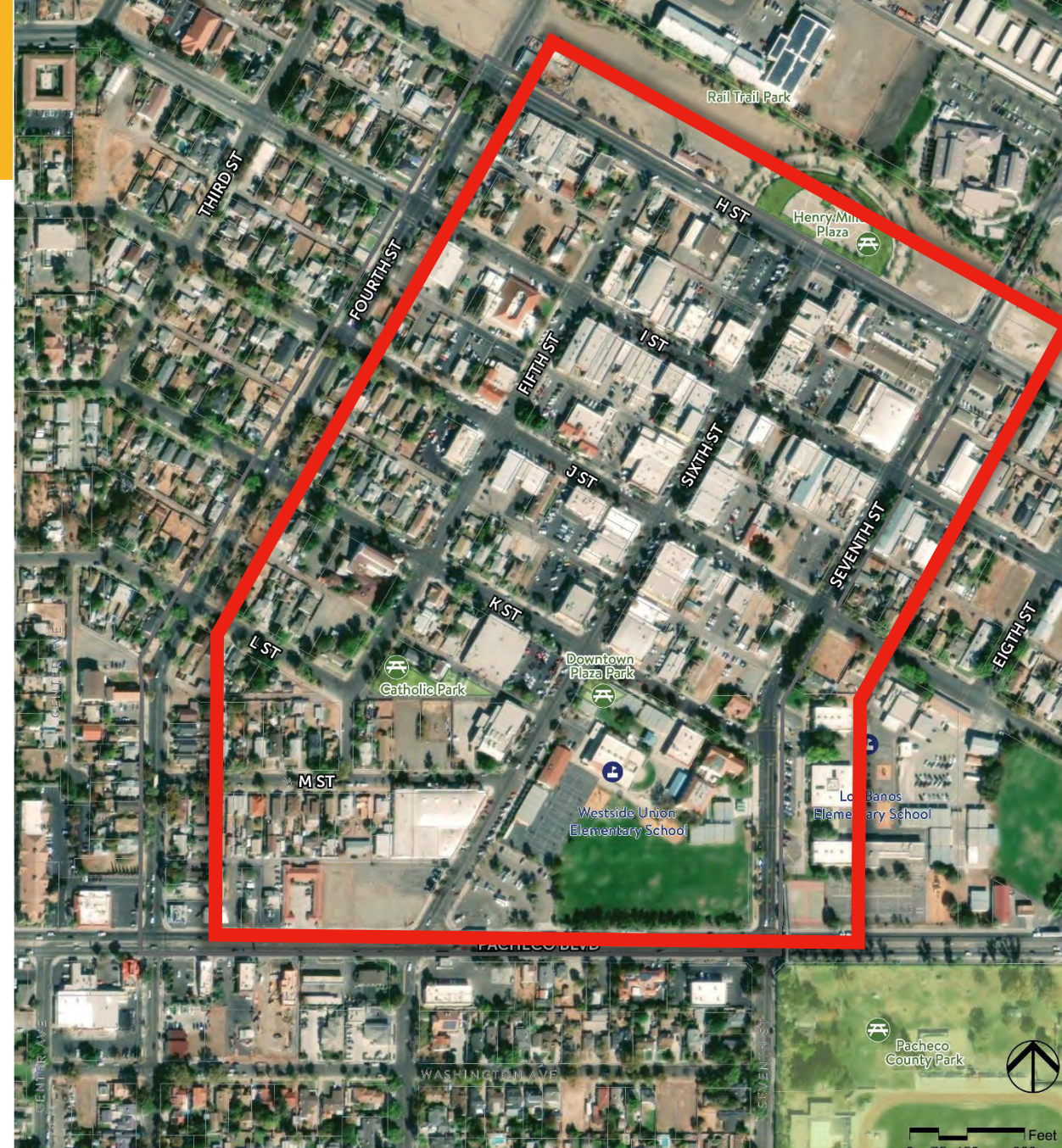
Stephen Patchan
Jae Riddle



Bruce Brubaker
Cliff Lau

Downtown Study Area

 Downtown Master Plan Area



Summary of Feedback from Previous Meetings

Steering Committee Meeting #1: What We Heard

- Extending sidewalks and parklets – Can consider, but need to be mindful of how this affects parking.
- Walking – Possible to increase walking distance between parking and destination if people can perceive business in the area or guided by good wayfinding.
- Parking – Competing use of parking spaces between customers and employers/ees.
- Utilities – Cost of improvements are currently owner responsibility.
- Lighting – Downtown currently does not feel well lit.



Community Workshop #1 Summary (August 23rd)

- Approximately 30 people attended.
- Unanimous desire for more cafes, restaurants, retail, entertainment, and family-friendly activities in Downtown. Eating and drinking at nice restaurants was rated as most preferred activity to see in Downtown.
- Strong interest in increasing sidewalk widths to accommodate more outdoor dining and activities.
- High interest in seeing public space improvements such as more trees, better lighting, and wayfinding.



Development of Draft Concepts

- Reviewed and considered feedback from first Steering Committee Meeting and Community Workshop.
- Met with Public Works to understand Downtown infrastructure, and will continue to work with them to study infrastructure issues in Downtown.
- Researched other Downtown examples, for example Turlock, Newman, Morgan Hill, Lodi, and others.
- Prepared drawings and visual simulations for two alternative concepts:
 - Focused Improvements: Retains existing sidewalks with diagonal parking and adds corner bulbouts and mid-block curb extensions.
 - Complete Improvements: Widening of all sidewalks with bulbouts with conversion to parallel parking throughout.

Draft Concepts

Concepts Overview

Enhanced crosswalks at key intersections, such as at 6th Street into Henry Miller Plaza

New parklets for outdoor dining (Alternative 1)

Sidewalk improvements

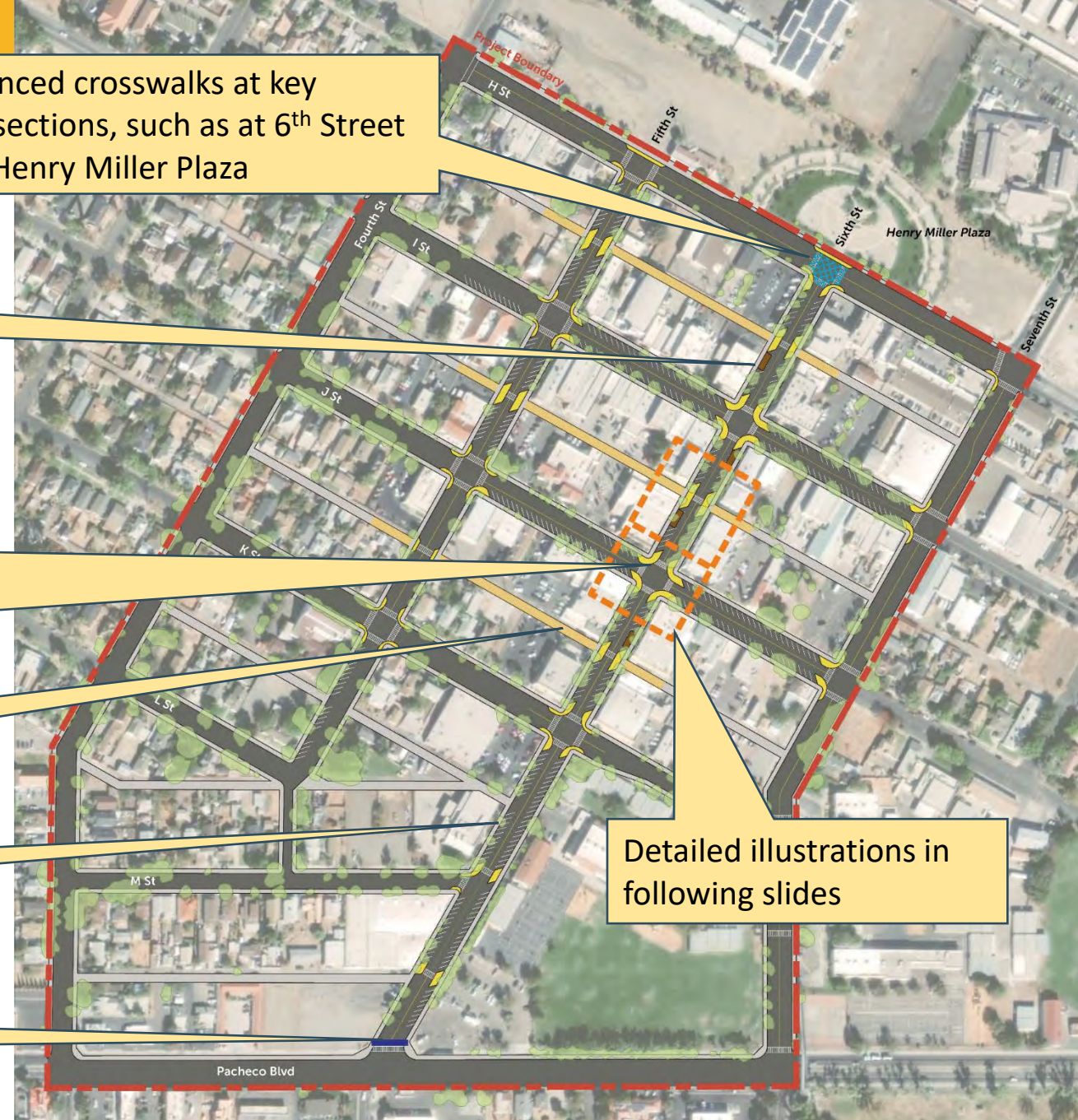
Alternative 1: Bulbouts, Mid-Block Curb Extensions, and Diagonal Parking

Alternative 2: Full widened sidewalks with Parallel Parking

Improved alleys to be usable for dining and activities

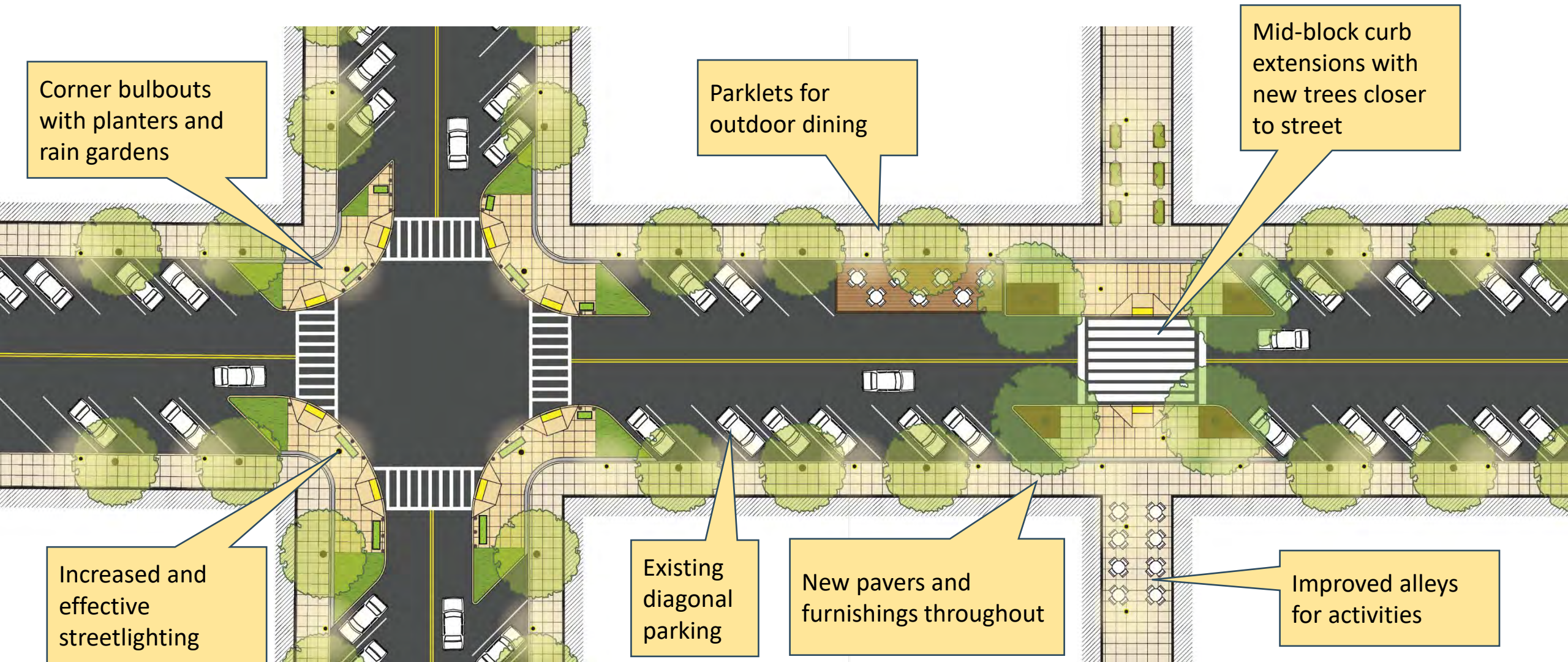
Increased street trees

New gateway arch to Downtown

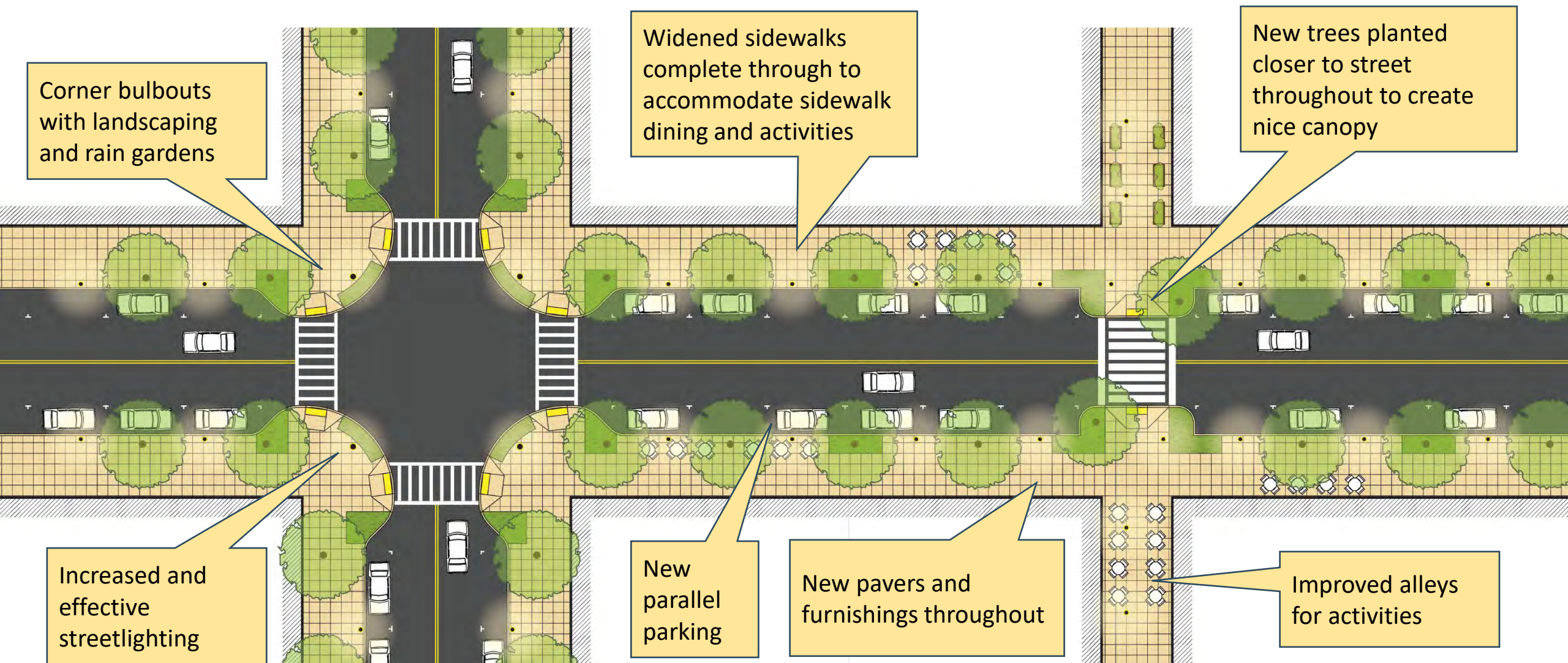


Detailed illustrations in following slides

Alternative 1: Focused Improvements



Alternative 2: Complete Improvements



Alternative 1: Focused Improvements Simulations

6th Street at J Street Intersection



Alternative 1: Focused Improvements Simulations

6th Street Mid-Block Crossing

Existing



Proposed



Alternative 2: Complete Improvements Simulation

6th Street Mid-Block Crossing

Existing



Proposed



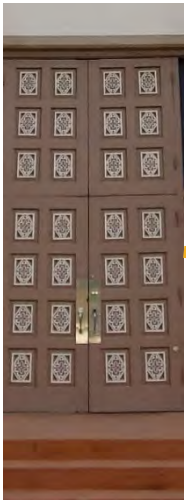
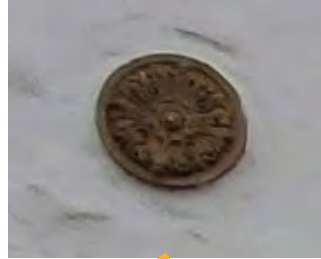
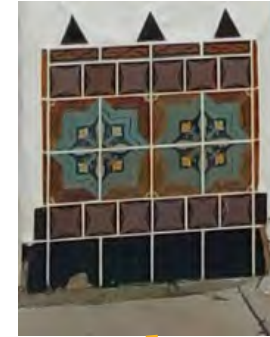
Questions and Answers

Streetscape Character Options

Streetscape Character Option: Old Town

INSPIRATION

- Notable Spanish Revival buildings in Downtown
- Muted evergreens for the landscape
- Earth tones for ornate details like tiles, medallions, and lintels



Streetscape Character Option: Old Town

PRECEDENTS

- Santa Barbara (near right, top): Vibrant Spanish Revival Downtown
- Port Costa (near right, bottom): Narrow sidewalks with planters and benches
- Orinda (far right): Art Deco theater with fountain and gateway



Streetscape Character Option: Old Town

WAYFINDING

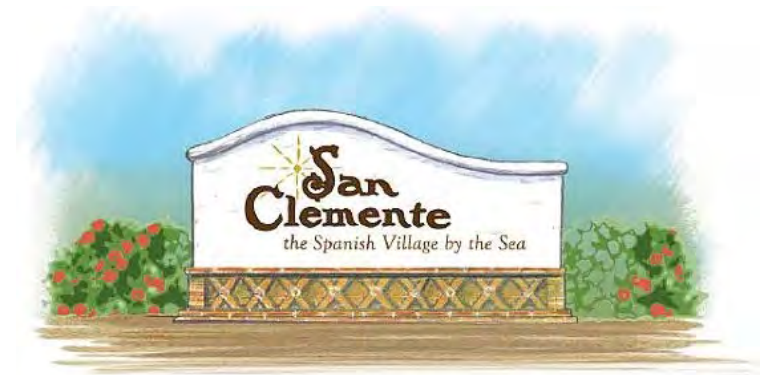
Street signs

tile, metalwork, or
combination



Town/district sign

terracotta oranges or white
with orange accents, may
include tiles, architecture-
inspired shape; metal lettering

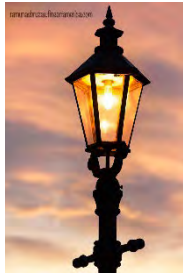


Streetscape Character Option: Old Town

LIGHTING

Streetlights

Lantern-style lights with some to moderate amounts of ornate metalwork



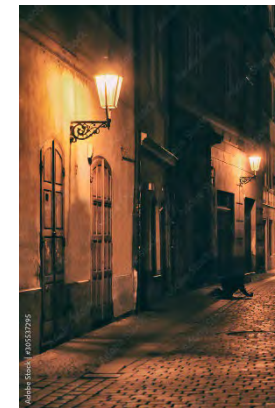
Ambient lights

String lighting in special places like plazas or enlivening dark places like alleys



Building lights

Lantern-style lights with some to moderate amounts of ornate metalwork



Streetscape Character Option: Old Town

PLANTS

Trees

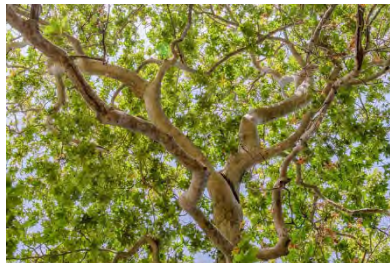
Small to medium size suit for limited planting space. Gray-green tones, gray-silver bark, and water-conscious species.



Olea europaea
'Swan Hill'



Larger tree for larger planting areas.



Shrubs and low plantings

Shrubs and herbaceous plants with pops of color and variety of greens. Suitable for containers and beds, low profile, and low maintenance.



Ceanothus spp.



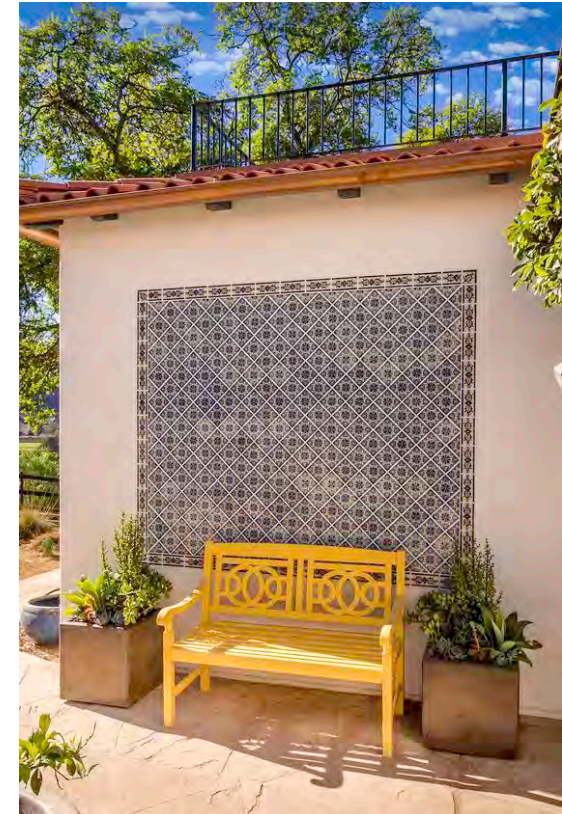
Streetscape Character Option: Old Town

PLANTERS & SEATING

Tiles and medallions may be incorporated on planters, walls, low walls as informal seating, planter walls, and even in paving. Ornate lintel serves as inspiration for using fountain-shaped vessels as planters. Backgrounds of stucco, terracotta.



Planters and seating against a wall like Port Costa, adapted with a tile inlay on the wall, metal bench, and terracotta-toned planters.



Streetscape Character Option: Vibrant Downtown Hub

INSPIRATION

- Vintage and contemporary buildings in town
- Long, clean lines; simple details like rounded corners, asymmetry, and bright warm accent colors; and a strong sense of self.
- Enliven and energize the streets with pops of color and modern elements.



Bright, warm accent colors,
such as orange



Long clean lines,
asymmetry



Art Deco style

Streetscape Character Option: Vibrant Downtown Hub

PRECEDENTS

- A bright and modern feel with simple, elegant features.
- Dynamism in landscaping and environment between day and night and from season to season.



Turlock with bulb-outs to make more space. Narrow street and trees creates nice canopy overhead. The deciduous trees can add fall color to the streets in autumn.

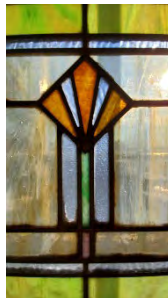


Coordinated, simple street furniture would define the district, with pops of color coordinated with wayfinding elements.

Streetscape Character Option: Vibrant Downtown Hub

WAYFINDING

- Sans serif fonts on simple rectangular backgrounds.
- Art Deco inspired details within the font.
- Geometric patterns similar to Art Deco stained glass.
- Contemporary simplicity of shape with pops of color like bright orange and patterning.



Streetscape Character Option: Vibrant Downtown Hub

LIGHTING

Streetlights

- Simple arched line fixtures.
- Blends well with other modern elements.



Ambient Lights

- Uplighting and other landscape spotlighting on trees and buildings.
- Creates warm spaces in evening/night.



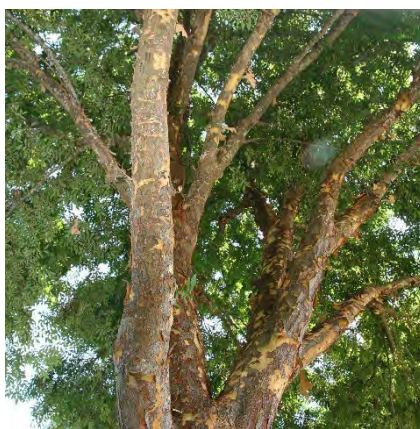
Streetscape Character Option: Vibrant Downtown Hub

PLANTS

- Trees of small to medium size for limited planting space.
- Elegant, vase-like branch structure, perfect for uplighting.
- Bright greens, deciduous trees with annual changes.
- Warm oranges, such as in the Chinese elm bark, can work with brighter oranges in signage and other elements.



Zelkova serrata
'JFS-KW1'



Ulmus parvifolia
'Allee'



Parrotia persica

Streetscape Character Option: Vibrant Downtown Hub

PLANTERS & SEATING

- Corten planters and contemporary seating elements
- Bring color and texture to limited sidewalk space while creating accessible space for people.
- Pops of color coordinated with wayfinding elements tie it all together.



Questions and Answers

Next Steps

Next Steps

- Street Demonstration & Outdoor Workshop: October 20, 2022
- Steering Committee Meeting #3: November 2022
- Preferred Alternative: November – December 2022
- Implementation Plan: November – December 2022
- Draft Downtown Master Plan Report: December 2022
- Present to Planning Commission and City Council: End of 2022
- Final Downtown Master Plan Report and Seek Approval: January 2023



Thank you!!

For questions or comments:

Stacy Souza Elms
stacy.souza@losbanos.org

Steering Committee Meeting 2: Discussion Summary

Parking

The committee discussed the differences in parking stall numbers between the two alternatives and raised questions about how these designs would function during parades and festivals, noting that City parking lots are typically inaccessible during such events. The idea of a temporary shuttle service during parades and festivals was suggested. The committee expressed interest in a mixed approach, with parallel parking on certain streets like 6th Street, while retaining diagonal parking on others.

Trees

Tree growth and its potential to obscure business signage were discussed. The committee also addressed a seasonal problem with crows in Downtown, particularly along 6th Street between I and J Streets, noting that consistent tree maintenance could help mitigate this issue. The existing Modesto Ash trees in Downtown, which are deteriorating, will eventually need replacement. The committee identified the Chinese Pistache as a superior replacement due to its manageable size and heat tolerance. Other tree species were considered, but concerns were raised regarding maintenance and accessibility, particularly with options like Olive and Magnolia trees.

Sidewalks

The need for sidewalk repairs was emphasized to eliminate safety hazards and improve accessibility. Small pavers were noted as being vulnerable to damage and potentially dangerous, leading the committee to favor the use of stamped concrete as an alternative.

Alleys

Safety concerns were raised about speeding in alleys, with the need to consider emergency vehicle access, as well as utility and garbage services. The committee stressed the importance of addressing these issues in the planning process.

Downtown Streetscape Character

The committee favored a blend of "Old Town" and "Vibrant Downtown Hub" styles to reflect the unique mix of historic and modern elements in Los Banos. For example, they suggested using Old Town-style lighting with Art Deco influences for buildings constructed after the Fire of 1918. There was also a desire to introduce vibrant colors and unique features throughout Downtown.

Signage

The committee appreciated the idea of large numbers on signs for accessibility. A wayfinding system inspired by Healdsburg, where each business has its own small sign on a shared post, was suggested as an attractive option.

Other Streetscape Features

The idea of decorative bicycle racks that could be designed by local artists was well-received, especially from the "Vibrant Downtown Hub" concept. The committee also discussed the need for dog-friendly amenities, such as waste bag dispensers and water bowls, recognizing that dog walking is an important aspect of the local community. A potential location for a dog park along the Rail Trail was considered, consistent with the Downtown Strategic Plan's goal of activating open spaces. Additionally, the committee discussed incorporating a community garden or vegetable garden as part of this activation effort, potentially in partnership with local organizations like the Elks.

City of Los Banos Downtown Master Plan



Stakeholder Committee Meeting
March 25, 2024



Meeting Agenda

- Welcome
- Overview & Project Status
- Draft Alternatives
- Next Steps
- Project Schedule





Downtown Master Plan

OVERVIEW & PROJECT STATUS

- Advances Downtown Strategic Plan Recommendations
- Incorporates Public Input
- Develops Project Concepts
- Outlines Project Implementation
- Develops Construction Phasing
- Positions for Future Improvements





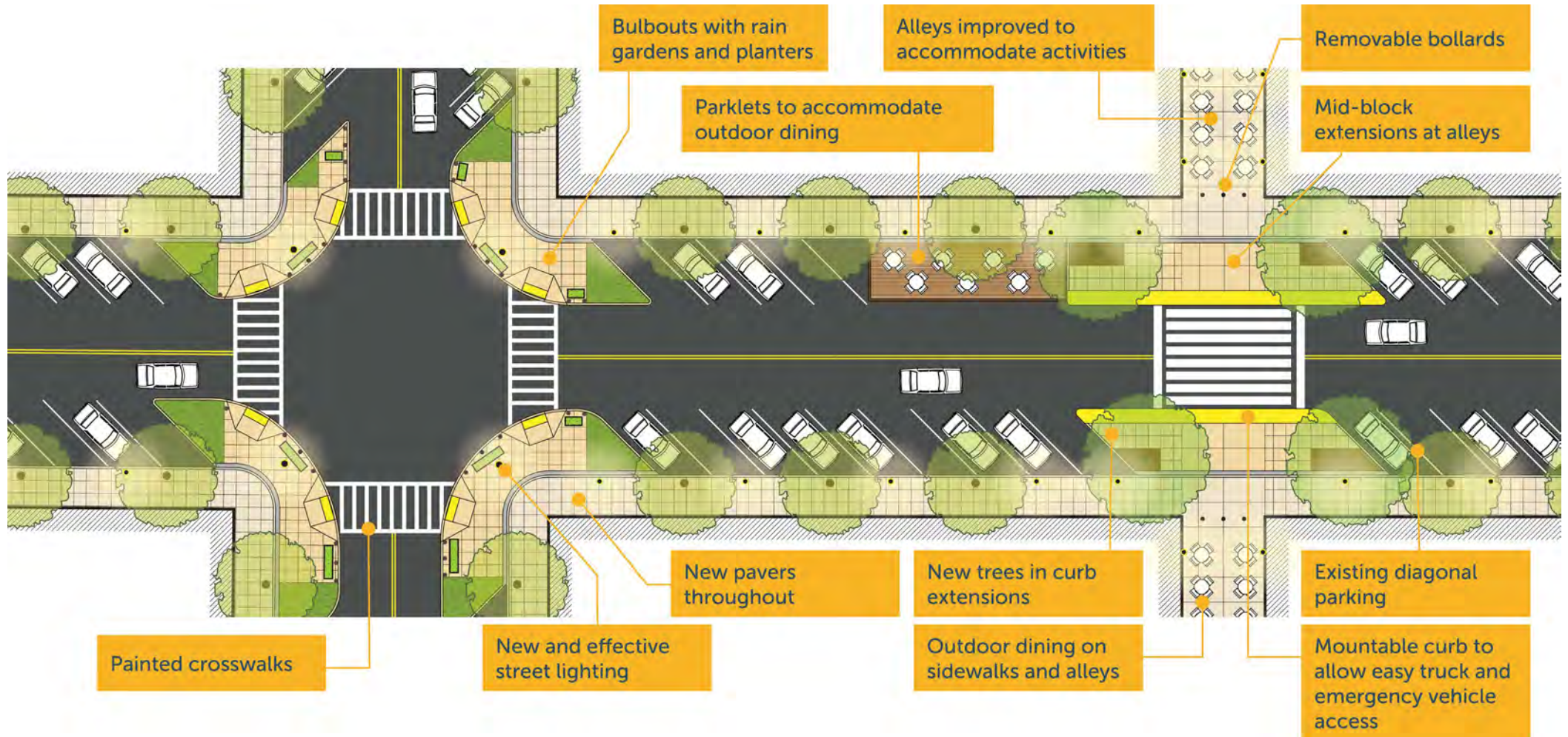
Downtown Master Plan

DRAFT ALTERNATIVES

- Review Street Enhancements
- Approval of Master Plan Site Designs



6th Street Site Design



6th Street at J Street Intersection





6th Street Mid-Block Crossing





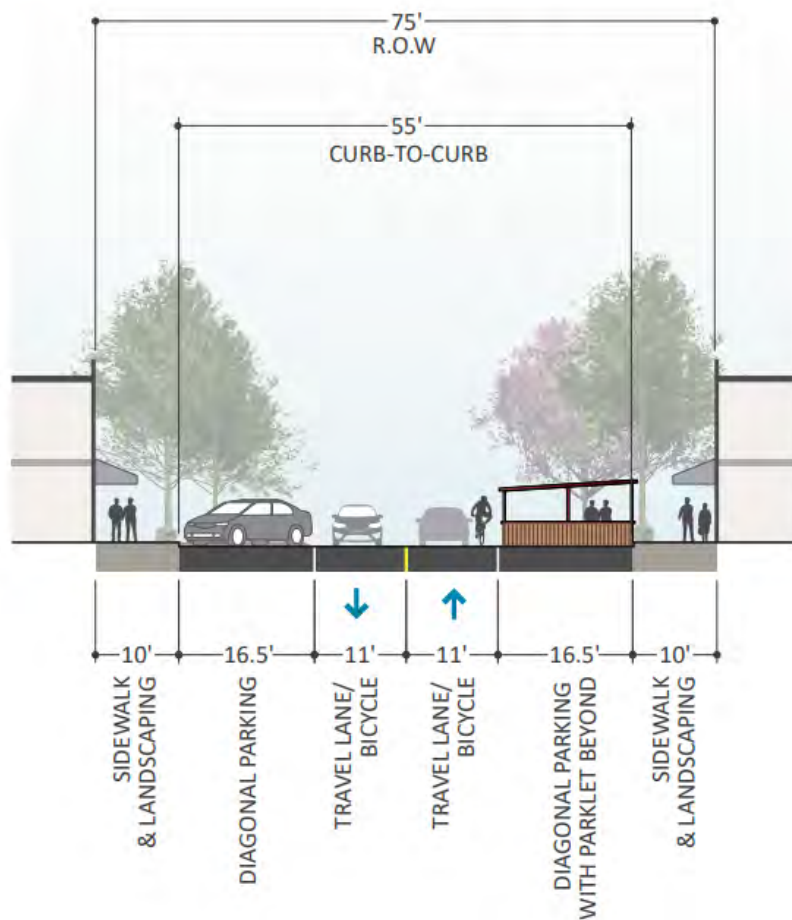
Raised Crosswalks



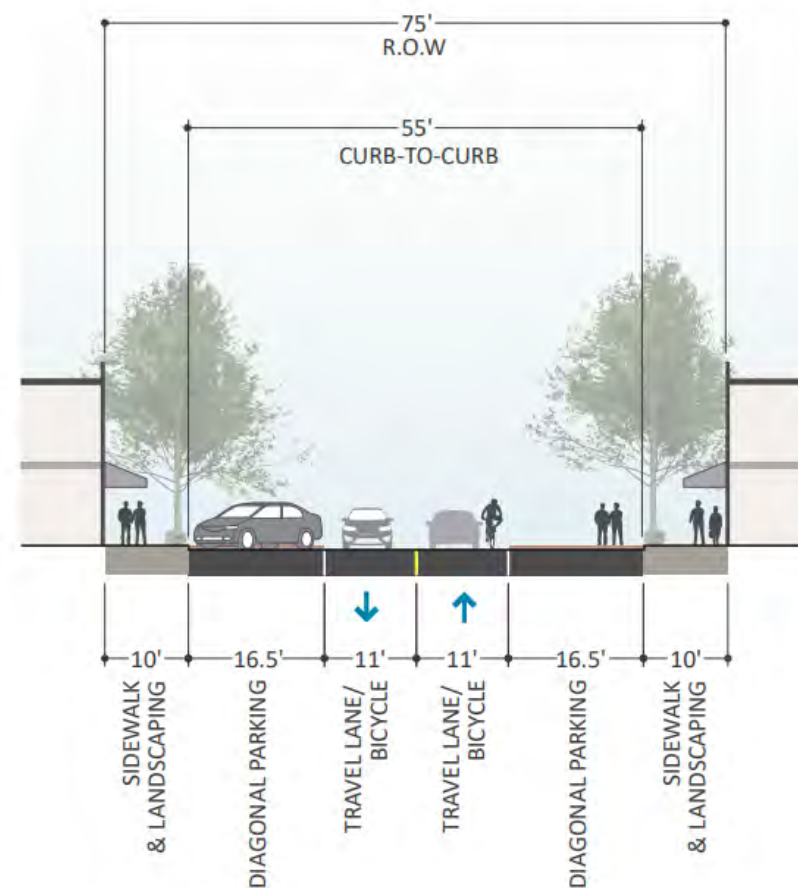


Street Sections

6TH STREET SECTION



TYPICAL CROSS-STREET SECTION



Contemporary with Historic Elements

- Lighting
- Wayfinding
- Planters
- Street Furnishing
- Trees





Next Steps

- Funding
- Project Prioritization
 - Below Ground Infrastructure Improvements
 - Above Ground Urban Design Elements
- Implementation Plan
 - Engineering Actions
 - Funding Strategies





Project Schedule

- Implementation Plan
 - Spring/Summer 2024
- Draft Downtown Master Plan
 - Summer 2024
- Final Downtown Master Plan
 - Fall 2024





Project Team Contact Information



Stacy Souza

City of Los Banos



stacy.souza@losbanos.org

Paul Martin

Mark Thomas

pmartin@markthomas.com

Bruce Brubaker

Cliff Lau

PlaceWorks

bbrubaker@placeworks.com

clau@placeworks.com



Questions?

Steering Committee Meeting 3: Discussion Summary

Alleys

The committee discussed the preservation of old infrastructure in Downtown alleyways, specifically those dating back to 1907, emphasizing the importance of maintaining these historical elements. They also explored the potential of utilizing alleys for outdoor dining, referencing successful examples from other cities like Gilroy and Woodland. The Crest Theater was highlighted as a venue that could benefit from rear alley access for events. The idea of naming alleys to build identity and improve emergency response was suggested, with a focus on honoring founding figures of Los Banos. Additionally, there was strong support for repaving alleys to address tripping hazards and potholes, with the alley between I and J Streets from 6th Street identified as a prime candidate for initial improvements.

Business Infrastructure

For Downtown businesses, sewer laterals and grease traps were identified as primary infrastructure concerns. The committee noted that recent experiences, such as those faced by Blue Agave, a new restaurant, underscore the need for additional engineering support in tying into existing laterals.

Old Police Building

A stakeholder expressed a preference for repurposing the Old Police Building rather than demolishing it to create a parking lot. Suggestions included transforming the building into a restaurant or dance studio, preserving its historical value. Concerns were raised about the impact of a new parking lot on the surrounding historic homes.

Funding and Grants

Questions were raised about the funding for the Downtown improvements. The City is covering the costs for the planning process with Mark Thomas and PlaceWorks, while pursuing state funding and grants for the implementation of physical improvements. The committee discussed the importance of securing grants for rear building face improvements, which could enhance alleys with murals and support historic walking tours. There was also interest in grants specifically for historic retail buildings, particularly for façade improvements. Mark Thomas is available to assist with grant writing, but some grants may require specialized expertise. The committee also explored the possibility of obtaining grants for near-term improvements, such as parklets, even before the plan is finalized.

Plan and Schedule

The discussion touched on previous planning efforts for Downtown Los Banos, including a specific plan by the former Redevelopment Authority, which led to the Rail Corridor Regulating Plan. There were concerns about the timeline for breaking ground on new projects, with estimates suggesting it could take two years or longer due to the need to secure a contractor and complete other preliminary steps.

Transportation

The committee suggested that the Merced County Association of Governments (MCAG) could provide transit options during Downtown special events or on a regular basis to bring residents from outer areas into Downtown. They noted that there might be potential funding opportunities to support this initiative.

Plan Boundary and 6th Street and I/J Streets

There was discussion about the focus on 6th Street in the planning drawings, with some stakeholders emphasizing the historical significance of I Street, one of the original streets in Downtown. The mixed-use buildings along I Street, with retail on the ground floor and residences above, were noted as essential to Downtown's character. The committee stressed the importance of including sidewalk improvements extending from 4th to 7th Streets. The current plan boundary was discussed as being based on the City's core business district, but there could be an opportunity to expand to include a main collector like 7th Street.

Sidewalks

The committee discussed the need for consistent sidewalks throughout Downtown, particularly along I Street. Most stakeholders preferred the new pavers currently installed on the north side of I Street and emphasized the priority of installing similar pavers on the south side. The Redevelopment Authority (RDA) had previously purchased the new pavers, which are ready for installation.

Parks and Pedestrian Connectivity

The committee considered the idea of converting vacant lots in Downtown into micro or pocket parks to enhance pedestrian connectivity. They discussed designing alternative routes for walking or biking through Downtown, using these lots and I and J Streets to avoid the busier streets like 6th Street, which are more car-centric. The committee noted that Downtown is inherently walkable, with features like houses with porches that foster a sense of community. They also identified an opportunity to improve the alley/path near the school and post office.

Trash and Pest Control

With the potential increase in Downtown restaurants, the committee discussed the need for a unified pest and rodent control strategy, drawing on examples from other cities like Downtown Los Altos. They also addressed the frequency of trash pickup, noting that it typically occurs once a week, with trucks navigating alleyways.

Gateway Arch

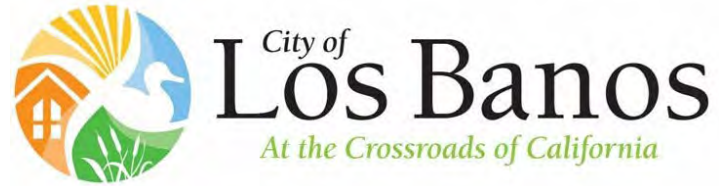
Concerns about delays in the Downtown Plan similar to those in the Gateway Arch project were expressed, with the City assuring stakeholders of a more efficient process.



Los Banos Downtown Master Plan Community Workshop #1

August 23, 2022

Welcome and Introductions



Stacy Souza Elms

Community & Economic
Development Director



Stephen Patchan



Bruce Brubaker

Cliff Lau

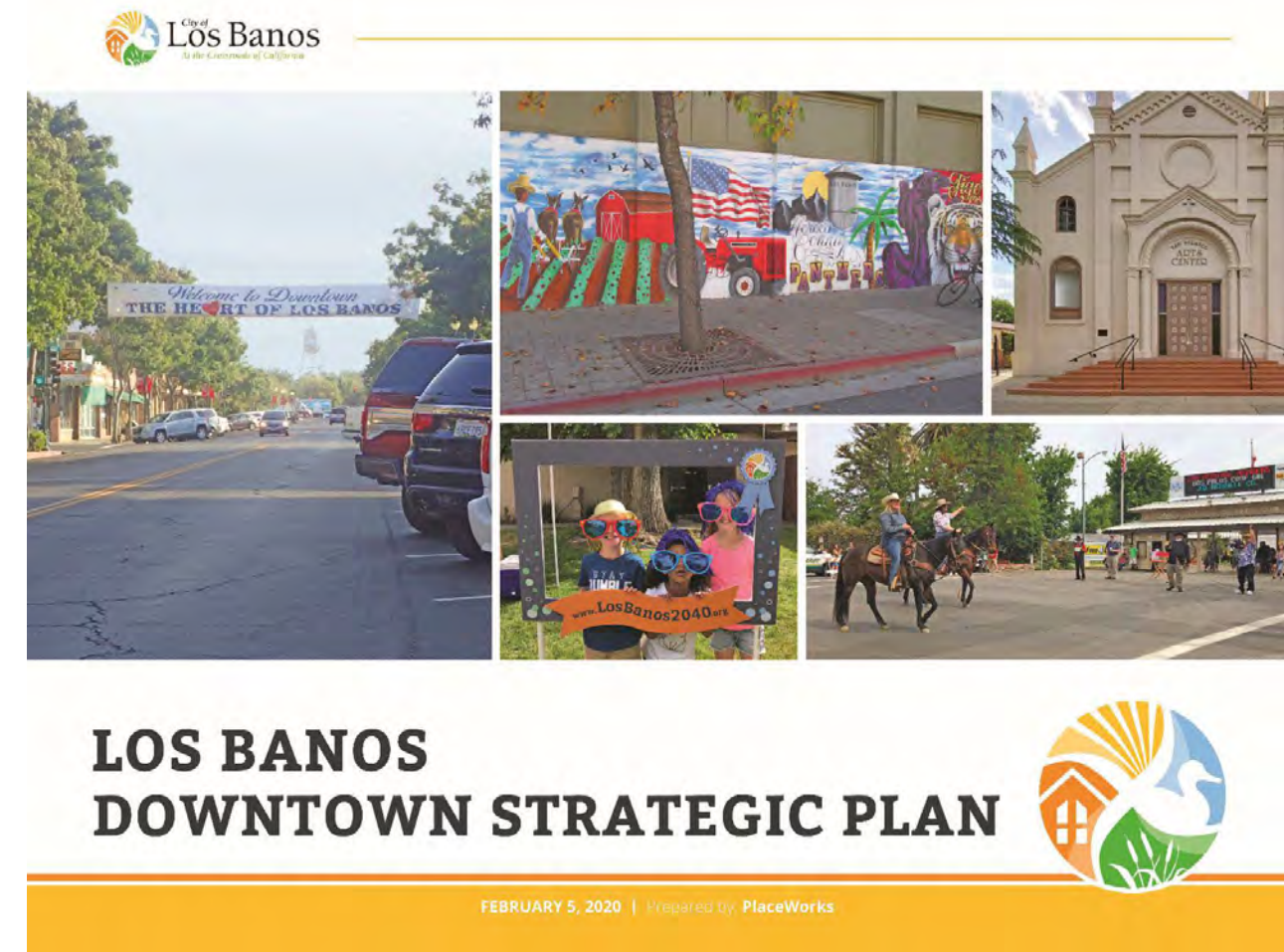
Today's Agenda

- » **Project Overview and Background**
- » **Opportunities and Constraints**
- » **What Would you Like to See?**
- » **Project Next Steps**
- » **Prioritization Exercise**
- » **Open House Stations**

Project Overview and Background

The Beginning: Downtown Strategic Plan

- » Adopted by the City in 2020
- » Identifies strategies for building Downtown into a central destination for Los Banos residents
- » Process included a public workshop that collected community input that informed strategies
- » Provides the vision and framework that sets the ground for pursuing actual improvements for Downtown

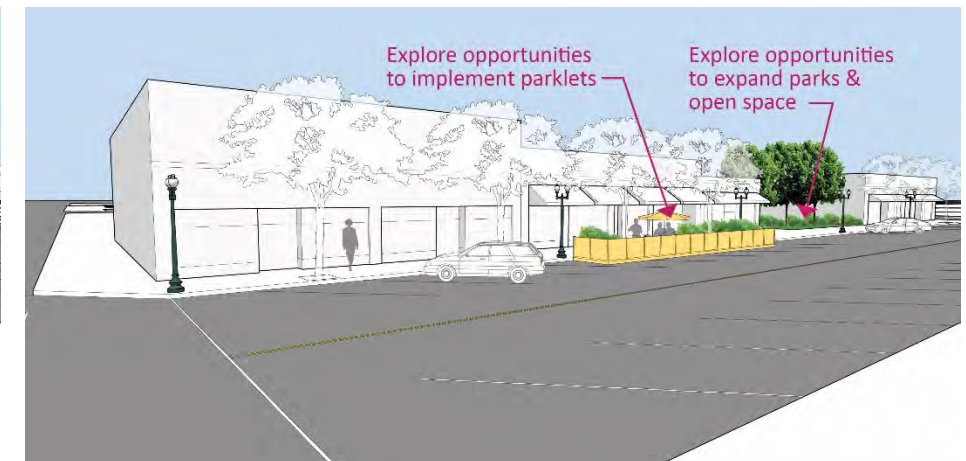
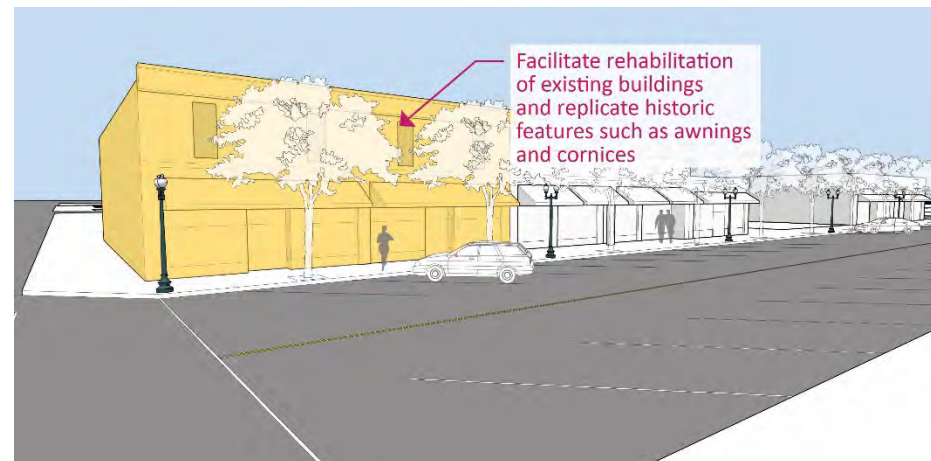
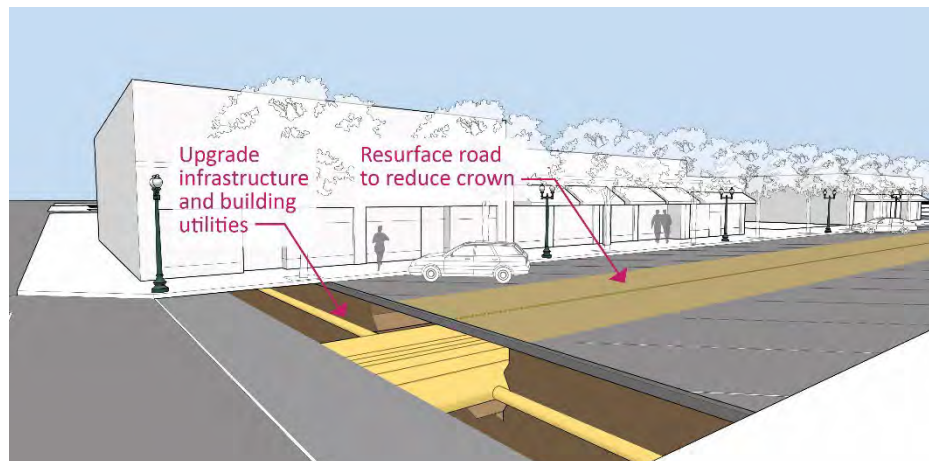


Downtown Strategic Plan Vision

*Downtown Los Banos is a **vibrant, welcoming neighborhood** where residents and visitors come together to share in food, shopping, and culture. Downtown's well-kept **historic fabric** and high-quality new buildings host a healthy mix of local and national **retail, restaurants, and entertainment venues**. Old and new housing in Downtown Los Banos meets a high standard of quality and supports its **thriving business climate**. Downtown Los Banos is clean, safe, and **attracts young people, families with children, and tourists** during the day and in the evenings.*

Downtown Strategic Plan Strategies

1. Plan for New Land Uses
2. Implement Gateways and Wayfinding
3. Strengthen Businesses
4. Rehabilitate Buildings
5. Upgrade Infrastructure
6. Improve Safety
7. Establish Character
8. Develop a Food Scene
9. Manage Parking
10. Create Public Spaces



Now: The Downtown Master Plan

- » **Implement Downtown Strategic Plan**
- » **Incorporate Public Input**
- » **Develop Project Concepts**
- » **Outline Project Implementation**
- » **Develop Construction Phasing**

Downtown Master Plan Project Area

 Downtown Master Plan Area



Goal of Today's Workshop

- » Seek your input on the types of uses and activities you would like to prioritize in Downtown.
- » Seek your input on the types of amenities and improvements you would like to prioritize to support those uses and activities, in along with other benefits.



Opportunities & Constraints in Downtown

Constraints and Barriers

- » Parking lots are not easily findable.
- » Downtown is not advertised visually from main corridors, such as Pacheco Boulevard and Mercey Springs Road (though this is changing).
- » For businesses, specific infrastructure improvements are required to support food and drink establishments in Downtown.



Opportunities and Assets of Downtown

- » Downtown has a good block structure and street layout
- » Wide streets offer options for reconfiguring, for example, have wider sidewalks
- » Clearly established corridors are 6th and I Streets



Opportunities and Assets of Downtown

- » Vacant lots offer opportunity for new development.
- » Alleys offer potential opportunities to accommodate uses and activities.
- » Proximity to Henry J. Miller Plaza and Rail Trail provides open space access.



Exercise:
What Would You Like
to See in Downtown?

What do you want to see: Types of Uses and Activities



Music in the streets



Food trucks



Theater and
Entertainment



Dining and Drinking

Other uses and activities?

What do you want see: Streetscape Amenities



More trees, landscaping, and
planters in Downtown



More nice streetlights and signs
to help with wayfinding

What do you want see: Streetscape Amenities



Pedestrian improvements – make it easier and safer to walk around



Bicycling improvements – make it easier and safer bike to and around Downtown

What do you want see: Streetscape Amenities



Outdoor dining on sidewalks, parklets, and/or alleys

Report Back

Schedule & Next Steps

- » **Conceptual Design: Fall 2022**
- » **Community Workshop #2: Late Fall 2022**
- » **Implementation Plan: Winter 2022**
- » **Present to Planning Commission and City Council: End of 2022**
- » **Final Plan: Early 2023**



Thank you!



For questions or comments:

Stacy Souza Elms

stacy.souza@losbanos.org

Community Workshop #1 Summary

Introduction

The City of Los Banos and its Consultant team of Mark Thomas and PlaceWorks held the first community workshop for the Los Banos Downtown Master Plan. The purpose of this workshop was to introduce the project to the community and solicit feedback on goals and priorities for types of improvements desired for Downtown.

The Community Workshop #1 Summary includes:

- Workshop Format Overview
- Community Input Summary (Q&A Session)
- Open House Input Summary
- Findings from Workshop Summary
- Station and Easel Pad Photos

Meeting Details include:

- Date and Time: Tuesday, August 23, 2022, at 5:00 p.m. (approximately 1.5-hour duration)
- Attendance: 28 to 30 people
- Location: City of Los Banos Community Center (Grand Room)



Workshop Format Overview

The Consultant team delivered a PowerPoint presentation that provided project background, goals, process, and information about Downtown existing conditions. There was a period for questions and answers following the presentation, the discussion of which is captured below. Afterwards, participants were asked to freely circulate the room to provide their comments across three “stations”: 1. Prioritization, 2. Downtown Issues, and 3. Activities/Improvements. Each station had a consultant team member to facilitate discussion and capture comments on a large easel pad.



Community Input Summary

The Community Input Summary memorializes the Q&A open discussion facilitated by City staff and the consultant team and the Open House Feedback facilitated by the consultant team at feedback stations.

Q&A Discussion Summary

The Q&A discussion provided an opportunity for participants to react to information from the opening presentation and ask additional questions related to Downtown strategies. The Q&A featured discussion pertaining to Downtown organizations, existing plans, funding opportunities, suggested downtown amenities, business development, and safety.

Downtown Association and PBID

- Question: a participant asked if the City was going to complete providing the new amenities and improvements resulting from the PBID, such as providing the new planters and replacing the trees?
 - o Answer: There are more improvements being planned from the PBID.

Rail Trail Corridor Regulating Plan

- Question: some participants asked why the ideas presented during this introductory workshop did not mention or incorporate ideas contained in the Rail Trail Corridor Regulating Code (RTCRC) that was adopted in 2012, including the proposed land uses in the land along the Rail Trail just north of the project study area?

- Answer: The team is aware of the RTCRC. The Downtown Master Plan is focused on a different area, but the team will consider the recommendations from that project.
- Question: to support possibility of wider sidewalks, one specific idea mentioned from the RTCRC was converting 6th Street into a one-way street. Will this be considered?
 - Answer: The team understands the desire for wider sidewalks and will consider this proposal.
- Comment: Another key feature of the RTCRC is the goal and intent of the Code in bringing entertainment into Downtown. Some participants expressed this was important for attracting people to Downtown.

Funding

- Question: participants wondered how much money does the City have available for this effort, and how much more money will be available?
 - Answer: Once the vision for the Master Plan is developed, cost estimates will be created and funding sources will be sought. One of the key aspects to the Master Plan is to develop a plan that will be aligned with known grant funding opportunities.

Downtown Amenities

- Comment: A participant mentioned (and others agreed) that the previous overhead lights that were strung across streets functioned better than the current pedestrian scaled lights, even though they were not aesthetically pleasing,
- Comment: A participant expressed need to identify and assess historic resources and locations in Downtown.
- Comment: Participants mentioned they would like to see dining, outdoor seating, and WiFi in Downtown.

Bicycling and Walking

- Comment: Downtown would be nice if it was more pedestrian- and bicycle-centric.

Downtown Businesses

- Question: A participant asked if the City will be providing any kind of incentives to support and attract businesses to Downtown?
 - Answer: One step the City is taking is to sponsor this Downtown Master Plan effort. When the business community sees there is investment in this area it should attract new businesses.

Safety

- Comment: Downtown should be made to feel safer in order to make Downtown attractive and a place people would want to spend time in.



Open House Feedback Summary

After the Q&A discussion, participants circulated between the three stations described above. Following is a summary of comments collected at each station.

Prioritization Station

The Prioritization station outlined various concepts and improvements feasible for implementation in Downtown. The Prioritization station had a board designed to receive dot sticker input from participants on priorities for Downtown. For this station, participants placed dots on their top priorities for Downtown. They also made comments that were recorded on a pad.

TABLE 4.1 **PRIORITIZATION BOARD RESULTS**

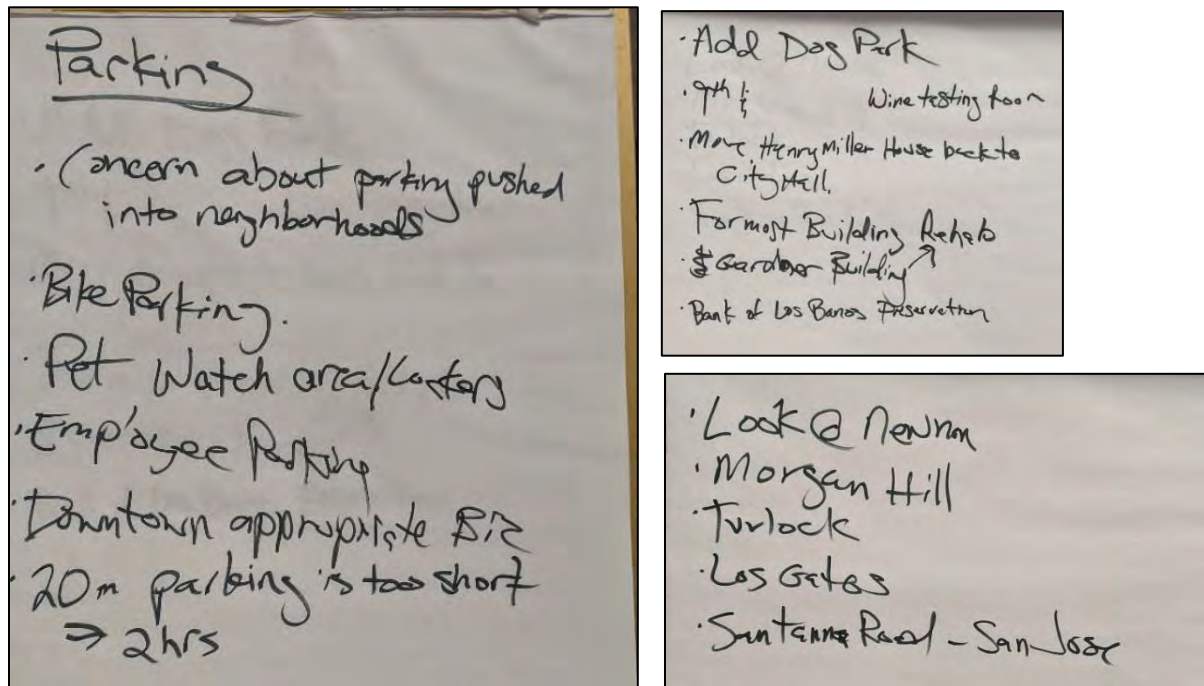
Priority	Number of Dots
Entertainment (theaters, nightlife)	5
More trees and landscaping	0
People living in Downtown	0
More bicycling and bicycle parking in Downtown	0

Prioritization Open Comments

- Rail Trail needs safe[ty] + design + businesses + housing
- Recreation = pickle ball
- Bring [in] bakery, coffee, shop
- Mexican restaurant with outdoor dining
- Need more living space, townhouses in Downtown
- Castle Air Force Base has a nice food truck program, would support a program like that with multiple food trucks with different kinds of food at one location
- On the prioritization board, “food trucks” had different responses – some did not want and others thought it could be fun

Downtown Issues Station

The Downtown Issues station provided informational boards and asked participants to provide open comments on what issues they see in Downtown.

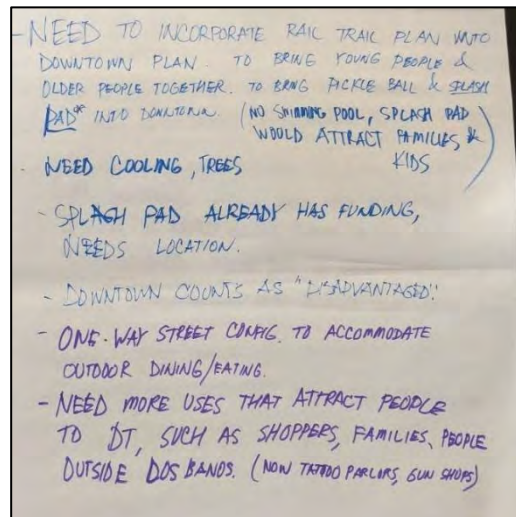
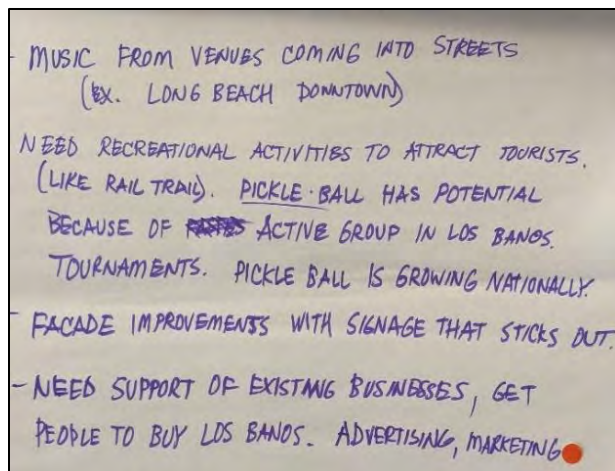


Issues Open Comments

- Concern about parking pushed into neighborhoods
- Bicycle parking
- Pet watch area/lockers
- Add dog park
- Employee parking
- Downtown appropriate businesses
- 20-minute parking is too short – prefer 2 hours
- Wine tasting room
- Move Henry Miller House back to City Hall
- Rehab Gardner Building
- For most building rehab
- Bank of Los Banos Preservation
- Look at following examples for Downtown: Newman, Morgan Hill, Turlock, Los Gatos, Santana Row in San Jose
- Sticky note on Lighting & Trees board: “More lighting, but not the ugly short green ones. More garbage cans”

Activities & Improvements

The Activities and Improvements station had two boards for dot-sticker input for voting on various types of improvements and activities participants would like to see come out of the Downtown Master Plan effort. The first was a series of different activities that people could put a dot on indicating which activity they would favor. The second was what kind of improvements are needed in Downtown. The outcomes are described below.



Dot Sticker Results

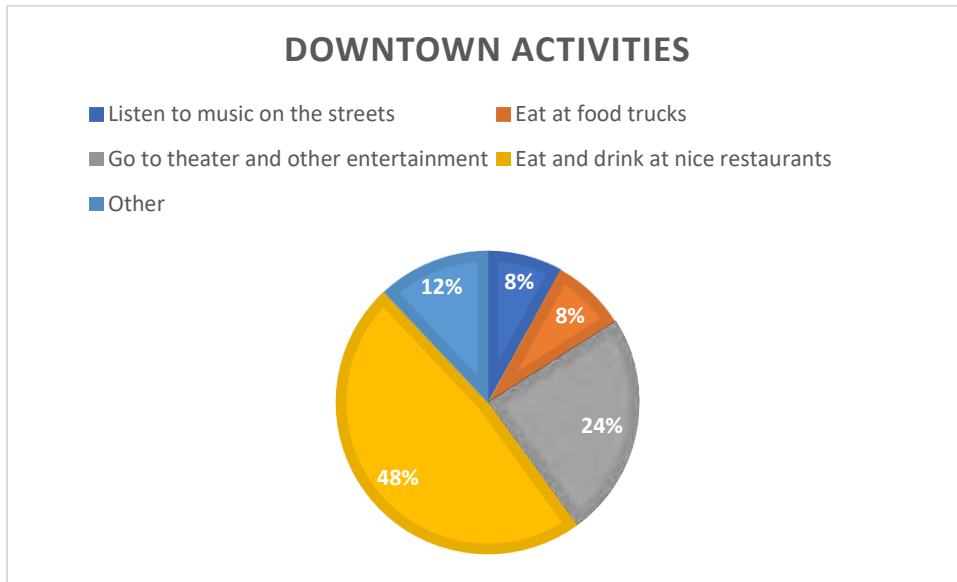


TABLE 4.1 **ACTIVITIES BOARD DOT STICKER RESULTS**

Activity	Number of Dots
Listen to music on the streets	2
Eat at food trucks	2
Go to theater and other entertainment	6
Eat and drink at nice restaurants	12
Other:	
• "Develop pickleball courts on Rail Trail – it will bring people of all ages to Downtown to eat, drink, etc." • "Rail Trail recreation to benefit Downtown." • "Rail Trail skate park would bring young people Downtown!"	3

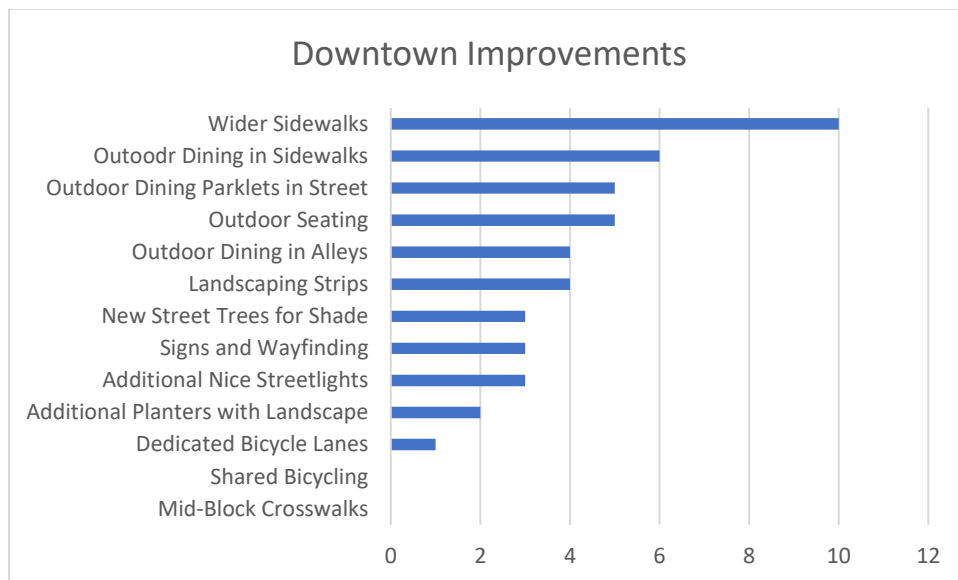


TABLE 4.3 IMPROVEMENTS BOARD DOT STICKER RESULTS

Improvement		Number of Dots
Amenities	Additional Nice Streetlights	3
	Signs and Wayfinding	3
	Outdoor Seating	5
Bicycle and Pedestrian Improvements	Mid-Block Crosswalks	0
	Wider Sidewalks	10
	Shared Bicycling	0
	Dedicated Bicycle Lanes	1
Landscaping	Landscaping Strips	4
	New Street Trees for Shade	3
	Additional Planters with Landscape	2
Outdoor Dining	Sidewalks	6
	Alleys	4
	Parklet in Street	5

Activities & Improvements Open Comments

- **From sticky notes on Improvements board:**
 - More attractive planters that fit Los Banos architecture
 - One-way Street on Sixth Street

- Need to incorporate Rail Trail Plan into Downtown Plan to bring young people and older people together. Bring pickle ball and splash bad into Downtown – there is no swimming pool, splash pad would provide cooling and attract families and kids.
- Need cooling, trees.
- Splash pad has funding, needs location.
- Downtown counts as “Disadvantaged”.
- One-way street configuration to accommodate outdoor dining and eating.
- Need more uses that attract people to Downtown, such as shoppers, families, and people outside of Los Banos. Currently there are tattoo parlors and gun shops.
- Music coming into streets from different venues, like in Long Beach Downtown.
- Need recreational activities to attract tourists (like Rail Trail). Pickle ball has potential because of strong interest and active group in Los Banos, and is a growing national sport.
- Façade improvements with signage that stands out.
- Need to support existing businesses in Los Banos, get people to buy Los Banos. Need advertising and marketing.



Findings from Workshop Summary

Based on the input captured at the workshop shop stations, the consultant team process the feedback outlined below.

Overall

- High priority for a Downtown that has and supports restaurants, cafes, and restaurants.
- Unanimous desire for widening sidewalks to support Downtown activities and can accommodate outdoor dining for cafes and restaurants.
- Improve overall aesthetics and function of Downtown through more effective lighting, trees, and landscaping, and amenities.

Prioritization

- Participants ranked restaurants and cafes as the highest priority, with significant votes on retail for shopping, spaces for outdoor dining, and entertainment. There were no votes on the other categories, which were all public realm improvements.
- This result does not necessarily mean participants do not want public realm improvements for Downtown, but participants were primarily focused on uses that would make Downtown attractive and desirable.

Activities and Uses

- There was a clear desire for more entertainment, retail, and dining in Downtown, and any activities and uses that would attract families, young people, seniors, and tourists.
- Several participants spoke strongly about incorporating uses envisioned from the Rail Trail Corridor Regulating Code. Specifically, participants expressed value in bringing entertainment into Downtown. Though the planning area of the RTCRC did not include the area of Downtown being studied in this Downtown Master Plan process, there is a perception that Downtown needs what was originally envisioned in RTCRC.

Improvements and Public Space

- Participants expressed unanimous desire for wider sidewalks across Downtown. This potentially speaks to wanting more space to allow for a diverse range of activities in the public realm, making Downtown more pedestrian-oriented, and improving overall aesthetics of Downtown.
- For outdoor dining, participants expressed a mix of preferences on whether to be on the sidewalk, in the street as a parklet, or in the alleys, though more participants leaned towards using the sidewalks for outdoor dining. This is consistent with the desire for wider sidewalks as a general improvement, which showed as a dominating improvement participants wanted to see in Downtown. The results may indicate that alleys are not seen as great opportunities for outdoor dining.
- Few participants expressed interest in having food trucks in Downtown. Majority envisioned Downtown eating to take place in restaurants and cafes with outdoor dining.
- Few participants expressed interest in seeing more bicycle facilities in Downtown. However, there was also no opposition to this as an improvement, indicating people might feel neutral to bicycling in Downtown.

- Participants expressed desire for more effective lighting in Downtown. They commented that the new, ornamental lights do not provide effective lighting, and instead prefer the previous overhead light fixtures.
- Participants expressed general desire for more trees and landscaping throughout, with least preference for planter boxes.



Active Transportation Resource Center Go Human Kit of Parts Pilot Project

POST-DEPLOYMENT ANALYSIS

DOWNTOWN LOS BANOS

Table of Contents

01	—	Program Overview
04	—	Community Outreach & Engagement
09	—	Survey Results
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PROGRAM OVERVIEW

The Active Transportation Resource Center (ATRC) hired California Walks to implement its Go Human Kit of Parts Pilot Program. California Walks worked with the City of Los Banos to develop and facilitate temporary safety demonstrations of a parklet and a curb extension in Downtown Los Banos.

The project created opportunities for residents to experience the proposed safety improvements in live traffic settings and provide feedback to inform the potential implementation of improvements.

The City of Los Banos is developing a Downtown Master Plan that includes expanded sidewalk improvements, such as parklets and curb extensions. In this plan, the City wants to prioritize pedestrian and bicyclist safety while promoting economic development.

The goals of the temporary demonstration were to:

- Prioritize pedestrian and bicyclist safety throughout Downtown and as a safe route to adjacent schools;
- Improve the mobility, access, and safety of pedestrians;
- Demonstrate how safety infrastructure can coexist and promote economic development for local businesses and the entire community;
- Showcase concept options illustrating the proposed improvements and gather the communities feedback; and
- Use the community's feedback to inform the Downtown Master Plan and apply for Active Transportation Program funding.

PROGRAM OVERVIEW



On Wednesday, November 30, 2022, two temporary demonstrations were hosted on 6th Street in Downtown Los Banos:

- A parklet on the westside of 6th Street, between I Street and J Street; and
- A curb extension at the northwest leg of the 6th Street/I Street intersection.

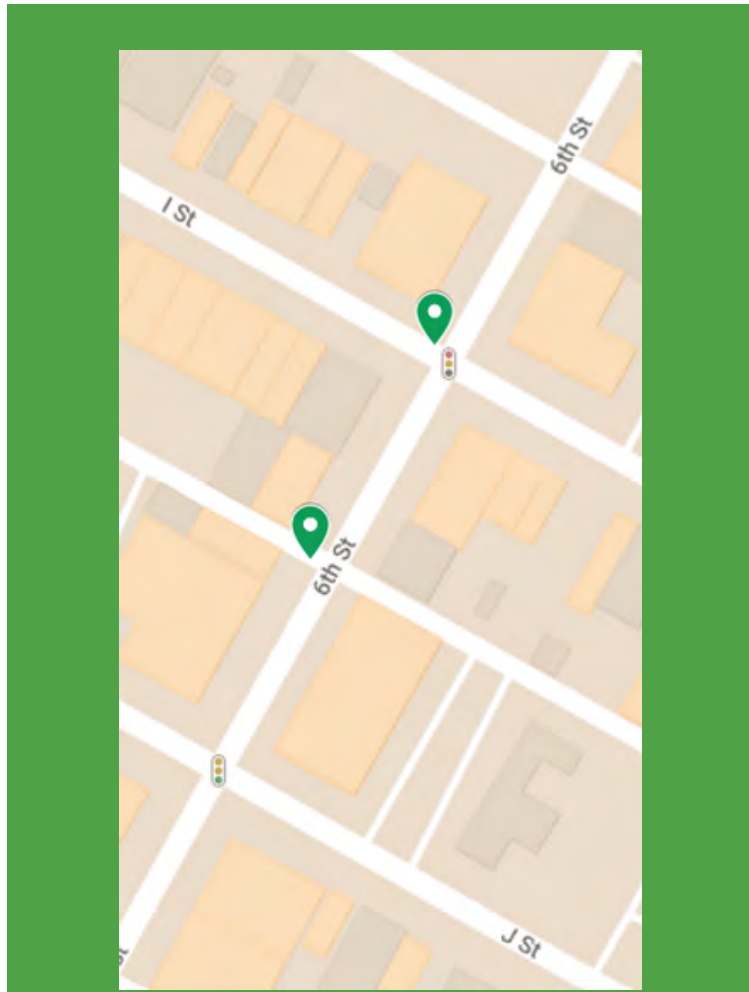


IMAGE: DOWNTOWN LOS BANOS KIT OF PARTS TEMPORARY DEMONSTRATIONS MAP

PROGRAM OVERVIEW



In total, 103 community members, business owners, and stakeholders completed the survey, and over 80 individuals participated in the demonstrations. A majority of respondents supported the demonstration projects. This report describes the community engagement activities, findings, and event outcomes for the Downtown Los Banos Kit of Parts Temporary Demonstration Event.



IMAGE: CURB EXTENSION ON 6TH STREET AND I STREET INTERSECTION

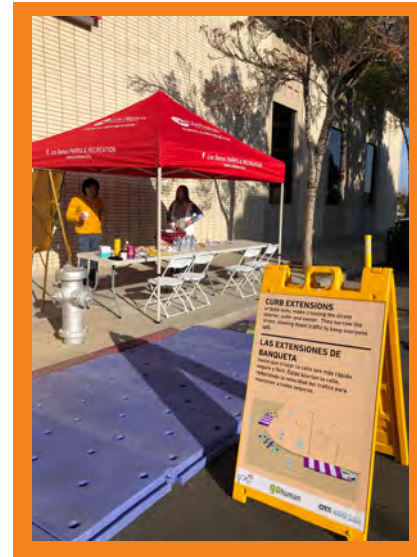


IMAGE: SURVEY BOOTH NEXT TO CURB EXTENSION



IMAGE: PARKLET ON 6TH STREET

COMMUNITY OUTREACH & ENGAGEMENT

Community outreach efforts targeted the local community around Downtown Los Banos, including those who:

- Reside in an area identified as among the most disadvantaged 25% in the state according to CalEnviroScreen 3.0;
- Have a median household income less than 80% of the statewide median based on the 2012-2016 American Community Survey; and/or
- Score within the 25th percentile in the Healthy Places Index (HPI), a census tract must be in the 25th percentile or less to qualify as a disadvantaged community.



IMAGE: COMMUNITY MEMBERS BEING ENGAGED



IMAGE: CYCLIST ALONG TEMPORARY DEMONSTRATION

COMMUNITY OUTREACH & ENGAGEMENT

The following materials were co-developed between California Walks and the City of Los Banos:

FLIER

Two fliers were developed and distributed virtually and in-person to local businesses, schools, and community members; A full list of event invitees and attendees can be found in the Appendix.



IMAGE: DEMONSTRATION FLIER



IMAGE: LOS BANOS DOWNTOWN MASTER PLAN FLIER

COMMUNITY OUTREACH & ENGAGEMENT

ENGAGEMENT SURVEY

A community engagement survey was completed to gather feedback on the temporary demonstrations. See the Appendix for the complete survey.

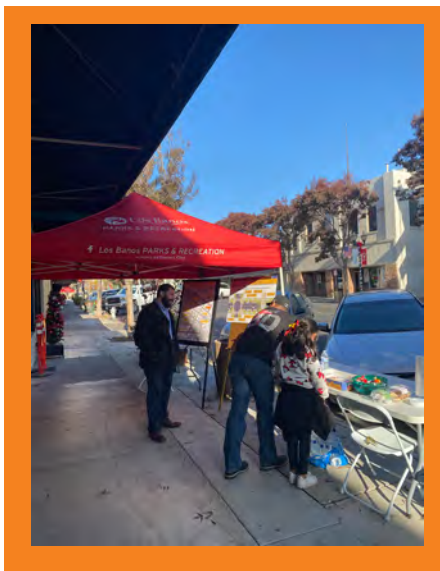


IMAGE: FATHER AND DAUGHTER
COMPLETING SURVEY AT ENGAGEMENT
BOOTH



IMAGE: RESIDENT COMPLETING A
SURVEY

SURVEY ADMINISTRATOR TALKING POINTS

Survey talking points were created to ensure consistent messaging about the purpose of the event, how the communities feedback is being collected, and how the survey results will be used. These talking points can be found in the Appendix.

COMMUNITY OUTREACH & ENGAGEMENT

DOWNTOWN MASTER PLAN DRAFT CONCEPT ILLUSTRATIONS

The City of Los Banos is developing a Downtown Master Plan with Mark Thomas and Placeworks to improve the safety and comfort of pedestrians and bicyclists. The proposed safety improvements include curb extensions, midblock extension, parklets and more. Large format boards illustrated what these improvements could look like in Downtown.



IMAGE: IMPROVEMENT CONCEPTS
PRESENTED ON LARGE FORMAT BOARDS



IMAGE: RESIDENTS REVIEWING
LOS BANOS DOWNTOWN
MASTER PLAN DRAFT CONCEPTS
AND COMPLETING SURVEYS

COMMUNITY OUTREACH & ENGAGEMENT

SOCIAL MEDIA

The demonstration activities, partners, participants and impact was highlighted through California Walks Instagram page. Partner organizations also highlighted the event through their media accounts.



SLIDE 1 OF 5



SLIDE 2 OF 5



SLIDE 3 OF 5



SLIDE 4 OF 5



SLIDE 5 OF 5

IMAGE: CALIFORNIA WALKS SOCIAL MEDIA POST SLIDE 1 - 5

SURVEY RESULTS

HIGHLIGHTS

103 community members, business owners, and stakeholders completed the survey, and over 80 individuals participated in the demonstrations. The Los Banos Downtown Business Association, City of Los Banos, Mark Thomas, and Placeworks helped administer the survey. The full survey results can be found in the Appendix.

OVER
85%

FELT SAFER WALKING BECAUSE OF THE CURB EXTENSION AND WOULD LIKE TO SEE IT PERMANENTLY INSTALLED

OVER
74%

FELT SAFER WALKING BECAUSE OF THE PARKLET, AND WOULD LIKE TO SEE IT PERMANENTLY INSTALLED.

SURVEY RESULTS

HIGHLIGHTS

OVER
55%

**WALK AROUND THEIR
COMMUNITY ON A TYPICAL
DAY**

OVER
78%

**USE A PERSONAL VEHICLE TO
TRAVEL AROUND THEIR
COMMUNITY ON A TYPICAL
DAY**

IMAGE: LOCALS
ENJOYING
THE PARKLET



SURVEY RESULTS

HIGHLIGHTS

OVER
55%

DO NOT WALK OR BIKE MORE IN THE COMMUNITY BECAUSE OF UNSAFE DRIVER BEHAVIORS

OVER
34%

DO NOT WALK OR BIKE MORE IN THE COMMUNITY BECAUSE THEY ARE CONCERNED ABOUT CRIME/HARASSMENT

Common write in responses to why people don't walk or bike more include:

EXTREME WEATHER CONDITIONS (HOT SUMMERS)

HOUSELESS RESIDENTS

LACK OF SHOULDER/ SPACE FOR BICYCLISTS ON CALIFORNIA STATE ROUTE 165

SURVEY RESULTS

HIGHLIGHTS

**The top 3 things that
would improve the
walking experience in
Downtown Los Banos:**

**SIDEWALK
LIGHTING**

**VIBRANT
THINGS TO SEE
AND DO**

**IMPROVED
PUBLIC SAFETY**

**The top 3 things that would improve the
biking experience in Downtown Los Banos:**

**MORE BIKE
LANES ON
THE ROAD**

**LOWER
VEHICLE
SPEEDS**

**MORE BIKE
LANES
PROTECTED
FROM
VEHICLES**

SURVEY RESULTS

COMMENT HIGHLIGHTS

**“I WOULD LIKE TO
WALK WITH MY
KIDS IN
DOWNTOWN
SAFELY AND
COMFORTABLY.”**

**“I’M LOOKING
FORWARD TO
IMPROVEMENTS LIKE
THESE SHOWCASED
TODAY.”**

**“[I] WOULD LIKE MORE
PARKING, STREET
LIGHTING, MORE
BUSINESS FRIENDLY
[ENVIRONMENT]”**

CONCLUSION

The City of Los Banos is committed to creating a safe, accessible, comfortable, and enjoyable Downtown for people walking and rolling. This report will be distributed with all event attendees and invited partners. The City will use this report to inform their Downtown Master Plan, future Active Transportation Program (ATP) applications, and other funding opportunities.

For the full ATRC Kit of Parts Recommendations Report and other Post-Deployment Analysis, visit Cal Walks' websites at calwalks.org/atrc-kit-of-parts



IMAGE: RESIDENT ENJOYING PARKLET ON 6TH STREET

ACKNOWLEDGMENT

Thank you to the City of Los Banos for inviting and partnering with us to host these temporary demonstrations in Downtown Los Banos. Thank you to the Los Banos Downtown Business Association, Mark Thomas, and Placeworks for administering the surveys. Thank you to Little Diamonds Pizza for allowing us to host the temporary parklet at their storefront. Thank you to the City of Los Banos Public Works for setting up and tearing down the parklet and curb extension.

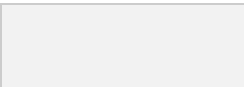
We want to acknowledge the Yokuts peoples as the traditional land caretakers of the greater Los Banos area.



APPENDIX A

Invited and Attended Guests	
INVITED	ATTENDED
Los Banos City Council	Council Member Brett Jones
Downtown Merchants	Gladys Barber Shop, Little Diamonds Pizza, Johnnie's Cleaners
Elementary School Families and Students	
Los Banos community	Corky Sherwood
Downtown Association Board	President David Sousa, Tom Kaljian, Sandra Benetti, Taylor Wolfson
City staff	Carlos Granillo, Tommy Flynn, Justin Caruthers, Joe Knoester, Eric Jacobo, Rudy Luquin, Haley Leonard, Ozzy Lara
Mark Thomas	Jae Riddle
PlaceWorks	Cliff Lao, Raul

APPENDIX B



Downtown Los Banos Community Survey

1. Does the Curb Extension make you feel safer walking/biking?

☐ Yes / ☐ No

2. Do you want the Curb Extension permanently installed?

☐ Yes / ☐ No



3. Does the Parklet make you feel safer walking/biking?

☐ Yes / ☐ No

4. Do you want the Parklet permanently installed?

☐ Yes / ☐ No



5. On a typical day, how do you travel around your community? Check all that apply.

☐ Walk ☐ Bike ☐ Skate ☐ Personal Vehicle ☐ Public Transportation (bus, train, etc.) ☐ Scooter
☐ Lyft, Uber, taxi, etc. ☐ Motorcycle ☐ Other _____

6. What keeps you from walking or biking more in your community or neighborhood? Check all that apply.

☐ Unsafe driver behaviors ☐ Destinations are too far to walk/bike ☐ Not in the habit/Don't think about it
☐ Concerned about crime/harassment ☐ Need to transport people/bags ☐ Lack of access to a bike
☐ Not enough comfortable places to walk or bike (sidewalks, bike lanes) ☐ Other _____

7. Check the top 3 treatments that would improve the walking experience in Downtown Los Banos:

☐ Wider sidewalks ☐ Public space/parks ☐ Lower vehicle speeds ☐ Vibrant things to see and do
☐ Sidewalk lighting ☐ More trees/shade ☐ Improved public safety ☐ Other _____

8. Check the top 3 treatments that would improve the biking experience in Downtown Los Banos:

☐ Bike lanes ☐ Protected bike lanes ☐ Bike parking ☐ Bike share programs ☐ Driver education
☐ Bicyclist education ☐ Lower driver speeds ☐ Traffic enforcement ☐ Other _____

9. Is there anything else you'd like to share with us?



Encuesta Comunitaria del Centro de Los Banos

1. ¿La Extensiones de Banqueta te hace sentir más seguro al caminar o andar en bicicleta?

☐ Si / ☐ No

2. ¿Quieres la Extensiones de Banqueta instalada permanentemente?

☐ Si / ☐ No



3. ¿La Miniparques te hace sentir más seguro al caminar o andar en bicicleta?

☐ Si / ☐ No

4. ¿Quieres la Miniparques instalada permanentemente?

☐ Si / ☐ No



5. ¿Cómo se mueve usted por su comunidad en un día típico? Marque todo lo que aplique.

- ☐ A pie ☐ En Bicicleta ☐ En Patines ☐ En coche personal ☐ En Transporte Público (autobús, tren,..)
☐ En un Lyft, Uber, taxi, etc. ☐ Por Motocicleta ☐ Por un Scooter ☐ De Otra Manera _____

6. ¿Qué le impide andar en bicicleta o a pie en su comunidad más a menudo? Marque todo los que aplique.

- ☐ Conductores peligrosos ☐ Las distancias son muy largas para caminar o andar en bicicleta
☐ No es un hábito/No pienso mucho en esto ☐ Preocupación por el crimen o el acoso
☐ Necesidad de transportar personas/bolsas ☐ No tengo acceso a una bicicleta
☐ No hay suficientes lugares cómodos para caminar o andar en bicicleta (banquetas o carriles para bicicletas)
☐ Otra Razón _____

7. Marque 3 cosas de la lista que mejorarían la experiencia para personas que caminan en el Centro:

- ☐ Banquetas más anchas ☐ Espacios públicos/parques ☐ Límite de velocidad

reducido

- ☐ Cosas vibrantes para ver y hacer en la comunidad ☐ Banquetas con luces ☐ Más árboles/sombra
☐ Mejoras a la seguridad pública ☐ Otra cosa: _____

8. Marque 3 cosas de la lista que mejorarían la experiencia para personas que andan en bicicleta en el Centro:

- ☐ Más carriles bici en las calles ☐ Más carriles bici protegidos de vehículos ☐ Más bicicleta estacionamiento
☐ Programa de Bicicletas compartidas ☐ Educación para los conductores ☐ Educación para los ciclistas
☐ Límite de velocidad reducido ☐ Aplicación del Reglamento de Tráfico ☐ Otra cosa: _____

9. ¿Hay algo más que quiera compartir?

APPENDIX C

Survey Administrator Talking Points

What is going on here today?

- The City of Los Baños is hosting this 1-day temporary infrastructure demonstration for the community to test out, give us your feedback, let us know if you would like to see them permanently installed, & if you have any other suggestions on how to improve walking and biking safety in Downtown Los Baños.
- We are collecting your feedback on these surveys.
- The result of the surveys will be put in a report that the City will use to apply for funding to improve walking and biking safety in Los Baños
- The surveys are anonymous, there is space for you to write in any additional comments you want to share at the end of the survey
- There are questions on the front and back of the page
- Make sure your writing is legible so we accurately capture your feedback

Puntos de conversación del administrador de la encuesta

¿Qué está pasando aquí hoy?

- La Ciudad de Los Baños está organizando esta demostración de infraestructura temporal por un día para que la comunidad pruebe, dénos sus comentarios, háganos saber si le gustaría verlos instalados permanentemente, y si tiene alguna otra sugerencia sobre cómo mejorar seguridad para peatones y ciclistas en el Centro de Los Baños.
- Estamos recopilando sus comentarios sobre estas encuestas.
- El resultado de las encuestas se incluirá en un reporte que la Ciudad utilizará para solicitar fondos para mejorar la seguridad para caminar y andar en bicicleta en Los Baños.
- Las encuestas son anónimas, hay espacio para que escriba cualquier comentario adicional que desee compartir al final de la encuesta.
- Hay preguntas en la parte de atrás de la página.
- Asegúrese de que su escritura sea legible para que capturemos sus comentarios correctamente

APPENDIX D

Downtown Los Banos Community Survey

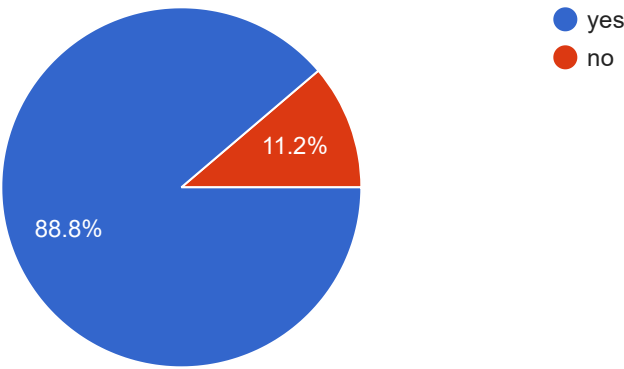
103 responses

[Publish analytics](#)

Does the Curb Extension make you feel safer walking/biking?

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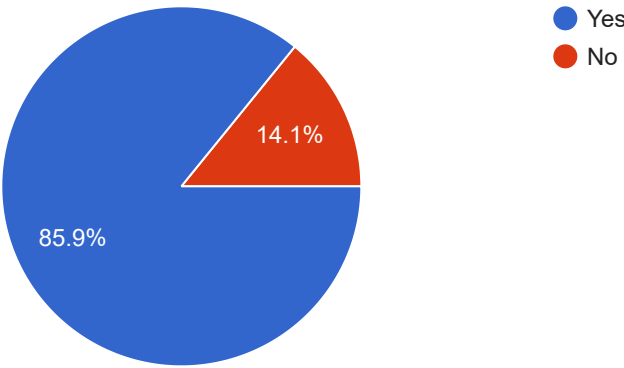
98 responses



Do you want the Curb Extension permanently installed?

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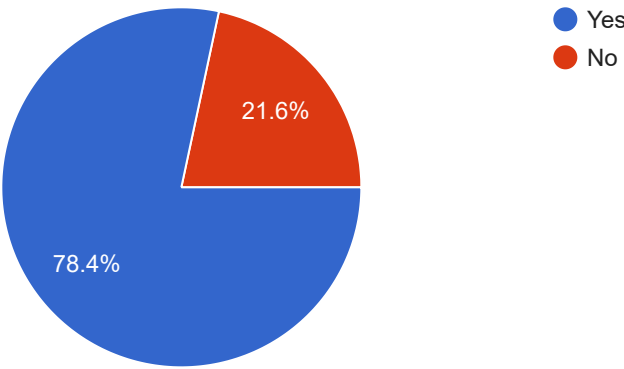
99 responses



Does the Parklet make you feel safer walking/biking?

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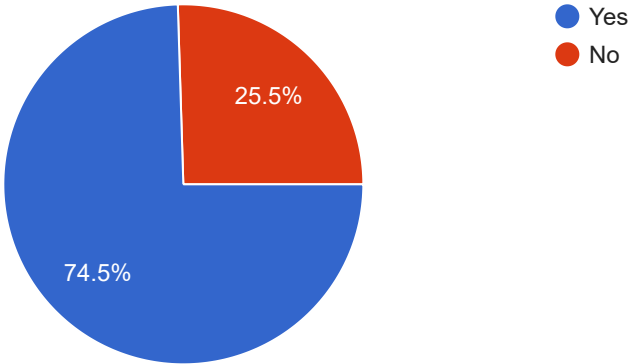
97 responses



Do you want the Parklet permanently installed?

Copy

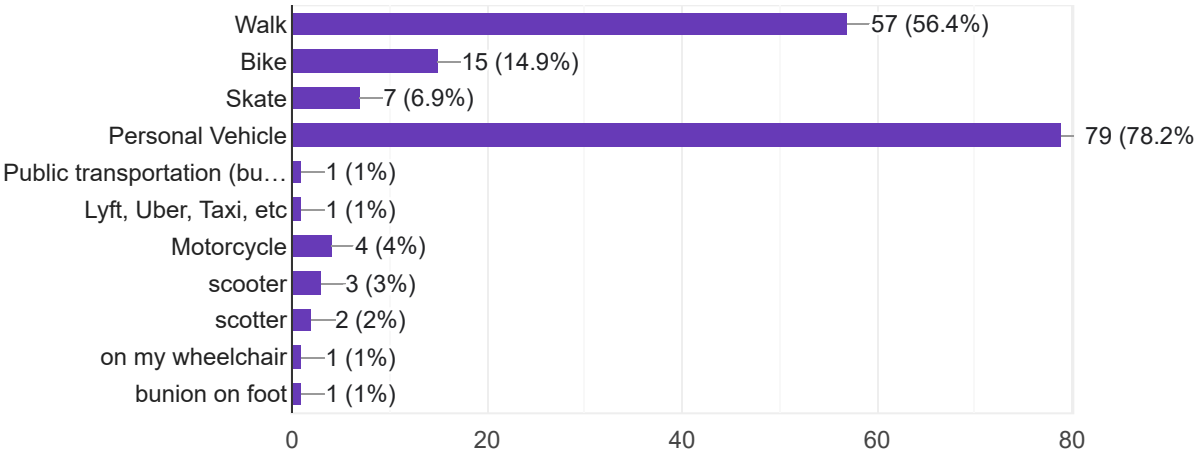
102 responses



On a typical day, how do you travel around your community? Check all that apply.

Copy

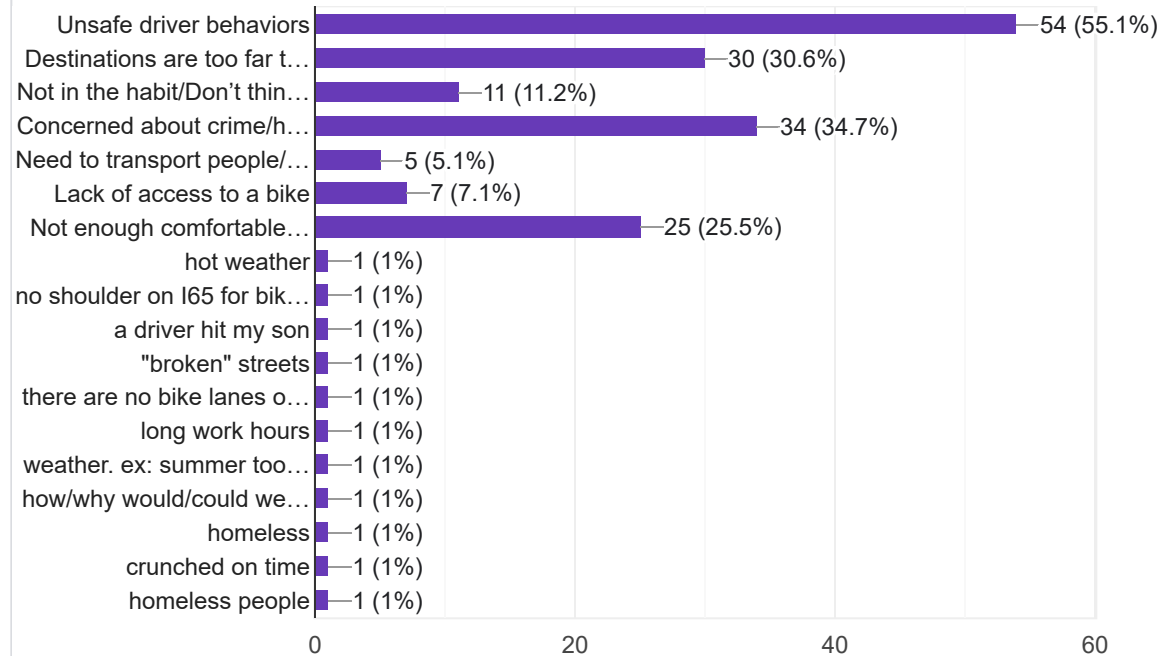
101 responses





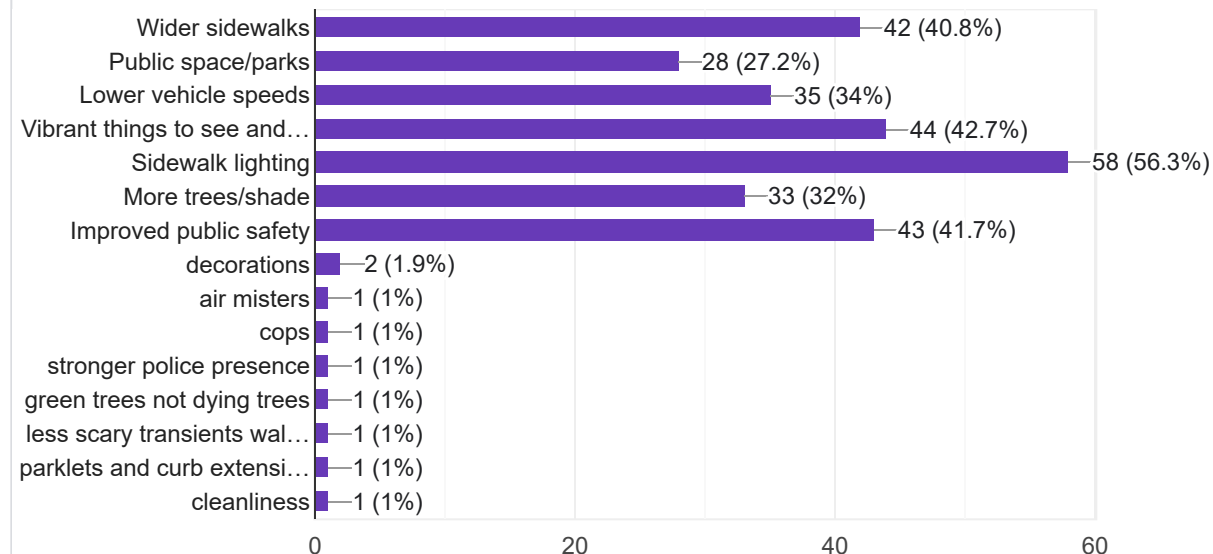
What keeps you from walking or biking more in your community or neighborhood? Check all that apply.

98 responses



Check the top 3 treatments that would improve the walking experience in Downtown Los Banos:

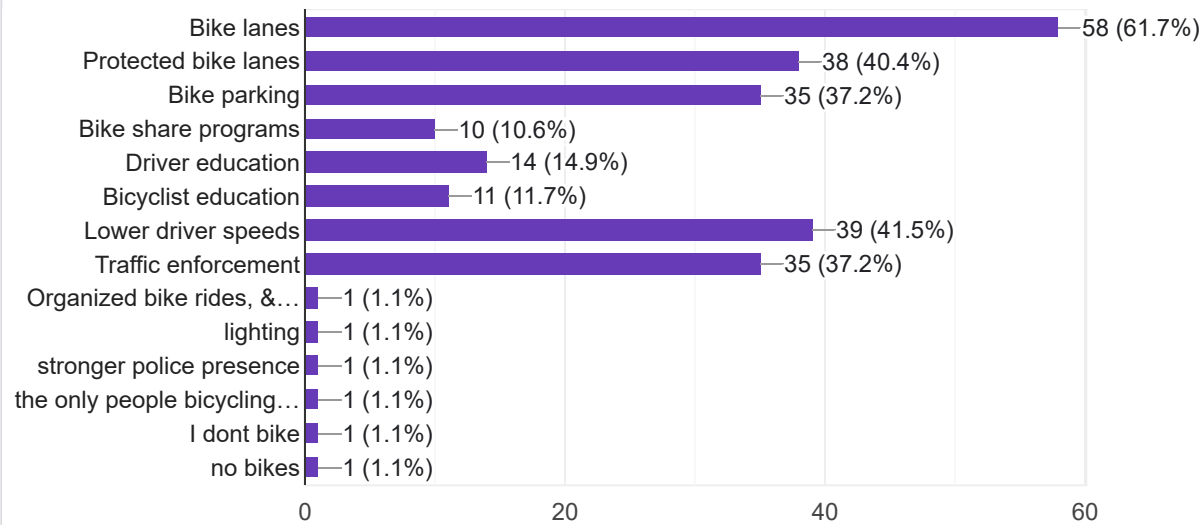
103 responses



Check the top 3 treatments that would improve the biking experience in Downtown Los Banos:

 Copy

94 responses



Is there anything else you'd like to share with us?

32 responses

I would like to see more parks for kids and dog park

I would like to walk with my kids in downtown safely and comfortably

personal safety

extreme weather conditions deter people from walking and biking.

i think the parklet and curb extensions are a great idea that is needed downtown

in favor of the concepts provided

thank you for helping improve my community

Diagonal parking is nice but very dangerous when pulling out, I had very many close encounters with drivers not stopping to let me pull out of parking spot in downtown

I would like to see more streetlights and planters

there is a need for more family recreation spaces and activities

would like to see more lighting, coffee shops, parking

would like more parking, street lighting, more business friendly

electric bike station would be awesome. How does this affect the merchants as far as cost? (i.e. increase rent)

more things for kids such as bigger library and a lego store

I am planning to move to Winters CA because of there walkable Downtown. Check out the downtowns in Hollister, Turlock, and Morgan Hill CA

Speed bumps in known unsafe traffic and lighting in dark streets

more parking

more trees in parks (city needs shade)



bypass trucks on 152 (semi-) commercial

my concern with parklet would be taking away parking to go shop and restaurants downtown

more flowers

I'm looking forward to bring our community + downtown businesses benefit from improvements like these showcased today

I'm sorry, but bicycling around downtown Los Banos should be the least of our cities problems. The homeless situation and crime should be top priority. Drive through some of our cities downtown parking lots... Look at the litter left by homeless/transients. Look at all the feces in the flower beds around the downtown trees. This is ALL a huge waste of time and money. Typical of government though... throw more money at the things that don't matter

keep festival and community events

exciting to think this might happen

good to have bike lanes. sidewalks need to be updated

If this eliminates any parking I am totally against this. Parking downtown is bad already. I have a business downtown and my customers already have a problem finding parking

Create design standards to ensure cohesion and make them semi-permanent/flexible to put up and take down, depending on the tenant (for example: in front of restaurants and not stores)

I believe the curb extension would be very beneficial for the community

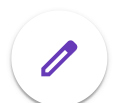
Even sidewalks. Eliminate holes, cracks, high low spots trip and fall hazard. extend time on stop lights to cross

more stores to shop and activities to do

I love the Turlock Downtown and I would like to see Los Banos looking similar. L.B. Downtown Buildings look old and unattractive. They all need to be refaced

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Google Forms



APPENDIX B: DESIGN

Parklet Design Guidelines Streetscape Styles

Downtown Los Banos Parklet Design Guidelines

These Parklet Design Guidelines are intended to be utilized by local businesses, designers, and the City to ensure a high-quality and compatible design for parklets in Downtown Los Banos.

Parklets are defined as long-term, removable exterior dining or seating areas which are adjacent to a restaurant or business and typically located within parking spaces in the public right-of-way.



Parklet with landscape in Albany, CA

Location Criteria

Design and location of parklets should be considered on a case-by-case basis. Factors including line-of-sight, occupied public parking areas, existing utilities, traffic speeds, etc. may result in additional design requirements by City Staff.

Location – Parklets are permitted within the Downtown area, defined as Fourth Street at the northwest, H Street at the northeast, Seventh Street at the southeast, and K Street at the southwest. Other locations will be considered on a case-by-case basis.

Adjacent to an existing or proposed restaurant/food service – Parklets are permitted when located adjacent to or in front of an existing or proposed restaurant/food service use. The parklet will serve as outdoor seating, and the business operator will be responsible for the maintenance and operation of the parklet.

Parking spaces – Parklets can be sited along the curb line on streets where on-street parking spaces exist.

- **Parallel parking** – Parklets can range in length from one to two parking spaces. For parallel parking, the parklet structure should be set back a minimum of 24 inches from adjacent parking spaces.
- **Perpendicular and diagonal parking** – Where parklets are installed in diagonal or perpendicular parking spaces, they are typically designed to be the size of two or more combined parking spaces to maximize habitable space within the parklet. For diagonal and perpendicular spaces, the edge of the parklet should be set back a minimum of 12 inches from the adjacent parking space on either side.



Parklet dining structure placed in diagonal parking spaces

Corner locations – In general, parklets should be located at least one parking space away from an intersection or street corner. In some instances, a curb extension (bulb-out), or some other physical barrier may allow the city to consider a parklet closer to the corner.

Crosswalks and mid-block crossings – All crosswalks and mid-block crossings must remain visually open from passing vehicles to ensure sight lines remain clear.

Fronting driveways – Parklets may be installed in front of a driveway if the applicant owns the property served by the driveway or obtains written permission from the property owner. If a parklet is proposed in front of a driveway apron, the apron must be filled, or a level platform installed to make the area flush with the sidewalk and parklet deck.

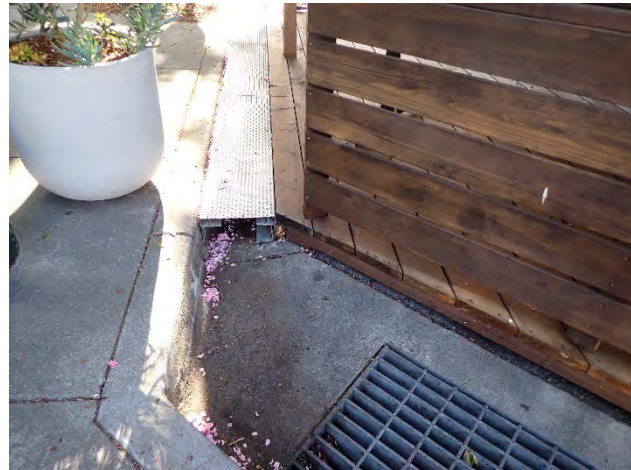
Lane of travel – Parklets should not extend beyond parking space markings where adjacent to a lane of travel.

Curb color zones – Parklets along curb color zones, i.e. ADA access, temporary parking, etc. shall be avoided. Parklets proposed to be located at curb color zones shall be reviewed on a case-by-case basis by City Staff.

Bus stops – Parklets are not permitted in bus zones. They may be located adjacent to a bus zone if adequate clearances are provided, as determined by City Staff.

Utility clearance – Parklets may not be constructed over utility access panels, manhole covers, storm drains, or fire hydrant shut-off valves. Applicants must provide access to any City or public utility company that may have underground conduits beneath the constructed parklet. Access may require that the applicant temporarily remove all or a portion of the constructed parklet.

Fire hydrants – A 5-foot-wide unobstructed clear space must be maintained around all fire hydrants. Additional clearance to fire hydrants may be required where access is deemed inadequate by the fire code official.



Parklet clearance around existing storm drain

General Design Requirements

No advertising – Advertising and signage, other than the name of the business sponsoring the parklet, is prohibited on the exterior surfaces of the parklet.

Design for easy removal and restoration – Parklets may sit above buried infrastructure and utilities such as gas lines, sewer, and water mains. Parklets should be designed to allow removal in case of emergency.

Street slope – Parklet floors shall have a slope of two percent or less. Parklet floor height should ideally be flush to sidewalk. If the cross slope of the street (the crown) requires the parklet floor to be above sidewalk level, an accessible ramp shall be provided from sidewalk level to parklet level.

Platform Design

Threshold where parklet floor is flush to sidewalk – Where parklets are designed as an extension of the sidewalk, with access along the curbside edge, any openings between the sidewalk and the parklet floor shall be flush without a horizontal gap or vertical separation greater than 1/2 inch. Changes in level 1/4 inch to 1/2-inch-high maximum shall be beveled with a slope not steeper than 1:4 (25%).

Threshold where parklet floor is above sidewalk – If the parklet floor is above level of sidewalk, planter boxes, rails or



Parklet threshold flush to sidewalk

other furnishings must be placed along the parklet edge to minimize tripping, and an accessible ramp up to floor level shall be provided.

Bolting – Bolting into the street or penetrating the surface of the road in any way is strongly discouraged. Parklets may be bolted to the existing curb, but only with a restoration plan and performance bond posted by the applicant.

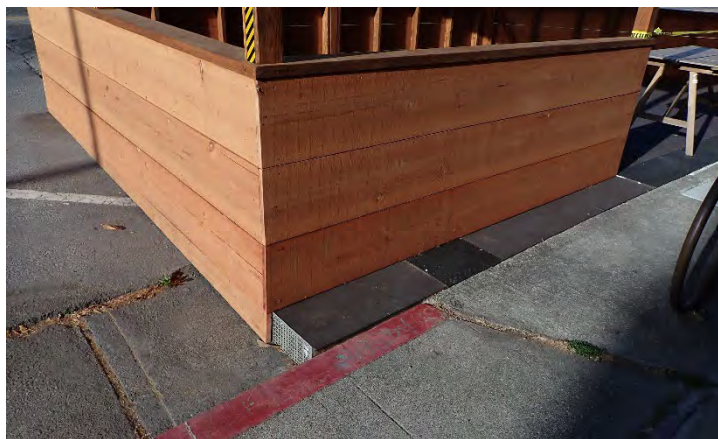
Floor structure – Parklet flooring shall be supported by decay resistant joists or sleepers such as pressure treated wood, galvanized metal, or aluminum.

Parklet floor surface materials –

- Parklet surfacing and platform materials must be stable, durable, slip-resistant, weather resistant, and easy to maintain.
- Loose particles, such as sand or loose stone, are not permitted on the floor of the parklet.
- Parklet base materials must have a floor load-bearing weight standard of at least 50 pounds per square foot.
- The base materials could include wood or recycled plastic decking (Trex or similar), decorative tiles, or pre-manufactured concrete or porcelain pavers/tiles.
- Poured concrete floors are discouraged. If using a concrete base for the parklet deck, the concrete shall have a plastic slip-sheet to prevent the concrete from binding to the roadbed below.

Maintenance access – Any clear and open space underneath the parklet floor surface must be accessible for maintenance through access panels, removable pavers, etc.

Drainage – The parklet cannot impede the flow of curbside drainage. Openings at the high end of the parklet should be covered with screens to prevent debris buildup beneath the deck and in the gutter. A minimum 3-inch high by 8-inch-wide gap under the base shall be provided to allow rainwater to flow under the parklet. Depending on site-specific drainage conditions, Public Works may require a wider gap.



Parklet with screen at drainage opening

Parklet Enclosure

Buffered edges – The parklet should have an edge as a buffer from the street. This can take the form of planters, railing, panels, cabling, or some other appropriate enclosure.

Enclosures – Parklets shall maintain a visual connection to the street and allow pedestrians on either side of the street to see into the parklet. Continuous opaque walls above forty-two inches along the length of the parklet are not allowed.

Planters – Look for opportunities to integrate planters in combination with the barriers to soften the expanse of panels and provide texture and interest along the street. Planting material maintenance is the responsibility of the adjacent business or property owner.

Colors - Colors must complement the neighboring buildings. Colors shall be reviewed and approved by City staff.

Materials – Parklet sides and ends shall be lightweight and removable. Parklets may consist of a range of materials and patterns, such as:

- Wood slats in a horizontal or vertical, slats in varying sizes, or alternating patterns.
- Painted panel materials such as fiber cement board or plywood.
- Decorative laser cut metal panels.
- Clear or textured tempered safety glass or clear or ribbed polycarbonate.
- Non-reflective corrugated metal.



Parklet with landscape planter as barrier

Avoid overhead elements that span the sidewalk – Overhead elements, other than lighting or provision of power, that span the sidewalk and connect the parklet to the adjacent building façade are strongly discouraged. Any elements above the sidewalk shall have a minimum vertical clearance of 96 inches above grade.

Roof

Roof structure – Shade structures and canopies may include pre-manufactured or constructed overhead structures that have a fire-resistant roof surface or sturdy fire-resistant fabric canopy and are supported by posts. Parklet proposals for shade structures and canopies must be submitted with plans stamped and signed by an architect or engineer registered in California.

Roof height – Shade structures and canopies may not extend beyond the street edge of the parklet and must be at least seven feet high as measured from the lowest point of the underside of the shade structure to the parklet floor surface. Roof forms are only permitted if flat or gently sloped.

Roof color – Colors must complement the neighboring buildings.

Roof materials – Shade structure canopy materials must be non-flammable or treated with a flame-retardant chemical.

Roof separation – Shade structures and canopies shall be separated from other shade structures by a minimum distance of 10 feet.

Roof support – Roofs shall be self-supporting. Tethering or securing overhead structures to trees is prohibited.



Parklet roof structure

Umbrella height – When umbrellas are used in parklets, a vertical clearance of at least seven feet above the sidewalk must be maintained. Umbrellas must be sized and located to not extend past the parklet edges buffer or extend into an adjacent parklet or sidewalk.

Wind blocks – Wind blocks may be included as an integral part of the parklet structure or as a standalone element. Wind blocks should be transparent to allow for views into the parklet area and maintain an outdoor dining experience.

Amenities

Lighting – Lighting elements are strongly encouraged. Applicants interested in lighting should consider solar-powered lighting or other non-hardwired installations.

Outdoor heaters – Outdoor heaters can make the parklet more comfortable throughout the year. Propane, gas-powered, and electric heaters are allowed in parklets but will require an additional Fire Department and/or Building and Safety Permit.

Movable furniture – Movable tables, chairs and benches that are designed to withstand exposure to sun and weather shall be used.

Planting – Integrated planting is encouraged. Native plants and drought tolerant plants are encouraged.

Public art – Opportunities to integrate public artwork such as handmade tiles, painting, and sculpture into the design of your parklets are encouraged. City staff shall approve public artwork before installation.

Accessibility

Accessible Path of Travel – Parklets are an extension of public sidewalk and pedestrian open space. Parklets must be designed to be enjoyed by everyone, including those with disabilities and individuals in a wheelchair, using a walker, or pushing a stroller. Parklets must be accessible and all

elements of the proposed parklet shall be designed, constructed and/or conform to the applicable provisions, rules, regulations, and guidelines of the California Building Standard Codes and Americans with Disabilities Act (ADA). All parklets must include at least one accessible entry from the sidewalk.

Sustainable Design

Locally sourced materials – Source locally produced materials for your parklet where possible to support the local economy.

Low emission materials – Choose paints, stains, glues, and other materials that emit zero or low levels of volatile organic compounds (VOCs) to help improve air quality and health.

Materials that are easy to maintain – Have a strategy for removing graffiti, and replacing or repairing damaged parklet features such as plants, railings, or other elements. Project sponsors are ultimately responsible for making sure that their parklet is kept clean and in good repair.

Application Process

Pre-Application Requirements

A pre-application meeting is required with the Planning Division. Provide preliminary details and plans to help illustrate your proposal to determine feasibility of the proposed parklet. The pre-application should include the following information:

- **Location map** – Mapping/Aerial photo of property and adjacent improvements.
- **Photographs of existing site conditions** – Document the existing conditions of existing sidewalks, curb conditions, nearby utilities, nearest crosswalk, streetscape, etc.
- **Design concept** – Provide a quick sketch or photographs of similar parklet(s) that portrays the design intent of the parklet.

Formal Submittal Requirements and Agreement

Following the pre-application meeting with Planning Staff, then the Applicant may proceed to provide a formal submittal for review and approval. The following information will be needed at the time of formal submittal:

- **Land Use Application Form** – Provide a completed land use application form available from the Planning Division. This form must be signed by the property owner and restaurant operator (if different from property owner).
- **Parklet Maintenance and License Agreement** – A completed and executed license agreement shall be submitted with the Parklet submittal.
- **Permit Fee**

Approval, Construction, and Inspection

Once the parklet has been approved and the licensing agreement recorded, the Applicant may construct the parklet. The Building Department will inspect the parklet prior to occupancy to confirm the design is consistent with the approved plans.

1. STREETLIGHTS



Considerations

Lantern-style lights with some to moderate amounts of ornate metalwork.

2. AMBIENT LIGHTS



Considerations

String lighting in special places like plazas or enlivening dark places like alleys

3. BUILDING LIGHTS



Considerations

Lantern-style lights with some to moderate amounts of ornate metalwork

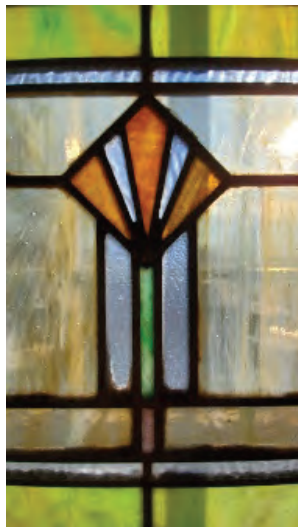


Downtown Portland – Congress Square Park

Lighting Element
Contemporary with Historic Elements

Overview

- Sans serif fonts on simple rectangular backgrounds.
- Art Deco inspired details within the font.
- Geometric patterns similar to Art Deco stained glass.
- Contemporary simplicity of shape with pops of color like bright orange and patterning.



Wayfinding Element
Contemporary with Historic Elements

1. BIKE PARKING



Considerations

Blending Old Town Charm with modern style features.

2. TRASH RECEPTACLES



Considerations

Pops of color coordinated with wayfinding elements tie it all together.

3. BENCH/SEATING



Considerations

Pops of color coordinated with wayfinding elements tie it all together.

Street Furnishing
Contemporary with Historic Elements



Considerations

Corten planters bring color and texture to limited sidewalk space.



Planters
Contemporary with Historic Elements

Overview

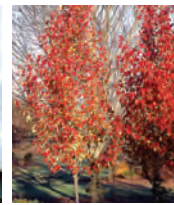
- Trees of small to medium size for limited planting space.
- Elegant, vase-like branch structure, perfect for uplighting.
- Bright greens, deciduous trees with annual changes.
- Warm oranges, such as in the Chinese elm bark, can work with brighter oranges in signage and other elements.



Ulmus parvifolia 'Allee'



Zelkova serrata 'JFS-KW1'



Tilia 'Harvest Gold'



Downtown Los Banos

Contemporary with Historic Elements



APPENDIX C: COST ESTIMATES

Cost Estimates

Total Project Estimate

Estimate Per Street Segment

LOS BANOS DOWNTOWN MASTER PLAN COST ESTIMATE MATRIX										
IMPROVEMENTS	STREET									TOTAL
	4th Street (between H Street and Pacheco Blvd)	5th Street (between H Street and Pacheco Blvd)	6th Street (between H Street and Pacheco Blvd)	7th Street (between H Street and Pacheco Blvd)	H Street (between 4th and 5th Street) (between 5th and 6th Street) (between 6th and 7th street)	I Street (between 4th and 5th Street) (between 5th and 6th Street) (between 6th and 7th street)	J Street (between 4th and 5th Street) (between 5th and 6th Street) (between 6th and 7th street)	K Street (between 4th and 5th Street) (between 5th and 6th Street) (between 6th and 7th street)	L Street (between 4th and 5th Street)	
REMOVE CONCRETE SIDEWALK	\$ 123,000	\$ 79,000	\$ 94,000	\$ 41,000	\$ 69,000	\$ 67,000	\$ 67,000	\$ 71,000	\$ 45,000	
REMOVE CURB AND GUTTER	\$ 220,000	\$ 142,000	\$ 169,000	\$ 73,000	\$ 123,000	\$ 120,000	\$ 120,000	\$ 127,000	\$ 80,000	
ROADWAY EXCAVATION	\$ 612,000	\$ 445,000	\$ 591,000	\$ 321,000	\$ 301,000	\$ 294,000	\$ 294,000	\$ 310,000	\$ 106,000	
HOT MIX ASPHALT (TYPE A)	\$ 907,000	\$ 660,000	\$ 748,000	\$ 476,000	\$ 448,000	\$ 436,000	\$ 436,000	\$ 459,000	\$ 157,000	
AGGREGATE BASE (CLASS II)	\$ 357,000	\$ 260,000	\$ 294,000	\$ 187,000	\$ 176,000	\$ 172,000	\$ 172,000	\$ 181,000	\$ 62,000	
SIDEWALK	\$ 1,148,000	\$ 742,000	\$ 882,000	\$ 378,000	\$ 644,000	\$ 630,000	\$ 630,000	\$ 658,000	\$ 420,000	
CURB AND GUTTER	\$ 338,000	\$ 221,000	\$ 260,000	\$ 117,000	\$ 195,000	\$ 182,000	\$ 182,000	\$ 195,000	\$ 130,000	
BULBOUTS	\$ -	\$ 75,000	\$ 130,000	\$ 30,000	\$ -	\$ -	\$ 5,000	\$ -	\$ -	
PAVEMENT MARKINGS	\$ 10,000	\$ 25,000	\$ 35,000	\$ 22,000	\$ 4,000	\$ 6,000	\$ 6,000	\$ 4,000	\$ 2,000	
PLACEMAKING	\$ 4,430,000	\$ 3,279,000	\$ 3,544,000	\$ 3,101,000	\$ 1,317,000	\$ 1,317,000	\$ 1,317,000	\$ 1,317,000	\$ 439,000	
LANDSCAPE	\$ 814,000	\$ 602,000	\$ 651,000	\$ 570,000	\$ 215,000	\$ 215,000	\$ 215,000	\$ 215,000	\$ 72,000	
WAYFINDING	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000	
IRRIGATION	\$ 15,000	\$ 15,000	\$ 15,000	\$ 15,000	\$ 15,000	\$ 15,000	\$ 15,000	\$ 15,000	\$ 15,000	
IMPROVEMENTS SUBTOTAL	\$ 8,994,000	\$ 6,565,000	\$ 7,433,000	\$ 5,351,000	\$ 3,527,000	\$ 3,474,000	\$ 3,479,000	\$ 3,572,000	\$ 1,548,000	
DRAINAGE (8%)	\$ 720,000	\$ 526,000	\$ 595,000	\$ 429,000	\$ 283,000	\$ 278,000	\$ 279,000	\$ 286,000	\$ 124,000	
UTILITY UNDERGROUNDING	\$ -	\$ -	\$ -	\$ -	\$ 907,000	\$ 907,000	\$ 907,000	\$ 625,000	\$ 594,000	
UTILITY CONNECTIONS	\$ -	\$ -	\$ -	\$ -	\$ 210,000	\$ 520,000	\$ 560,000	\$ 460,000	\$ 150,000	
MISC ITEMS (10%)	\$ 900,000	\$ 657,000	\$ 744,000	\$ 536,000	\$ 353,000	\$ 348,000	\$ 348,000	\$ 358,000	\$ 155,000	
MOBILIZATION (10%)	\$ 900,000	\$ 657,000	\$ 744,000	\$ 536,000	\$ 353,000	\$ 348,000	\$ 348,000	\$ 358,000	\$ 155,000	
CONTINGENCY (30%)	\$ 2,699,000	\$ 1,970,000	\$ 2,230,000	\$ 1,606,000	\$ 1,059,000	\$ 1,043,000	\$ 1,044,000	\$ 1,072,000	\$ 465,000	
SUBTOTAL STREET	\$ 14,213,000	\$ 10,375,000	\$ 11,746,000	\$ 8,458,000	\$ 6,692,000	\$ 6,918,000	\$ 6,965,000	\$ 6,731,000	\$ 3,191,000	
SOFT COST (35%)	\$ 4,975,000	\$ 3,632,000	\$ 4,112,000	\$ 2,961,000	\$ 2,343,000	\$ 2,422,000	\$ 2,438,000	\$ 2,356,000	\$ 1,117,000	
TOTAL BY STREET	\$ 19,188,000	\$ 14,007,000	\$ 15,858,000	\$ 11,419,000	\$ 9,035,000	\$ 9,340,000	\$ 9,403,000	\$ 9,087,000	\$ 4,308,000	\$ 101,645,000
ROUNDED TOTAL	\$ 19,200,000	\$ 14,100,000	\$ 15,900,000	\$ 11,500,000	\$ 9,100,000	\$ 9,400,000	\$ 9,500,000	\$ 9,100,000	\$ 4,400,000	\$ 102,200,000

Note: Assumes utility undergrounding is approximately \$3.3 million/mile.

Note: Assumes utility undergrounding is associated with lettered streets only.

Numbered Streets - Estimated Costs

4th Street						
	LF	CY/LF	Quantity	Units	Unit Cost	Total
Curb and Gutter	4400	0.05792	260	CY	\$1,300	\$338,000
	SF	Depth	Quantity	Units	Unit Cost	Total
Sidewalk	44000	0.5	820	CY	\$1,400	#####
Hot Mix Asphalt (Type A)	137500	0.5	5330	Ton	\$170	\$907,000
Aggregate Base (Class II)	137500	1	5100	CY	\$70	\$357,000
5th Street						
	LF	CY/LF	Quantity	Units	Unit Cost	Total
Curb and Gutter	2834	0.05792	170	CY	\$1,300	\$221,000
	SF	Depth	Quantity	Units	Unit Cost	Total
Sidewalk	28340	0.5	530	CY	\$1,400	\$742,000
Hot Mix Asphalt (Type A)	100100	0.5	3880	Ton	\$170	\$660,000
Aggregate Base (Class II)	100100	1	3710	CY	\$70	\$260,000
6th Street						
	LF	CY/LF	Quantity	Units	Unit Cost	Total
Curb and Gutter	3370	0.05792	200	CY	\$1,300	\$260,000
	SF	Depth	Quantity	Units	Unit Cost	Total
Sidewalk	33700	0.5	630	CY	\$1,400	\$882,000
Hot Mix Asphalt (Type A)	113300	0.5	4400	Ton	\$170	\$748,000
Aggregate Base (Class II)	113300	1	4200	CY	\$70	\$294,000
7th Street						
	LF	CY/LF	Quantity	Units	Unit Cost	Total
Curb and Gutter	1450	0.05792	90	CY	\$1,300	\$117,000
	SF	Depth	Quantity	Units	Unit Cost	Total
Sidewalk	14500	0.5	270	CY	\$1,400	\$378,000
Hot Mix Asphalt (Type A)	72050	0.5	2800	Ton	\$170	\$476,000
Aggregate Base (Class II)	72050	1	2670	CY	\$70	\$187,000

Marking Quantities			
Segment	Type	LF	Unit Cost
4th Street	Thermoplastic traffic striping	2500	\$3.00
5th Street	Thermoplastic traffic striping	1820	\$3.00
6th Street	Thermoplastic traffic striping	1900	\$3.00
7th Street	Thermoplastic traffic striping	1200	\$3.00

Marking Quantities			
Segment	Type	SF	Unit Cost
4th Street	Thermoplastic markings	108	\$12.00
5th Street	Thermoplastic markings	1508	\$12.00
6th Street	Thermoplastic markings	2406	\$12.00
7th Street	Thermoplastic markings	1444	\$12.00

Bulbouts/Mid Sidewalk Extensions			
Segment	EA	Unit Cost	Total
5th Street	15	\$5,000.00	\$75,000.00
6th Street	26	\$5,000.00	\$130,000.00
7th Street	6	\$5,000.00	\$30,000.00

ITEM	UNIT	UNIT PRICE
REMOVE CONCRETE SIDEWALK	SY	\$ 25.00
REMOVE CONCRETE (CURB AND GUTTER)	LF	\$ 50.00
ROADWAY EXCAVATION	CY	\$ 80.00
HOT MIX ASPHALT (TYPE A)	TON	\$ 170.00
AGGREGATE BASE (CLASS II)	CY	\$ 70.00
SIDEWALK	CY	\$ 1,400.00
CURB AND GUTTER	CY	\$ 1,300.00
TRAFFIC STRIPES AND PAVEMENT MARKINGS	LF	\$ 3.00

4th Street	Removal Quantities							
	Boundary	LF	SF	Depth	SY	CY	Unit Cost	Total
	Sidewalk	4400	44000	0.5	4888.889	814.81	\$25.00	\$123,000.00
	Roadway	2500	137500	1.5	-	7638.89	\$80.00	\$612,000.00
		LF	CY/LF			CY	Unit Cost	Total
C&G	4400	0.05792			-	9.44	\$50.00	\$220,000.00

5th Street	Removal Quantities							
	Boundary	LF	SF	Depth	SY	CY	Unit Cost	Total
	Sidewalk	2834	28340	0.5	3148.889	524.81	\$25.00	\$79,000.00
	Roadway	1820	100100	1.5	-	5561.11	\$80.00	\$445,000.00
		LF	CY/LF			CY	Unit Cost	Total
C&G	2834	0.05792			-	6.08	\$50.00	\$142,000.00

6th Street	Removal Quantities							
	Boundary	LF	SF	Depth	SY	CY	Unit Cost	Total
	Sidewalk	3370	33700	0.5	3744.444	624.07	\$25.00	\$94,000.00
	Roadway	2060	113300	1.5	-	6294.44	\$80.00	\$504,000.00
	Alleys	1210	19360	1.5	-	1075.56	\$80.00	\$87,000.00
	LF	CY/LF				CY	Unit Cost	Total
C&G	3370	0.05792			-	7.23	\$50.00	\$169,000.00

7th Street	Removal Quantities							
	Boundary	LF	SF	Depth	SY	CY	Unit Cost	Total
	Sidewalk	1450	14500	0.5	1611.111	268.52	\$25.00	\$41,000.00
	Roadway	1310	72050	1.5	-	4002.78	\$80.00	\$321,000.00
		LF	CY/LF			CY	Unit Cost	Total
C&G	1450	0.05792			-	3.11	\$50.00	\$73,000.00

Lettered Streets - Estimated Costs

H Street						
	LF	CY/LF	Quantity	Units	Unit Cost	Total
Curb and Gutter	2460	0.05792	150	CY	\$1,300	\$195,000
	SF	Depth				
Sidewalk	24600	0.5	460	CY	\$1,400	\$644,000
Hot Mix Asphalt (Type A)	67650	0.5	2630	Ton	\$170	\$448,000
Aggregate Base (Class II)	67650	1	2510	CY	\$70	\$176,000
I Street						
	LF	CY/LF	Quantity	Units	Unit Cost	Total
Curb and Gutter	2400	0.05792	140	CY	\$1,300	\$182,000
	SF	Depth				
Sidewalk	24000	0.5	450	CY	\$1,400	\$630,000
Hot Mix Asphalt (Type A)	66000	0.5	2560	Ton	\$170	\$436,000
Aggregate Base (Class II)	66000	1	2450	CY	\$70	\$172,000
J Street						
	LF	CY/LF	Quantity	Units	Unit Cost	Total
Curb and Gutter	2400	0.05792	140	CY	\$1,300	\$182,000
	SF	Depth				
Sidewalk	24000	0.5	450	CY	\$1,400	\$630,000
Hot Mix Asphalt (Type A)	66000	0.5	2560	Ton	\$170	\$436,000
Aggregate Base (Class II)	66000	1	2450	CY	\$70	\$172,000
K Street						
	LF	CY/LF	Quantity	Units	Unit Cost	Total
Curb and Gutter	2530	0.05792	150	CY	\$1,300	\$195,000
	SF	Depth				
Sidewalk	25300	0.5	470	CY	\$1,400	\$658,000
Hot Mix Asphalt (Type A)	69575	0.5	2700	Ton	\$170	\$459,000
Aggregate Base (Class II)	69575	1	2580	CY	\$70	\$181,000
L Street						
	LF	CY/LF	Quantity	Units	Unit Cost	Total
Curb and Gutter	1600	0.05792	100	CY	\$1,300	\$130,000
	SF	Depth				
Sidewalk	16000	0.5	300	CY	\$1,400	\$420,000
Hot Mix Asphalt (Type A)	23650	0.5	920	Ton	\$170	\$157,000
Aggregate Base (Class II)	23650	1	880	CY	\$70	\$62,000

Marking Quantities				
Segment	Type	LF	Unit Cost	Total
H St	Thermoplastic striping	1230	\$3.00	4000
I St	Thermoplastic striping	1200	\$3.00	4000
J St	Thermoplastic striping	1200	\$3.00	4000
K St	Thermoplastic striping	1265	\$3.00	4000
L St	Thermoplastic striping	430	\$3.00	2000

Marking Quantities				
Segment	Type	SF	Unit Cost	Total
I Street	Thermoplastic markings	118	\$12.00	2000
J Street	Thermoplastic markings	165	\$12.00	2000

Bulbouts/Mid Sidewalk Extensions			
Segment	EA	Unit Cost	Total
J Street	1	\$5,000.00	5000

ITEM	UNIT	UNIT PRICE
REMOVE CONCRETE SIDEWALK	SY	\$ 25.00
REMOVE CONCRETE (CURB AND GUTTER)	LF	\$ 50.00
ROADWAY EXCAVATION	CY	\$ 80.00
HOT MIX ASPHALT (TYPE A)	TON	\$ 170.00
AGGREGATE BASE (CLASS II)	CY	\$ 70.00
SIDEWALK	CY	\$ 1,400.00
CURB AND GUTTER	CY	\$ 1,300.00
TRAFFIC STRIPES AND PAVEMENT MARKINGS	LF	\$ 3.00

H Street	Removal Quantities								
	Boundary	LF	SF	Depth	SY	CY	Unit	Unit Cost	Total
	Sidewalk	2460	24600	0.5	2733.333	455.56	SY	\$25.00	\$69,000.00
	Roadway	1230	67650	1.5	-	3758.33	CY	\$80.00	\$301,000.00
		LF	CY/LF			CY	Unit	Unit Cost	Total
	C&G	2460	0.05792		-	5.28	LF	\$50.00	\$123,000.00

I Street	Removal Quantities								
	Boundary	LF	SF	Depth	SY	CY	Unit	Unit Cost	Total
	Sidewalk	2400	24000	0.5	2666.667	444.44	SY	\$25.00	\$67,000.00
	Roadway	1200	66000	1.5	-	3666.67	CY	\$80.00	\$294,000.00
		LF	CY/LF			CY	Unit	Unit Cost	Total
	C&G	2400	0.05792		-	5.15	LF	\$50.00	\$120,000.00

J Street	Removal Quantities								
	Boundary	LF	SF	Depth	SY	CY	Unit	Unit Cost	Total
	Sidewalk	2400	24000	0.5	2666.667	444.44	SY	\$25.00	\$67,000.00
	Roadway	1200	66000	1.5	-	3666.67	CY	\$80.00	\$294,000.00
		LF	CY/LF			CY	Unit	Unit Cost	Total
	C&G	2400	0.05792		-	5.15	LF	\$50.00	\$120,000.00

K Street	Removal Quantities								
	Boundary	LF	SF	Depth	SY	CY	Unit	Unit Cost	Total
	Sidewalk	2530	25300	0.5	2811.111	468.52	SY	\$25.00	\$71,000.00
	Roadway	1265	69575	1.5	-	3865.28	CY	\$80.00	\$310,000.00
		LF	CY/LF			CY	Unit	Unit Cost	Total
	C&G	2530	0.05792		-	5.43	LF	\$50.00	\$127,000.00

L Street	Removal Quantities								
	Boundary	LF	SF	Depth	SY	CY	Unit	Unit Cost	Total
	Sidewalk	1600	16000	0.5	1777.778	296.30	SY	\$25.00	\$45,000.00
	Roadway	430	23650	1.5	-	1313.89	CY	\$80.00	\$106,000.00
		LF	CY/LF			CY	Unit	Unit Cost	Total
	C&G	1600	0.05792		-	3.43	LF	\$50.00	\$80,000.00



Los Banos Downtown Master Plan

