



AGENDA

CAPITOLA PLANNING COMMISSION

Thursday, November 2, 2017 – 7:00 PM

Chairperson Ed Newman
Commissioners Linda Smith
 Sam Storey
 TJ Welch
 Susan Westman

1. ROLL CALL AND PLEDGE OF ALLEGIANCE

2. ORAL COMMUNICATIONS

A. Additions and Deletions to Agenda

B. Public Comments

Short communications from the public concerning matters not on the Agenda. All speakers are requested to print their name on the sign-in sheet located at the podium so that their name may be accurately recorded in the Minutes.

C. Commission Comments

D. Staff Comments

3. PRESENTATION

4. APPROVAL OF MINUTES

A. Planning Commission - Regular Meeting - Oct 5, 2017 7:00 PM

5. CONSENT CALENDAR

All matters listed under "Consent Calendar" are considered by the Planning Commission to be routine and will be enacted by one motion in the form listed below. There will be no separate discussion on these items prior to the time the Planning Commission votes on the action unless members of the public or the Planning Commission request specific items to be discussed for separate review. Items pulled for separate discussion will be considered in the order listed on the Agenda.

6. PUBLIC HEARINGS

Public Hearings are intended to provide an opportunity for public discussion of each item listed as a Public Hearing. The following procedure is as follows: 1) Staff Presentation; 2) Public Discussion; 3) Planning Commission Comments; 4) Close public portion of the Hearing; 5) Planning Commission Discussion; and 6) Decision.

- A. 4199 and 4205 Clares Street #17-006 APN: 034-222-05 and 06**
Design Permit for a State Density Bonus application for a 10-unit residential project, which includes a conditional use permit for a tentative condominium map for the 5 units on 4199 Clares Street. The project is within the RM-LM (Multi-family Low Density) zoning district.
This project is not located in the Coastal Zone and does not require a Coastal Development Permit.
Environmental Determination: Categorical Exemption
Property Owner: Clares Street Partners, LLC (4199 Clares) and Kathleen Hazen (4205 Clares)
Representative: Bill Kempf, Architect. Filed: 1/23/2017
- B. 836 Bay Avenue #17-0304 036-011-17**
Design Permit and Conditional Use Permit for a new car wash and outdoor display of goods at the existing Chevron Gas station located in the CC (Community Commercial) zoning district.
This project is not in the Coastal Zone and does not require a Coastal Development Permit.
Environmental Determination: Categorical Exemption
Property Owner: Akhtar Javed
Representative: Kurt Wagenknecht
- C. Grand Avenue Pathway Closure #17-0380 APN: 036-135-01**
Coastal Development Permit for a closure of the Grand Avenue pathway between Oakland Avenue and Hollister Avenue due to a bluff failure. The path would remain closed until a long term, permanent solution can be developed.
This project is in the Coastal Zone and requires a Coastal Development Permit.
Environmental Determination: Categorical Exemption
Property Owner: City of Capitola
Representative: Steve Jesberg, PW Director
- D. 2005 Wharf Road #17-055 APN: 034-541-34**
Design Permit to construct a new public library and demolish the existing library, located in the PF-F/P (Public Facilities-Facilities/Park) zoning districts.
This project is not in the Coastal Zone and does not require a Coastal Development Permit.
Environmental Determination: Categorical Exemption
Property Owner: City of Capitola – Steve Jesberg, Project Manager
Representative: Dave Tanza, filed: 4/6/2017

7. DIRECTOR'S REPORT

8. COMMISSION COMMUNICATIONS

9. ADJOURNMENT

APPEALS: The following decisions of the Planning Commission can be appealed to the City Council within the (10) calendar days following the date of the Commission action: Conditional Use Permit, Variance, and Coastal Permit. The decision of the Planning Commission pertaining to an Architectural and Site Review Design Permit can be appealed to the City Council within the (10) working days following the date of the Commission action. If the tenth day falls on a weekend or holiday, the appeal period is extended to the next business day.

All appeals must be in writing, setting forth the nature of the action and the basis upon which the action is considered to be in error, and addressed to the City Council in care of the City Clerk. An appeal must be accompanied by a five hundred dollar (\$500) filing fee, unless the item involves a Coastal Permit that is appealable to the Coastal Commission, in which case there is no fee. If you challenge a decision of the Planning Commission in court, you may be limited to raising only those issues you or someone else raised at the public hearing described in this agenda, or in written correspondence delivered to the City at, or prior to, the public hearing.

Notice regarding Planning Commission meetings: The Planning Commission meets regularly on the 1st Thursday of each month at 7 p.m. in the City Hall Council Chambers located at 420 Capitola Avenue, Capitola.

Agenda and Agenda Packet Materials: The Planning Commission Agenda and complete Agenda Packet are available on the Internet at the City's website: www.cityofcapitola.org. Agendas are also available at the Capitola Branch Library, 2005 Wharf Road, Capitola, on the Monday prior to the Thursday meeting. Need more information? Contact the Community Development Department at (831) 475-7300.

Agenda Materials Distributed after Distribution of the Agenda Packet: Materials that are a public record under Government Code § 54957.5(A) and that relate to an agenda item of a regular meeting of the Planning Commission that are distributed to a majority of all the members of the Planning Commission more than 72 hours prior to that meeting shall be available for public inspection at City Hall located at 420 Capitola Avenue, Capitola, during normal business hours.

Americans with Disabilities Act: Disability-related aids or services are available to enable persons with a disability to participate in this meeting consistent with the Federal Americans with Disabilities Act of 1990. Assisted listening devices are available for individuals with hearing impairments at the meeting in the City Council Chambers. Should you require special accommodations to participate in the meeting due to a disability, please contact the Community Development Department at least 24 hours in advance of the meeting at (831) 475-7300. In an effort to accommodate individuals with environmental sensitivities, attendees are requested to refrain from wearing perfumes and other scented products.

Televised Meetings: Planning Commission meetings are cablecast "Live" on Charter Communications Cable TV Channel 8 and are recorded to be replayed on the following Monday and Friday at 1:00 p.m. on Charter Channel 71 and Comcast Channel 25. Meetings can also be viewed from the City's website: www.cityofcapitola.org.



**DRAFT FINAL MINUTES
CAPITOLA PLANNING COMMISSION MEETING
THURSDAY, OCTOBER 5, 2017
7 P.M. – CAPITOLA CITY COUNCIL CHAMBERS**

1. ROLL CALL AND PLEDGE OF ALLEGIANCE

Chairperson Edward Newman: Present, Commissioner Linda Smith: Present, Commissioner Sam Storey: Present, Commissioner Susan Westman: Present, Commissioner TJ Welch: Present

2. ORAL COMMUNICATIONS

A. Additions and Deletions to Agenda – None

B. Public Comments – None

C. Commission Comments

Commissioner Westman received questions concerning the height of the project at 419 Capitola Avenue and requested that Planning staff follow up to confirm that the project is within the approved height restrictions. Senior Planner Katie Herlihy responded that she had recently made a site visit and confirmed that the construction is in compliance with the conditioned limits.

Commissioner Welch gave an update on the Traffic and Parking Commission. The trial temporary Village employee parking program with the restaurants has been put on hold until next year. The City hired a traffic consultant who has confirmed the traffic count on Topaz Street to be about 1,300-1,500 cars per day. As a result of their findings, the Traffic and Parking Commission made some recommendations to the City Council. The Council subsequently established a sub-committee to work on possible solutions and including more community outreach.

D. Staff Comments

Community Development Director Rich Grunow expressed his gratitude to Senior Planner Herlihy and City Manager Jamie Goldstein for their assistance during his absence. He also thanked the Planning Commissioners for recommending adoption by the City Council and for the hundreds of hours dedicated to the Zoning Code update process.

3. PRESENTATION

This presentation was moved to the end of the agenda. Senior Planner Herlihy gave an overview of the recent changes to the State Density Bonus Law.

A. State Density Bonus Overview

4. APPROVAL OF MINUTES

A. Draft Minutes September 6, 2017 Special PC Meeting

Minutes Acceptance: Minutes of Oct 5, 2017 7:00 PM (Approval of Minutes)

1. Planning Commission - Special Meeting - Sep 6, 2017 6:00 PM

RESULT:	ACCEPTED [UNANIMOUS]
MOVER:	Susan Westman, Commissioner
SECONDER:	Sam Storey, Commissioner
AYES:	Smith, Newman, Welch, Westman, Storey

B. Draft Minutes September 7, 2017 PC Meeting

1. Planning Commission - Regular Meeting - Sep 7, 2017 7:00 PM

RESULT:	ACCEPTED [UNANIMOUS]
MOVER:	Sam Storey, Commissioner
SECONDER:	Linda Smith, Commissioner
AYES:	Smith, Newman, Welch, Westman, Storey

5. CONSENT CALENDAR

A. 4530 Garnet Street #17-0267 APN: 034-034-02

Design Permit application for a new two-story, single-family residence located in the R-1 (Single-Family Residential) zoning district.

This project is in the Coastal Zone but does not require a Coastal Development Permit.

Environmental Determination: Categorical Exemption

Property Owner: Clark Cochran

Representative: Dennis Norton, filed: 8/15/16

MOTION: Approve Design Permit with the following conditions and findings:

CONDITIONS OF APPROVAL

1. The project approval consists of a new two-story, single-family residence at 4530 Garnet Street. The project consists of a 303 square-foot garage, 940 square foot first story living area, 569 square foot second story living area, 96 square foot second-story deck. The maximum Floor Area Ratio for the 3,200-square foot property is 57% (1,824 square feet). The total FAR of the project is 57% with a total of 1,812 square feet of floor area, compliant with the maximum FAR within the zone. The proposed project is approved as indicated on the final plans reviewed and approved by the Planning Commission on October 5, 2017, except as modified through conditions imposed by the Planning Commission during the hearing.
2. Prior to construction, a building permit shall be secured for any new construction or modifications to structures authorized by this permit. Final building plans shall be consistent with the plans approved by the Planning Commission. All construction and site improvements shall be completed according to the approved plans.
3. At time of submittal for building permit review, the Conditions of Approval must be printed in full on the cover sheet of the construction plans.

Minutes Acceptance: Minutes of Oct 5, 2017 7:00 PM (Approval of Minutes)

4. Prior to issuance of building permit, all Planning fees associated with permit #17-0267 shall be paid in full.
5. At the time of submittal for building permit review, Affordable Housing in-lieu fees shall be paid prior to issuance of building permit, in accordance with chapter 18.02 of the Capitola Municipal Code.
6. At the time of submittal for building permit review, the site plan must include a two feet landscape strip between the driveway and side property line.
7. At the time of submittal for building permit review, the washer and dryer shown in the garage must be located outside the required 10 feet by 20 feet covered parking space.
8. At the time of submittal for building permit review, the building plans must show that the existing overhead utility lines will be underground to the nearest utility pole.
9. At the time of submittal for building permit review, Public Works Standard Detail Storm Water Best Management Practices (STRM-BMP) shall be printed in full and incorporated as a sheet into the construction plans. All construction shall be done in accordance with Public Works Standard Detail Storm Water Best Management Practices (STRM-BMP).
10. Prior to making any changes to approved plans, modifications must be specifically requested and submitted in writing to the Community Development Department. Any significant changes to the size or exterior appearance of the structure shall require Planning Commission approval.
11. Prior to issuance of building permit, a final landscape plan shall be submitted and approved by the Community Development Department. Landscape plans shall reflect the Planning Commission approval and shall identify type, size, and location of species and details of irrigation systems, if proposed. Native and/or drought tolerant species are recommended.
12. Prior to issuance of building permits, the building plans must show that the existing secondary driveway approach (eastern property edge) be removed and replaced with a standard City curb which meets state accessibility requirements.
13. Prior to issuance of a building permit, the applicant must provide documentation of plan approval by the following entities: Santa Cruz County Sanitation Department, Soquel Water District, and Central Fire Protection District.
14. Prior to issuance of building permits, a drainage plan, grading, sediment and erosion control plan, shall be submitted to the City and approved by Public Works. The plans shall be in compliance with the requirements specified in Capitola Municipal Code Chapter 13.16 Storm Water Pollution Prevention and Protection.
15. Prior to issuance of building permits, the applicant shall submit a stormwater management plan to the satisfaction of the Director of Public Works which implements all applicable Post Construction Requirements (PCRs) and Public Works Standard Details, including all standards relating to low impact development (LID).
16. Prior to any land disturbance, a pre-site inspection must be conducted by the grading official to verify compliance with the approved erosion and sediment control plan.

17. Prior to any work in the City road right of way, an encroachment permit shall be acquired by the contractor performing the work. No material or equipment storage may be placed in the road right-of-way. The removed curb cut requires an encroachment permit which must be completed prior to certificate of occupancy.
18. During construction, any construction activity shall be subject to a construction noise curfew, except when otherwise specified in the building permit issued by the City. Construction noise shall be prohibited between the hours of nine p.m. and seven-thirty a.m. on weekdays. Construction noise shall be prohibited on weekends with the exception of Saturday work between nine a.m. and four p.m. or emergency work approved by the building official. §9.12.010B
19. Prior to a project final, all cracked or broken driveway approaches or street edge shall be replaced per the Public Works Standard Details and to the satisfaction of the Public Works Department. All replaced driveway approaches shall meet current Accessibility Standards.
20. Prior to issuance of a Certificate of Occupancy, compliance with all conditions of approval shall be demonstrated to the satisfaction of the Community Development Director. Upon evidence of non-compliance with conditions of approval or applicable municipal code provisions, the applicant shall remedy the non-compliance to the satisfaction of the Community Development Director or shall file an application for a permit amendment for Planning Commission consideration. Failure to remedy a non-compliance in a timely manner may result in permit revocation.
21. This permit shall expire 24 months from the date of issuance. The applicant shall have an approved building permit and construction underway before this date to prevent permit expiration. Applications for extension may be submitted by the applicant prior to expiration pursuant to Municipal Code section 17.81.160.
22. The planning and infrastructure review and approval are transferable with the title to the underlying property so that an approved project may be conveyed or assigned by the applicant to others without losing the approval. The permit cannot be transferred off the site on which the approval was granted.
23. Upon receipt of certificate of occupancy, garbage and recycling containers shall be shielded and placed out of public view on non-collection days.

FINDINGS

- A. **The project, subject to the conditions imposed, secures the purposes of the Zoning Ordinance, General Plan, and Local Coastal Plan.**
Community Development Staff, the Architectural and Site Review Committee, and the Planning Commission have all reviewed the project. The proposed single-family residence complies with the development standards of the Single-Family District. The project secures the purpose of the Zoning Ordinance, General Plan, and Local Coastal Plan
- B. **The project will maintain the character and integrity of the neighborhood.**
Community Development Staff, the Architectural and Site Review Committee, and the Planning Commission have all reviewed the application for the new single-family home. The design of the home with board and batt siding, a trellis over the archway, and standing seam metal roof will fit in nicely with the existing neighborhood. The project will maintain the character and integrity of the neighborhood.

C. This project is categorically exempt under Section 15303 of the California Environmental Quality Act and is subject to Section 753.5 of Title 14 of the California Code of Regulations.

Section 15301(e) of the CEQA Guidelines exempts new single-family homes in residential neighborhoods. This project involves a new single-family residence within the R-1 (Single-Family Residential) zoning district. No adverse environmental impacts were discovered during review of the proposed project.

RESULT:	APPROVED [UNANIMOUS]
MOVER:	Sam Storey, Commissioner
SECONDER:	TJ Welch, Chairperson
AYES:	Smith, Newman, Welch, Westman, Storey

B. 1890 46th Avenue #17-0299 APN: 034-011-45

Design Permit for a remodel and addition to a single-family home with a new attached single-car garage with living space above. The property is located in the RM-M (Multi-Family Medium Density) zoning district.

This project is in the Coastal Zone but does not require a Coastal Development Permit.

Environmental Determination: Categorical Exemption

Property Owner: Pauline Moore Naber

Representative: Dennis Norton, filed: 8/8/17

MOTION: Approve Design Permit with the following conditions and findings:

CONDITIONS OF APPROVAL

1. The project approval is for the construction of remodel and addition to the existing single-family home at 1890 46th Avenue. The maximum Floor Area Ratio for the 5,100 square-foot property is 49% (2,499 square feet). The total FAR of the project is 46% with a total of 2,352 square feet of floor area, compliant with the maximum FAR within the zone. The proposed project is approved as indicated on the final plans reviewed and approved by the Planning Commission on October 5, 2017, except as modified through conditions imposed by the Planning Commission during the hearing.
2. Prior to construction, a building permit shall be secured for any new construction or modifications to structures authorized by this permit. Final building plans shall be consistent with the plans approved by the Planning Commission. All construction and site improvements shall be completed according to the approved plans.
3. At time of submittal for building permit review, the Conditions of Approval must be printed in full on the cover sheet of the construction plans.
4. Prior to issuance of building permit, all Planning fees associated with permit #17-0299 shall be paid in full.
5. Affordable Housing in-lieu fees are not required for this project because the addition is less than 50 percent of the square footage of the existing home.
6. Prior to issuance of building permits, the building plans must show that the existing overhead utility lines will be underground to the nearest utility pole.

7. At the time of submittal for building permit review, Public Works Standard Detail Storm Water Best Management Practices (STRM-BMP) shall be printed in full and incorporated as a sheet into the construction plans. All construction shall be done in accordance with Public Works Standard Detail Storm Water Best Management Practices (STRM-BMP).
8. Prior to making any changes to approved plans, modifications must be specifically requested and submitted in writing to the Community Development Department. Any significant changes to the size or exterior appearance of the structure shall require Planning Commission approval.
9. Prior to issuance of building permit, a final landscape plan shall be submitted and approved by the Community Development Department. Landscape plans shall reflect the Planning Commission approval and shall identify type, size, and location of species and details of irrigation systems, if proposed. Native and/or drought tolerant species are recommended.
10. Prior to issuance of a building permit, the applicant must provide documentation of plan approval by the following entities: Santa Cruz County Sanitation Department, Soquel Water District, and Central Fire Protection District.
11. Prior to issuance of building permits, a drainage plan, grading, sediment and erosion control plan, shall be submitted to the City and approved by Public Works. The plans shall be in compliance with the requirements specified in Capitola Municipal Code Chapter 13.16 Storm Water Pollution Prevention and Protection.
12. Prior to issuance of building permits, the applicant shall submit a stormwater management plan to the satisfaction of the Director of Public Works which implements all applicable Post Construction Requirements (PCRs) and Public Works Standard Details, including all standards relating to low impact development (LID).
13. Prior to any land disturbance, a pre-site inspection must be conducted by the grading official to verify compliance with the approved erosion and sediment control plan.
14. Prior to any work in the City road right of way, an encroachment permit shall be acquired by the contractor performing the work. No material or equipment storage may be placed in the road right-of-way.
15. During construction, any construction activity shall be subject to a construction noise curfew, except when otherwise specified in the building permit issued by the City. Construction noise shall be prohibited between the hours of nine p.m. and seven-thirty a.m. on weekdays. Construction noise shall be prohibited on weekends with the exception of Saturday work between nine a.m. and four p.m. or emergency work approved by the building official. §9.12.010B
16. Prior to a project final, all cracked or broken driveway approaches or street edge shall be replaced per the Public Works Standard Details and to the satisfaction of the Public Works Department. All replaced driveway approaches shall meet current Accessibility Standards.
17. Prior to issuance of a Certificate of Occupancy, compliance with all conditions of approval shall be demonstrated to the satisfaction of the Community Development Director. Upon evidence of non-compliance with conditions of approval or applicable

municipal code provisions, the applicant shall remedy the non-compliance to the satisfaction of the Community Development Director or shall file an application for a permit amendment for Planning Commission consideration. Failure to remedy a non-compliance in a timely manner may result in permit revocation.

18. This permit shall expire 24 months from the date of issuance. The applicant shall have an approved building permit and construction underway before this date to prevent permit expiration. Applications for extension may be submitted by the applicant prior to expiration pursuant to Municipal Code section 17.81.160.
19. The planning and infrastructure review and approval are transferable with the title to the underlying property so that an approved project may be conveyed or assigned by the applicant to others without losing the approval. The permit cannot be transferred off the site on which the approval was granted.
20. Upon receipt of certificate of occupancy, garbage and recycling containers shall be shielded and placed out of public view on non-collection days.

FINDINGS

- A. **The application, subject to the conditions imposed, secures the purposes of the Zoning Ordinance, General Plan, and Local Coastal Plan.**
Community Development Staff, the Architectural and Site Review Committee, and the Planning Commission have all reviewed the project. The proposed addition complies with the Zoning Ordinance and the project secures the purpose of the Zoning Ordinance, General Plan, and Local Coastal Plan.
- B. **The application will maintain the character and integrity of the neighborhood.**
Community Development Staff, the Architectural and Site Review Committee, and the Planning Commission have all reviewed the application for the addition to the existing residence. The updated design will maintain the character and integrity of the neighborhood.
- C. **This project is categorically exempt under Section 15301 of the California Environmental Quality Act and is subject to Section 753.5 of Title 14 of the California Code of Regulations.**
Section 15301(e) of the CEQA Guidelines exempts the construction of additions that are less than 50 percent of the existing structure. This project involves an addition to an existing, single-family residence that is less than 50% of the square footage of the existing home. No adverse environmental impacts were discovered during review of the proposed project.

RESULT:	APPROVED [UNANIMOUS]
MOVER:	Sam Storey, Commissioner
SECONDER:	TJ Welch, Chairperson
AYES:	Smith, Newman, Welch, Westman, Storey

6. PUBLIC HEARINGS**A. 108 Monterey Avenue #17-0350 APN: 035-262-09**

Coastal Development Permit for a seasonal ice skating rink.

This project is in the Coastal Zone and requires a Coastal Development Permit which is appealable to the Coastal Commission after all local appeals are exhausted.

Environmental Determination: Categorical Exemption

Property Owner: City of Capitola

Representative: Capitola Village Wharf Business Improvement, filed: 9/11/17

Senior Planner Herlihy gave the presentation. Commissioners had concerns about the application of the lubricant being applied in an environmentally sensitive manner, access and egress, and access to and availability of the benches. Commissioner Storey recommended to condition the event for one year and revisit event next year. Commissioner Westman recommended a condition that the spot lights and music should cease no later than 9 p.m.

MOTION: Approve the Coastal Development Permit with the following amended conditions and findings:

CONDITIONS OF APPROVAL

1. The project approval consists of a coastal development permit for a temporary ice skating rink at Esplanade Park located at 108 Monterey Avenue in the Public Facilities (PF) zoning district and within the Coastal Appeals zone. A development that intensifies the use of a property requires a coastal development permit.
2. The ice skate rink shall be completed per the plans approved by the Planning Commission on October 5, 2017 as conditions.
3. The temporary ice skate rink will operate December 15, 2017 through January 7, 2018 from the hours of 10 am to 8 pm.
4. ~~The Coastal Development Permit for a temporary ice rink in the Capitola Village shall be annually recurring with the authorization of the City of Capitola of a Special Event Permit and Encroachment Permit. The applicant must notify the Coastal Commission with the exact dates of the event prior to the event occurring.~~ The Coastal Development Permit is valid through January 7, 2018. This is not a recurring permit. A future event would require a Coastal Development Permit from Planning Commission and a Special Event Permit and Encroachment Permit from the City Council.
5. The spot lights and music shall cease each night by 9 pm.
6. The lubricant applied to the rink shall be applied and managed in an environmentally sensitive manor.
7. The public benches shall remain accessible to the public.
8. Clean up of all trash within Esplanade Park is the responsibility of the applicant not the City. All trash receptacles must be maintained throughout the day and emptied each night into the

City dumpsters. Bathrooms shall be monitored by the applicant and if additional cleanings are necessary the applicant shall coordinate with Public Works.

9. Access to the City dumpsters and County Sanitation must be maintained throughout the event.
10. The application shall be reviewed by the Planning Commission upon evidence of non-compliance with conditions of approval or applicable municipal code provisions.

FINDINGS

- A. **The application, subject to the conditions imposed, secure the purposes of the Zoning Ordinance, General Plan, and Local Coastal Plan.**

Community Development Department Staff and the Planning Commission have reviewed the project and support the project as the special event will bring visitors to coast. The coastal development permit for the special event conforms to the requirements of the Local Coastal Program and conditions of approval have been included to carry out the objectives of the Zoning Ordinance, General Plan and Local Coastal Plan.

- B. **This project is categorically exempt under Section 15304 of the California Environmental Quality Act and is not subject to Section 753.5 of Title 14 of the California Code of Regulations.**

Section 15304 (e) of the CEQA Guidelines exempts minor alterations to land including special events. No adverse environmental impacts were discovered during review of the proposed project.

COASTAL FINDINGS

D. Findings Required. A coastal permit shall be granted only upon adoption of specific written factual findings supporting the conclusion that the proposed development conforms to the certified Local Coastal Program, including, but not limited to:

- The proposed development conforms to the City's certified Local Coastal Plan (LCP). The specific, factual findings, as per CMC Section 17.46.090 (D) are as follows:

(D) (2) Require Project-Specific Findings. In determining any requirement for public access, including the type of access and character of use, the city shall evaluate and document in written findings the factors identified in subsections (D) (2) (a) through (e), to the extent applicable. The findings shall explain the basis for the conclusions and decisions of the city and shall be supported by substantial evidence in the record. If an access dedication is required as a condition of approval, the findings shall explain how the adverse effects which have been identified will be alleviated or mitigated by the dedication. As used in this section, "cumulative effect" means the effect of the individual project in combination with the effects of past projects, other current projects, and probable future projects, including development allowed under applicable planning and zoning.

(D) (2) (a) Project Effects on Demand for Access and Recreation. Identification of existing and open public access and coastal recreation areas and facilities in the regional and local vicinity of the development. Analysis of the project's effects upon existing public access and recreation opportunities. Analysis of the project's cumulative effects upon the use and capacity of the identified access and recreation opportunities, including public tidelands and beach resources, and upon the capacity of major coastal roads from subdivision, intensification or cumulative build-out. Projection for the anticipated demand and need for increased coastal access and recreation opportunities for the public. Analysis of the contribution of the project's cumulative effects to any such projected increase. Description of the physical characteristics of the site and its proximity to the sea, tideland viewing points, upland recreation areas, and trail linkages to tidelands or recreation areas. Analysis of the importance and potential of the site, because of its location or other characteristics, for creating, preserving or enhancing public access to tidelands or public recreation opportunities;

- The ice skate rink will be located in Esplanade Park. The park will remain open to the public and access to the beach and public bathrooms will be maintained.

(D) (2) (b) Shoreline Processes. Description of the existing shoreline conditions, including beach profile, accessibility and usability of the beach, history of erosion or accretion, character and sources of sand, wave and sand movement, presence of shoreline protective structures, location of the line of mean high tide during the season when the beach is at its narrowest (generally during the late winter) and the proximity of that line to existing structures, and any other factors which substantially characterize or affect the shoreline processes at the site. Identification of anticipated changes to shoreline processes at the site. Identification of anticipated changes to shoreline processes and beach profile unrelated to the proposed development. Description and analysis of any reasonably likely changes, attributable to the primary and cumulative effects of the project, to: wave and sand movement affecting beaches in the vicinity of the project; the profile of the beach; the character, extent, accessibility and usability of the beach; and any other factors which characterize or affect beaches in the vicinity. Analysis of the effect of any identified changes of the project, alone or in combination with other anticipated changes, will have upon the ability of the public to use public tidelands and shoreline recreation areas;

- No portion of the project is located along the shoreline or beach. The project is located within Esplanade Park.

(D) (2) (c) Historic Public Use. Evidence of use of the site by members of the general public for a continuous five-year period (such use may be seasonal). Evidence of the type and character of use made by the public (vertical, lateral, blufftop, etc., and for passive and/or active recreational use, etc.). Identification of any agency (or person) who has maintained and/or improved the area subject to historic public use and the nature of the maintenance performed and improvements made. Identification of the record owner of the area historically used by the public and any attempts by the owner to prohibit public use of the area, including the success or failure of those attempts. Description of the potential for adverse impact on public use of the area from the proposed development (including but not limited to, creation of physical or psychological impediments to public use);

- The special event will be open to the general public.

(D) (2) (d) Physical Obstructions. Description of any physical aspects of the development which block or impede the ability of the public to get to or along the tidelands, public recreation areas, or other public coastal resources or to see the shoreline;

- The proposed project is located within Esplanade Park. Access to the beach and public bathrooms will remain open to the public.

(D) (2) (e) Other Adverse Impacts on Access and Recreation. Description of the development's physical proximity and relationship to the shoreline and any public recreation area. Analysis of the extent of which buildings, walls, signs, streets or other aspects of the development, individually or cumulatively, are likely to diminish the public's use of tidelands or lands committed to public recreation. Description of any alteration of the aesthetic, visual or recreational value of public use areas, and of any diminution of the quality or amount of recreational use of public lands which may be attributable to the individual or cumulative effects of the development.

- The proposed project is located within a City park that will not impact access and recreation. The project does not diminish the public's use of tidelands or lands committed to public recreation nor alter the aesthetic, visual or recreational value of public use areas.

(D) (3) (a – c) Required Findings for Public Access Exceptions. Any determination that one of the exceptions of subsection (F) (2) applies to a development shall be supported by written findings of fact, analysis and conclusions which address all of the following:

a. The type of access potentially applicable to the site involved (vertical, lateral, bluff top, etc.) and its location in relation to the fragile coastal resource to be protected, the agricultural use, the public safety concern, or the military facility which is the basis for the exception, as applicable;

b. Unavailability of any mitigating measures to manage the type, character, intensity, hours, season or location of such use so that agricultural resources, fragile coastal resources, public safety, or military security, as applicable, are protected;

c. Ability of the public, through another reasonable means, to reach the same area of public tidelands as would be made accessible by an access way on the subject land.

- The project is not requesting a Public Access Exception, therefore these findings do not apply.

(D) (4) (a – f) Findings for Management Plan Conditions. Written findings in support of a condition requiring a management plan for regulating the time and manner or character of public access use must address the following factors, as applicable:

a. Identification and protection of specific habitat values including the reasons supporting the conclusions that such values must be protected by limiting the hours, seasons, or character of public use;

- The project is located in a City park..

b. Topographic constraints of the development site;

- The project is located on a flat lot.

c. Recreational needs of the public;

- The project does not impact recreational needs of the public.

d. Rights of privacy of the landowner which could not be mitigated by setting the project back from the access way or otherwise conditioning the development;

e. The requirements of the possible accepting agency, if an offer of dedication is the mechanism for securing public access;

f. Feasibility of adequate setbacks, fencing, landscaping, and other methods as part of a management plan to regulate public use.

(D) (5) Project complies with public access requirements, including submittal of appropriate legal documents to ensure the right of public access whenever, and as, required by the certified land use plan and Section 17.46.010 (coastal access requirements);

- No legal documents to ensure public access rights are required for the proposed project.

(D) (6) Project complies with visitor-serving and recreational use policies;

SEC. 30222

The use of private lands suitable for visitor-serving commercial recreational facilities designed to enhance public opportunities for coastal recreation shall have priority over private residential, general industrial, or general commercial development, but not over agriculture or coastal-dependent industry.

- The proposed project is located within Esplanade Park. Access to the beach and public bathrooms will remain open to the public.

SEC. 30223

Upland areas necessary to support coastal recreational uses shall be reserved for such uses, where feasible.

- The project involves a temporary ice rink open to the public within a public park.

c) Visitor-serving facilities that cannot be feasibly located in existing developed areas shall be located in existing isolated developments or at selected points of attraction for visitors.

- The project involves a temporary ice rink open to the public within a public park.

(D) (7) Project complies with applicable standards and requirements for provision of public and private parking, pedestrian access, alternate means of transportation and/or traffic improvements;

- The project complies with applicable standards and requirements for provision for parking, pedestrian access, and alternate means of transportation and/or traffic improvements.

(D) (8) Review of project design, site plan, signing, lighting, landscaping, etc., by the city's architectural and site review committee, and compliance with adopted design guidelines and standards, and review committee recommendations;

- The project complies with the design guidelines and standards established by the Municipal Code.

(D) (9) Project complies with LCP policies regarding protection of public landmarks, protection or provision of public views; and shall not block or detract from public views to and along Capitola's shoreline;

- The project will not negatively impact public landmarks and/or public views. The project will not block or detract from public views to and along Capitola's shoreline.

(D) (10) Demonstrated availability and adequacy of water and sewer services;

- The project is located in a City park with available water and sewer services.

(D) (11) Provisions of minimum water flow rates and fire response times;

- The project is located within close proximity of the Capitola fire department. Water is available at the location.

(D) (12) Project complies with water and energy conservation standards;

- The project involves a temporary ice rink open to the public within a public park.

(D) (13) Provision of park dedication, school impact, and other fees as may be required;

- The project involves a temporary ice rink open to the public within a public park.

(D) (14) Project complies with coastal housing policies, and applicable ordinances including condominium conversion and mobile home ordinances;

- The project does not involve a condo conversion or mobile homes.

(D) (15) Project complies with natural resource, habitat, and archaeological protection policies;

- Conditions of approval have been included to ensure compliance with established

policies.

(D) (16) Project complies with Monarch butterfly habitat protection policies;

- The project is outside of any identified sensitive habitats, specifically areas where Monarch Butterflies have been encountered, identified and documented.

(D) (17) Project provides drainage and erosion and control measures to protect marine, stream, and wetland water quality from urban runoff and erosion;

- Conditions of approval have been included to ensure compliance with applicable erosion control measures.

(D) (18) Geologic/engineering reports have been prepared by qualified professional for projects in seismic areas, geologically unstable areas, or coastal bluffs, and project complies with hazard protection policies including provision of appropriate setbacks and mitigation measures;

- Conditions of approval have been included to ensure the project applicant shall comply with all applicable requirements of the most recent version of the California Building Standards Code.

(D) (19) All other geological, flood and fire hazards are accounted for and mitigated in the project design;

- Conditions of approval have been included to ensure the project complies with geological, flood, and fire hazards and are accounted for and will be mitigated in the project design.

(D) (20) Project complies with shoreline structure policies;

- The proposed project complies with shoreline structure policies.

(D) (21) The uses proposed are consistent with the permitted or conditional uses of the zoning district in which the project is located;

- This use is permitted with a special events permit issued by the City Council.

(D) (22) Conformance to requirements of all other city ordinances, zoning requirements, and project review procedures;

- The project conforms to the requirements of all city ordinances, zoning requirements and project development review and development procedures.

(D) (23) Project complies with the Capitola parking permit program as follows:

- Visitors will utilize public parking within the Village for the special event.

RESULT:	APPROVED AS AMENDED [UNANIMOUS]
MOVER:	Linda Smith, Commissioner
SECONDER:	Susan Westman, Commissioner
AYES:	Smith, Newman, Welch, Westman, Storey

B. 3400 Clares Street #17-054 APN: 034-261-35

Design Permit, Conditional Use Permit, and Sign Permit with Variance requests for multiple wall signs for a new Olive Garden Restaurant at the location of the former Marie Callender's building located in the CC (Community Commercial) zoning district.

This project is not in the Coastal Zone and does not require a Coastal Development Permit.

Environmental Determination: Categorical Exemption

Property Owner: Cypress Properties

Representative: Terry Womack, filed: 4/6/17

Senior Planner Herlihy gave the presentation and confirmed that staff supported the variance request for multiple signs. She also noted that the former tenant, Marie Callendar's, had previously been granted a variance.

During the Public Hearing, Jim Powell, Development Manager with Garden Restaurants, responded to Commissioner Smith's questions regarding the location of the "To Go" parking spaces.

Commissioner Westman had concerns about the fake windows and would like to add a condition that the final construction of the windows be approved by Planning staff.

The Commissioners welcomed Garden Restaurants to Capitola and concurred that the variance request was appropriate.

MOTION: Approve Design Permit, Conditional Use Permit and Sign Permit with Variance with the following amended conditions and findings:

CONDITIONS OF APPROVAL

1. The project approval is for the construction of a new, single-story restaurant at 3400 Clares Street. The project consists of the demolition of an existing restaurant, and construction of a new, 6,989 square foot Olive Garden in the same location. There is no maximum lot coverage within the CC (Community Commercial) zoning district, except that parking and front yard open space requirements be met. The project includes a 15-foot front landscape area and sixty-six parking spaces in compliance with CC zone regulations. The proposed project is approved as indicated on the final plans reviewed and approved by the Planning Commission on October 5, 2017, except as modified through conditions imposed by the Planning Commission during the hearing.
2. The applicant received approval of a Conditional Use Permit to serve alcohol on site. State licensing is required prior to serving or sale of alcohol on the site.
3. The applicant received approval of a Variance to allow four wall signs, one on each façade of the building.

4. The proposed Spandral glass windows shall have the appearance of a true window. Prior to building permit, the applicant shall provide the City with additional design specifications and tint specification to ensure the windows are similar to the windows utilized throughout the building and approved by the Community Development Director.
5. Prior to construction, a building permit shall be secured for any new construction or modifications to structures authorized by this permit. Final building plans shall be consistent with the plans approved by the Planning Commission. All construction and site improvements shall be completed according to the approved plans.
6. At time of submittal for building permit review, the Conditions of Approval must be printed in full on the cover sheet of the construction plans.
7. At the time of submittal for building permit review, Public Works Standard Detail Storm Water Best Management Practices (STRM-BMP) shall be printed in full and incorporated as a sheet into the construction plans. All construction shall be done in accordance with Public Works Standard Detail Storm Water Best Management Practices (STRM-BMP).
8. Prior to making any changes to approved plans, modifications must be specifically requested and submitted in writing to the Community Development Department. Any significant changes to the size or exterior appearance of the structure shall require Planning Commission approval.
9. Prior to issuance of building permit, a final landscape plan shall be submitted and approved by the Community Development Department. Landscape plans shall reflect the Planning Commission approval and shall identify type, size, and location of species and details of irrigation systems, if proposed. Native and/or drought tolerant species are recommended. The applicant shall obtain a Landscape Maintenance Agreement with the City prior to building permit issuance.
10. Prior to issuance of building permit, all Planning fees associated with permit #17-054 shall be paid in full.
11. Prior to issuance of building permits, the building plans must show that the existing overhead utility lines will be underground to the nearest utility pole.
12. Prior to issuance of a building permit, the applicant must provide documentation of plan approval by the following entities: Santa Cruz County Sanitation Department, Santa Cruz Municipal Water, and Central Fire Protection District.
13. Prior to issuance of building permits, a drainage plan, grading, sediment and erosion control plan, shall be submitted to the City and approved by Public Works. The plans shall be in compliance with the requirements specified in Capitola Municipal Code Chapter 13.16 Storm Water Pollution Prevention and Protection.
14. Prior to issuance of building permits, the applicant shall submit a stormwater management plan to the satisfaction of the Director of Public Works which implements all applicable Post Construction Requirements (PCRs) and Public Works Standard Details, including all standards relating to low impact development (LID).
15. Prior to any land disturbance, a pre-site inspection must be conducted by the grading official to verify compliance with the approved erosion and sediment control plan.

16. Prior to any work in the City road right of way, an encroachment permit shall be acquired by the contractor performing the work. No material or equipment storage may be placed in the road right-of-way.
17. During construction, any construction activity shall be subject to a construction noise curfew, except when otherwise specified in the building permit issued by the City. Construction noise shall be prohibited between the hours of nine p.m. and seven-thirty a.m. on weekdays. Construction noise shall be prohibited on weekends with the exception of Saturday work between nine a.m. and four p.m. or emergency work approved by the building official. §9.12.010B
18. Prior to a project final, all cracked or broken driveway approaches or street edge shall be replaced per the Public Works Standard Details and to the satisfaction of the Public Works Department. All replaced driveway approaches shall meet current Accessibility Standards.
19. Prior to issuance of a Certificate of Occupancy, compliance with all conditions of approval shall be demonstrated to the satisfaction of the Community Development Director. Upon evidence of non-compliance with conditions of approval or applicable municipal code provisions, the applicant shall remedy the non-compliance to the satisfaction of the Community Development Director or shall file an application for a permit amendment for Planning Commission consideration. Failure to remedy a non-compliance in a timely manner may result in permit revocation.
20. This permit shall expire 24 months from the date of issuance. The applicant shall have an approved building permit and construction underway before this date to prevent permit expiration. Applications for extension may be submitted by the applicant prior to expiration pursuant to Municipal Code section 17.81.160.
21. The planning and infrastructure review and approval are transferable with the title to the underlying property so that an approved project may be conveyed or assigned by the applicant to others without losing the approval. The permit cannot be transferred off the site on which the approval was granted.
22. Upon receipt of certificate of occupancy, garbage and recycling containers shall be shielded and placed out of public view on non-collection days.

FINDINGS

- A. **The application, subject to the conditions imposed, secures the purposes of the Zoning Ordinance, General Plan, and Local Coastal Plan.**

Community Development Staff, the Architectural and Site Review Committee, and the Planning Commission have all reviewed the project. The proposed restaurant building, supports Goal LU-8 of the General Plan to support the long-term transformation of Capitola Mall into a more pedestrian-friendly commercial district with high quality architecture and outdoor amenities attractive to shoppers and families. There is an existing sidewalk that connects the property to the mall. The building will be finished in a Tuscan theme and provides quality architecture on all four sides. The proposed development, with the conditions imposed, secures the purpose of the Zoning Ordinance, General Plan, and Local Coastal Plan.

- B. The application will maintain the character and integrity of the neighborhood.**
Community Development Staff, the Architectural and Site Review Committee, and the Planning Commission have all reviewed the application for a new restaurant. The new building will include high-quality exterior finishes and appropriate landscaping to maintain the character and integrity of the neighborhood. The building would relate well to the surrounding commercial development along 41st Avenue.
- C. This project is categorically exempt under Section 15302(b) of the California Environmental Quality Act and is subject to Section 753.5 of Title 14 of the California Code of Regulations.**
Section 15302(b) of the CEQA Guidelines exempts the replacement of a commercial structure with a new structure of substantially the same size, purpose, and capacity. This project involves the replacement of a slightly larger commercial building with the same proposed office use in the CC (Community Commercial) Zoning District.
- D. Special circumstances applicable to the subject property, including size, shape, topography, location or surroundings, exist on the site and the strict application of this title is found to deprive subject property of privileges enjoyed by other properties in the vicinity and under identical zone classification;**
The special circumstances applicable to the property is that the subject property is the site, location and surroundings. The lot is an island within a regional commercial center with high visibility on all sides. The site creates frontage on all four sides of the building as each is highly visible from different perspectives.
- E. The grant of a variance would not constitute a grant of a special privilege inconsistent with the limitation upon other properties in the vicinity and zone in which subject property is situated.**
This building is unique in that there is frontage on all elevations of the building due access from the parking lot and being located along Clares Street and a mall access road. The other buildings in the vicinity have defined store fronts with side and rear elevations.

RESULT:	APPROVED AS AMENDED [UNANIMOUS]
MOVER:	Sam Storey, Commissioner
SECONDER:	TJ Welch, Chairperson
AYES:	Smith, Newman, Welch, Westman, Storey

7. DIRECTOR'S REPORT

Director Grunow reported that we have hired Matthew Orbach as the new assistant planner. He will be starting with us next week and will be introduced at next month's Planning Commission meeting. The Community Development Department will have a few items on next week's City Council meeting agenda: 1) A Sea Level Rise Study that's been prepared for the region through a partnership between the Counties of Monterey and Santa Cruz, and the Moss Landing Marine Laboratories; 2) amendments to the Subdivision Ordinance; and 3) a Section 8 landlord assistance program that we are working on with the Housing Authority of the County of Santa Cruz. In addition, we will be returning with another version of the Wireless Ordinance at the City Council meeting of October 26, 2017.

8. COMMISSION COMMUNICATIONS

Commissioner Welch thanked Planning staff for the good job done and on the amount of projects that have been completed in the last couple of years.

9. ADJOURNMENT

Jacqueline Aluffi, Clerk to the Commission

Minutes Acceptance: Minutes of Oct 5, 2017 7:00 PM (Approval of Minutes)



STAFF REPORT

TO: PLANNING COMMISSION

FROM: COMMUNITY DEVELOPMENT

DATE: NOVEMBER 2, 2017

SUBJECT: **4199 and 4205 Clares Street #17-006 APN: 034-222-05 and 06**

Design Permit for a State Density Bonus application for a 10-unit residential project, which includes a conditional use permit for a tentative condominium map for the 5 units on 4199 Clares Street. The project is within the RM-LM (Multi-family Low Density) zoning district.

This project is not located in the Coastal Zone and does not require a Coastal Development Permit.

Environmental Determination: Categorical Exemption

Property Owner: Clares Street Partners, LLC (4199 Clares) and Kathleen Hazen (4205 Clares)

Representative: Bill Kempf, Architect. Filed: 1/23/2017

APPLICANT PROPOSAL

The proposal includes a Design Permit for a State Density Bonus application for a 10-unit residential project, which includes a tentative map for a condominium project for the five units located on 4199 Clares Street and provides one onsite affordable housing unit on each property. The project will create a shared access between the two properties. 4199 Clares Street is currently developed with three units (one single-family home and one duplex). 4205 Clares Street is currently developed with three units within an existing triplex. The proposed project would result in a net increase of four units and would provide two deed-restricted affordable units.

Development of 4199 Clares Street would include remodeling the existing duplex at the rear of the lot, demolishing the existing single-family residence at the front of the lot, and building one single-family home and one duplex townhome. The 4199 Clares Street application includes a condominium tentative map to allow individual ownership of the five units.

4205 Clares Street would be developed with a new duplex at the rear of the lot. The triplex at the front of the lot will remain with minor upgrades to the exterior. The two parcels are in the RM-LM (Residential Multi-Family, Low-Medium Density) Zoning District.

BACKGROUND

On April 12, 2017, the Architectural and Site Review Committee reviewed the application and provided the applicant with the following direction:

- Committee Architect, Frank Phanton, provided positive feedback on the newly proposed structures and duplex remodel. He suggested that the existing triplex on 4205 Clares Street be updated to related to the materials utilized within the development and that the side that faces Clares Street be designed have a connection to the street rather than a blank slump block wall.
- City Public Works Representative, Danielle Uharriet, discussed stormwater requirements and the third party technical review.
- City Building Official, Brian Van Son, informed the applicant that the City would need a letter from the Fire Marshall approving the turnaround and that a will-serve letter will be required prior to issuance of building permit.
- City Planner, Katie Herlihy, requested that the plans be updated to show compliance with the open space requirement. She also suggested the applicant consider updating the existing triplex to relate to the development.

DISCUSSION

State Density Bonus

The California density bonus law allows developers to attain increased density and concessions to development standards in exchange for providing a qualifying community benefit. Qualifying community benefits include affordable housing, senior housing, childcare facilities, transitional foster youth housing, disabled veterans housing, and homeless person housing. The current application is providing affordable housing in exchange for the density bonus. No concessions to the development standards are requested within the application. The maximum density bonus is determined on the amount and type of community benefit provided by the developer. The following table identifies the applicable density bonus allowances from the state density bonus law:

Community Benefit	Density Bonus Chart		
Affordable Apartment Unit Percentage	Very Low Income Density Bonus	Low Income Density Bonus	Moderate Income Density Bonus
10%	32.5%	20%	5%
15%	35%	27.5%	10%
20%	35%	35%	15%
Moderate Income Common Interest Development (Condo)	Very Low Income Density Bonus	Low Income Density Bonus	Moderate Income Density Bonus
10%			5%
15%			10%
20%			15%

Within the RM/LM zoning district there is a requirement for minimum lot area per unit of 4,400 square feet. For each of the 15,850 square feet Clares Street properties, this equates to 3.6 units per parcel. The two properties are under separate ownership and are proposing different housing types. 4199 Clares Street will be developed as a condominium project, while 4205 Clares Street will remain apartments. Due to separate ownership, the density bonus law is applied to each project separately. Both properties are proposing to dedicate one affordable unit.

The development at 4199 Clares Street will provide one moderate income condominium unit in exchange for a 15 percent density bonus. A 15 percent density bonus results in a maximum density of 4.14 units for the parcel which, pursuant to the state density bonus §65915(f)(5) is rounded up to 5 units.

The development at 4205 Clares Street will provide one low income affordable rental unit in exchange for a 35 percent density bonus. A 35% density bonus results in a maximum density of 4.86 units for the parcel which is rounded up to 5 units.

The following table summarizes the applicable community benefits and maximum density allowed:

Property	Community Benefit	Existing Density	Density Bonus	Maximum Density
4199 Clares St.	Moderate Income Condo Unit	3.6 units	15%	4.14 units/parcel 5 units max
4205 Clares St.	Low Income Rental Unit	3.6 units	35%	4.86 units/parcel 5 units max

Under state density bonus law, projects are granted concessions based on the type and amount of public benefits provided. The applicant is not seeking any concessions or waivers to development standards within the application.

Parking

The state density bonus law has specific minimum parking standards for development projects that supersede local standards. The development at 4199 Clares Street complies with Capitola’s parking requirement. At 4205 Clares Street, the applicant is utilizing the decreased parking standard allowed with the state density bonus to the apartment development, as shown in the following table.

Parking		
Capitola Standard	State Density Bonus Law	Proposed
More than 4 units: 1 covered space <u>1.5 uncovered spaces</u> 2.5 spaces total per unit	2 – 3 Bedrooms 2 onsite parking spaces	4199 Clares 3 spaces per unit (1 covered)
		4205 Clares Street 2 spaces per unit (1 covered)

Affordable Housing

At 4205 Clares Street, there is one low-income affordable apartment unit proposed. Within the State Density Bonus Law, the applicant is required to agree to the continued affordability of all low-income rental units that qualified the applicant for the award of the density bonus for 55 years or a longer period of time if required by the construction or mortgage financing assistance program, mortgage insurance program, or rental subsidy program. Rents for the lower income density bonus units shall be set at an affordable rent as defined in Section 50053 of the Health and Safety Code. At 4205 Clares Street, apartment #10 will be deed restricted to rent levels for low-income households for a minimum period of 55 years.

At 4199 Clares Street, one individual ownership unit will be deed restricted to sell at the median household income level during the initial sale. The unit must be deed restricted to ensure the resale of the unit is completed in compliance with State Density Bonus equity sharing

agreement requirements. Within an equity sharing agreement, upon resale, the seller of the unit will retain the value of any improvements, the down payment, and the seller's proportionate share of appreciation. The City will recapture any initial subsidy and its proportionate share of appreciation, of which the calculation is outlined in §65945(C)(2)(A-C) of the State Density Bonus law. The City must utilize its proportionate share of appreciation within five years toward an affordable housing project that qualifies under the state code.

At 4205 Clares Street, apartment #10 will be dedicated for rental by a low-income household. Low-income household cannot exceed 80% of the median family income level for Santa Cruz County as published by California Department of Housing and Community Development. Affordability requirements will be enforced through deed restrictions and annual reporting. The apartment will require ongoing public monitoring of affordability for a minimum period of 55 years. To ensure the affordability requirement is met, the City will require the property owner to rent the unit to a Section 8 voucher holder to satisfy this requirement. The owner shall provide an annual report to the city including income, occupancy, and rent data for the deed restricted unit due no later than 60th day after the close of the calendar year. Staff has conditioned the permit that these requirements are met.

The development is also required to comply with the City's affordable housing requirements of 18.02. The City's in-lieu housing fee will be applied to the three new units on 4199 Clares Street and the two new unit at 4205 Clares Street.

Development Standards

Development standards regulate the height, setbacks, lot coverage, and landscaping for development specific to the zoning district. Attachment 2 is the development standards table that specifies the development standards of the RM-LM zoning district relative to the projects at 4199 Clares Street and 4205 Clares Street. The proposed development on each lot complies with all development standards of the MR-LM Zoning District.

Design Permit

4199 and 4205 Clares Street are in the Multi-Family Low Density (RM-LM) zoning district. The street has a mix of housing types including single-family homes, secondary dwelling units, and multi-family developments. The proposed multi-family developments will complement the existing land uses along the street.

4199 Clares Street

Currently, there are two structures on the lot at 4199 Clares Street; a single-family home at the front of the lot and a duplex at the rear of the lot. The structures are not listed on the 2005 City of Capitola Historic Structures List or the 1986 Capitola Architectural Survey. The applicant is proposing to demolish the existing single-family structure. A new single-family home and duplex are proposed on the front of the lot. The existing duplex on the rear of the lot will be remodeled. A total of five residential units are proposed for the property.

Unit #1 is a two-story, single-unit structure. The design is oriented toward Clares Street with a covered entryway and also toward the shared driveway with a covered entry next to the garage. The new home has a contemporary style with stucco finish on the first floor, shingle on the second floor, and double hung windows throughout.

Units #2 and #3 are connected through a centralized shared wall. This structure is finished with stucco on the first story and introduces board and batt siding on the second story. Arched covered entryways face inward to the project oriented toward the shared driveway. Each unit has a single wooden garage door with divided lights along the top. Double hung windows are proposed throughout.

Units #4 and #5 will be in the remodeled duplex at the rear of the property. The footprint of the structure will be unchanged, but the exterior finishes including siding, windows, and trim will be completely upgraded. The townhomes will have a stucco first story with horizontal siding on the second story. The windows will be updated with most windows being double hung and new wooden garage doors matching those of the two other structures will provide consistency throughout the 5-unit multi-family development.

The landscaping proposed for 4199 Clares Street complies with the requirements of the RM-LM district. More the half of the rear yard for each unit is open space and each unit has adequate private open space to enjoy.

4205 Clares Street

The property at 4205 Clares Street has an existing triplex located toward the front of the lot. The applicant is not proposing any change to the mass or form of the existing triplex but does plan minor improvements to the exterior. The minor improvements include repainting the entire building, replacing existing railings with new wood railings, and adding new garage doors to the three carport stalls. During the Architectural and Site Review Committee meeting, Architect Frank Phantom suggested that the applicant update the outdated triplex. He also suggested changes to the front façade so the building has a presence along the street.

The applicant added the new deck railings and garage doors in response to the committee's concerns. No changes were included to modify the existing concrete block wall façade facing the street. The applicant submitted a letter explaining the reasoning for not redeveloping the existing triplex at this time (Attachment 4). In short, the owner indicates that the triplex should be replaced rather than remodeled, and they are hesitant to invest money into a remodel when they plan to put the money into new units in the future.

Staff has concerns regarding future redevelopment of the triplex and the required affordable unit tied to this project. The affordable rental unit is proposed in the triplex within unit 10 on the second floor. The unit is required to be rented at low-income rates for a minimum period of 55 years. This does not align with the owner's plans to replace the three units in the future. To remedy the issue, the deed restrictions placed on 4205 Clares Street could be drafted to obligate the property owner to maintain one of the five units as an affordable unit on the site at all times. This would provide the flexibility to redevelop the triplex when the owner is ready while providing a low-income rental in one of the new units.

Tree Removal

The applicant submitted an Arborist Report outlining the existing condition of the 36 trees on site and four trees located in close proximity to the site. The plans suggest removal of 28 of the 40 trees. 21 trees are proposed for removal due to their location within the footprints of proposed improvements (shared driveway, parking, new structures). Seven of the trees are proposed for removal due to their poor health and/or structural condition. The applicant is requesting relocation of the two existing Canary Island Palms at the front of the property to another private or public property. The applicant has also suggested the idea of donating the two trees to the City. The arborist report includes mitigation for the healthy trees to require tree protection zone fences during construction to preserve the tree's roots. The landscape plan includes 27 new

trees to be planted throughout the two properties. The majority of the trees are proposed along the rear property line and along the street frontage.

Condominium Map

The applicant is proposing a condominium map for the single parcel at 4199 Clares Street to create 5 condominium units. The tentative map identifies the location of the exclusive areas for each unit including exclusive open space and parking. The map also identifies common areas for the shared driveway and the common front yard open space. A condominium map with five or more units is processed as a major subdivision and requires Planning Commission recommendation and City Council approval of the tentative map and final map.

A condominium map requires a conditional use permit and must comply with the residential condominium development standards outlined in 16.68.100. These standards required separate parking, separate meters for utilities, separate electricity panel boards, sound insulation, smoke detectors, fire protections, storage facilities, open space, and a report on the condition of existing equipment and appliances. The development complies with the parking and open space requirements. The remaining standards shall be met during the final construction stages and prior to map recording. Condition of approval #2 states "Prior to recordation of a parcel map, the duplex shall be brought into compliance with the condominium conversion requirements within Capitola Municipal Code section 16.68.120 through 16.68.180." The developer provided an overview of compliance with these standards (Attachment 3).

There are several legal agreements that are required for the condo map tied to the parcel for access, stormwater, and utilities. As a condition of the final map, the applicant is required to reference the easement and agreements on the condominium map to the satisfaction of the public works department.

Water District

The water district boundary is located between the two properties. 4199 Clares Street is in the City of Santa Cruz Water Department while 4205 Clares Street is in the Soquel Creek Water District. The owner of 4199 Clares Street received a letter stating that water is currently available for the five-unit townhome development (Attachment 5). Soquel Creek Water District currently has a wait list estimated to be about one year out, therefore the owner of 4205 Clares Street was unable to obtain a conditional will-serve letter. The application has been conditioned that prior to building permit, a commitment letter must be obtained from Soquel Creek Water District. The owner of 4205 Clares Street acknowledged in their letter (Attachment 3) that they are proceeding through the entitlement process at their own risk without a commitment letter. Soquel Creek Water District has been working with the applicant and is aware that the owner is proceeding with application under the circumstances described.

Fire District

Central Fire has reviewed the site layout and found that the fire district requirements have been met (Attachment 6). At time of building permit submittal, Central Fire will review the plans to ensure all district requirement are met.

Sewer District

Santa Cruz County Sanitation District reviewed the proposed development and made findings that sewer service is available for the development (Attachment 7).

CEQA

Section 15332 of the CEQA Guidelines exempts in-fill development projects when the project is in conformance with the General Plan and zoning; is located entirely within City limits; the site

has no value as habitat for endangered, rare, or threatened species; project would not result in any significant effects relating to traffic, noise, air quality, or water quality; and the site can be adequately served by all required utilities and public services. This project involves ten units within the two multi-family parcels that is in compliance with the state density bonus law, the density bonus zoning ordinance, and the General Plan. No adverse environmental impacts were discovered during review of the proposed project.

RECOMMENDATION

Staff recommend the Planning Commission review and approve application #17-006 based on the finding and conditions.

1. The application includes a Design Permit for a State Density Bonus application for a 10-unit residential project, which includes a conditional use permit and tentative map for the 5 condominium units on 4199 Clares Street. The projects are located at 4199 and 4205 Clares Street within the RM-LM (Multi-family Low Density) zoning district. There is a shared driveway between the two parcels. The proposed project received a positive recommendation from Planning Commission on November 2, 2017. The proposed project is approved as indicated on the final plans reviewed and approved by the City Council on date, except as modified through conditions imposed by the City Council during the hearing.
2. Prior to recordation of a final map, the duplex shall be brought into compliance with the condominium conversion requirements within Capitola Municipal Code section 16.68.120 through 16.68.160, including:
 - a. Separate utility meters for each unit. A water shut-off valve for each unit. Separate access to individual meters and heaters without requiring entry through another unit.
 - b. Separate panel board for all electrical circuits with serve the unit.
 - c. Wall and floor-ceiling assemblies shall conform to Title 25, California Administrative Code, Section 1092 or its successor.
 - d. Compliance with building and housing codes including Smoke detectors and maintenance of fire protection systems.
 - e. Separate storage facilities shall be provided for each unit with a minimum of 200 square feet.
 - f. Written certification of equipment and appliances.
3. Prior to building permit issuance, the applicant shall submit agreements between the various property owners that covers the operations and maintenance of all shared roadways, utilities, and other improvements. Building permits will not be issued until said agreements have been approved by the City and said agreements shall be recorded on the deed of all parcels existing or newly created by this project.
4. For the condominium portion of the project the homeowner's association (HOA) shall be responsible for all maintenance of all common area improvements and on-site stormwater improvements operations and maintenance. The CC&Rs shall incorporate language to address all HOA maintenance, including operation and maintenance of the on-site stormwater improvements.
5. Applicant shall have prepared a final map by a registered civil engineer and shall submit the final map for review, approval, and recording by the City's surveyor, the Public Works Director, and the City Council.

6. The tentative map for the five-unit condominium shall expire 24 months from the date of approval. Applications for extension may be submitted by the applicant prior to expiration pursuant to Municipal Code section 17.81.160 and the California Subdivision Map Act.
7. Available and necessary utilities, including CATV (cable television service) hookup facilities, with connections to each lot within the subdivision, shall be constructed in accordance with the utility's requirements. All utilities shall be underground.
8. Unit 2 at 4199 Clares Street shall be deed restricted to sell at the median household income level during initial sale. Median income level is established in Section 50052.5 of the California Health and Safety code.
9. Prior to recordation of the final subdivision map or issuance of building permits for the State Density Bonus Development Project, the developer shall enter into a Participation Agreement with the City so as to assure compliance with the provisions of the State Density Bonus affordable housing requirement for one ownership unit that will be deed restricted to sell at the median household income level during initial sale and an Equity Sharing Agreement for time of resale. Unit 2 has been designated as the affordable unit. The participation agreement and deed restriction shall be in a form suitable for recordation as authorized by the Community Development Director and City Attorney.
10. The equity sharing agreement shall follow the provisions of §65945(C)(2)(A-C), as follows: (A) Upon resale, the seller of the unit shall retain the value of any improvements, the downpayment, and the seller's proportionate share of appreciation. The local government shall recapture any initial subsidy, as defined in subparagraph (B), and its proportionate share of appreciation, as defined in subparagraph (C), which amount shall be used within five years for any of the purposes described in subdivision (e) of Section 33334.2 of the Health and Safety Code that promote home ownership.
(B) For purposes of this subdivision, the local government's initial subsidy shall be equal to the fair market value of the home at the time of initial sale minus the initial sale price to the moderate-income household, plus the amount of any downpayment assistance or mortgage assistance. If upon resale the market value is lower than the initial market value, then the value at the time of the resale shall be used as the initial market value.
(C) For purposes of this subdivision, the local government's proportionate share of appreciation shall be equal to the ratio of the local government's initial subsidy to the fair market value of the home at the time of initial sale.
11. The property at 4205 Clares Street shall be deed restricted to provide continued affordability of one low-income affordable housing rental unit for a period of no less than 55 years. Low-income household cannot exceed 80% of the median family income level for Santa Cruz County as published by California Department of Housing and Community Development. The owner shall enter into an agreement with the City so as to assure compliance with the provisions of the State Density Bonus affordable housing requirement for one unit on site to be deed restricted as a low-income rental as defined in Section 50053 of the Health and Safety Code. The deed restriction shall be in a form suitable for recordation as authorized by the Community Development Director and City Attorney.
12. The owner of 4205 Clares Street shall exclusively rent the affordable unit to a Section 8 voucher holder. The owner shall provide an annual report to the city including income,

occupancy, and rent data for the deed restricted unit due no later than 60th day after the close of the calendar year.

13. Prior to construction, a building permit shall be secured for any new construction or modifications to structures authorized by this permit. Final building plans shall be consistent with the plans approved by the City Council. All construction and site improvements shall be completed according to the approved plans
14. At time of submittal for building permit review, the Conditions of Approval must be printed in full on the cover sheet of the construction plans.
15. At time of submittal for building permit review, Public Works Standard Detail SMP STRM shall be printed in full and incorporated as a sheet into the construction plans. All construction shall be done in accordance with the Public Works Standard Detail BMP STRM.
16. Prior to making any changes to approved plans, modifications must be specifically requested and submitted in writing to the Community Development Department. Any significant changes to the size or exterior appearance of the structure shall require City Council approval.
17. Prior to issuance of building permit, a final landscape plan shall be submitted and approved by the Community Development Department. Landscape plans shall reflect the Planning Commission approval and shall identify type, size, and location of species and details of irrigation systems.
18. Prior to issuance of building permit, all Planning fees associated with permit #17-006 shall be paid in full.
19. Prior to issuance of building permit, Affordable housing in-lieu fees shall be paid as required to assure compliance with the City of Capitola Affordable (Inclusionary) Housing Ordinance.
20. Prior to issuance of a building permit, the applicant must provide documentation of plan approval by the following entities: Santa Cruz County Sanitation Department, Santa Cruz Water, Soquel Creek Water District, and Central Fire Protection District.
21. Prior to issuance of building permits, a drainage plan, grading, sediment and erosion control plan, prepared by a registered civil engineer, shall be submitted to the City and approved by the Public Works Director. The plans shall be in compliance with the requirements specified in Capitola Municipal Code Chapter 13.16 Storm Water Pollution Prevention and Protection.
22. Prior to issuance of building permits, the applicant shall submit a Stormwater Control Plan, Bioretention Construction Checklist, and detailed draft Stormwater Operation and Maintenance Plan prepared and certified by a Registered Civil Engineer in accordance with the current Post Construction Requirements (PCRs) for a Tier 2 project for review and approval by the Public Works Director.
23. Prior to final occupancy approval the applicant shall submit a final Operation and Maintenance Plan including any revisions resulting from changes made during

- construction for review, approval and recorded in the Office of the County Recorder by the Public Works Director.
24. Prior to final occupancy approval the applicant shall enter into and record in the Office of the County Recorder, any agreements identified in the Stormwater Control Plan which pertain to the transfer of ownership, right-of-entry for inspection or abatement, and/or long-term maintenance of stormwater treatment BMPs.
 25. Prior to any land disturbance, a pre-site inspection must be conducted by the grading official to verify compliance with the approved erosion and sediment control plan. All temporary sediment and erosion control best management practices (BMPs) shall be maintained throughout the project duration.
 26. Prior to any work in the City road right of way, an encroachment permit shall be acquired by the licensed contractor performing the work. No material or equipment storage may be placed in the road right-of-way.
 27. During construction, any construction activity shall be subject to a construction noise curfew, except when otherwise specified in the building permit issued by the City. Construction noise shall be prohibited between the hours of nine p.m. and seven-thirty a.m. on weekdays. Construction noise shall be prohibited on weekends with the exception of Saturday work between nine a.m. and four p.m. or emergency work approved by the building official. §9.12.010B
 28. Prior to a project final, all cracked or broken driveway approaches, curb, gutter, or sidewalk shall be replaced per the Public Works Standard Details and to the satisfaction of the Public Works Department. The driveway approach shall be replaced to meet ADA standards along Clares Street.
 29. Prior to issuance of a Certificate of Occupancy, the applicant shall demonstrate compliance with the tree removal permit authorized by this permit.
 30. Prior to issuance of a Certificate of Occupancy, compliance with all conditions of approval shall be demonstrated to the satisfaction of the Community Development Director. Upon evidence of non-compliance with conditions of approval or applicable municipal code provisions, the applicant shall remedy the non-compliance to the satisfaction of the Community Development Director or shall file an application for a permit amendment for Planning Commission consideration. Failure to remedy a non-compliance in a timely manner may result in permit revocation.
 31. This permit shall expire 24 months from the date of issuance. The applicant shall have an approved building permit and construction underway before this date to prevent permit expiration. Applications for extension may be submitted by the applicant prior to expiration pursuant to Municipal Code section 17.81.160.
 32. The planning and infrastructure review and approval are transferable with the title to the underlying property so that an approved project may be conveyed or assigned by the applicant to others without losing the approval. The permit cannot be transferred off the site on which the approval was granted.
 33. Upon receipt of certificate of occupancy, garbage and recycling containers shall be placed out of public view on non-collection days.

FINDINGS

- A. **The application, subject to the conditions imposed, will secure the purposes of the Zoning Ordinance, General Plan, and State Density Bonus Law.**
Community Development Department Staff, the Architectural and Site Review Committee, the Planning Commission, and the City Council have reviewed the project. The state density bonus development application, combined with the design permit, conditional use permit, and tentative condominium map application are consistent with the objectives of the State Law, Zoning Ordinance, and General Plan. The properties at 4199 and 4205 Clares Street shall develop one onsite affordable housing unit on each lot in exchange for a density bonus of 5 units. The development complies with the development standards of the RM-LM zoning district for height, setbacks, and open space.
- B. **The application maintains the character and integrity of the neighborhood.**
The development is located in the low density multi-family residential zoning district. The neighborhood includes a mix of single-family homes, multi-family apartments, and town-homes. The development will maintain the multi-family character of the neighborhood as well as the integrity of the neighborhood.
- C. **The application is consistent with the Subdivision Map Act and local Subdivision Ordinance.**
The tentative condominium map was designed in accordance with the Subdivision Map Act and local ordinances enacted pursuant thereto. Per the Subdivision Map Act, the proposed map is consistent with the General Plan, is physically suited for the proposed type and density of development, will not likely cause substantial environmental damage, or substantially and avoidably injure fish, wildlife or their habitats, will not cause serious public health problems, and will not conflict with public easements for access through, or use of, property within the proposed condominium conversion.
- D. **This project is categorically exempt under Section 15332 of the California Environmental Quality Act and is not subject to Section 753.5 of Title 14 of the California Code of Regulations.**
Section 15332 of the CEQA Guidelines exempts in-fill development projects when the project is in conformance with the General Plan and zoning; is located entirely within City limits; the site has no value as habitat for endangered, rare, or threatened species; project would not result in any significant effects relating to traffic, noise, air quality, or water quality; and the site can be adequately served by all required utilities and public services. This project involves ten units within the two multi-family parcels that is in compliance with the state density bonus law, the density bonus zoning ordinance, and the General Plan. No adverse environmental impacts were discovered during review of the proposed project.

ATTACHMENTS:

1. 4199 and 4205 Clares Street Plans
2. Development Standards Table
3. 4199 Clares Condominium Compliance
4. 4205 Clares Street Letter
5. Clares Street City of Santa Cruz Water Letter
6. Clares Street Central Fire
7. Clares Street Sanitation District Letter
8. Clares Street - Arborist Report

9. League of California Cities. Not Just Density Bonuses

Prepared By: Katie Herlihy
Senior Planner

RESIDENTIAL DEVELOPMENT FOR CLARES STREET PARTNERS, LLC 4199 & 4205 CLARES STREET, CAPITOLA



PROJECT DATA

PROJECT SITES: 4199 & 4205 CLARES STREET
CAPITOLA, CALIFORNIA

ASSESSORS PARCEL NUMBERS: 034-222-05: 4199 CLARES STREET
034-222-06: 4205 CLARES STREET

OWNER, 4199 CLARES STREET: CLARES STREET PARTNERS, LLC
911 CENTER STREET, SUITE F
SANTA CRUZ, CALIFORNIA 95060
BILL KEMPF: 831 459-0951

OWNER, 4205 CLARES STREET: DAN & NANCY HAZEN
P.O. BOX 4111
INCLINE VILLAGE, NEVADA 89450
775 831-6401

LOT AREAS: 4199 CLARES STREET: 15,854 S.F.
4205 CLARES STREET: 15,850 S.F.

ZONING: RM-LM

PROJECT DESCRIPTIONS:
CREATE A 24' WIDE SHARED INGRESS-EGRESS EASEMENT ALONG A COMMON PROPERTY LINE TO ALLOW FOR INCREASED DENSITY ON EACH LOT USING THE STATE OF CALIFORNIA DENSITY BONUS LAW

- ON 4199 CLARES STREET:**
- DEMOLISH ONE EXISTING SINGLE FAMILY DWELLING AND REPLACE IT WITH THREE NEW CONDOMINIUMS
 - REFURBISH EXISTING DUPLEX AT REAR OF PROPERTY AND CONVERT IT TO TWO CONDOMINIUMS
 - REMOVE EXISTING PALM TREES AND GIFT THEM TO CITY OF CAPITOLA FOR NEW CLARES STREET LIBRARY SITE
 - USE STATE DENSITY BONUS LAW TO INCREASE DENSITY FROM 3 TO 5 UNITS, SEE SHEET A2.2 FOR CALCULATION
 - DESIGNATE NEW CONDOMINIUM #2 AS FOR SALE/AFFORDABLE TO A 'LOW INCOME' BUYER
 - NO CONCESSIONS, WAIVERS, OR INCENTIVES ARE REQUESTED
- ON 4205 CLARES STREET:**
- EXISTING THREE UNIT APARTMENT BUILDING SHALL REMAIN AS IS
 - CONSTRUCT TWO NEW ATTACHED APARTMENT UNITS AT THE REAR OF THE PROPERTY
 - USE STATE DENSITY BONUS LAW TO INCREASE DENSITY FROM 3 TO 5 UNITS, SEE SHEET A2.2 FOR CALCULATION
 - DESIGNATE EXISTING APARTMENT #10 AS FOR RENT/AFFORDABLE TO A 'LOW INCOME' RENTER
 - NO CONCESSIONS, WAIVERS, OR INCENTIVES ARE REQUESTED



WILLIAM C. KEMPF
ARCHITECT
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831 459-0951
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RESIDENTIAL DEVELOPMENT FOR
CLARES STREET PARTNERS, LLC
4199 & 4205 CLARES STREET, CAPITOLA, CALIFORNIA
VICINITY MAP & PROJECT DATA

SAWING DATE:
JANUARY 10, 2017

P.N.:
034-222-05 & 034-222-06

JOINT NAME:
ARES STREET PARTNERS, LLC

OBJECT NAME:
CLARES STREET

REVISIONS

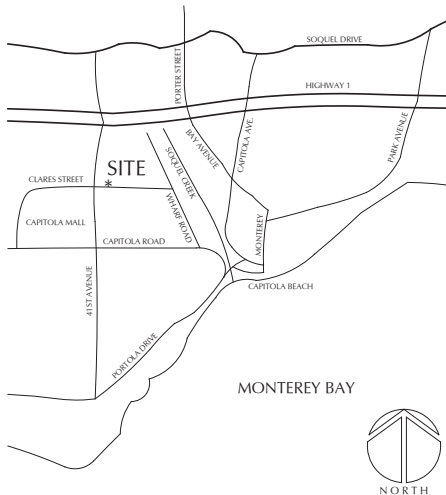
REVISIONS	DESCRIPTION	DATE
A1.1	VICINITY MAP & PROJECT DATA	
A2.1	DEMOLITION SITE PLAN	
A2.2	PROPOSED SITE PLAN	
A3.1	CONDOMINIUM 1, 2, 3 - FIRST FLOOR PLANS	
A3.2	CONDOMINIUM 1, 2, 3 - SECOND FLOOR PLANS	
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A5.1	APARTMENTS 6 & 7 - FLOOR PLANS	
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A6.1	APARTMENTS 8, 9, 10 - FLOOR PLANS	
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A7.2	PERSPECTIVE VIEWS	
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C2.1	HORIZONTAL CONTROL PLAN	
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L1	PROPOSED LANDSCAPE PLAN	
L2	PROPOSED LANDSCAPE PLAN	
TR1	TREE LOCATION MAP	
TOPO 1	TOPOGRAPHIC SURVEY	

DISCLAIMER

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A1.1

VICINITY MAP



CONSULTANTS

ARCHITECT: WILLIAM C. KEMPF, ARCHITECT
911 CENTER STREET, SUITE F
SANTA CRUZ, CA 95060
BILL KEMPF: 831 459-0951

CIVIL ENGINEER: C2G CIVIL CONSULTANTS GROUP, INC.
4444 SCOTTS VALLEY DRIVE, SUITE 6
SCOTTS VALLEY, CA 95066
DAVE DAUPHIN: 831 438-4420

LANDSCAPE ARCHITECT: mbLA LANDSCAPE ARCHITECTURE
P.O. BOX 328
APTOS, CA 95001
MEGAN BISHOP: 831 818-9227

GEOTECHNICAL ENGINEER: REDWOOD GEOTECHNICAL ENGINEERING
7450 RAILROAD STREET
GILROY, CA 95020
JOE RAFFERTY: 408 848-6009

LAND SURVEYOR: ALPHA LAND SURVEYS, INC.
4444 SCOTTS VALLEY DRIVE, SUITE 6
SCOTTS VALLEY, CA 95066
JP HAPPEE: 831 438-4453

AREA CALCULATIONS

NEW CONDOMINIUMS 1-3

FIRST FLOOR HEATED	638 S.F.
SECOND FLOOR HEATED	847 S.F.
TOTAL HEATED	1,485 S.F.
UNHEATED (GARAGE)	296 S.F.
AREA OF ONE UNIT (HEATED+UNHEATED)	1,781 S.F.

GROSS AREA OF CONDOMINIUMS 1-3 5,343 S.F.

REMODELED CONDOMINIUMS 4 & 5

FIRST FLOOR HEATED	563 S.F.
SECOND FLOOR HEATED	860 S.F.
TOTAL HEATED	1,423 S.F.
UNHEATED (GARAGE)	347 S.F.
AREA OF ONE UNIT (HEATED+UNHEATED)	1,770 S.F.

GROSS AREA OF CONDOMINIUMS 4 & 5 3,540 S.F.

NEW APARTMENTS 6 & 7

FIRST FLOOR HEATED	651 S.F.
SECOND FLOOR HEATED	901 S.F.
TOTAL HEATED	1,553 S.F.
UNHEATED (GARAGE)	285 S.F.
AREA OF ONE UNIT (HEATED+UNHEATED)	1,838 S.F.

GROSS AREA OF APARTMENTS 6 & 7 3,700 S.F.

EXISTING APARTMENTS 8-10 (NO MODIFICATIONS)

UNIT 8 FIRST FLOOR HEATED	477 S.F.
UNIT 8 SECOND FLOOR HEATED	481 S.F.
UNIT 8 TOTAL HEATED	958 S.F.
UNIT 9 FIRST FLOOR HEATED	1,004 S.F.
UNIT 9 SECOND FLOOR HEATED	438 S.F.
UNIT 9 TOTAL HEATED	1,442 S.F.
UNIT 10 TOTAL HEATED	932 S.F.
UNHEATED STORAGE AREA	162 S.F.
CARPORT	503 S.F.
GROSS AREA OF APARTMENTS 8-10	4,057 S.F.

GROSS BUILDING AREA PROPOSED

4199 CLARES STREET	8,883 S.F.
4205 CLARES STREET	7,357 S.F.

LOT COVERAGE BY STRUCTURES

4199 CLARES STREET	5,489 S.F. (34.6%)
4205 CLARES STREET	4,218 S.F. (26.6%)

PRIVATE OPEN SPACE

CONDOMINIUM 1	391 S.F.
CONDOMINIUM 2	402 S.F.
CONDOMINIUM 3	282 S.F.
CONDOMINIUM 4	1,514 S.F.
CONDOMINIUM 5	1,377 S.F.
APARTMENT 6	1,254 S.F.
APARTMENT 7	1,225 S.F.
APARTMENT 8	448 S.F.
APARTMENT 9	569 S.F.
APARTMENT 10	176 S.F.

USABLE OPEN SPACE
ALL PARK YARDS ARE PROPOSED TO BE PRIVATE

SHEET INDEX

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A2.2 PROPOSED SITE PLAN

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A3.2 CONDOMINIUM 1, 2, 3 - SECOND FLOOR PLANS

A3.3 CONDOMINIUM 1 - ELEVATIONS

A3.4 CONDOMINIUM 2 & 3 - ELEVATIONS

A4.1 CONDOMINIUM 4 & 5 - FLOOR PLANS

A4.2 CONDOMINIUM 4 & 5 - ELEVATIONS

A5.1 APARTMENTS 6 & 7 - FLOOR PLANS

A5.2 APARTMENTS 6 & 7 - ELEVATIONS

A6.1 APARTMENTS 8, 9, 10 - FLOOR PLANS

A6.2 APARTMENTS 8, 9, 10 - ELEVATIONS

A7.1 SITE ELEVATIONS

A7.2 PERSPECTIVE VIEWS

C0.1 COVER SHEET

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C2.1 HORIZONTAL CONTROL PLAN

C3.1 GRADING PLAN

C4.1 UTILITY PLAN

C5.1 STORM WATER MANAGEMENT PLAN

C6.1 EROSION CONTROL PLAN

C7.1 CONSTRUCTION DETAILS

TAM1 TENTATIVE CONDOMINIUM MAP

L1 PROPOSED LANDSCAPE PLAN

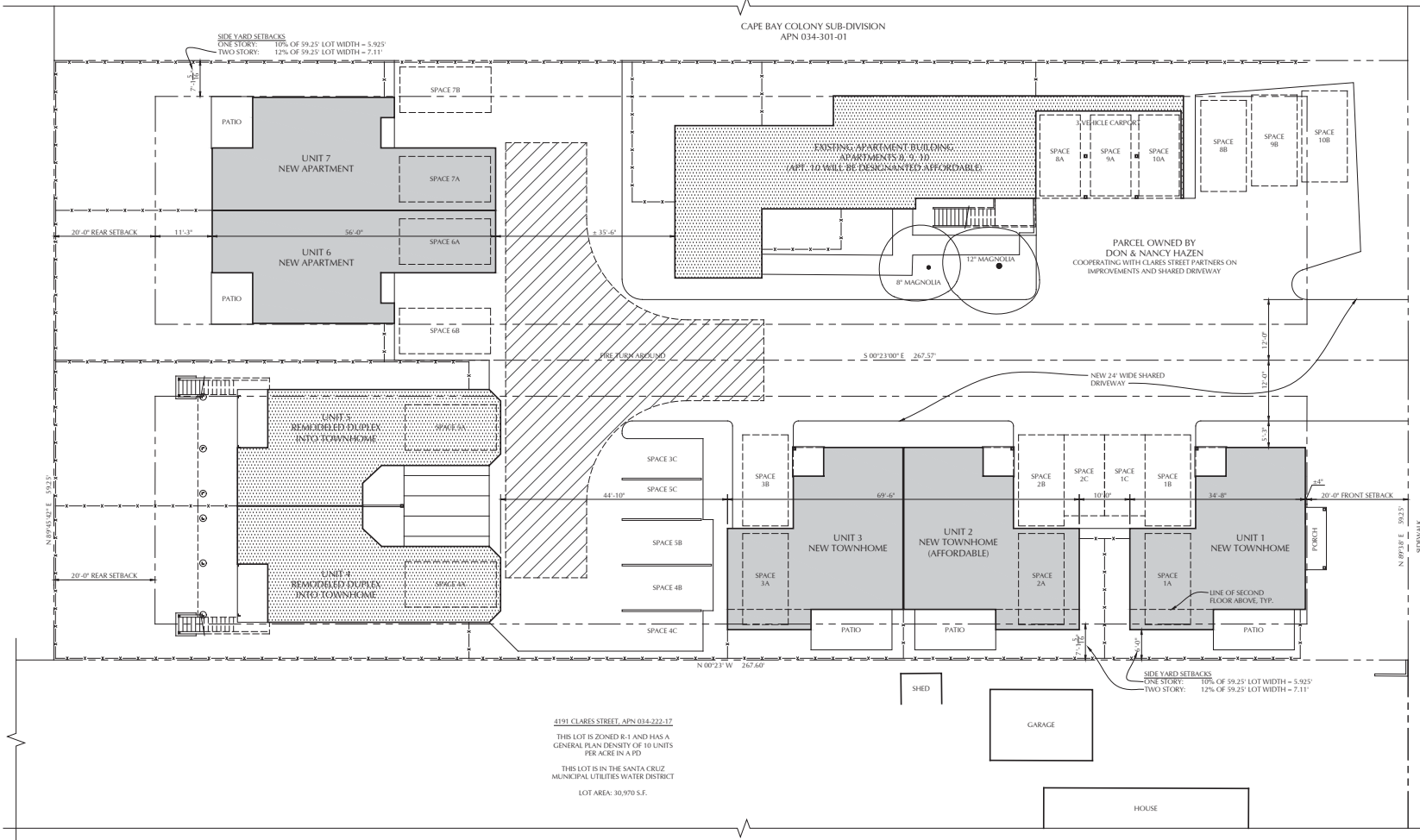
L2 PROPOSED LANDSCAPE PLAN

TR1 TREE LOCATION MAP

TOPO 1 TOPOGRAPHIC SURVEY



2 STREETScape ELEVATION
SCALE: 1"=10'-0"



1 PROPOSED SITE PLAN
SCALE: 1"=10'-0"

4205 CLARES STREET, APN 034-222-06
THIS LOT IS ZONED RM4M AND HAS A GENERAL PLAN DENSITY OF 20 UNITS PER ACRE IN A PD
LOT COVERAGE: 15,850 S.F.
LOT AREA: 4,198 S.F. (26.5%)
COVERAGE: 4,198 S.F. (26.5%)
THIS LOT IS IN THE SOQUEL CREEK WATER DISTRICT
STATE DENSITY BONUS CALCULATION
LOT AREA: 15,850 S.F.
RM4M AREA PER UNIT: 4,400 S.F.
15,850 / 4,400 = 3,602 UNITS
ALLOWED UNITS x DENSITY BONUS
3 UNITS x 35% (1.35) = 4.05 UNITS
STATE DENSITY BONUS LAW ALLOWS ANY FRACTION TO ROUND UP
UNITS ALLOWED WITH 35% DENSITY BONUS = 5 UNITS
AFFORDABILITY PER CALIFORNIA CODE 65915(c): 35% DENSITY INCREASE REQUIRES 20% OF THE UNITS, 1 UNIT IN THIS CASE, TO MEET THE REQUIREMENTS FOR LOW-INCOME
CONCESSIONS REQUESTED: THIS LOT REQUIRES ONE CONCESSION FOR A REDUCTION IN THE AMOUNT OF PARKING REQUIRED

SAWING DATE: JANUARY 10, 2017
NO: 034-222-05 & 034-222-06
JOINT NAME: ARES STREET PARTNERS, LLC
PROJECT NAME: CLARES STREET

4199 CLARES STREET, APN 034-222-05
THIS LOT IS ZONED RM4M AND HAS A GENERAL PLAN DENSITY OF 20 UNITS PER ACRE IN A PD
LOT COVERAGE: 15,854 S.F.
LOT AREA: 4,957 S.F. (31.3%)
COVERAGE: 4,957 S.F. (31.3%)
THIS LOT IS IN THE SANTA CRUZ MUNICIPAL UTILITIES WATER DISTRICT
STATE DENSITY BONUS CALCULATION
LOT AREA: 15,854 S.F.
RM4M AREA PER UNIT: 4,400 S.F.
15,854 / 4,400 = 3,603 UNITS
ALLOWED UNITS x DENSITY BONUS
3 UNITS x 35% (1.35) = 4.05 UNITS
STATE DENSITY BONUS LAW ALLOWS ANY FRACTION TO ROUND UP
UNITS ALLOWED WITH 35% DENSITY BONUS = 5 UNITS
AFFORDABILITY PER CALIFORNIA CODE 65915(c): 35% DENSITY INCREASE REQUIRES 20% OF THE UNITS, 1 UNIT IN THIS CASE, TO MEET THE REQUIREMENTS FOR LOW-INCOME
CONCESSIONS REQUESTED: THE TENTATIVE MAP FOR THIS LOT REQUIRES TWO CONCESSIONS, THEY ARE A REDUCTION IN MINIMUM LOT SIZE AND MINIMUM SETBACKS

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Attachment: 4199 and 4205 Clares Street Plans (4199 and 4205 Clares Street)



WILLIAM C. KEMP ARCHITECT
911 Center Street, Suite F
Santa Cruz, CA 95060
831.59.0951
bill@wckemp.com

RESIDENTIAL DEVELOPMENT FOR
CLARES STREET PARTNERS, LLC
4199 & 4205 CLARES STREET, CARTOJA, CALIFORNIA
PROPOSED SITE PLAN

REVISIONS	DATE
ARCH & SITE	4/3/17

REVISIONS	DATE
ARCH & SITE	4/3/17

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A2.2



WILLIAM C. KEMP
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Attachment: 4199 and 4205 Clares Street Plans (4199 and 4205 Clares Street)

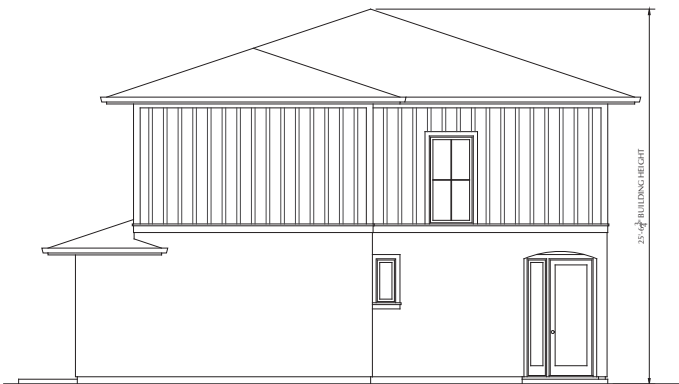
RESIDENTIAL DEVELOPMENT FOR
CLARES STREET PARTNERS, LLC
4199 & 4205 CLARES STREET, CANTOIA, CALIFORNIA
TOWNHOMES 2 & 3 - ELEVATIONS

ISSUING DATE:
JANUARY 10, 2017
#: 014-222-05 & 014-222-06
JOINT NAME:
ARES STREET PARTNERS, LLC
OBJECT NAME:
CLARES STREET

REVISIONS	
DESCRIPTION	DATE

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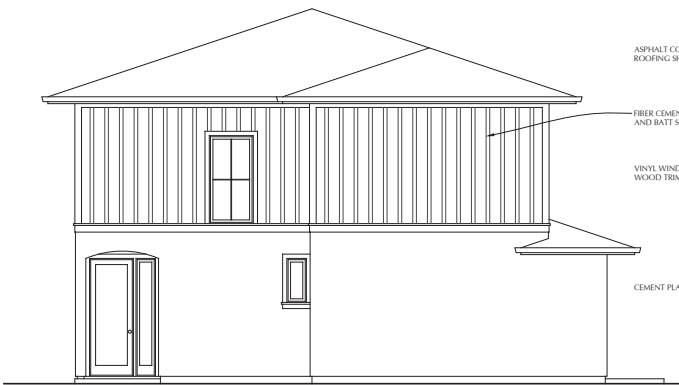
A3.4



② TOWNHOME #2
SOUTH ELEVATION
SCALE: 1/4"=1'-0"



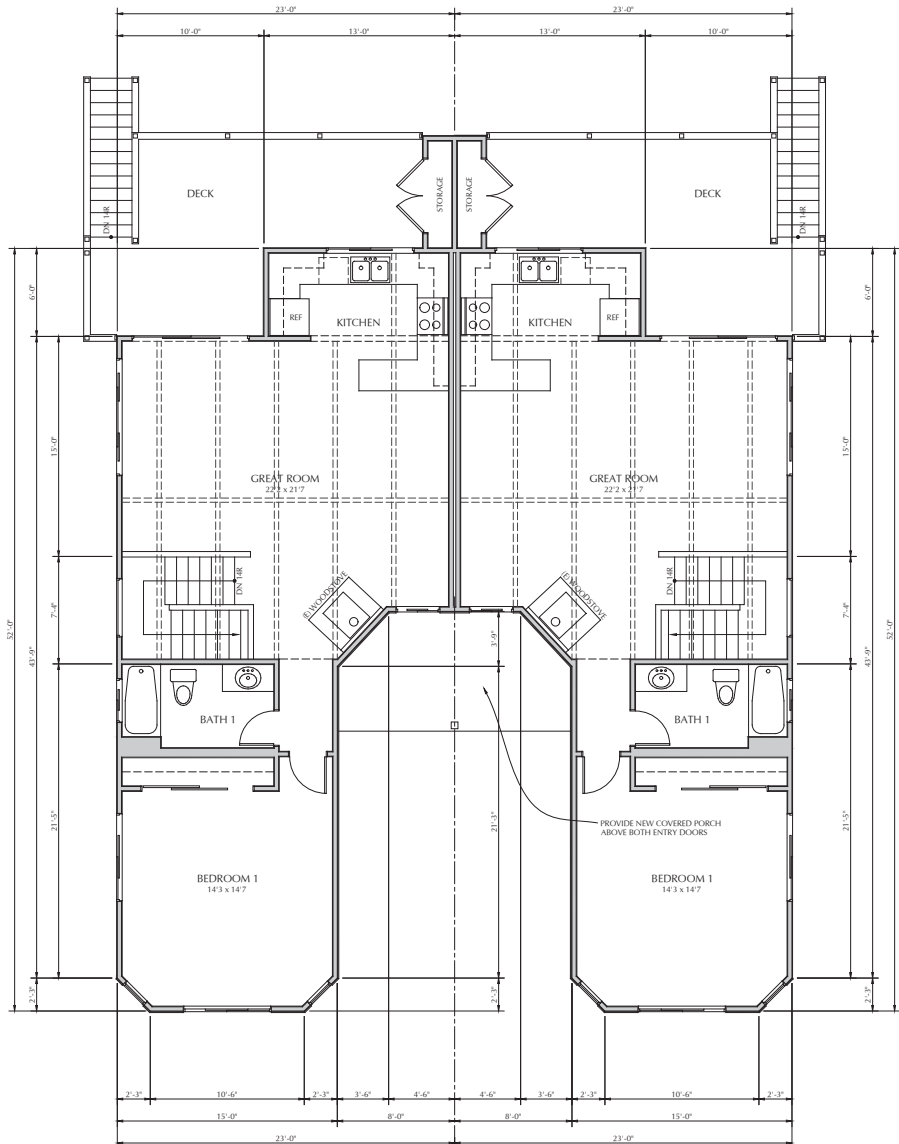
① TOWNHOME #2 TOWNHOME #3
EAST ELEVATION
SCALE: 1/4"=1'-0"



② TOWNHOME #3
SOUTH ELEVATION
SCALE: 1/4"=1'-0"



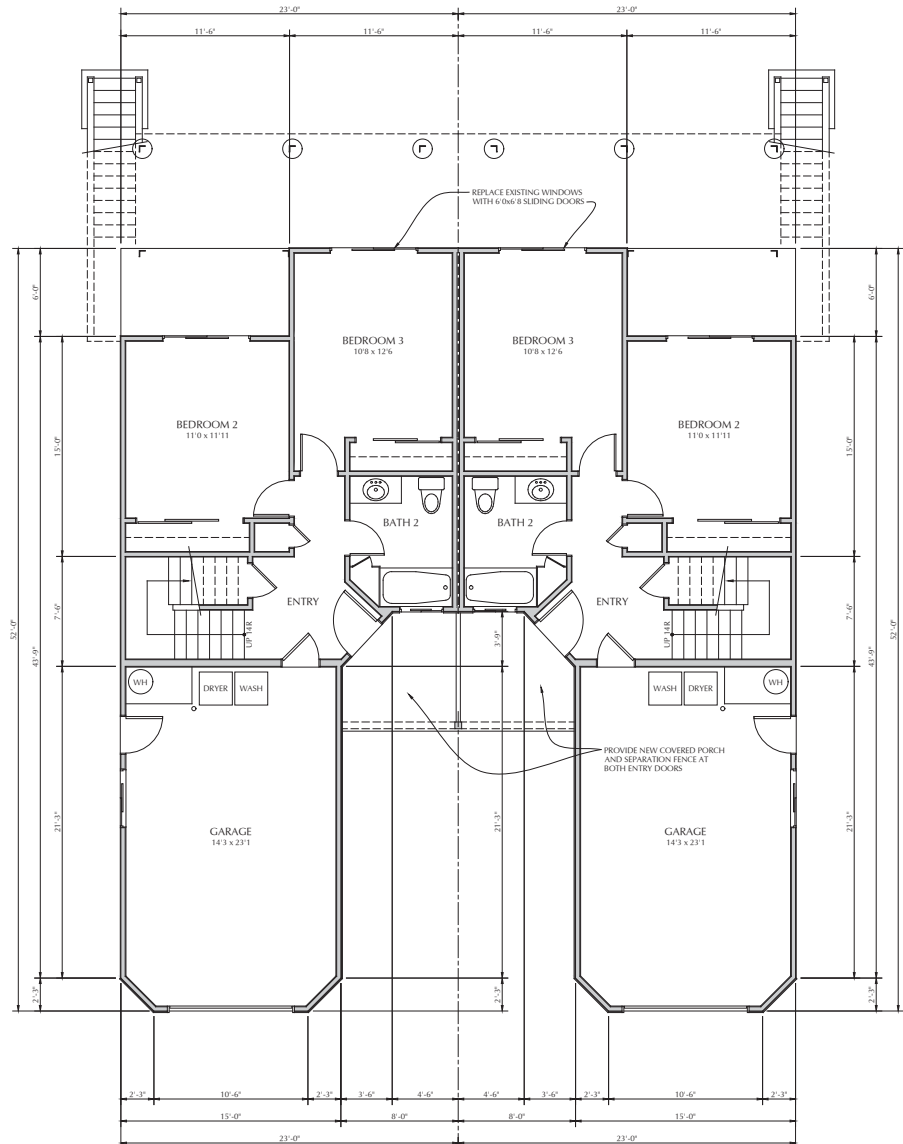
③ TOWNHOME #3 TOWNHOME #2
WEST ELEVATION
SCALE: 1/4"=1'-0"



TOWNHOME #4

TOWNHOME #5

② EXISTING UPPER FLOOR PLAN
SCALE: 1/4"=1'-0"



TOWNHOME #4

TOWNHOME #5

① EXISTING LOWER FLOOR PLAN
SCALE: 1/4"=1'-0"



WILLIAM C. KEMP
ARCHITECT
911 Center Street, Suite F
Santa Cruz, CA 95060
831.59.0951
bill@wckemp.com

Attachment: 4199 and 4205 Clares Street Plans (4199 and 4205 Clares Street)

RESIDENTIAL DEVELOPMENT FOR
CLARES STREET PARTNERS, LLC
4199 & 4205 CLARES STREET, CANTOIA, CALIFORNIA
TOWNHOMES 4 & 5 - FLOOR PLANS

ISSUING DATE: JANUARY 10, 2017
REV: 014-222-05 & 014-222-06
JOB NAME: CLARES STREET PARTNERS, LLC
PROJECT NAME: CLARES STREET

REVISIONS		
DESCRIPTION	DATE	

DISCLAIMER
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RESIDENTIAL DEVELOPMENT FOR
CLARES STREET PARTNERS, LLC
4199 & 4205 CLARES STREET, CANTOIA, CALIFORNIA
TOWNHOMES 4 & 5 - ELEVATIONS

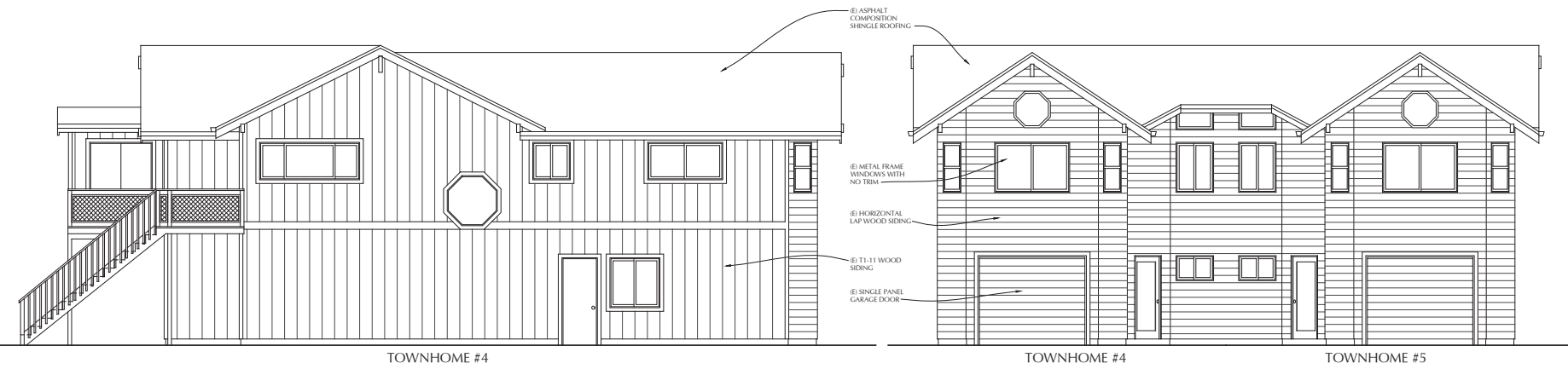
ISSUING DATE:
JANUARY 10, 2017
#: 034-222-05 & 034-222-06
JOINT NAME:
ARES STREET PARTNERS, LLC
PROJECT NAME:
CLARES STREET

REVISIONS	
DESCRIPTION	DATE

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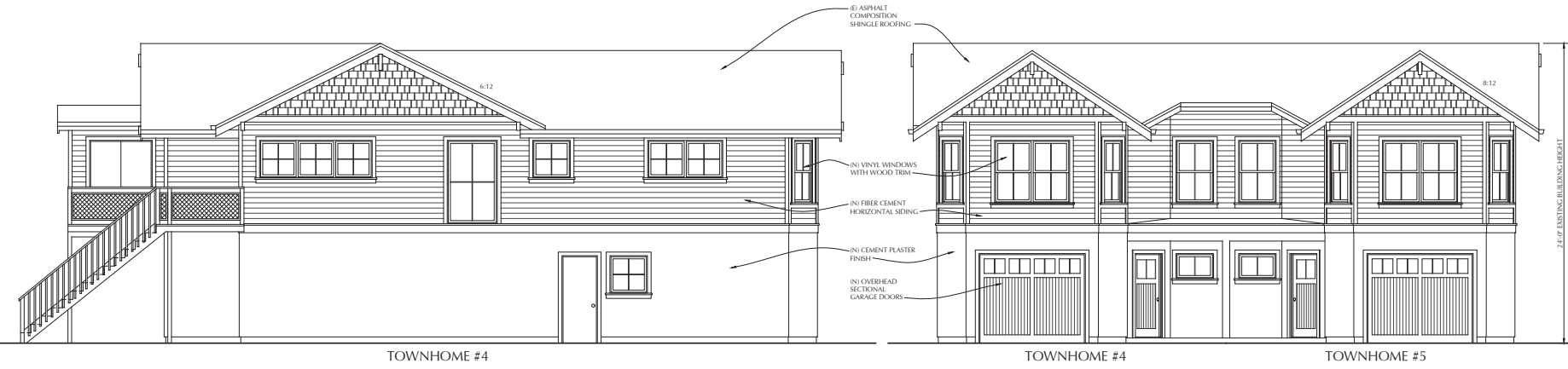
A4.2

Attachment: 4199 and 4205 Clares Street Plans (4199 and 4205 Clares Street)



2 EXISTING WEST ELEVATION
SCALE: 1/4"=1'-0"

1 EXISTING SOUTH ELEVATION
SCALE: 1/4"=1'-0"



4 PROPOSED WEST ELEVATION
SCALE: 1/4"=1'-0"

3 PROPOSED SOUTH ELEVATION
SCALE: 1/4"=1'-0"



WILLIAM C. KEMP
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Santa Cruz, CA 95060
831.559.0951
bill@wckemp.com

Attachment: 4199 and 4205 Clares Street Plans (4199 and 4205 Clares Street)

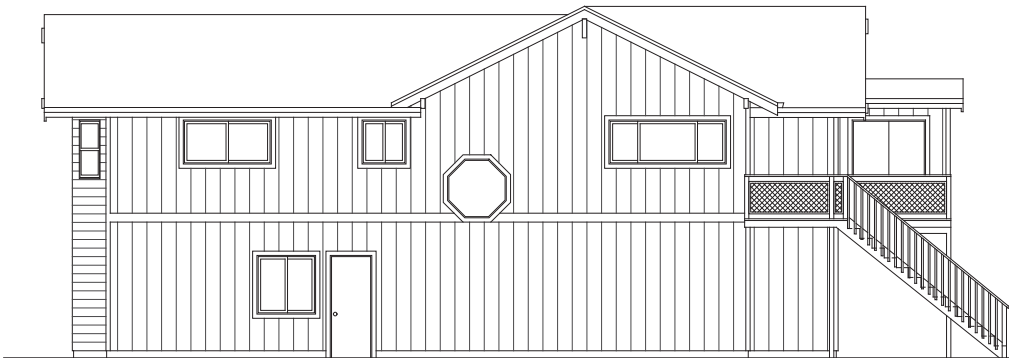
RESIDENTIAL DEVELOPMENT FOR
CLARES STREET PARTNERS, LLC
4199 & 4205 CLARES STREET, CARTOOLA, CALIFORNIA
TOWNHOMES 4 & 5 - ELEVATIONS

ISSUING DATE:
JANUARY 10, 2017
#: 034-222-05 & 034-222-06
AGENT NAME:
ARES STREET PARTNERS, LLC
PROJECT NAME:
CLARES STREET

REVISIONS	
DESCRIPTION	DATE

DISCLAIMER
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A4.3



TOWNHOME #4

2 EXISTING EAST ELEVATION
SCALE: 1/4"=1'-0"



TOWNHOME #5

TOWNHOME #4

1 EXISTING NORTH ELEVATION
SCALE: 1/4"=1'-0"



TOWNHOME #5

4 PROPOSED EAST ELEVATION
SCALE: 1/4"=1'-0"



TOWNHOME #5

TOWNHOME #4

3 PROPOSED NORTH ELEVATION
SCALE: 1/4"=1'-0"



WILLIAM C. KEMP
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Santa Cruz, CA 95060
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bill@wckemp.com

RESIDENTIAL DEVELOPMENT FOR
CLARES STREET PARTNERS, LLC
4199 & 4205 CLARES STREET, CANTOIA, CALIFORNIA
APARTMENTS 6 & 7 - ELEVATIONS

ISSUING DATE:
JANUARY 10, 2017
NO:
034-222-05 & 034-222-06
CLIENT NAME:
ARES STREET PARTNERS, LLC
PROJECT NAME:
CLARES STREET

REVISIONS	
DESCRIPTION	DATE

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A5.2

Attachment: 4199 and 4205 Clares Street Plans (4199 and 4205 Clares Street)



APARTMENT #7

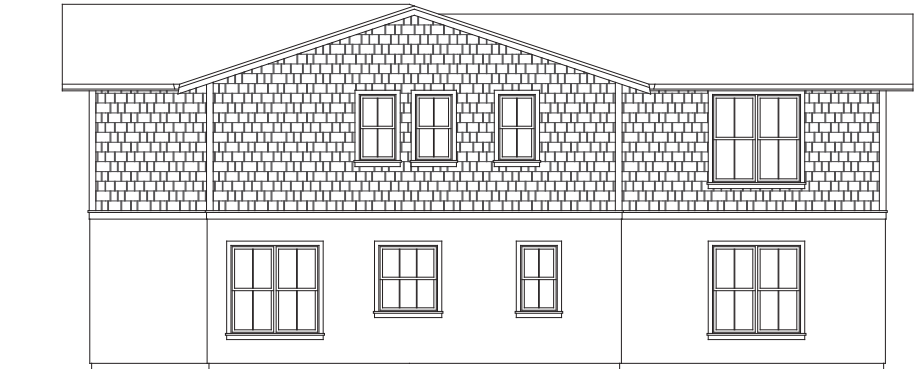
② WEST ELEVATION
SCALE: 1/4"=1'-0"



APARTMENT #7

APARTMENT #6

① NORTH ELEVATION
SCALE: 1/4"=1'-0"



APARTMENT #6

④ EAST ELEVATION
SCALE: 1/4"=1'-0"



APARTMENT #6

APARTMENT #7

③ SOUTH ELEVATION
SCALE: 1/4"=1'-0"



WILLIAM C. KEMP
ARCHITECT
911 Center Street, Suite F
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817-594951
bill@wckemp.com

RESIDENTIAL DEVELOPMENT FOR
CLARES STREET PARTNERS, LLC
4199 & 4205 CLARES STREET, CANTOIA, CALIFORNIA
APARTMENT 8, 9, & 10 ELEVATIONS

ISSUING DATE: MARCH 30, 2017
NO: 014-222-05 & 014-222-06
JOINT NAME: ARES STREET PARTNERS, LLC
PROJECT NAME: CLARES STREET

REVISIONS		
DESCRIPTION	DATE	
PLANNING	6/16/17	

Attachment: 4199 and 4205 Clares Street Plans (4199 and 4205 Clares Street)

DISCLAIMER
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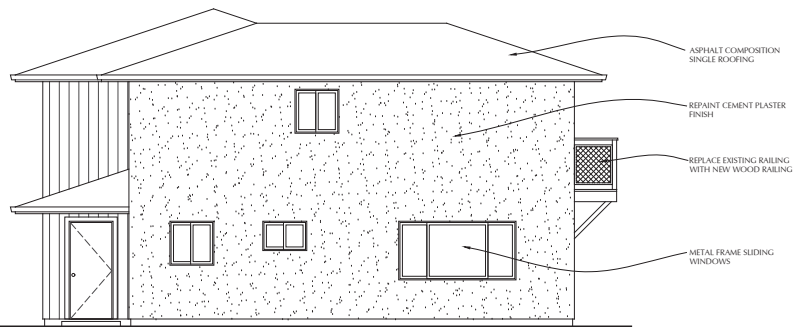
① WEST ELEVATION
SCALE: 1/4"=1'-0"

- ASPHALT COMPOSITION SINGLE ROOFING
- REPAINT ALL T1-11 PLYWOOD SIDING
- METAL FRAME WINDOWS
- REPLACE EXISTING RAILING WITH NEW WOOD RAILING
- INFILL EXISTING CARPORT WITH NEW GARAGE DOORS TO MATCH PROPOSED



② EAST ELEVATION
SCALE: 1/4"=1'-0"

- ASPHALT COMPOSITION SINGLE ROOFING
- REPAINT ALL CEMENT PLASTER FINISH
- REPAINT ALL T1-11 PLYWOOD SIDING
- METAL FRAME WINDOWS AND SLIDING DOORS



④ NORTH ELEVATION
SCALE: 1/4"=1'-0"

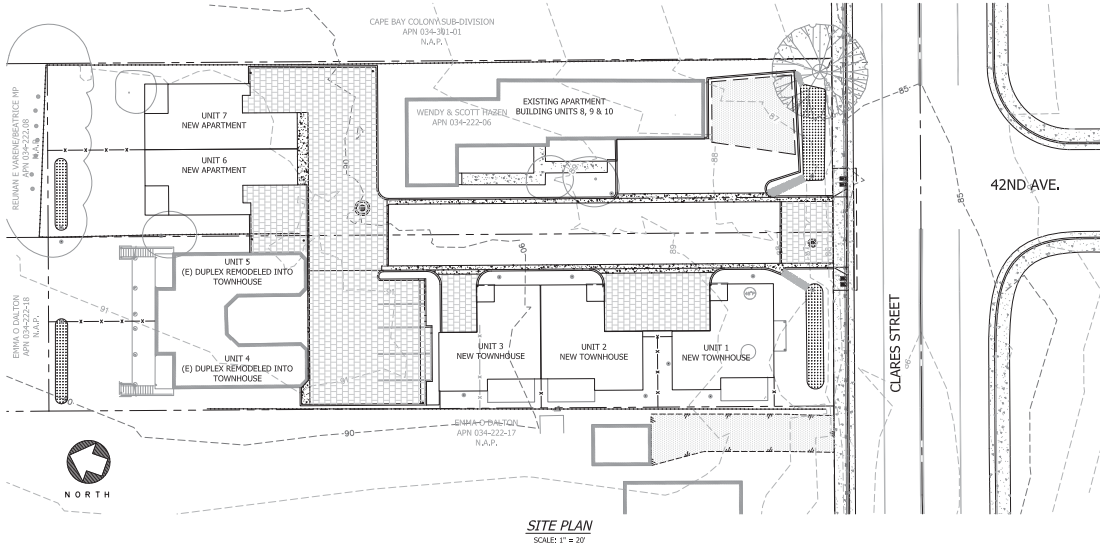
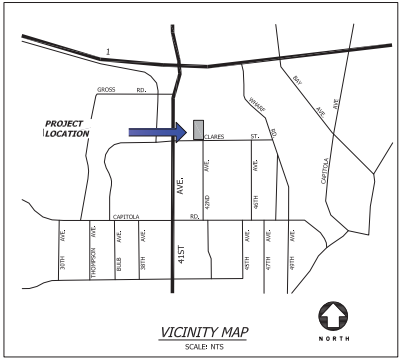
- ASPHALT COMPOSITION SINGLE ROOFING
- REPAINT CEMENT PLASTER FINISH
- REPLACE EXISTING RAILING WITH NEW WOOD RAILING
- METAL FRAME SLIDING WINDOWS



③ SOUTH ELEVATION
SCALE: 1/4"=1'-0"

- ASPHALT COMPOSITION SINGLE ROOFING
- REPAINT ALL T1-11 PLYWOOD SIDING
- METAL FRAME SLIDING DOOR
- REPLACE EXISTING RAILING WITH NEW WOOD RAILING
- SLUMP STONE BRICK CLADDING

TENTATIVE IMPROVEMENT PLANS CLARES STREET SUBDIVISION APN: 034-222-05



CIVIL SHEET INDEX

- SHEET 1 - TENTATIVE MAP
- CO.1 - COVER SHEET
- CL.1 - DEMOLITION PLAN
- CL.1 - HORIZONTAL CONTROL PLAN
- CL.1 - GRADING PLAN
- CL.1 - UTILITY PLAN
- CL.1 - STORM WATER MANAGEMENT PLAN
- CS.1 - EROSION CONTROL PLAN
- CT.1 - CONSTRUCTION DETAILS

PROJECT TEAM

DEVELOPER: APPLE HOMES DEVELOPMENT
15 SHERMAN COURT
SCOTT'S VALLEY, CA 95066
OFFICE: (831) 464-3380

CIVIL ENGINEER: CZG CIVIL CONSULTANTS GROUP, INC.
4444 SCOTT'S VALLEY DRIVE, SUITE 6
SCOTT'S VALLEY, CA 95066
(831)438-4420

ARCHITECT: BILL KEMPF ARCHITECTS
911 CENTER STREET STE. F
SANITA CRUZ, CA 95060
OFFICE: (831) 459-0951

CONTRACTOR RESPONSIBILITY

CONTRACTOR AGREES THAT HE SHOULD ASSUME SOLE AND COMPLETE RESPONSIBILITY FOR JOB SITE CONDITIONS, INCLUDING THE SAFETY OF ALL PERSONS AND PROPERTY, DURING THE COURSE OF CONSTRUCTION OF THIS PROJECT, AND THAT REQUIREMENT SHALL APPLY CONTINUOUSLY AND NOT BE LIMITED DURING WORKING HOURS. THE CONTRACTOR SHALL DEFEND, INDEMNIFY AND HOLD THE OWNER AND THE DESIGN PROFESSIONALS HARMLESS FROM ANY AND ALL LIABILITY, REAL OR ALLEGED, IN CONNECTION WITH THE PERFORMANCE OF WORK ON THIS PROJECT, EXCEPTING FOR LIABILITY ARISING FROM THE SOLE NEGLIGENCE OF THE OWNER OR DESIGN PROFESSIONAL.

DISCREPANCIES

IF THERE ARE ANY DISCREPANCIES BETWEEN THE CONSTRUCTION DOCUMENTS AND EXISTING CONDITIONS WHICH WILL AFFECT THE WORK, THE CONTRACTOR SHALL BRING SUCH DISCREPANCIES TO THE DESIGN PROFESSIONAL FOR ADJUSTMENT BEFORE PROCEEDING WITH THE WORK. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROPER FITTING OF ALL WORK AND FOR THE COORDINATION OF ALL TRADES, SUBCONTRACTORS, AND PERSONS ENGAGED UPON THIS CONTRACT.

EROSION CONTROL NOTE

- IT IS THE CONTRACTOR'S RESPONSIBILITY TO PROVIDE AND MAINTAIN EROSION CONTROL MEASURES AS REQUIRED THROUGHOUT THE LIFE OF THE PROJECT IN CONFORMANCE WITH THE CITY OF CAPITOLA.
- CONTRACTOR TO PROVIDE BACK-UP EROSION PREVENTION MEASURES (SOIL STABILIZATION) WITH SEDIMENT CONTROL MEASURES SUCH AS STRAW MATS, SILT FENCE, GRAVEL INLET FILTERS, AND/OR SEDIMENT TRAPS OR BASINS. EROSION CONTROL MEASURES ARE ADEQUATE, IN PLACE, AND IN OPERABLE CONDITIONS. SEDIMENT CONTROLS, INCLUDING INLET PROTECTORS, ARE NECESSARY BUT SHOULD BE A SECONDARY DEFENSE BEHIND GOOD EROSION CONTROL MEASURES.
- ALL EROSION PREVENTION AND SEDIMENT CONTROL MEASURES SHALL BE MAINTAINED AND REPAIRED THROUGHOUT THE SEASON. REPLACEMENT SUPPLIES SHOULD BE KEPT ON SITE.
- SITE INSPECTIONS SHALL BE CONDUCTED BEFORE AND AFTER EACH STORM EVENT, AND EVERY 24 HOURS FOR EXTENDED STORM EVENTS, TO IDENTIFY AREAS THAT CONTRIBUTE TO EROSION AND SEDIMENT PROBLEMS OR ANY OTHER POLLUTANT DISCHARGES. IF ADDITIONAL MEASURES ARE NEEDED, REVISE THE EROSION CONTROL PLAN AND IMPLEMENT THE MEASURES IMMEDIATELY. DOCUMENT ALL INSPECTION FINDINGS AND ACTIONS TAKEN.
- CONTRACTOR SHALL USE BEST MANAGEMENT PRACTICES DURING CONSTRUCTION FOR CONTROL OF STORM WATER RUNOFF (E.G. GRAVEL BAGS AT CATCH BASIN INLETS).

CONSTRUCTION SURVEYING / STAKING

CONTRACTOR IS RESPONSIBLE TO PROVIDE ALL SURVEYING AND OR STAKING BY A LICENSED SURVEYOR FOR ALL CONSTRUCTION PURPOSES.

AS-BUILT NOTE

AN "AS-BUILT" PLAN SHALL BE PREPARED BY THE CONTRACTOR AND CERTIFIED BY THE PROJECT ENGINEER THAT ALL WORK HAS BEEN COMPLETED IN ACCORDANCE WITH THE APPROVED PLANS AND SPECIFICATIONS.

UNAUTHORIZED CHANGES AND USES

CAUTION: THE ENGINEER PREPARING THESE PLANS WILL NOT BE RESPONSIBLE FOR, OR LIABLE FOR, UNAUTHORIZED CHANGES TO OR USES OF THESE PLANS, ALL CHANGES TO THE PLANS MUST BE IN WRITING AND MUST BE APPROVED BY THE PREPARER OF THE PLANS.

GENERAL NOTES

- NO CHANGE TO THE PLANS SHALL BE PERMITTED WITHOUT PRIOR WRITTEN APPROVAL BY THE OWNER OR OWNERS REPRESENTATIVES AND THE CITY OF CAPITOLA.
- CONTRACTOR SHALL VERIFY LOCATIONS, ELEVATIONS AND INVERTS OF EXISTING UTILITY PRIOR TO COMMENCEMENT OF WORK AND SHALL NOTIFY OWNER OR OWNERS REPRESENTATIVES OF VARIANCE FROM THOSE SHOWN ON THE PLANS.
- UNDERGROUND FACILITIES AND UTILITIES HAVE BEEN SHOWN BASED ON RECORD DRAWINGS AND VISIBLE EVIDENCE FOUND IN FIELD. NO WARRANTY IS MADE REGARDING THE COMPLETENESS OR ACCURACY OF SUCH INFORMATION. PRIOR TO CONSTRUCTION, DETERMINE THE EXACT LOCATION OF UNDERGROUND FACILITIES AND UTILITIES, AND PRESERVE SAME FROM DAMAGE. PRIOR TO CONSTRUCTION, VERIFY LOCATION AND ELEVATION OF EXISTING UNDERGROUND UTILITIES AT THE CROSSING POINTS WITH PROPOSED UTILITIES. THE CONTRACTOR SHALL NOTIFY THE OWNER OR OWNERS REPRESENTATIVES IF CONDITIONS DIFFER FROM THOSE SHOWN ON THE DRAWINGS AND SHALL NOT BEGIN CONSTRUCTION UNTIL THE CHANGED CONDITION HAS BEEN EVALUATED. CONTACT UNDERGROUND SERVICES ALERT (USA) (1-800-222-2600) TWO (2) WEEKS PRIOR TO DIGGING. REPAIR UNDERGROUND UTILITIES DAMAGED BY CONSTRUCTION OPERATIONS. CONTRACTOR SHALL BE RESPONSIBLE FOR ANY AND ALL DAMAGES ASSOCIATED WITH CONTRACTORS FAILURE TO EXACTLY LOCATED AND PRESERVE UNDERGROUND FACILITIES AND UTILITIES.
- CONTRACTOR SHALL BE RESPONSIBLE FOR ALL COORDINATION WITH THE APPROPRIATE UTILITY COMPANIES AND/OR AGENCIES TO VERIFY THE EXISTENCE AND/OR LOCATION OF ALL UNDERGROUND UTILITIES PRIOR TO COMMENCEMENT OF WORK, AND SHALL NOTIFY U.S.A. @ (800) 222-2600 AT LEAST 48 HOURS IN ADVANCE OF EXCAVATION.
- IF ANY INDICATIONS OF ARCHEOLOGICAL REMAINS ARE ENCOUNTERED DURING GRADING ACTIVITIES FOR ANY DEVELOPMENT WITHIN THE PROJECT SITE, ALL WORK SHALL BE HALTED WITHIN 200 FOOT RADIUS OF THE FIND. OWNERS SHALL RETAIN A QUALIFIED ARCHEOLOGIST RETAINED TO DETERMINE THE NATURE OF THE DISCOVERY AND COMMENCE APPROPRIATE EVALUATION PROCEDURES.
- CONTRACTOR SHALL BE FAMILIAR WITH, KEEP AND MAINTAIN A COPY OF THE MITIGATION MONITORING AND REPORTING PROGRAM (MMRP) (DNSTE), IN THE JOB TRAILER AT ALL TIMES.

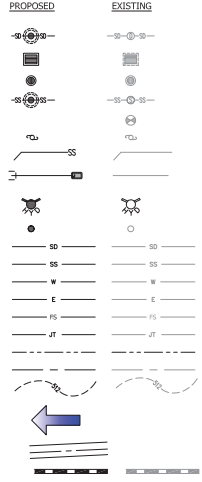
NOTE:

CONTRACTOR SHALL VERIFY ALL UTILITY LOCATIONS. CALL USA (800) 222-2600. CONTRACTOR TO NOTIFY ENGINEER OF ANY APPARENT CONFLICTS FOR RESOLUTION PRIOR TO START OF CONSTRUCTION.

ABBREVIATIONS

- AB AGGREGATE BASE
- AC ASPHALT CONCRETE
- ACP ASPHALT CONCRETE PAVEMENT
- CB CATCH BASIN
- CD CAST IRON PIPE
- CL CENTERLINE
- CONC CONCRETE
- COR CORNER
- DCDA DOUBLE CHECK DETECTOR ASSEMBLY
- DI DROP INLET/STATION INLET
- DIPI DUCTILE IRON PIPE
- DWY DRIVEWAY
- EC EDGE OF CONCRETE
- EP EDGE OF PAVEMENT
- EG EXISTING GRADE
- ER END OF RETURN
- ES EXISTING
- FS FINISH GRADE
- FF FINISH GRADE
- FI FINISH GRADE
- FR FINISH GRADE
- FW FINISH GRADE
- W WATER MAIN
- E ELECTRICAL
- FS FIRE SUPPRESSION
- HP HIGH POINT
- INVERT
- JP JOINT POLE
- LP LOW POINT
- MANHOLE
- MAX MATCH EXISTING
- MIN MINIMUM
- NAP NOT A PART
- NG NATURAL GROUND
- PL PROPERTY LINE
- PSE PUBLIC SERVICE EASEMENT
- R/W RIGHT OF WAY
- SDM STORM DRAIN MANHOLE
- SLB SLAB
- SSM SANITARY SEWER MANHOLE
- STD STANDARD
- TC TOP OF CURB
- TYP TYPICAL
- UG UNDERGROUND GAS LINE
- UT UNDERGROUND TELEPHONE LINE
- VV WATER VALVE

LEGEND



DESCRIPTION

- STORM MANHOLE
- DRAIN/DROP INLET
- AREA DRAIN
- SEWER MANHOLE
- GATE VALVE
- UTILITY POLE
- SEWER LATERAL
- 2" WATER SERVICE & 1" WATER METER
- FIRE HYDRANT
- CLEAN OUT
- STORM DRAIN
- SANITARY SEWER
- WATER MAIN
- ELECTRICAL
- FIRE SUPPRESSION
- JOINT TRENCH
- PROPERTY LINE
- CENTER LINE
- CONTOURS
- OVERLAND RELEASE
- VALLEY GUTTER
- RETAINING WALL



Attachment: 4199 and 4205 Clares Street Plans (4199 and 4205 Clares Street)

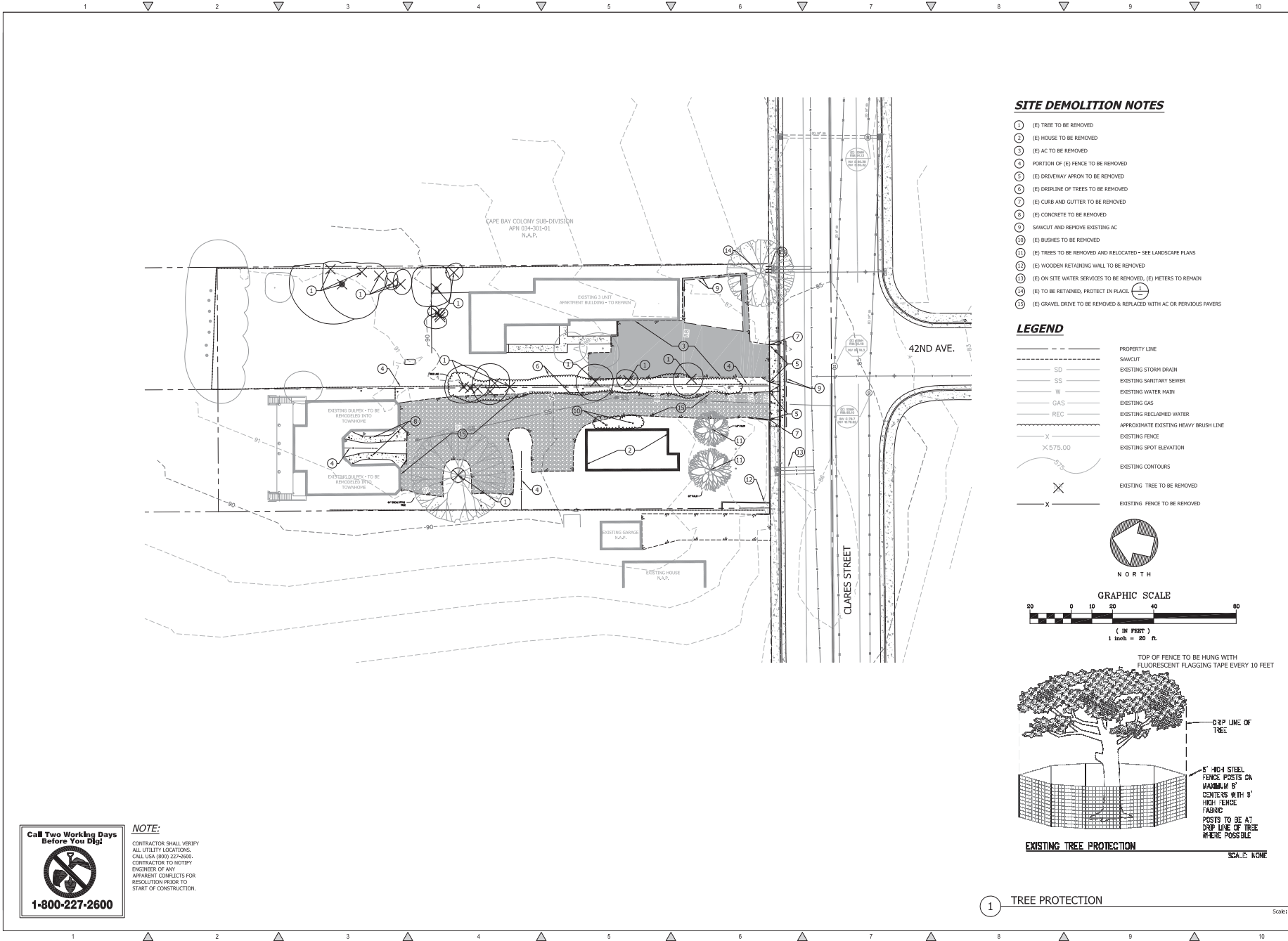
REVISIONS	BY
CITY COMMENTS DATED 6/17	JW
CITY COMMENTS DATED 6/17	JW

COVER SHEET



**RESIDENTIAL DEVELOPMENT FOR
CLARES STREET PARTNERS, LLC
4199 CLARES ST., CAPITOLA, CA.**

Date:	02/02/17
Scale:	AS NOTED
Drawn:	DD/JB
Job:	449-10
Sheet:	C0.1
Of 8 Sheets	

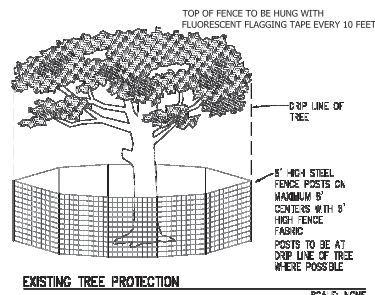
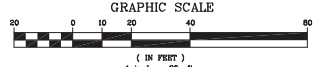


SITE DEMOLITION NOTES

- ① (E) TREE TO BE REMOVED
- ② (E) HOUSE TO BE REMOVED
- ③ (E) AC TO BE REMOVED
- ④ PORTION OF (E) FENCE TO BE REMOVED
- ⑤ (E) DRIVEWAY APRON TO BE REMOVED
- ⑥ (E) DRIPLINE OF TREES TO BE REMOVED
- ⑦ (E) CURB AND GUTTER TO BE REMOVED
- ⑧ (E) CONCRETE TO BE REMOVED
- ⑨ SAWCUT AND REMOVE EXISTING AC
- ⑩ (E) BUSHES TO BE REMOVED
- ⑪ (E) TREES TO BE REMOVED AND RELOCATED - SEE LANDSCAPE PLANS
- ⑫ (E) WOODEN RETAINING WALL TO BE REMOVED
- ⑬ (E) ON SITE WATER SERVICES TO BE REMOVED, (E) METERS TO REMAIN
- ⑭ (E) TO BE RETAINED, PROTECT IN PLACE
- ⑮ (E) GRAVEL DRIVE TO BE REMOVED & REPLACED WITH AC OR PERVIOUS PAVERS

LEGEND

- PROPERTY LINE
- SAWCUT
- SS EXISTING STORM DRAIN
- EXISTING SANITARY SEWER
- W EXISTING WATER MAIN
- GAS
- REC EXISTING RECLAIMED WATER
- APPROXIMATE EXISTING HEAVY BRUSH LINE
- X EXISTING FENCE
- X 575.00 EXISTING SPOT ELEVATION
- EXISTING CONTOURS
- X EXISTING TREE TO BE REMOVED
- X EXISTING FENCE TO BE REMOVED



EXISTING TREE PROTECTION SCALE: NONE

① TREE PROTECTION

Call Two Working Days Before You Dig!

1-800-227-2600

NOTE:
CONTRACTOR SHALL VERIFY ALL UTILITY LOCATIONS. CALL USA (800) 227-2600. CONTRACTOR TO NOTIFY ENGINEER OF ANY APPOINTMENT CONFLICTS FOR RESOLUTION PRIOR TO START OF CONSTRUCTION.

Attachment: 4199 and 4205 Clares Street Plans (4199 and 4205 Clares Street)

REVISIONS	BY
▲ CITY COMMENTS DATED 4/18/17	JW
▲ CITY COMMENTS DATED 6/1/17	JW

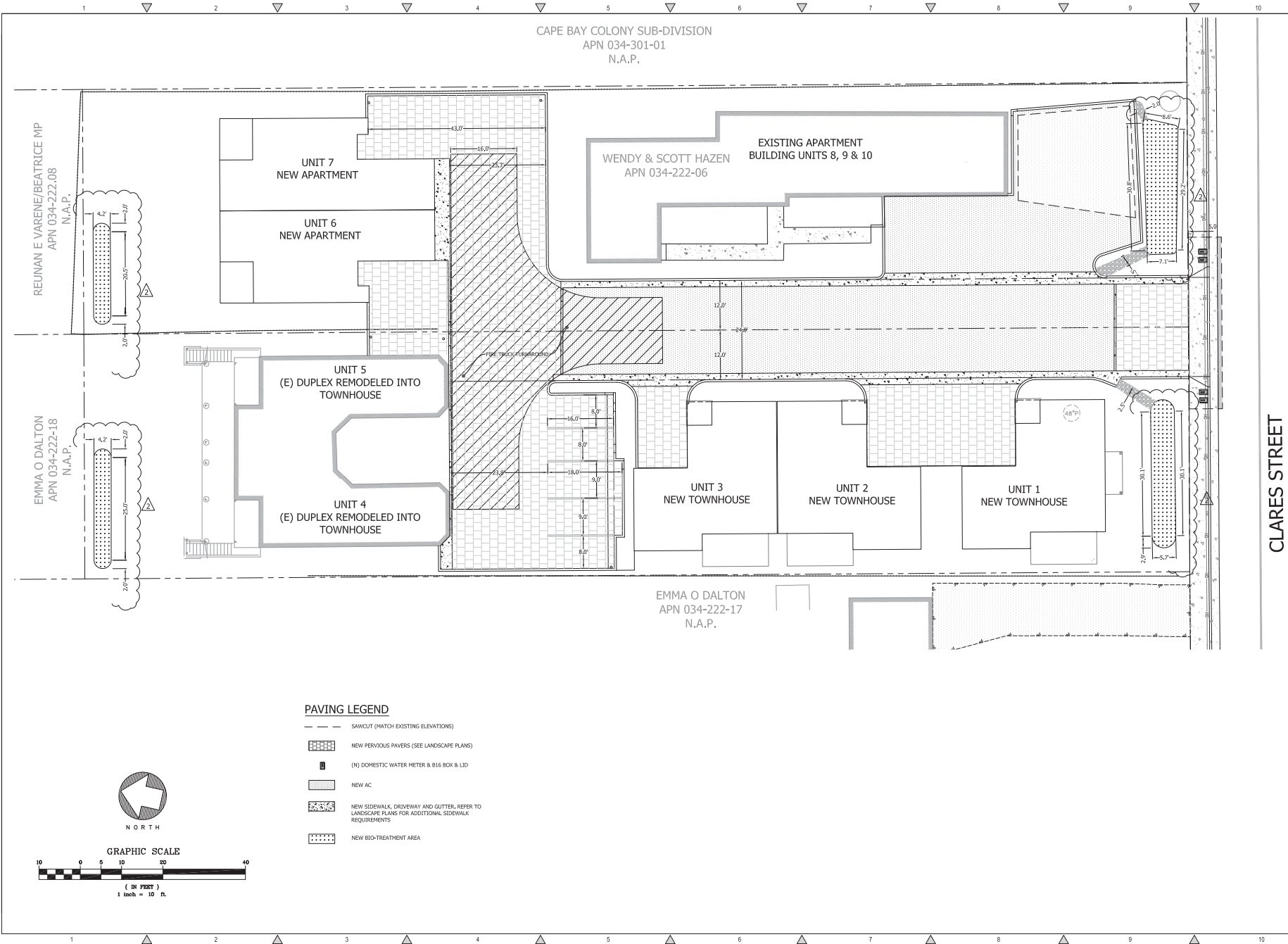
EXISTING SITE AND DEMOLITION PLAN



CZG / CIVIL CONSULTANTS GROUP, INC.
Engineers/Planners
4445 COLONY VILLAGE DRIVE / SUITE 6
CAPITOLA, CA 95010
T (831) 438-4400 F (831) 438-4400

RESIDENTIAL DEVELOPMENT FOR CLARES STREET PARTNERS, LLC 4199 CLARES ST., CAPITOLA, CA.

Date: 02/02/17
Scale: 1" = 20'
Drawn: DD/JB
Job: 449-10
Sheet: C1.1
Of 8 Sheets



PAVING LEGEND

	SAWCUT (MATCH EXISTING ELEVATIONS)
	NEW PERVIOUS PAVERS (SEE LANDSCAPE PLANS)
	(M) DOMESTIC WATER METER & 816 BOX & LID
	NEW AC
	NEW SIDEWALK, DRIVEWAY AND GUTTER, REFER TO LANDSCAPE PLANS FOR ADDITIONAL SIDEWALK REQUIREMENTS
	NEW BIO-TREATMENT AREA

Attachment: 4199 and 4205 Clares Street Plans (4199 and 4205 Clares Street)

REVISIONS	BY
CITY COMMENTS DATED 4/17	JW
CITY COMMENTS DATED 6/17	JW

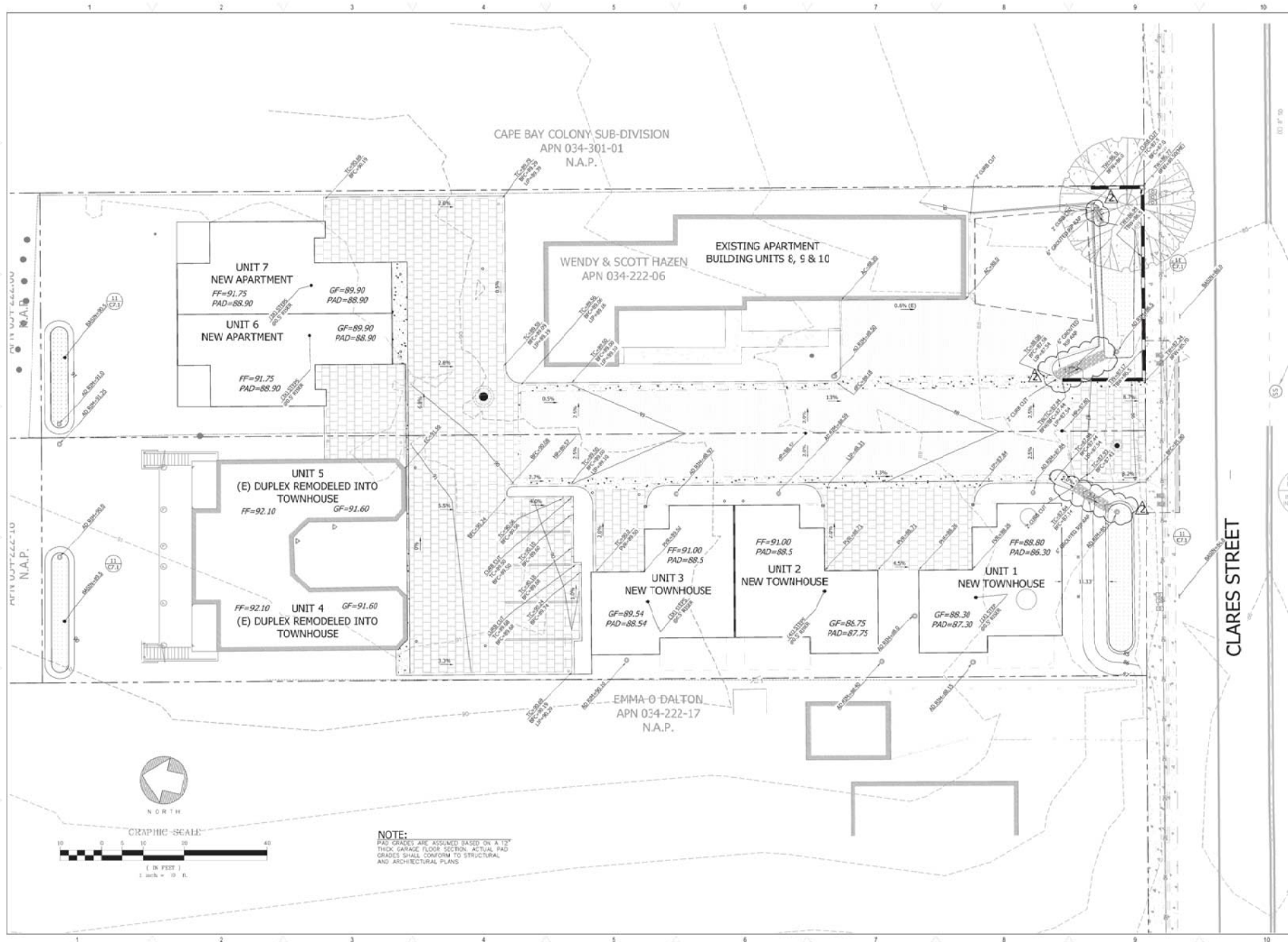
HORIZONTAL CONTROL PLAN



CZG CIVIL CONSULTANTS GROUP, INC.
 Engineers/Planners
 4445 COMBLY WAY, SUITE 100
 SAN JOSE, CA 95128
 T (415) 438-4400 F (415) 438-4400

RESIDENTIAL DEVELOPMENT FOR CLARES STREET PARTNERS, LLC 4199 CLARES ST., CAPITOLA, CA.

Date:	02/02/17
Scale:	1" = 10'
Drawn:	DD/JB
Job:	449-10
Sheet:	C2.1
Of 8 Sheets	



Attachment: 4199 and 4205 Clares Street Plans (4199 and 4205 Clares Street)

REVISIONS	BY
1 CITY COMMENTS DATED 4/17	WV
2 CITY COMMENTS DATED 4/17	WV

GRADING PLAN

CZG / CIVIL CONSULTANTS GROUP, INC.
 444 South Main Street, Suite 4
 Fresno, CA 93702 (509) 453-4200

RESIDENTIAL DEVELOPMENT FOR
 CLARES STREET PARTNERS, LLC
 4199 CLARES ST., CAPITOLA, CA.

Date:	02/02/17
Scale:	1" = 10'
Drawn:	DD/JB
Job:	649-10
Sheet:	C3.1
Of 8 Sheets	

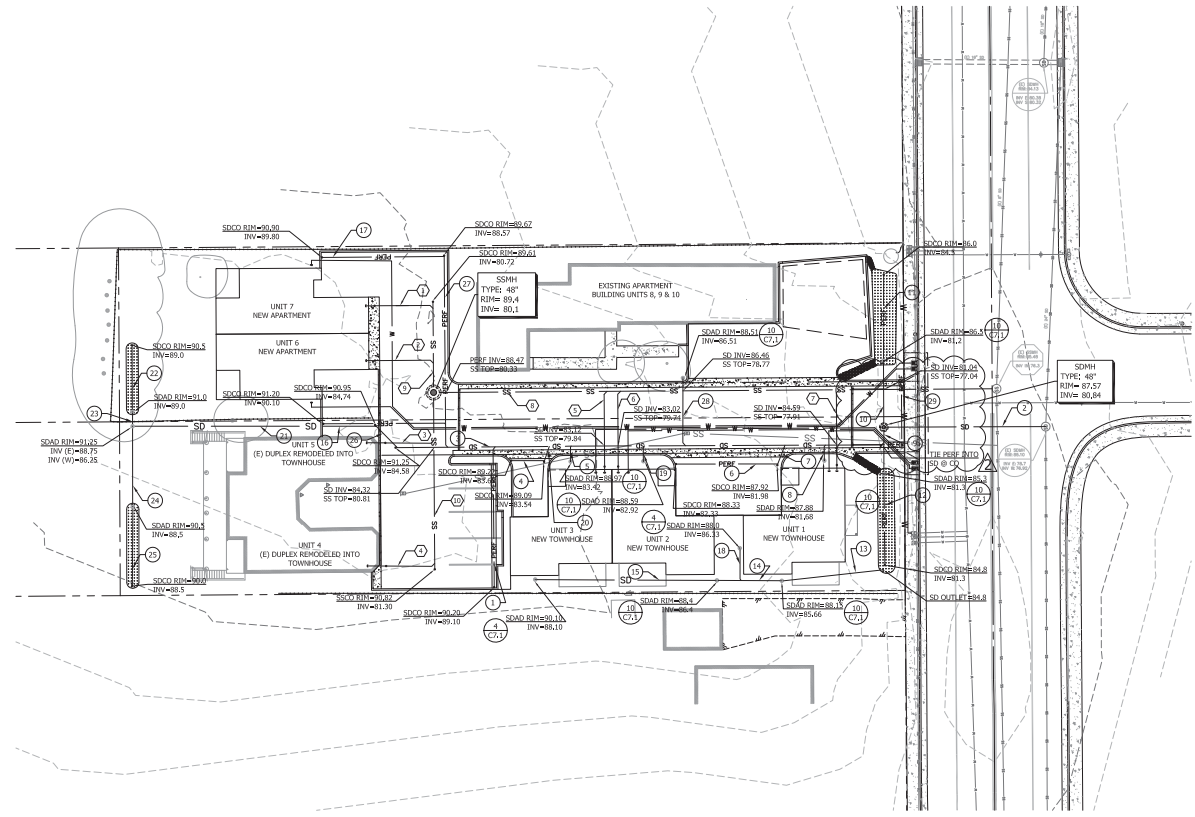
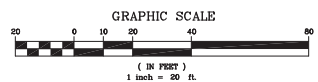
STORM DRAIN PIPE SCHEDULE

PIPE ID	LENGTH (FT)	MATERIAL	DIAMETER (IN)	SLOPE (%)
1	50	HDPE	4" PERF	0
2	55	RCP	8	4
3	166	HDPE	8	0
4	11	HDPE	4" PERF	1
5	5	HDPE	4	2
6	35	HDPE	4" PERF	1
7	7	HDPE	4	2
8	5	HDPE	4	2
9	15	HDPE	8	2.9
10	21	HDPE	8	2
11	28	HDPE	4" PERF	0
12	31	HDPE	4" PERF	0
13	33	HDPE	6	2
14	21	HDPE	6	3.5
15	61	HDPE	6	2.8
16	25	HDPE	4" PERF	0
17	25	HDPE	4" PERF	0
18	11	HDPE	6	2
19	19	HDPE	4	2
20	6	HDPE	4	MIN 2
21	84	HDPE	8	2
22	17	HDPE	4" PERF	0
23	5	HDPE	6	5
24	31	HDPE	6	6.1
25	26	HDPE	4" PERF	0
26	8	HDPE	8	2
27	65	HDPE	4" PERF	0
28	24	HDPE	4	2
29	52	HDPE	4" PERF	0

SANITARY SEWER PIPE SCHEDULE

PIPE ID	LENGTH (FT)	MATERIAL	DIAMETER(IN)	SLOPE (%)
1	22	SDR-35	4	MIN 2
2	22	SDR-35	4	MIN 2
3	22	SDR-35	4	MIN 2
4	22	SDR-35	4	MIN 2
5	27	SDR-35	4	MIN 2
6	27	SDR-35	4	MIN 2
7	27	SDR-35	4	MIN 2
8	193	SDR-26	6	2
9	31	SDR-35	6	2
10	60	SDR-35	6	2

- NOTES**
1. ALL WATER SERVICES (N) 1" PE TUBING.
 2. ALL WATER MAINS TO BE INSTALLED AT INVERT DEPTH OF 3' BELOW GRADE
 3. ALL PERF PIPE TO HAVE PERFORATIONS FACING DOWN.



Attachment: 4199 and 4205 Clares Street Plans (4199 and 4205 Clares Street)

REVISIONS	BY
▲ CITY COMMENTS DATED 4/17	JW
▲ CITY COMMENTS DATED 6/17	JW

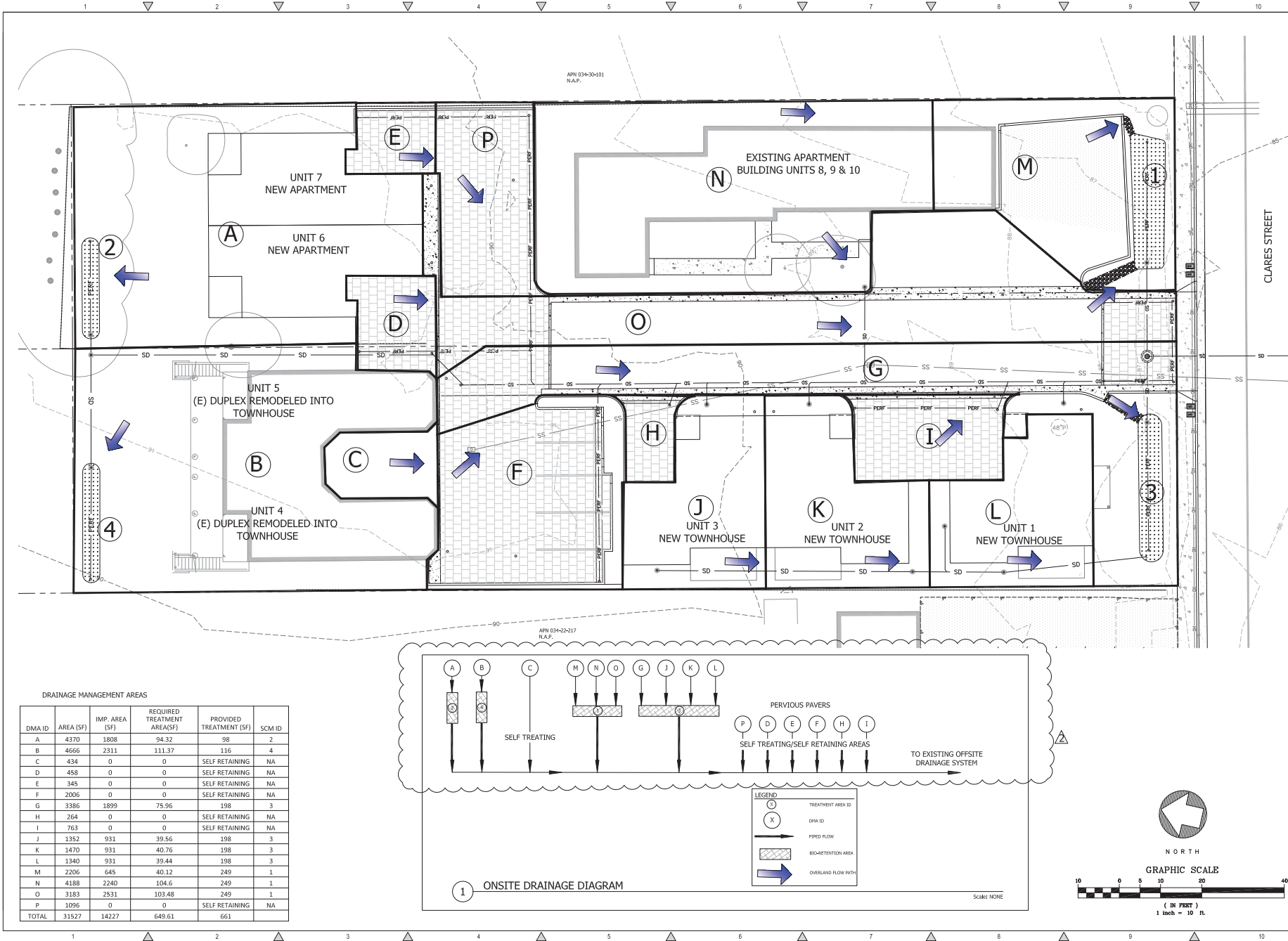
UTILITY PLAN



RESIDENTIAL PROFESSIONAL DEVELOPMENT FOR
CLARES STREET PARTNERS, LLC
4199 CLARES ST., CAPITOLA, CA.
CZG/CIVIL CONSULTANTS GROUP, INC.
Engineers/Planners
4445 COMB WILSON WAY, SUITE 6
SAN JOSE, CA 95128
P (408) 434-4400 F (408) 434-4400

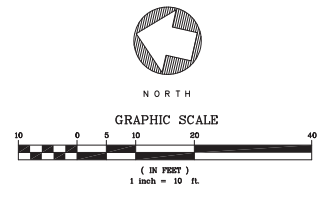
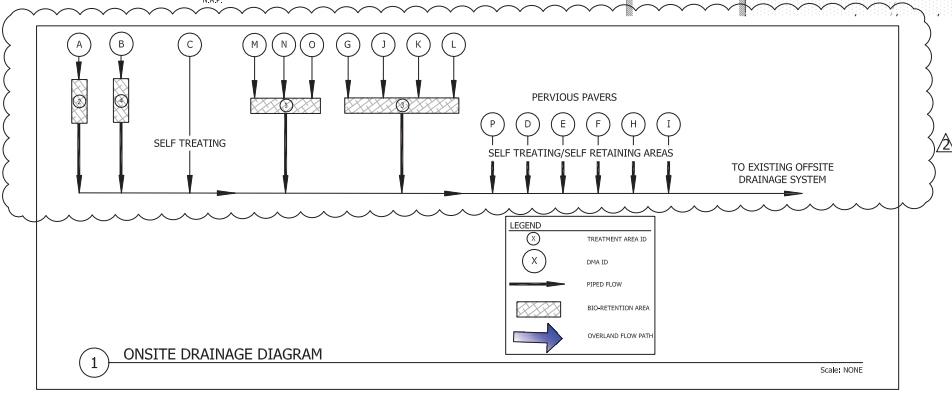
RESIDENTIAL DEVELOPMENT FOR
CLARES STREET PARTNERS, LLC
4199 CLARES ST., CAPITOLA, CA.

Date: 02/02/17
Scale: 1" = 20'
Drawn: DD/JB
Job: 449-10
Sheet:
C4.1
Of 8 Sheets



DRAINAGE MANAGEMENT AREAS

DMA ID	AREA (SF)	IMP. AREA (SF)	REQUIRED TREATMENT AREA(SF)	PROVIDED TREATMENT (SF)	SCM ID
A	4370	1808	94.32	98	2
B	4666	2311	111.37	116	4
C	434	0	0	SELF RETAINING	NA
D	458	0	0	SELF RETAINING	NA
E	345	0	0	SELF RETAINING	NA
F	2006	0	0	SELF RETAINING	NA
G	3386	1899	75.96	198	3
H	264	0	0	SELF RETAINING	NA
I	763	0	0	SELF RETAINING	NA
J	1352	931	39.56	198	3
K	1470	931	40.76	198	3
L	1340	931	39.44	198	3
M	2206	645	40.12	249	1
N	4188	2240	104.6	249	1
O	3183	2531	103.48	249	1
P	1096	0	0	SELF RETAINING	NA
TOTAL	31527	14227	649.61	661	



Attachment: 4199 and 4205 Clares Street Plans (4199 and 4205 Clares Street)

REVISIONS	BY
CITY COMMENTS DATED 4/18/17	JW
CITY COMMENTS DATED 6/17/17	JW

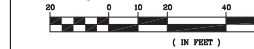
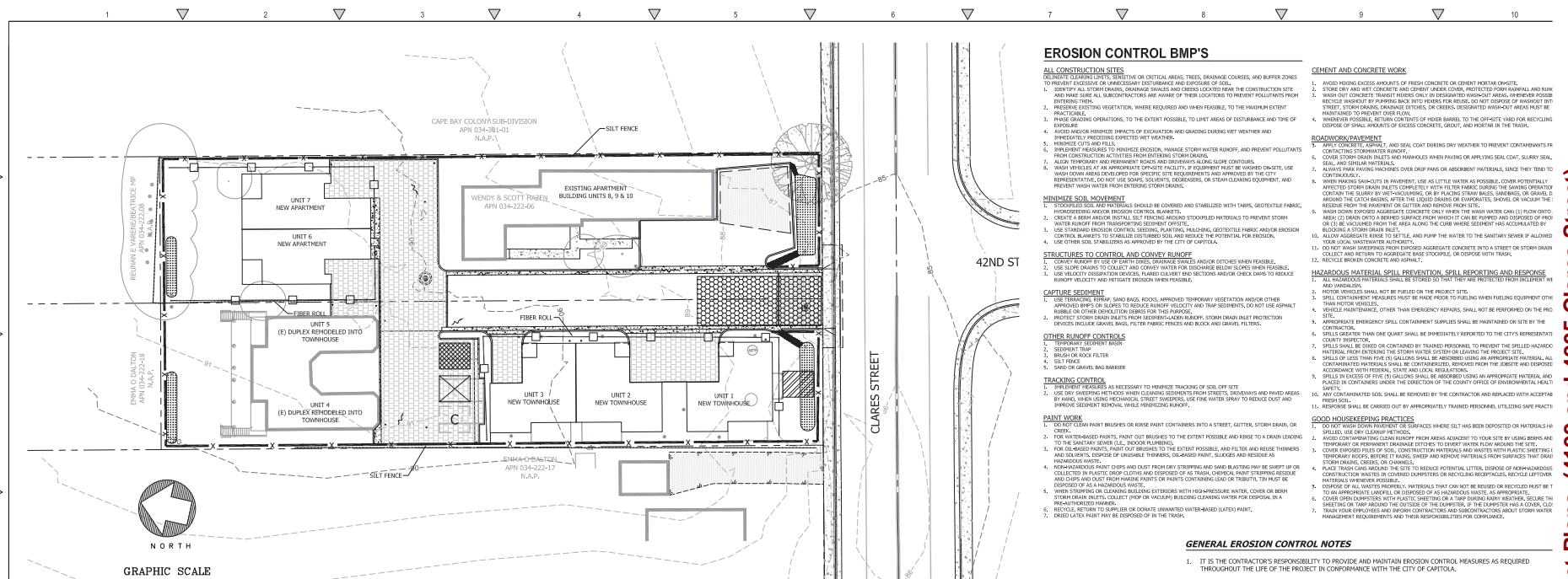
STORM WATER MANAGEMENT PLAN



CZG CIVIL CONSULTANTS GROUP, INC.
 Engineers/Planners
 4499 Clares Street, Suite 6
 Capitola, CA 95010
 Tel: (831) 684-4000 Fax: (831) 684-4003

RESIDENTIAL DEVELOPMENT FOR
 CLARES STREET PARTNERS, LLC
 4199 CLARES ST., CAPITOLA, CA.

Date: 02/02/17
 Scale: 1" = 10'
 Drawn: DD/JB
 Job: 449-10
 Sheet: C5.1
 Of 8 Sheets



LEGEND

- SILT FENCE
FIBER ROLL
DIRECTION OF FLOW WITH STORM DRAIN INSTALLED
STABILIZED CONSTRUCTION ENTRANCE/EXIT
HYDROSEED MIX

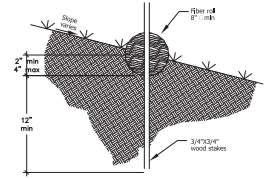
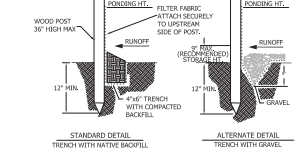
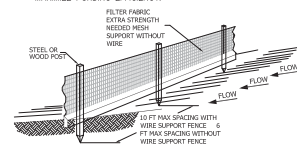
SWPPP MANAGER TO MARK KNOWN LOCATIONS

- MATERIALS & EQUIPMENT STORAGE AREA
VEHICLE MAINTENANCE/FUELING AREA
CONCRETE/WASTE WASHOUT
SANITARY FACILITY

- NOTE:
1. INSPECT AND REPAIR FENCE AFTER EACH STORM EVENT AND REMOVE SEDIMENT WHEN NECESSARY.
2. REMOVED SEDIMENT SHALL BE DEPOSITED AT AN AREA THAT WILL NOT CONTRIBUTE SEDIMENT OFF-SITE AND CAN BE PERMANENTLY STABILIZED.
3. SILT FENCE SHALL BE REPLACED ON SLOPE CONTOURS TO MAXIMIZE PONDING EFFICIENCY.

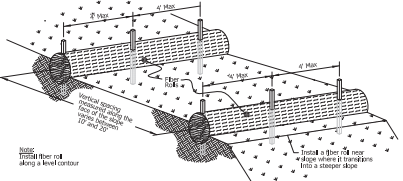
CONSTRUCTION SPECIFICATIONS

THE HEIGHT OF A SILT FENCE SHALL NOT EXCEED 36 INCHES. STORAGE HEIGHT SHALL NEVER EXCEED 18". THE FENCE LINE SHALL FOLLOW THE CONTOUR AS CLOSELY AS POSSIBLE. IF POSSIBLE, THE FILTER FABRIC SHALL BE CUT FROM A CONTINUOUS ROLL TO AVOID THE USE OF JOINTS...



CONSTRUCTION SPECIFICATIONS

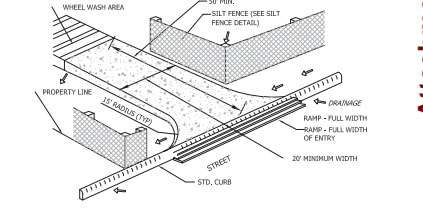
- LOCATE FIBER ROLLS ON LEVEL CONTOURS SPACED AS FOLLOWS:
- SLOPE INCLINATION OF 4:1 (4H) OR FLATTER: FIBER ROLLS SHOULD BE PLACED AT A MAXIMUM INTERVAL OF 20 FT.
- SLOPE INCLINATION BETWEEN 4:1 AND 2:1 (2H): FIBER ROLLS SHOULD BE PLACED AT A MAXIMUM INTERVAL OF 15 FT. (A CLOSER SPACING IS MORE EFFECTIVE).



IF THE FIBER ROLL IS USED AS A SEDIMENT CAPTURE DEVICE, OR AS AN EROSION CONTROL DEVICE TO MAINTAIN SHEET FLOWS, SEDIMENT THAT ACCUMULATES IN THE BMP MUST BE PERIODICALLY REMOVED IN ORDER TO MAINTAIN BMP EFFECTIVENESS...

CONSTRUCTION SPECIFICATIONS

- UNNECESSARY GRADING AND DISTURBING OR SOIL SHALL BE AVOIDED.
UPON COMPLETION OF CONSTRUCTION, ALL REMAINING EXPOSED AREAS SHALL BE PERMANENTLY RE-VEGETATED PER LAND PLANS.
CONTRACTOR SHALL NOTIFY THE CITY OF CAPITOLA 48 HOURS BEFORE ANY EARTHWORK IS BEGUN.



1 SILT FENCE Scale: NTS

2 FIBER ROLLS Scale: NTS

3 ROCKED CONSTRUCTION ENTRANCE Scale: NTS

EROSION CONTROL BMP'S

SEDIMENT CONTROL MEASURES

- 1. IDENTIFY ALL STORM DRAINS, DRAINAGE SWALES AND CREEKS LOCATED WITHIN THE CONSTRUCTION SITE AND MAINTAIN ALL SUBSEQUENTLY THE AVERAGE OF THESE LOCATIONS TO PREVENT POLLUTANTS FROM REACHING THESE AREAS AND INTO THESE AREAS. DO NOT DISPOSE OF ANY SOIL OR DEBRIS INTO THESE AREAS.
2. PRESERVE EXISTING VEGETATION, WHERE REQUIRED AND WHEN FEASIBLE, TO THE MAXIMUM EXTENT POSSIBLE.
3. PHASE GRADING OPERATIONS, TO THE EXTENT POSSIBLE, TO LIMIT AREAS OF DISTURBANCE AND THE LOSS OF PRODUCTIVE SOIL.
4. AVOID AND/OR MINIMIZE IMPACTS OF EXCAVATION AND GRADING DURING WET WEATHER AND IMMEDIATELY REVERSE EXPECTED WET WEATHER.

MINIMIZE SOIL MOVEMENT

- 1. STOCKPILE SOIL AND MATERIALS SHOULD BE COVERED AND STABILIZED WITH TURF, GEOTEXTILE FABRIC, HYDROSEEDING AND/OR EROSION CONTROL BLANKETS.
2. CREATE A BERM AND/OR INSTALL SILT FENCING AROUND STOCKPILED MATERIALS TO PREVENT STORM WATER RUNOFF FROM TRANSPORTING SEDIMENT OFF-SITE.
3. USE STABILIZED SOIL OR OTHER COVERING MATERIALS TO PREVENT EROSION, GEOTEXTILE FABRIC AND/OR EROSION CONTROL BLANKETS TO MINIMIZE TURBIDITY AND REDUCE THE POTENTIAL FOR EROSION.
4. USE OTHER SOIL STABILIZERS AS APPROVED BY THE CITY OF CAPITOLA.

STRUCTURES TO CONTROL AND CONVEY RUNOFF

- 1. CONVEY RUNOFF BY USE OF SPILL BARRIERS, DRAINAGE DITCHES AND/OR CHANNELS WHEN FEASIBLE.
2. USE SLOPE DRAINS TO COLLECT AND CONVEY WATER FOR DISCHARGE BELOW SLOPE WHEN FEASIBLE.
3. USE OTHER METHODS TO COLLECT AND CONVEY WATER FROM DISCHARGE AREAS WHEN REQUIRED.
4. RUNOFF VELOCITY AND MITIGATE EROSION WHEN FEASIBLE.

CAPTURE SEDIMENT

- 1. USE TRAPBARS, TRENCH SAND BAGS, ROCKS, APPROVED TEMPORARY VEGETATION AND/OR OTHER APPROVED BMP'S ON SLOPES TO REDUCE RUNOFF VELOCITY AND TRAP SEDIMENTS, DO NOT USE ASPHALT OR OTHER IMPERMEABLE SURFACES FOR THIS PURPOSE.
2. PROTECT STORM DRAIN INLETS FROM SEDIMENT-LADEN RUNOFF. STORM DRAIN INLET PROTECTION DEVICES INCLUDE SAND BAGS, FILTER FABRIC, TRENCH SAND BAGS AND GRAVEL FILTERS.

OTHER RUNOFF CONTROLS

- 1. SECONDARY TRAP
2. SEDIMENT TRAP
3. TRAP AND FILTER
4. SILT FENCE
5. SAND BAGS, GRAVEL AND BARRIERS

TRACKING CONTROL

- 1. IDENTIFY METHODS AS NECESSARY TO MINIMIZE TRACKING OF SOIL OFF-SITE
2. USE ONE SHEETING METHOD OR CLEANING SEDIMENTS FROM CLEANING AND PAVED AREAS BY HAND, WHEN USING MECHANICAL STREET SWEEPERS, USE FIRE WATER SPRAY TO REMOVE DUST AND IMPROVE SEDIMENT REMOVAL, WISE WASHING READY.

PAINT WORK

- 1. COVER EXPOSED PAINT BRUSHES OR BRISTL MATS CONTAINED INTO A STREET, DUTTER, STORM DRAIN, OR CREEK.
2. COVER TRAYED PAINTS, PAINT OUT CONTAINERS TO THE EXTENT POSSIBLE AND WASH TO A DRAIN LEADING TO THE SANITARY SEWER LINE, INDOOR PUMPING.
3. COVER EXPOSED PAINTS, PAINT OUT CONTAINERS TO THE EXTENT POSSIBLE AND WASH THINNESS AND SOLVENTS, DEPOSE OF UNUSABLE THINNESS, COLLECTED PAINT, SLUDGES AND RESIDUE AS TRASH, CHEMICAL PAINTS STORED BEFORE DISPOSAL.
4. INCORPORATE PAINT DUSTS AND DIRT FROM DRY STRIPPING AND SAND BLASTING MAY BE SWEEP OR COLLECTED IN A PRACTICE DIRT DUMP AND DEPOSITED AS TRASH, CHEMICAL PAINTS STORED BEFORE DISPOSAL.
5. DO NOT DISPOSE OF PAINTS CONTAINING LEAD OR MERCURY.
6. DO NOT DISPOSE OF PAINTS CONTAINING MERCURY INTO THE SANITARY SEWER SYSTEM.
7. COVER OR BURY STORM DRAIN INLETS, COLLECT DIRT OR VACUUM BUILDING CLEANING WATER FOR DISPOSAL.
8. RECYCLE, RETURN TO SUPPLIER OR DONATE UNPAINTED WATER-BASED LATEX PAINT.
9. DISPOSED PAINT MAY BE DEPOSITED AT THE WASTE CENTER.

CEMENT AND CONCRETE WORK

- 1. AVOID EXCESSIVE AMOUNTS OF FRESH CONCRETE OR CEMENT MORTAR ON-SITE.
2. STORE DRY AND WET CONCRETE AND CEMENT UNDER COVER, PROTECTED FROM HAND AND RAIN AND MAINTAIN ALL SUBSEQUENTLY THE AVERAGE OF THESE LOCATIONS TO PREVENT POLLUTANTS FROM REACHING THESE AREAS AND INTO THESE AREAS. DO NOT DISPOSE OF ANY SOIL OR DEBRIS INTO THESE AREAS.
3. PRESERVE EXISTING VEGETATION, WHERE REQUIRED AND WHEN FEASIBLE, TO THE MAXIMUM EXTENT POSSIBLE.
4. AVOID AND/OR MINIMIZE IMPACTS OF EXCAVATION AND GRADING DURING WET WEATHER AND IMMEDIATELY REVERSE EXPECTED WET WEATHER.

ROADWORK/PAVEMENT

- 1. APPLY CONCRETE, ASPHALT, AND SEAL COAT DURING DRY WEATHER TO PREVENT CONTRACTORS FROM CONTACTING STORMWATER RUNOFF.
2. COVER STORM DRAIN INLETS AND MANHOLES WHEN PAVING OR APPLYING SEAL COAT, SLURRY SEAL, SEAL AND SEALER MATERIALS.
3. ALWAYS PAVE PAVEMENT OVER DRY PAVEMENT OR ABSORPTION MATERIALS, SUCH AS SILT, SAND, OR OTHER MATERIALS.
4. COVER STORM DRAIN INLETS COMPLETELY WITH FILTER FABRIC DURING THE PAVING OPERATION TO PREVENT THE SLOPES BY NETWORKING OR PLACING TRENCH BARS, SAND OR GRAVEL ON GRAVEL AROUND THE CATCH BASIN, AFTER THE LIQUID GRADE OR EMPLOYMENTS, SHOULD OR VACUUM THE RESIDUE FROM THE SURFACE OR OFF-SITE AND REMOVE FROM SITE.

HAZARDOUS MATERIAL SPILL PREVENTION, SPILL REPORTING AND RESPONSE

- 1. ALL HAZARDOUS MATERIALS SHALL BE STORED SO THAT THEY ARE PROTECTED FROM INCIDENT IN AND WINDWARD.
2. MOTOR VEHICLES SHALL NOT BE FUELED ON THE PROJECT SITE.
3. SPILL CONTAINMENT MATERIALS MUST BE KEPT READY FOR USE WHEN FUELING EQUIPMENT ON-SITE.
4. VEHICLE MAINTENANCE, OTHER THAN EMERGENCY REPAIRS, SHALL NOT BE PERFORMED ON THE PROJECT SITE.
5. APPROPRIATE EMERGENCY SPILL CONTAINMENT SUPPLIES SHALL BE MAINTAINED ON-SITE AT ALL TIMES.
6. SPILLS GREATER THAN ONE QUART SHALL BE IMMEDIATELY REPORTED TO THE CITY'S REPRESENTATIVE COUNTY DEPARTMENT.
7. SPILLS SHALL BE STOPPED OR CONTAINED BY TRAINED PERSONNEL TO PREVENT THE SPILLED MATERIAL FROM ENTERING THE STORM WATER SYSTEM OR LEAKING TO ADJACENT AREAS.
8. SPILLS LESS THAN FIVE (5) GALLONS SHALL BE ABSORBED USING AN APPROPRIATE MATERIAL, ALL CONTAMINATED MATERIALS SHALL BE CONTAINED, REMOVED FROM THE SITE AND DISPOSED AT AN APPROPRIATE LOCATION.
9. SPILLS IN EXCESS OF FIVE (5) GALLONS SHALL BE ABSORBED USING AN APPROPRIATE MATERIAL, AND PLACED IN CONTAINERS UNDER THE JURISDICTION OF THE COUNTY OFFICE OF ENVIRONMENTAL HEALTH SAFETY.
10. ALL CONTAMINATED SOIL SHALL BE REMOVED BY THE CONTRACTOR AND REPLACED WITH ACCEPTABLE FRESH SOIL.
11. RESPONSE SHALL BE CARRIED OUT BY APPROPRIATELY TRAINED PERSONNEL, UTILIZING SAFE PRACTICES.

GOOD HOUSEKEEPING PRACTICES

- 1. DO NOT HIGH DUMP DEBRIS OR SURFACES WHERE SILT HAS BEEN DEPOSITED OR MATERIALS IN SPILLED, USE OF CLEANING METHODS.
2. COVER EXPOSED PAINT BRUSHES OR BRISTL MATS CONTAINED INTO A STREET, DUTTER, STORM DRAIN, OR CREEK.
3. COVER TRAYED PAINTS, PAINT OUT CONTAINERS TO THE EXTENT POSSIBLE AND WASH THINNESS AND SOLVENTS, DEPOSE OF UNUSABLE THINNESS, COLLECTED PAINT, SLUDGES AND RESIDUE AS TRASH, CHEMICAL PAINTS STORED BEFORE DISPOSAL.
4. INCORPORATE PAINT DUSTS AND DIRT FROM DRY STRIPPING AND SAND BLASTING MAY BE SWEEP OR COLLECTED IN A PRACTICE DIRT DUMP AND DEPOSITED AS TRASH, CHEMICAL PAINTS STORED BEFORE DISPOSAL.
5. DO NOT DISPOSE OF PAINTS CONTAINING LEAD OR MERCURY.
6. DO NOT DISPOSE OF PAINTS CONTAINING MERCURY INTO THE SANITARY SEWER SYSTEM.
7. COVER OR BURY STORM DRAIN INLETS, COLLECT DIRT OR VACUUM BUILDING CLEANING WATER FOR DISPOSAL.
8. RECYCLE, RETURN TO SUPPLIER OR DONATE UNPAINTED WATER-BASED LATEX PAINT.
9. DISPOSED PAINT MAY BE DEPOSITED AT THE WASTE CENTER.

GENERAL EROSION CONTROL NOTES

- 1. IT IS THE CONTRACTOR'S RESPONSIBILITY TO PROVIDE AND MAINTAIN EROSION CONTROL MEASURES AS REQUIRED THROUGHOUT THE LIFE OF THE PROJECT IN CONFORMANCE WITH THE CITY OF CAPITOLA.
2. CONTRACTOR TO PROVIDE BACK-UP EROSION PREVENTION MEASURES (SOIL STABILIZATION WITH SEDIMENT CONTROL MEASURES SUCH AS STRAW MATS, SILT FENCE, GRAVEL INLET FILTERS, AND/OR SEDIMENT TRAPS OR BASINS, ENSURE CONTROL MEASURES ARE ADEQUATE, IN PLACE AND IN OPERABLE CONDITIONS, SEDIMENT CONTROL, INCLUDING INLET PROTECTION, ARE NECESSARY BUT CAN BE A SECONDARY DEFENSE BEHIND GOOD EROSION CONTROL, MEASURES.
3. ALL EROSION PREVENTION AND SEDIMENT CONTROL MEASURES SHALL BE MAINTAINED AND REPAIRED THROUGHOUT THE SI REPLACEMENT SUPPLIES SHOULD BE KEPT ON SITE.
4. SITE INSPECTIONS SHALL BE CONDUCTED BEFORE AND AFTER EACH STORM EVENT, AND EVERY 24 HOURS FOR EXTENDED ST EVENTS TO IDENTIFY AREAS THAT CONTRIBUTE TO EROSION AND SEDIMENT PROBLEMS OR ANY OTHER POLLUTANT DISCHARGE IF ADDITIONAL MEASURES ARE NEEDED, REVISE THE EROSION CONTROL PLAN AND IMPLEMENT THE MEASURES IDENTIFIED. DOCUMENT ALL INSPECTION FINDINGS AND ACTIONS TAKEN.
5. CONTRACTOR SHALL USE BEST MANAGEMENT PRACTICES DURING CONSTRUCTION FOR CONTROL OF STORM WATER RUNOFF.
6. BETWEEN OCTOBER 15 AND APRIL 15, EXPOSED SOIL SHALL BE PROTECTED FROM EROSION AT ALL TIMES. HAY BALES, FILT BERRS, OR OTHER MEANS SHALL BE EMPLOYED TO PREVENT TURBID RUNOFF TO ADJACENT PROPERTIES.
7. UNNECESSARY GRADING AND DISTURBING OR SOIL SHALL BE AVOIDED.
8. ANY EXCESS MATERIAL SHALL BE DISPOSED OF OFF-SITE OR STOCKPILED IN A MANNER TO AVOID RUNOFF ONTO ADJACENT PROPERTIES.
9. UPON COMPLETION OF CONSTRUCTION, ALL REMAINING EXPOSED AREAS SHALL BE PERMANENTLY RE-VEGETATED PER LAND PLANS.
10. ANY MATERIAL STOCKPILED DURING CONSTRUCTION SHALL BE COVERED WITH PLASTIC.
11. DURING CONSTRUCTION, NO TURBID SITE WATER SHALL BE PERMITTED TO ENTER STORM DRAIN SYSTEM. USE OF SILT AND GRADE TRAPS, FILTER BERMS, OR HAY BALES SHALL BE USED TO PREVENT SUCH DISCHARGE.
12. CONTRACTOR SHALL NOTIFY THE CITY OF CAPITOLA 48 HOURS BEFORE ANY EARTHWORK IS BEGUN.
13. ALL CONSTRUCTION SHALL CONFORM TO CITY OF CAPITOLA BUILDING STANDARDS, A WATER GRADING PERMIT IS REQUIRE ALL CLEARING, GRADING, OR EXCAVATION SHALL TAKE PLACE BEFORE APRIL 15, UNLESS THERE IS AN APPROVED WINTER EROSION CONTROL PLAN. ALL DISTURBED SOIL SHALL BE SEEDING, MULCHED, OR OTHERWISE PROTECT OCTOBER 15.

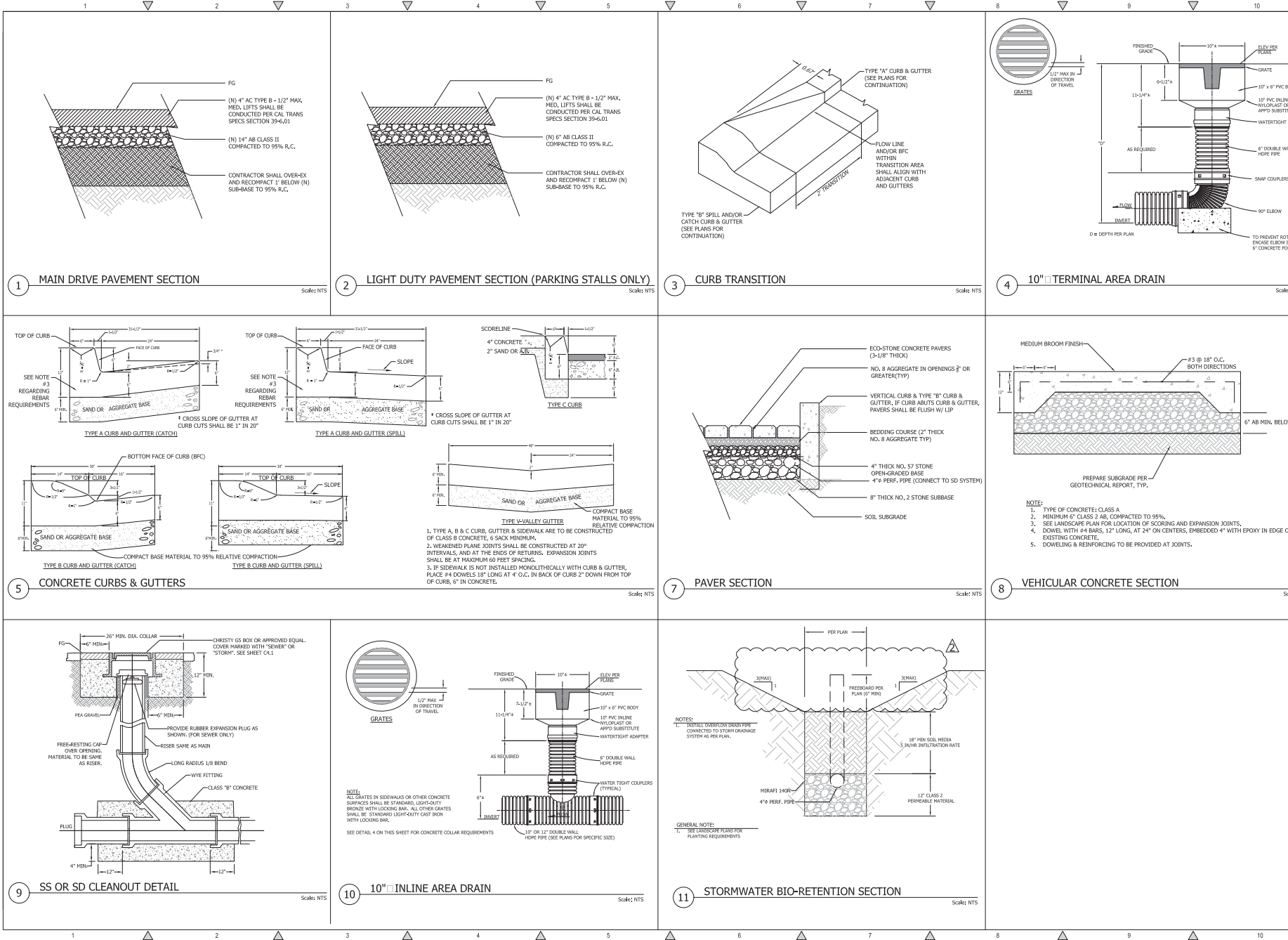
Table with 2 columns: REVISIONS, CITY COMMENTS. Includes rows for dated 4/17 and 4/17.

EROSION CONTROL PLAN



CG CONSULTANTS GROUP, INC.
RESIDENTIAL DEVELOPMENT FOR CLARES STREET PARTNERS, LLC
4199 CLARES ST., CAPITOLA, CA.
Phone: (831) 658-4040
Fax: (831) 658-4040

RESIDENTIAL DEVELOPMENT FOR CLARES STREET PARTNERS, LLC
4199 CLARES ST., CAPITOLA, CA.
Date: 02/02/17
Scale: AS NOTED
Drawn: DJ/DB
Job: 449-10
Sheet: C6.1



REVISIONS	BY
▲ CITY COMMENTS DATED 4/8/17	JW
▲ CITY COMMENTS DATED 6/1/17	JW

CONSTRUCTION DETAILS



RESIDENTIAL DEVELOPMENT FOR
CLARES STREET PARTNERS, LLC
4199 CLARES ST., CAPITOLA, CA.

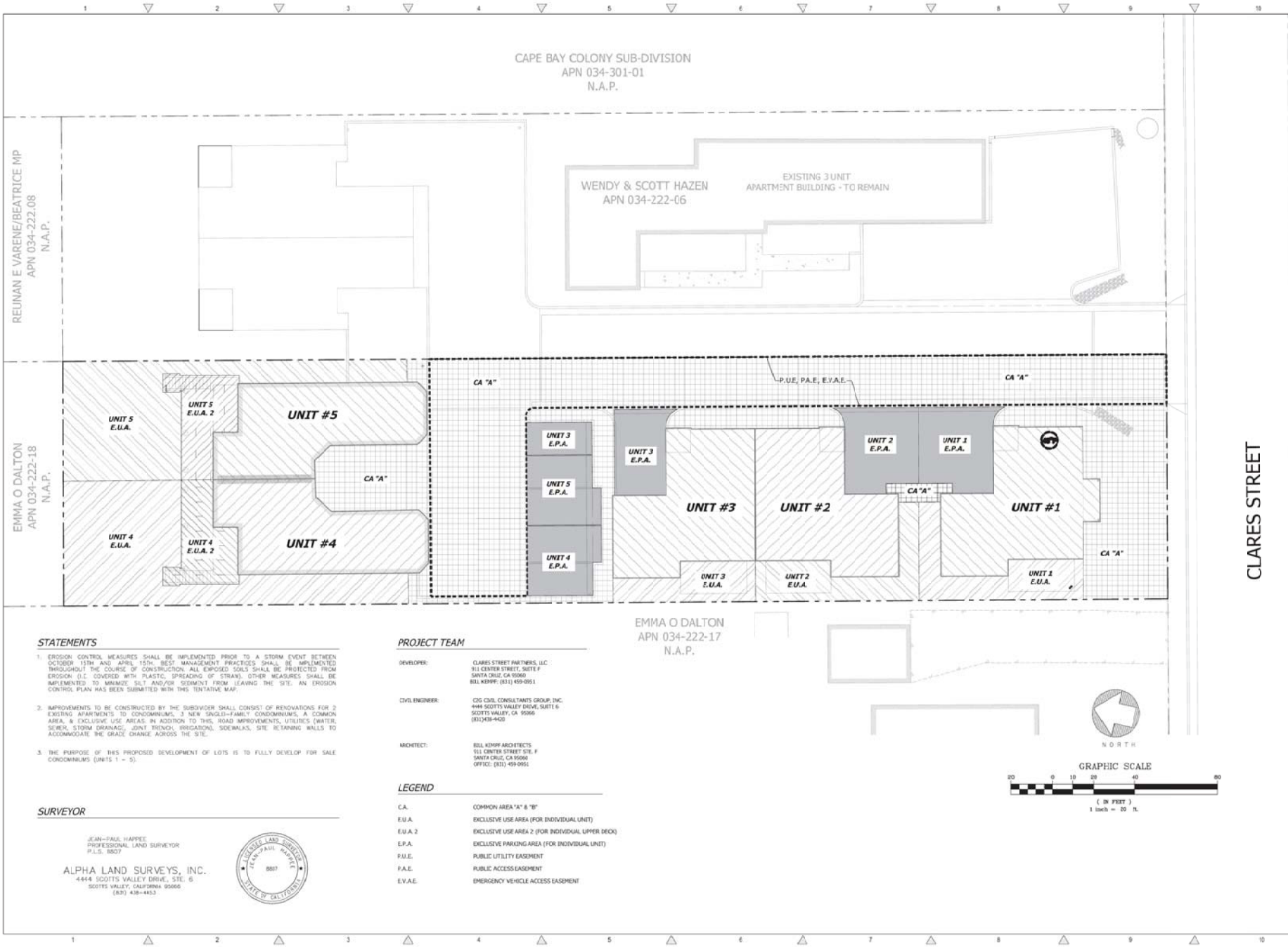
Professional Engineer Seal: No. C 84561, Exp. 6/30/17, State of California.

Engineers/Planners: C2G/CIVIL CONSULTANTS GROUP, INC.

Address: 1000 E. Ocean Blvd., Suite 200, Capitola, CA 95010
Phone: (831) 438-4400

RESIDENTIAL DEVELOPMENT FOR
CLARES STREET PARTNERS, LLC
4199 CLARES ST., CAPITOLA, CA.

Date:	02/02/17
Scale:	1" = 20"
Drawn:	DD/JS
Job:	449-10
Sheet:	C7.1
Of 8 Sheets	



STATEMENTS

1. EROSION CONTROL MEASURES SHALL BE IMPLEMENTED PRIOR TO A STORM EVENT BETWEEN OCTOBER 15TH AND APRIL 15TH. BEST MANAGEMENT PRACTICES SHALL BE IMPLEMENTED THROUGHOUT THE COURSE OF CONSTRUCTION. ALL EXPOSED SOILS SHALL BE PROTECTED FROM EROSION (I.E. COVERED WITH PLASTIC, SPREADING OF STRAW). OTHER MEASURES SHALL BE IMPLEMENTED TO MINIMIZE SOIL AND/OR SEDIMENT FROM LEAVING THE SITE. AN EROSION CONTROL PLAN HAS BEEN SUBMITTED WITH THIS TENTATIVE MAP.
2. IMPROVEMENTS TO BE CONSTRUCTED BY THE SUBDIVIDER SHALL CONSIST OF RENOVATIONS FOR 2 EXISTING APARTMENTS TO CONDOMINIUMS, 3 NEW SINGLES-FAMILY CONDOMINIUMS, A COMMON AREA, & EXCLUSIVE USE AREAS IN ADDITION TO THIS. ROAD IMPROVEMENTS, UTILITIES (WATER, SEWER, STORM DRAINAGE), JOINT TRENCH, IRRIGATION, SIDEWALKS, SITE RETAINING WALLS TO ACCOMMODATE THE GRADE CHANGE ACROSS THE SITE.
3. THE PURPOSE OF THIS PROPOSED DEVELOPMENT OF LOTS IS TO FULLY DEVELOP FOR SALE CONDOMINIUMS (UNITS 1 - 5).

SURVEYOR

JEAN-PAUL HAPPEE
PROFESSIONAL LAND SURVEYOR
P.L.S. 8807

ALPHA LAND SURVEYS, INC.
4444 SCOTT'S VALLEY DRIVE, STE. 6
SCOTT'S VALLEY, CALIFORNIA 95066
(831) 436-4453



PROJECT TEAM

DEVELOPER: CLARES STREET PARTNERS, LLC
911 CENTER STREET, SUITE F
SANTA CRUZ, CA 95060
BILL KERRY: (831) 459-0951

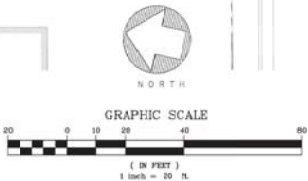
CIVIL ENGINEER: C2G CIVIL CONSULTANTS GROUP, INC.
4444 SCOTT'S VALLEY DRIVE, SUITE 6
SCOTT'S VALLEY, CA 95066
(831) 438-4400

ARCHITECT: BILL KERRY ARCHITECTS
911 CENTER STREET, STE. F
SANTA CRUZ, CA 95060
OFFICE: (831) 459-0951

LEGEND

- CA. COMMON AREA "A" & "B"
- E.U.A. EXCLUSIVE USE AREA (FOR INDIVIDUAL UNIT)
- E.U.A. 2 EXCLUSIVE USE AREA 2 (FOR INDIVIDUAL UPPER DECK)
- E.P.A. EXCLUSIVE PARKING AREA (FOR INDIVIDUAL UNIT)
- P.U.E. PUBLIC UTILITY EASEMENT
- P.A.E. PUBLIC ACCESS EASEMENT
- E.V.A.E. EMERGENCY VEHICLE ACCESS EASEMENT

EMMA O DALTON
APN 034-222-17
N.A.P.



Attachment: 4199 and 4205 Clares Street Plans (4199 and 4205 Clares Street)

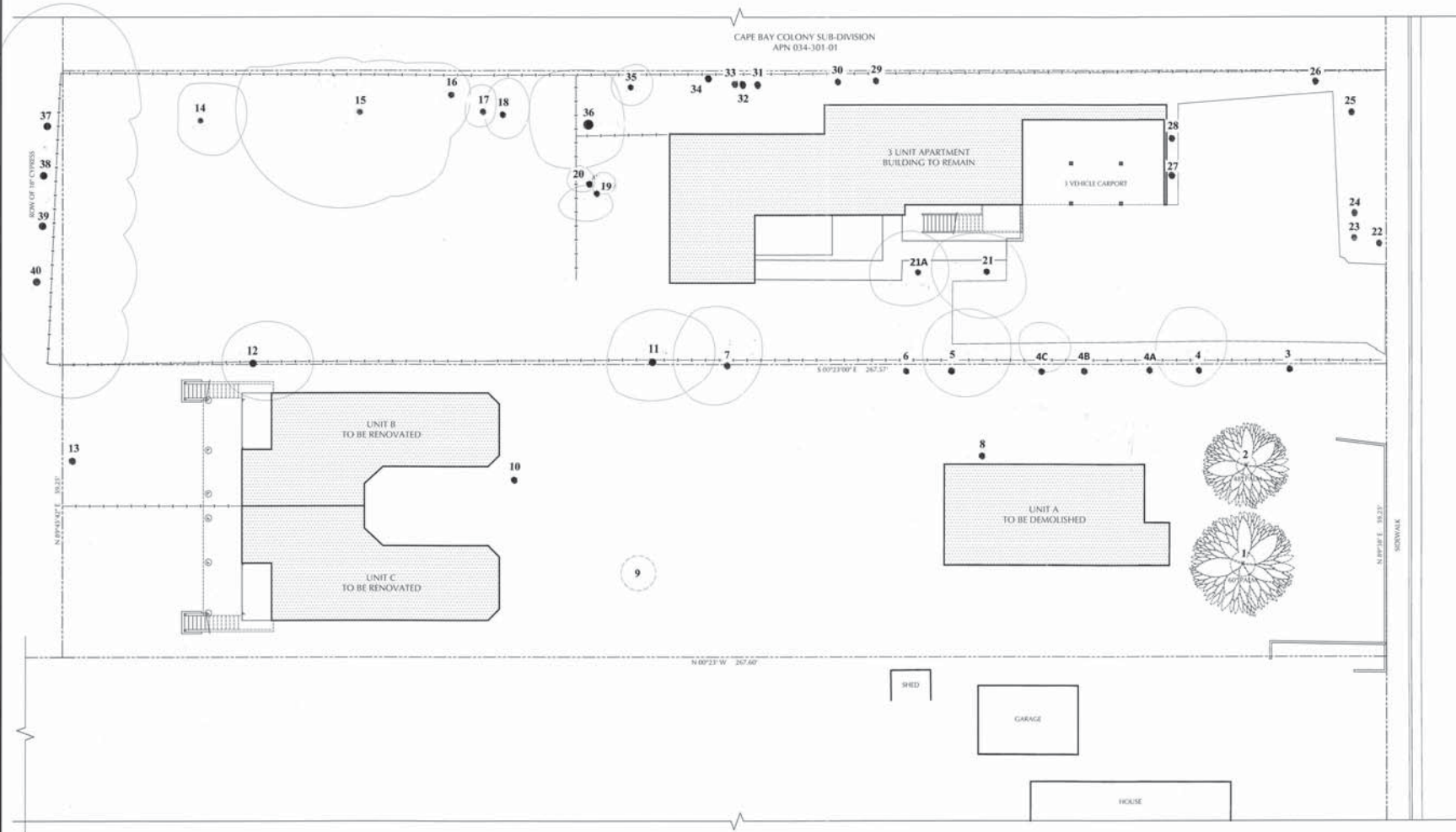
REVISIONS	BY

TENTATIVE CONDOMINIUM
MAP

RESIDENTIAL DEVELOPMENT FOR
CLARES STREET PARTNERS, LLC
4199 CLARES ST., CAPITOLA, CA.

Date: 10/04/17
Scale: 1" = 20'
Drawn: DD/JB
Job: 449-10
Sheet:
SHEET 1
Of 1 Sheets

<p>Nigel Belton Consulting Arborist PO Box 1744 Aptos, CA 95001 (831) 688 1239 (831) 332 3483 nb@nigelca.com</p>	<p>TREE LOCATION MAP 4199 Clares Street, Capitola California</p> <p>This label is attached to a plan that has been prepared by another professional - This label is intended to demonstrate that I do not take any credit for the plan - This plan has been used to add relevant arboricultural information only.</p>
<p>Date Prepared: November 9, 2016</p>	<p>Prepared at the request of: Bill Kempf Architect 911 Center Street, suite F Santa Cruz, CA 95060</p>
<p>Job: Clares Street Partners, LLC.</p>	<p>Prepared by Nigel Belton Certified Arborist WE-0410A</p>



1 EXISTING SITE PLAN
 SCALE: 1"=10'-0"

Attachment: 4199 and 4205 Clares Street Plans (4199 and 4205 Clares Street)

WILLIAM C. KEMPf
 ARCHITECT
 911 Center Street, Suite F
 Santa Cruz, CA 95060
 831 419-0951
 bill@wckempf.com

RESIDENTIAL DEVELOPMENT FOR
CLARES STREET PARTNERS, LLC
 4199 CLARES STREET, CAPITOLA, CALIFORNIA
 EXISTING SITE PLAN

ISSUING DATE:
 NOVEMBER 8, 2016

NO: 034-222-05

AGENT NAME:
 CLARES ST. PARTNERS LLC

DIRECT NAME:
 4199 CLARES STREET

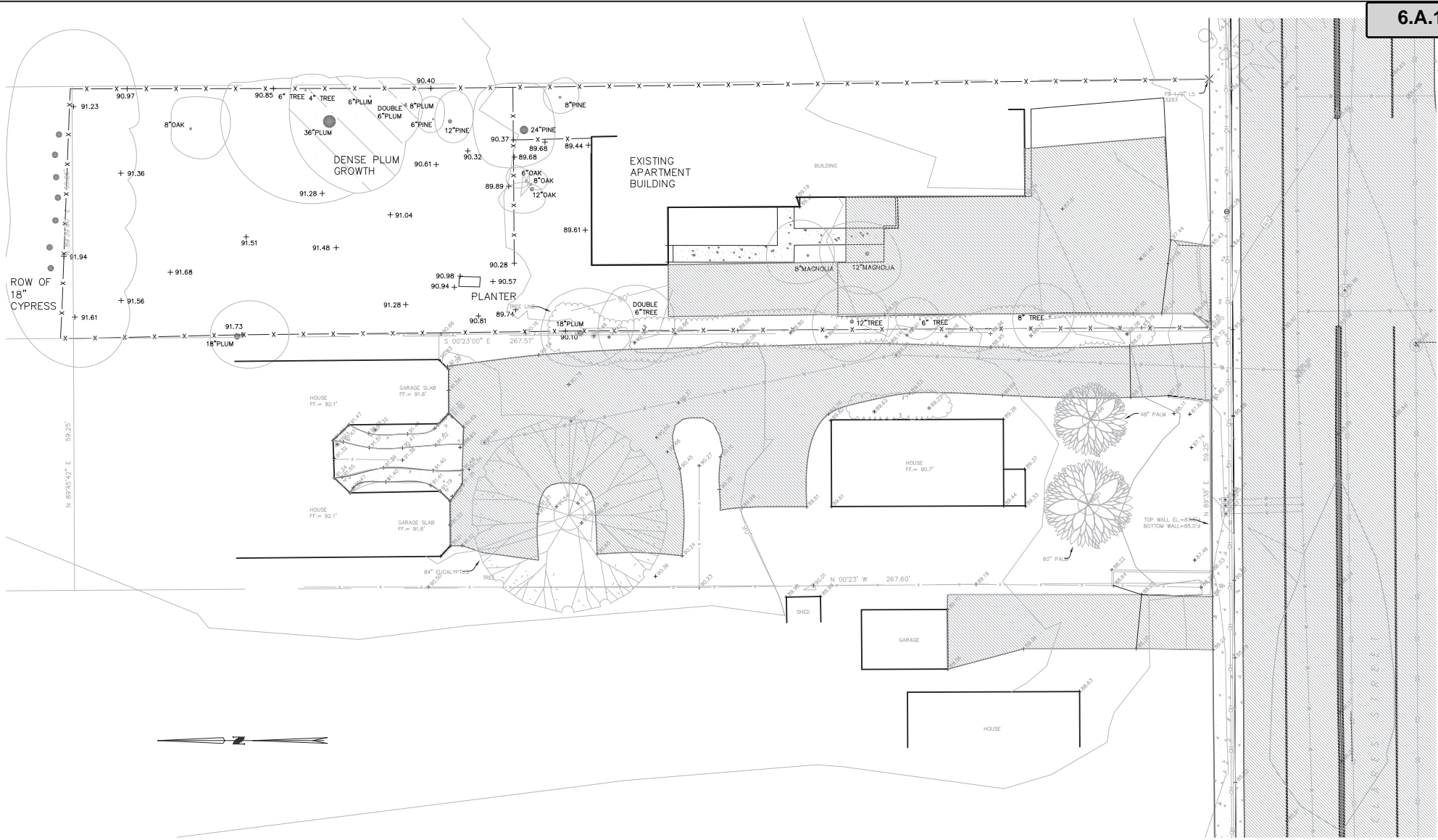
REVISIONS	
DESCRIPTION	DATE

DISCLAIMER

THIS PLAN AND INFORMATION HEREON IS THE PROPERTY OF WILLIAM C. KEMPf ARCHITECT. IT IS THE PROPERTY OF WILLIAM C. KEMPf ARCHITECT AND SHALL NOT BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM, WITHOUT THE WRITTEN PERMISSION OF WILLIAM C. KEMPf ARCHITECT.



TR-1

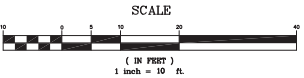


ROW OF 18" CYPRESS

N 89°46'42" E 59.25'

NOTES

A TITLE REPORT WAS NOT PROVIDED FOR THIS SURVEY. EASEMENTS SHOWN, IF ANY, ARE COMPILED FROM RECORD MAPS AND THE CURRENT DEED FOR THE PROPERTY. THERE MAY BE ADDITIONAL EASEMENTS THAT BURDEN OR BENEFIT THE SUBJECT PROPERTY THAT WOULD ONLY BE REVEALED ON A TITLE REPORT.



JEAN-PAUL HAPPEE, PLS 8807

ALPHA LAND SURVEYS, INC.	
4444 SCOTT'S VALLEY DR. #7 SCOTT'S VALLEY, CA 95068 (831) 438-4453	P.O. BOX 1146 MORGAN HILL, CA 95038 (831) 438-4453
1" = 10'	DATE: 8/22/16
TOPOGRAPHIC MAP OF 4193/4201-4205, CLARES S CITY OF CAPITOLA SANTA CRUZ COUNTY	

4199 Clares Street and RM-LM (Multi Family Low Density) Development Standards

Development Standards		
	Maximum	Proposed
Height	30 ft.	Unit 1: 23 ft. 10 in. Unit 2 and 3: 25 ft. 7 in. Unit 4 and 5: 24 ft. 0 in.
Lot Coverage	40%	35% (5,489 sf)
Front yard, First story	15 ft.	20 ft.
Front yard, Garage	20 ft.	45 ft.
Front Yard, Second Story	15 ft. + 2% of lot depth (20 ft.)	20 ft.
Side Yard, First story	10% of lot width 60 ft. wide 6 ft.	6 ft.
Side Yard, Second story	12% of lot width 60 ft. wide 7 ft. 11 in.	7 ft. Existing duplex (non-conforming) 9 ft. New Structures
Landscaping and Open Space		
Landscaping: Screen planting and additional landscaping shall be encouraged in all yard areas to insure privacy for all residents.		Complies
Usable open space: Not less than 50% of the required rear yard shall be developed as usable open space, fully landscaped and accessible to the residents of the structure on the site. The least dimension of this usable open space shall be fifteen feet. Fully developed roof terraces and roof gardens shall be allowed to provide up to one-half the area of usable open space.		Complies
Private open space: Minimum private open space in the form of screened terraces, decks or balconies shall be provided as follows: 1. Not less than fifty percent of dwelling units shall be provided with individual open space; 2. Each private open space shall have a minimum area of forty-eight square feet, with a least dimension of four feet.		Complies. Each unit has private ownership of the open space around the yard.
Parking		
	Required	Proposed
Dwellings, apartments and condominiums (townhouse) of more than four units, one covered space for each unit, plus one and one-half additional spaces on the site for each dwelling unit. Each regular space must be a minimum of nine feet by eighteen feet. Forty percent of the spaces may be compact spaces of eight feet by sixteen feet.	1 covered and 1.5 uncovered per unit	<u>3 spaces total per unit</u> 1 covered 2 uncovered Complies
Underground Utilities: required with 25% increase in area		Required

4205 Clares Street and RM-LM (Multi Family Low Density) Development Standards

Development Standards		
	Maximum	Proposed
Height	30 ft.	Unit 6 and 7: 25 ft. Unit 8, 9 and 10: 22 ft.
Lot Coverage	40%	26% (4,218 sq. ft.)
Setbacks – Based on entire parcel		
Front yard, First story	15 ft.	44 ft.
Front yard, Garage	20 ft.	44 ft.
Front Yard, Second Story	15 ft. + 2% of lot depth	73 ft.
Side Yard, First story	10% of lot width 59 ft. wide 6 ft.	7 ft. 2 in.
Side Yard, Second story	12% of lot width 60 ft. wide 7 ft. 2 in.	7 ft. 2 in.
Landscaping and Open Space		
Landscaping: Screen planting and additional landscaping shall be encouraged in all yard areas to insure privacy for all residents.		Complies
Usable open space: Not less than 50% of the required rear yard shall be developed as usable open space, fully landscaped and accessible to the residents of the structure on the site. The least dimension of this usable open space shall be fifteen feet. Fully developed roof terraces and roof gardens shall be allowed to provide up to one-half the area of usable open space.		Complies
Private open space: Minimum private open space in the form of screened terraces, decks or balconies shall be provided as follows: 1. Not less than fifty percent of dwelling units shall be provided with individual open space; 2. Each private open space shall have a minimum area of forty-eight square feet, with a least dimension of four feet.		Complies
Underground Utilities: required with 25% increase in area		Required



WILLIAM C. KEMPF, ARCHITECT

911 Center Street, Suite F
 Santa Cruz, CA 95060
 831 459-0951
 www.wckempf.com

PROJECT MEMORANDUM

TO: Katie Herlihy, Senior Planner; City of Capitola Planning Department

ADDRESS: 420 Capitola Avenue, Capitola, CA 95010

DATE: October 12, 2017 FROM: Bill Kempf

PROJECT: 4199 & 4205 Clares Street

Thank you for your help in processing our Multi-Residential Unit application for 4199 & 4205 Clares Street in Capitola. We look forward to the project being presented at the November 2nd Planning Commission Hearing. The following is in response to your request for information:

1. Please provide me with an updated project description including the requested concessions, incentives, and waivers, and the proposed affordability type and location of affordable unit.

Project Description:

Create a 24' wide shared ingress-egress easement along a common property line to allow for increased density on each lot using the State of California Density Bonus Law.

On 4199 Clares Street:

- a. Demolish one existing single family dwelling and replace it with three new condominiums.
- b. Refurbish existing duplex at rear of property and convert it to two condominiums.
- c. Remove two existing palm trees and gift them to City of Capitola for new Clares Street library site.
- d. Use State Density Bonus Law to increase density from 3 to 5 units, see sheet A2.2 for calculation.
- e. Designate new condominium #2 as for sale/affordable to a 'Low Income' buyer.
- f. No concessions, waivers, or incentives are requested.

On 4205 Clares Street:

- g. Existing three unit apartment building shall remain as is.
- h. Construct two new attached apartment units at the rear of the property.
- i. Use State Density Bonus Law to increase density from 3 to 5 units, see sheet A2.2 for calculation.
- j. Designate existing apartment #10 as for rent/affordable to a 'Low Income' renter.
- k. No concessions, waivers, or incentives are requested.

2. Go through the condominium requirements of the code 16.68.050, and 16.68.100-190 and provide information on each requirement or if you are asking for a waiver or a condition of approval that the requirement be met at time of building permit/map recordation.

Per Code 16.68.050 (pertains to conversion of Units 4 & 5 to Condominiums)

- A. The following items show compliance with community apartment conversion standards.
- 16.68.110 Off-street Parking – Each unit will have one covered and two uncovered spaces exceeding the requirement.
 - 16.68.120 Meters & Control Valves – Each unit will be separately metered and billed for all utilities.
 - 16.68.130 Overcurrent Protection – Each unit already has their own separate electrical service.
 - 16.68.140 Impact Sound Insulation – Each unit will meet CBC requirements for sound transmission at the party wall.
 - 16.68.150 Compliance with Building & Housing Codes – Each unit will meet City and State Building and Fire Codes. Each unit will be equipped with smoke detectors and a fire sprinkler system will be installed.
 - 16.68.160 Storage Facilities – Each unit has an oversized garage with at least 200 cubic feet of storage space.
 - 16.68.170 Open Spaces – Each unit has a large backyard that exceeds the zoning requirement for open space.
 - 16.68.180 Condition of Equipment and Appliances – Each unit will be completely upgraded and all these items will be new.
 - 16.68.190 Waiver of Requirements – No waiver is requested.
- B. Please see sheet A2.2 for all Site Related information.
- C. The following are effects of proposed conversion on City's Housing Supply per 16.68.290:
- a. The current tenants moved in after the property sale in 2015 with the understanding that both units were going to be upgraded. They are on month to month leases with 30 day noticing required of the landlord. The units are existing and proposed to be fully upgraded to current codes which would benefit the health, safety, and general welfare of the community.
 - b. The existing units are currently serving market rate tenants without any subsidies:
 1. The existing tenant's incomes are unknown and haven't been provided.
 2. The greater proposed development will dedicate one of the five units (20%) as a 'low income' affordable unit meeting this requirement. The proposed unit will be brand new construction and sold in accordance with State law requirements.
 - c. An opportunity for a lower cost ownership unit will be provided in the greater project. See item b2 above.
 - d. The two units have been occupied for most of the time period since the property was purchased by the current owners in 2015. The rents for each of the 3 bedroom apartments have been at or below current market rates by the current ownership.
- D. Unit 4 Family Info: All singles, 3 males (28, 27, 25 years), 2 females (22 & 1 year)
Unit 5 Family Info: Family of four, 2 males (40 & 15 years), 2 females (38 & 8 years)

- E. The units were vacated in May of 2015 when Clares Street Partners LLC purchased them. There have been renters there on a Month to Month basis since Fall 2015. Both units have heated areas of 1,423 s.f. The following is the rental history since CSP LLC ownership:
Unit 4 – Month to month at \$2,400, one renter since September 2015 and still in unit
Unit 5 – Month to month at \$3,100, rented September 2015 thru September 2016
Unit 5 – Vacant October & November 2016
Unit 5 – Month to month at \$2,500, rented December 2016 and still in unit
- F. No questionnaire has been requested.
3. The condo with 5 units will require PC recommendation and CC approval.
We understand this requirement.

Dan & Nancy Hazen
P.O. Box 4111
Incline Village, NV 89450
June 9, 2017

Katie Herlihy, Senior Planner
City of Capitola Planning Department
420 Capitola Avenue
Capitola, CA 95010

RE: 4205 Clares Street – Residential Development

Dear Katie Herlihy,

We are the owners of the residential property at 4205 Clares Street in Capitola and are working in partnership with the owners of 4199 Clares Street to create a residential development. We look forward to presenting our project to the City of Capitola Planning Commission.

Our property is in the Soquel Creek Water District and we have been working with them to secure a Will Serve Letter for our two new units. We are working thru their current requirements and have been placed on their Wait List. We understand that we will be required to get water rights prior to Building Permits being issued for our new units. We acknowledge that we are proceeding thru the Planning Approval Process at our risk and cost.

We've heard that upgrades to our existing three unit apartment building were requested at the Arch & Site review meeting. Although we understand the desire to freshen up the building, it is pretty old and requires replacement rather than remodeling. We are hesitant to pour a lot of money into this building that would be better spent on new units. We are planning to repaint the building to match the scheme of the other 7 units, add garage doors to the carports, and replace all exterior guardrails to current code requirements.

Please let us know if you have any further questions or comments.

Sincerely,

Dan & Nancy Hazen

Attachment: 4205 Clares Street Letter (4199 and 4205 Clares Street)



WATER DEPARTMENT

212 Locust Street, Suite C Santa Cruz CA 95060 Phone (831) 420-5200 Fax (831) 420-5201

March 22, 2017

Bill Kempf
911 Center Street, Suite F
Santa Cruz, CA 95060

Re: PROPOSED 5-UNIT TOWNHOME DEVELOPMENT AT 4199 CLARES STREET;
APN 034-222-05

Dear Mr. Kempf:

This letter is to advise you that the subject parcel is located within the service area of the Santa Cruz Water Department and potable water is currently available for normal domestic use and fire protection. Service will be provided to each and every lot of the development contained within the SCWD service area upon payment of the fees and charges in effect at the time of service application and upon completion of the installation, at developer expense, of any water mains, service connections, fire hydrants and other facilities required for the development under the rules and regulations of the Santa Cruz Water Department. The development will also be subject to the City's Landscape Water Conservation requirements.

At the present time:

- the required water system improvements are not complete; and
- financial arrangements have not been made to the satisfaction of the City to guarantee payment of all unpaid claims.

This letter will remain in effect for a period of two years from the above date. It should be noted, however, that the City Council may elect to declare a moratorium on new service connections due to drought conditions or other water emergency. Such a declaration would supersede this statement of water availability.

If you have any questions regarding service requirements, please call the Engineering Division at (831) 420-5210. If you have questions regarding landscape water conservation requirements, please contact the Water Conservation Office at (831) 420-5230.

Sincerely,

Rosemary Menard
Water Director

RM/av
Cc: SCWD Engineering

Attachment: Clares Street City of Santa Cruz Water Letter (4199 and 4205 Clares Street)



**CENTRAL
FIRE PROTECTION DISTRICT**
of Santa Cruz County
Fire Prevention Division

930 17th Avenue, Santa Cruz, CA 95062
phone (831) 479-6843 fax (831) 479-6847

Date: June 8, 2017
To: William Kempf
Applicant: SAME
From: Jim Dias
Subject: Turnaround dimensions
Address: 4199 & 4205 Clares Street Capitola CA 95010
APN: 034-222-05
OCC: 3422205
Permit:

Based upon a review of the revised plans submitted, District requirements appear to have been met..

Please insure that page A2.2 as revised is included in future submittals. Also to avoid any confusion please add date a revision date to this page and forward an updated copy to Central Fire District.

Submit a check in the amount of \$115.00 for this particular plan check, made payable to Central Fire Protection District. INVOICE MAILED TO OWNER OF RECORD. Other fees may be incurred. Please contact the Fire Prevention Secretary for total fees due for your project. Fire District fees must be paid and a receipt for District fees must be presented to the City of Capitola Plannig/Building Department before Building Permit issuance.

If you should have any questions regarding the plan check comments, please call me at (831) 479-6843 and leave a message, or email me at jjimd@centralfpd.com. All other questions may be directed to Fire Prevention at (831)479-6843.

CC: File

As a condition of submittal of these plans, the submitter, designer and installer certify that these plans and details comply with applicable Specifications, Standards, Codes and Ordinances, agree that they are solely responsible for compliance with applicable Specifications, Standards, Codes and Ordinances, and further agree to correct any deficiencies noted by this review, subsequent review, inspection or other source. Further, the submitter, designer, and installer agrees to hold harmless from any and all alleged claims to have arisen from any compliance deficiencies, without prejudice, the reviewer and the Central FPD of Santa Cruz County.

Serving the communities of Capitola, Live Oak, and Soquel

Attachment: Clares Street Central Fire (4199 and 4205 Clares Street)



Santa Cruz County Sanitation District

701 OCEAN STREET, SUITE 410, SANTA CRUZ, CA 95060-4073
 (831) 454-2160 FAX (831) 454-2089 TDD/TTY- CALL 711

JOHN J. PRESLEIGH, DISTRICT ENGINEER

APRIL 4, 2017

BILL KEMPF
 911 CENTER ST SUITE F
 SANTA CRUZ, CA 95060

SUBJECT: SEWER AVAILABILITY AND DISTRICT'S CONDITIONS OF SERVICE FOR THE FOLLOWING PROPOSED DEVELOPMENT
 APN: 034-222-05 and -06 APPLICATION NO.: n/a
 PARCEL ADDRESS: 4199 Clares Street, Capitola
 PROJECT DESCRIPTION: Demolish one existing residence, retain two existing residences, convert one existing duplex into two townhouses, build three new townhouse residences. The result is to have 5 townhouses and 4 apartments.

Dear Mr. Kempf:

We've received your inquiry regarding sewer service availability for the subject parcels. Sewer service is available in Clares Street for the subject development. Connection fees will be due and will be calculated and collected prior to issuance of the building permits.

No downstream capacity problem or other issue is known at this time. However, downstream sewer requirements will again be studied at time of Planning Permit review, at which time the District reserves the right to add or modify downstream sewer requirements.

This notice is valid for one year from the date of this letter. If, after this time frame, this project has not yet received approval from the Planning Department, then this determination of availability will be considered to have expired and will no longer be valid.

Also, for your reference, we have attached a list of common items required during the review of sanitation projects.

Thank you for your inquiry. If you have any questions, please call Robert Hambelton at (831) 454-2783.

Yours truly,

JOHN J. PRESLEIGH
 District Engineer

By:

Kent Edler
 Sanitation Engineer

BH:dls/113
 Attachment

Attachment: Clares Street Sanitation District Letter (4199 and 4205 Clares Street)

Nigel Belton

Consulting Arborist

A SURVEY OF THE TREES LOCATED WITHIN PROPOSED DEVELOPMENT AND IMPROVEMENTS AT 4199 & 4205 CLARES STREET – CAPITOLA

Prepared at the request of:
William Kempf
On behalf of Clares Street Partners, LLC.
911 Center Street, Suite F.
Santa Cruz, CA 95060
bill@wckempf.com

Prepared by:
Nigel Belton - ISA Certified Arborist WE-0410A
Site inspection on November 8, 2016

Job – Clares Street – 11.16



Ph / Fax (831) 688-1239
P.O. Box 1744 ~ Aptos, CA 95001 ~ CCL # 657930 ~ beltonnigel@gmail.com

Attachment: Clares Street - Arborist Report (4199 and 4205 Clares Street)

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Limiting conditions----- 3
Observations and Recommendations ----- 3
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Attachment: Clares Street - Arborist Report (4199 and 4205 Clares Street)

A SURVEY OF THE TREES LOCATED WITHIN PROPOSED DEVELOPMENT AND IMPROVEMENTS AT 4199 & 4205
CLARES STREET, CAPITOLA
Site inspection by Nigel Belton, ISA Certified Arborist WE-0410A on November 8, 2016

**A SURVEY OF THE TREES LOCATED WITHIN PROPOSED DEVELOPMENT AND IMPROVEMENTS
AT 4199 & 4205 CLARES STREET – CAPITOLA**

Summary:

This development takes place on two existing adjacent lots that are each under separate ownership. The two owners are working together so that a shared driveway can be created. The proposed project on 4199 Clares Street includes the removal of one uninhabitable single family dwelling, the renovation and conversion of an existing duplex to two townhomes, and the construction of three new townhomes. The proposed project on 4205 Clares Street includes the construction of a new structure with two apartments at the rear of the property and the existing three apartments will remain unchanged.

Forty trees that qualify as protected trees within the City of Capitola Tree Preservation Ordinance were surveyed on this development site. Thirty-six of these trees are located within the proposed development site. Four additional cypress trees located on a neighboring were also included in this survey because of their close proximity to the subject property.

Twenty-eight of the surveyed trees are recommended for removal. The majority of these trees must be removed because of their locations within the footprints of proposed improvements (21 trees). The balance of the other trees, are recommended for removal because of their poor health and/or structural condition ratings (7 trees).

I recommend that appropriate replacement trees are planted within the limited area of available space for proposed landscape improvements within this site. These trees must be chosen carefully concerning their cultural requirements, their potential size and their growth patterns. It is desirable to provide as much new tree canopy cover as possible within this site, while avoiding tree maintenance problems in the future.

Five trees within the project site are recommended as being suitable for preservation, being setback far enough away from the proposed improvements and having good health and structural conditions. The two mature Canary Island Palms at the front of the property are situated within the footprint of a proposed townhome and are recommended for relocation to another private or public property.

The Critical Root Zones of the five trees recommended for preservation must be protected throughout the construction period with Tree Protection Zone Fences. Construction activities excluded from these designated protection areas. The Critical Root Zones of the four Leyland Cypress trees located on the adjacent property must also be protected with fencing. The locations of such fences will be determined by the project arborist. The project arborist will review the final plans and make recommendations for tree protection as needed.

A SURVEY OF THE TREES LOCATED WITHIN PROPOSED DEVELOPMENT AND IMPROVEMENTS AT 4199 & 4205 CLARES STREET, CAPITOLA

Site inspection by Nigel Belton, ISA Certified Arborist WE-0410A on November 8, 2016

Page 1

Background:

Bill Kempf contacted me concerning the proposed residential development at 4199 & 4205 Clares Street in Capitola. Mr. Kempf requested that I prepare an arborist's report on behalf of the Clares Street Partners, LLC., who own 4199 Clares Street and are working with the Hazen Family that owns 4205 Clares Street. The new development will include the demolition of an existing structure, the construction of five new residential units and the renovation of an existing duplex. These improvements will impact numerous trees on this property, the majority of which qualify as protected trees within the requirements of the City's Tree Protection Ordinance.

Assignment:

This assignment entails the provision of a tree survey concerning 40 trees that are six-inches or larger in diameter at chest height (protected trees within the City Tree Protection Ordinance). Individual trees are identified with numbered tags affixed to their trunks. These tag numbers correspond with the numbering utilized in the arborist's report, a tree survey chart and an accompanying tree location map, which is based upon the existing site plan, prepared by William C. Kempf, Architect.

The tree survey chart serves to document tree dimensions and tree health and structural conditions. The survey chart identifies those trees recommended as being suitable for preservation. The Tree Survey Chart also serves to identify those trees that must be removed, either because of their poor condition ratings or because of potential impacts resulting from the proposed improvements.

The preparation of this report entails a review of preliminary architectural and civil plans concerning the nature of the proposed development and how it will impact the Critical Root Zones and survivability of the trees on this site. The report serves to provide preliminary recommendations concerning the preservation of desirable trees throughout the entire project period from demolition to completion. These recommendations are intended to address tree protection requirements during the construction of the new dwellings, the installation of the new infrastructure and the installation of underground utilities, sanitary sewer service and storm drains. Such recommendations include a preliminary tree protection plan and inspection schedule concerning the demolition and construction phases of the project. The plan specifies the installation of Tree Protection Zone fencing and other necessary requirements in order to protect the Critical Root Zones of desirable trees.

Limiting Conditions:

The inspection of these trees was made from the ground only. No trees were climbed to examine above ground structures, nor were any trees inspected below the soil grade to examine their roots. The inspections of tree structures were limited to visual examinations only.

This is a preliminary Tree Protection Report based on a site inspection and the review of preliminary plans. I have not reviewed detailed plans concerning the locations of storm drains, underground utilities and services, nor have I reviewed details pertaining to the proposed construction and landscape improvements at this time.

Observations and Recommendations:**Tree Protection Zone Fences:**

Tree Protection Zone (TPZ) fence locations must be shown on a Tree Protection Fence plan to accompany the finalized development plans. The TPZ fencing must be inspected and documented by the project arborist before any demolition, excavation, grading or other site work can proceed. These protective fences must not be dismantled or moved during the construction period without the consent of the project arborist. No equipment or vehicles can enter fenced TPZ areas at any time, nor can grading work or utility trenching occur within these defined protection areas without obtaining the direct supervision of the project arborist. Construction materials and construction waste must not be stored or dumped within these defined TPZ areas. Laminated Tree Protection Zone notices providing descriptions of protections and restrictions must be attached to these fences at 10 foot intervals. TPZ fences must consist of steel chain-link construction and be attached to steel standards driven into the ground.

Note that protective root buffers may also be required between TPZ fences and areas of disturbance such as foundation footprints. Root buffers must comprise of 3/4-inch thick sheets of plywood on three inches of course drain rock or wood chips. The plywood sheets must be tied or gang nailed together to avoid displacement.

Tree #1 – 36-inch DBH Canary Island Date Palm (*Phoenix canariensis*):

Tree #2 – 33-inch DBH Canary Island Date Palm:



Both of these mature palms exhibit good condition ratings and are worthy of preservation. These palms are located within the proposed footprint of new townhome unit 1, as shown on the proposed site plan.

I recommend that these palms are considered for relocation to another site. I noted that there is not enough space for their relocation closer to the street, when taking into consideration the location of the proposed structure and the proximity of the adjacent street frontage and overhead utility wires.

These palms could be of value as an addition to the landscape of a community property such as a park or possibly the new library facility at Clares Street and Wharf Road, within the City of Capitola. I recommend that the City is approached to see if they have an interest in taking them. I can also contact tree moving companies to see if they will be interested in taking these specimens in the event that the City is not interested in this proposal.

Tree's #4 through #7 – Six Eugenia Trees (*Syzygium australe*) - Between 6 & 9-inches DBH:



These trees are growing adjacent to the boundary fence between the two parcels. The Eugenia Trees are shown on the site plan to be located within the footprint of the proposed common driveway.

The six protected trees (and three adjacent smaller trees of the same species), must be removed to facilitate the development of this property.

Tree #8 – 9 7 6-inch DBH Eugenia Tree:

This tree is situated within the footprint of the proposed apartments (Units 1 & 2) on the site plan.

This tree must be removed in order to facilitate the development of this property.

Tree #9 – 66-inch DBH Blue Gum Eucalyptus (*Eucalyptus globulus*):



This large tree exhibits fair health and vitality as evidenced by thin foliage density throughout the entire canopy and limited new branch tip growth. I noted a high ratio of small dead wood. The tree has a fair structural rating due to the presence of some larger dead branches within its canopy. These symptoms have likely resulted from environmental stress induced by soil compaction within the Critical Root Zone Area of this tree.



Attachment: Clares Street - Arborist Report (4199 and 4205 Clares Street)

I noted that cars park within the canopy perimeter of this tree which has resulted in the compaction of the surrounding soil area. This stress may have been further exacerbated by drought conditions resulting from low rainfall over recent years.



The development plan shows that the base of the trunk of this tree will be setback about 12-feet from the footprint of the proposed residence to the south (townhome unit 3). The existing duplex (proposed townhomes units 4 & 5) is situated about 24-feet north of the trunk of this tree. The footprint of the proposed firetruck turnaround will be setback about 7-feet north of the trunk and the balance of the area between the turnaround and the structures will also be paved. The trunk of this tree is shown on the site plan to be situated within two proposed parking stalls.

The construction of these improvements will result in significant root loss within the Critical Root Zone Area of this tree (defined in this context by the canopy drip-line perimeter). The health of the remaining roots within this area will be severely impacted by the grading and compaction work required for the installation of these new paved surfaces.

I also noted that the trunk of this tree impedes vehicular access to the garage of the existing townhome to the north, the trunk being situated directly in front of the structure.

This tree must be removed because of the cumulative impacts of the proposed construction will irreparably damage tree's root system, resulting in a decline in tree health and vitality and tree mortality over time. This tree is additionally recommended for removal because it restricts access to the garage of the existing townhome.

A SURVEY OF THE TREES LOCATED WITHIN PROPOSED DEVELOPMENT AND IMPROVEMENTS AT 4199 & 4205 CLARES STREET, CAPITOLA

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Tree #10 – 12-inch DBH Podocarpus (*Afrocarpus falcatus*):



This tree exhibits good health and has a fair structural rating. It is situated within the footprint of the proposed fire truck turn around.

This tree must be removed because it is situated within the area of proposed improvements.

Tree #11 – 8, 6, 12 & 10-inch DBH Wild Plum:



This tree exhibits poor health and has a poor structural rating. The plum is located within the proposed driveway improvements.

This tree must be removed because it is located within the footprint of the proposed improvements and because of its poor condition ratings.

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Tree #12 – 15 & 7-inch DBH Wild Plum (*Prunus spp.*):



This tree is shown to be located within close proximity to the existing townhome (Unit 4) and the canopy encroaches into the footprint of the proposed apartment to the west (Unit 4). I noted that the open space between these adjacent structures will be 12-feet, which is a confined area.

This tree must be removed because it will be situated within a confined area between both structures. The tree is also recommended for removal because of its poor structural condition rating.

Tree #13 – 14,7 &10-inch DBH Wild Plum:

This tree has a poor structural rating.

This tree is recommended for removal and replacement with a more desirable species because of its poor structural rating.

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Tree #14 – 6 & 4-inch DBH Coast Live Oak (*Quercus agrifolia*):



This tree exhibits good health but has a very poor structure because of its co-dominant growth pattern, having two trunks which cross each other for a distance of about five-feet from grade.

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I recommend that this tree is removed because of its very poor structural condition. The smaller of the two crossing trunks cannot be removed without severely wounding the base of main trunk and root-collar area.

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Tree #15 – 7, 8 & 6-inch DBH Wild Plum:

Tree #16 – 6, 5 & 4-inch DBH Wild Plum:



These trees are located within the footprint of the proposed apartment. These plums have very poor structures and poor aesthetic value. I noted that these co-dominant trees have collapsed.

These trees and adjacent smaller plums must be removed because of their poor structural conditions and their location within the footprint of the proposed apartment (Unit 5).

Tree #17 – 7-inch DBH Scots Pine:



This tree is situated within the proposed footprint of the driveway to the south of the new apartment (Unit 5). I also noted that it has a deformed root-collar at the base of the trunk.

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This tree must be removed because of its location within the proposed driveway footprint and its poor structural condition rating.

Tree #18 – 13-inch DBH Scots Pine:

This tree is situated within the footprint of the driveway to the south of the proposed apartment (Unit 5).

This tree must be removed because of its location within the proposed driveway footprint.

Tree #19 – 11 & 9-inch DBH Coast Live Oak:



This oak is healthy but has a poor structural condition due to its imbalanced, co-dominant growth pattern. The dominant west facing trunk leans heavily and will become progressively predisposed to failing at the area of attachment to the smaller of the two trunks as it grows larger over time. These structural problems cannot be mitigated effectively through pruning or other means.

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This tree must be removed, because it is situated within the proposed driveway footprint and because of its poor structural rating.

Tree #20 – 5-inch DBH Coast Live Oak:

This tree has a poor structural rating due to a leaning growth pattern and the presence of a defect in the base of the trunk.

I noted that this tree is situated within the footprint of the proposed driveway as shown on the development plans.

I recommend that this tree is removed because it is situated within the proposed driveway footprint and because of its poor structural rating.

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Tree #21 – 8-inch DBH Southern Magnolia (*Magnolia grandiflora*):



This tree and the smaller diameter Southern Magnolia to the north are worthy of preservation and protection during proposed renovation work on the adjacent apartment building and surrounding infrastructure.

I recommend that this tree is preserved and protected during the construction period. Tree Protection Zone Fencing must be installed before demolition and construction work proceeds.

Tree #21A – 5 & 3-inch DBH Southern Magnolia (*Magnolia grandiflora*):

This Southern Magnolia is worthy of preservation and protection during proposed renovation work.

I recommend that this tree is preserved and protected during the construction period. Tree Protection Zone Fencing must be installed before demolition and construction work proceeds.

Tree #22 – 12 & 8-inch DBH Black Acacia (*Acacia melanoxylon*):



This tree is situated in the landscape between Clares Street and the paved parking area serving the existing apartment building (unit 3). The tree is growing near overhead utility wires and I noted that the south side of the canopy has been topped by the utility contractor for power line clearance. This tree has a poor structure due to the development of two co-dominant trunks at near grade. The larger of the trunks leans north towards the apartment. I noted that the asphalt surface of the parking area and driveway entrance near this tree has been damaged by root growth

I recommend that this tree is removed because it has a poor structural condition, which may become vulnerable to failure as it grows larger over time. The removal and replacement of this tree will also serve to prevent more root damage to the adjacent parking surface and turn around area.

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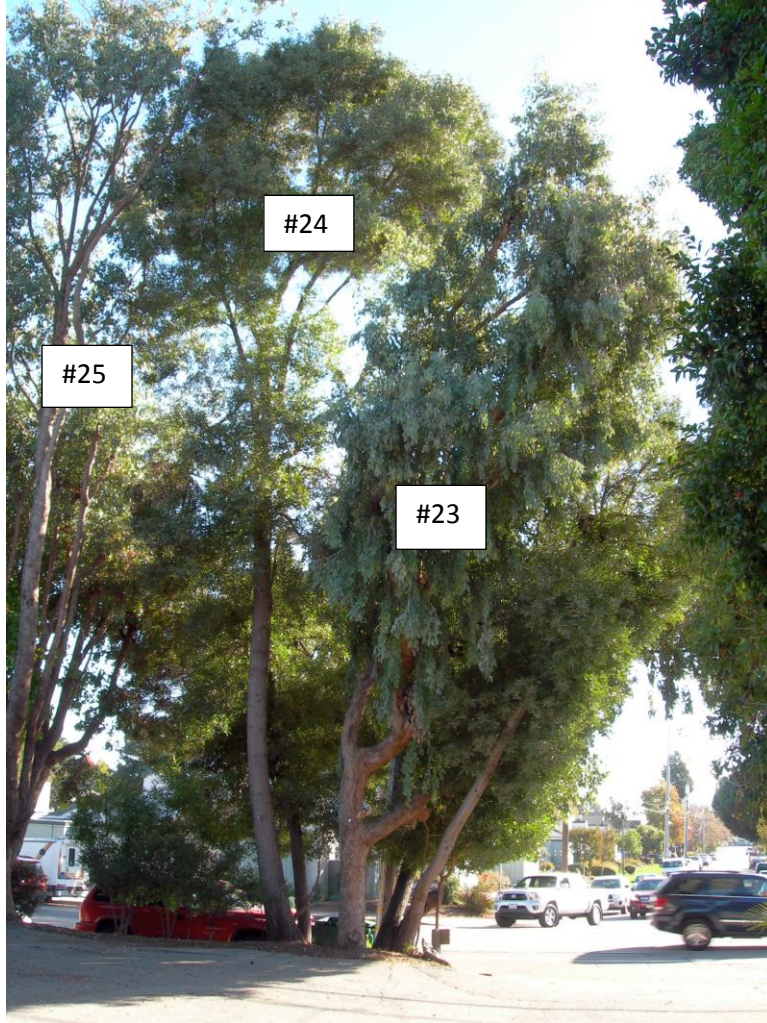
Attachment: Clares Street - Arborist Report (4199 and 4205 Clares Street)



I recommend that replacement trees to be planted within this area are selected with care concerning their ultimate size, relative to the proximity of the utilities above. Desirable species choices for example, could include such trees as Chinese Pistache (*Pistacia chinensis*) or Strawberry Tree (*Arbutus marina*).

Tree #23 – 16-inch DBH Silver Dollar Eucalyptus (*Eucalyptus polyanthemos*):

This tree is also situated next to the street. I noted that it had been topped for line clearance. I also noted evidence of significant root damage, concerning the condition of the asphalt parking area adjacent to this tree.



I recommend that this tree is removed because it is evident that the root structure is damaging the adjacent parking area and because of the close proximity to overhead utility wires. The replacement of this eucalyptus with an appropriate smaller growing tree should serve to prevent root damage to the parking area and avoid encroachment into the overhead utilities.

Tree #24 – 9 & 18-inch Black Acacia:



This tree is situated next to the street. The tree has been denoted a poor structural rating due to its co-dominant growth pattern and the presence of an adjoining cut stump at its base. The dominant trunk leans moderately to the north and may become vulnerable to falling as it gets larger over time.

I recommend that this tree is removed because it has a poor structure which may become vulnerable to failure as it grows large over time. The removal and replacement of this tree with an appropriate species will also serve to prevent root damage to the adjacent parking and turn around area in the future.

Tree #25 – 23-inch DBH Silver Dollar Eucalyptus:



This tall tree is situated near the street. I noted that the main canopy structure has not been topped and that this healthy tree exhibits a fair structural condition.

I recommend that this attractive tree is preserved and protected during the construction period. I also recommend that it pruned by a State Licensed Tree Service Contractor under the supervision of an ISA Certified Arborist. Such work should focus on weight reduction in heavy limb ends.

Tree Protection Zone Fencing must be installed before demolition and construction work proceeds.

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Tree #26 – 13-inch DBH Liquidambar (*Liquidambar styraciflua*):

I recommend that this tree is preserved and protected during the construction period. I also recommend that it pruned by a State Licensed Tree Service Contractor under the supervision of an ISA Certified Arborist. Such work should focus on weight reduction in heavier limb ends.

Tree Protection Zone Fencing must be installed before demolition and construction work proceeds.

Tree #27 – 10-inch DBH Hollywood Juniper (*Juniperus chinensis "Torulosa"*):

Tree #28 – 10-inch DBH Hollywood Juniper:



Both of these trees are good specimens which merit preservation and protection during the renovation of the apartment building and the surrounding infrastructure.

I recommend that these trees are preserved and protected during the construction period.

Tree Protection Zone Fencing must be installed before demolition and construction work proceeds.

Tree #29 – 7-inch DBH Avocado (*Persea americana*):



This tree is in very poor health. It is growing in the narrow landscape strip adjacent to the east boundary fence.

I recommend removal and replacement with another species more suited to growing in such a confined soil area.

Tree #30 – 10-inch DBH Victorian Box Pittosporum (*Pittosporum undulatum*):

This tree exhibits a good condition rating. I noted that it is growing in the confined soil area next to the concrete path on the side of the apartment. I noted the presence of large buttress roots in this area and am concerned that the adjacent path will be damaged over time.

I recommend preservation and protection at this time but consideration could also be given to replacing this tree with a more appropriate smaller growing species such as *Pittosporum tenuifolium*, in order to avoid root damage in the future.

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Tree #31 – 15-inch DBH Liquidambar:



This tree exhibits a poor structure having developed its limb structure exclusively on the south side of the canopy. The resultant structure is vulnerable to breakage and will become increasingly so, over time. I noted that the trunk of this tree is situated within three feet of two concrete patio slabs. This species is noted for its destructive root growth pattern and significant root damage is an inevitable outcome in the event that this tree remains in place.

I recommend that consideration be given to removing and replacing this tree at this time because of its poor structural condition and the concern regarding likely damage to the adjacent patios. Appropriate replacement species choices worthy of consideration could include such smaller growing trees as *Pittosporum tenuifolium* and *Pittosporum eugenioides* and a smaller growing deciduous tree such as a Bloodgood Japanese Maple (*Acer palmatum* "Bloodgood"), in this context.

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Tree #32 – 8-inch DBH Wild Plum:



This tree is one of a group of three seed grown plums adjacent to the eastern boundary fence. The tree has a fair condition rating due to some dieback in the top of the canopy and an imbalanced canopy structure.

I recommend that consideration is given to replacing this plum and the two adjacent plums at this time with a more suitable species for this confined area. Appropriate replacement species worthy of consideration for providing screening in this area could include *Pittosporum tenuifolium* and *Pittosporum eugenioides*, or other choices.

Tree #33 – 11 & 10-inch DBH Wild Plum:

This tree is one of the group of three seed grown plums adjacent to the eastern boundary fence. The tree has a poor condition rating due to a defect in the lower trunk where the main trunk divides into two separate co-dominant trunks. This area is vulnerable to splitting apart.

I recommend that consideration is given to replacing this plum and the two adjacent plums at this time with a more suitable species for this confined area.

Tree #34 – 10-inch DBH Wild Plum:

This tree is part of a group of three seed grown plums adjacent to the eastern boundary fence. The tree exhibits a poor health condition rating due to a dieback pattern observed in the upper canopy.

I recommend that consideration is given to replacing this plum and the two adjacent plums at this time with a more suitable species for this confined area.

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Tree #35 – 9-inch DBH Coast Live Oak:



This oak exhibits good health and has a fair to good structural condition.

I recommend that this tree is preserved and protected during proposed renovation work. Tree Protection Zone Fencing must be installed before demolition and construction work proceeds.

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Tree #36 – 21-inch DBH Scots Pine:



This pine exhibits fair health and has been denoted a fair structural rating due to it having being topped at about 40-feet above grade relatively recently. Examination of the base of the trunk revealed that there is an active infestation of Red Turpentine Beetle (*Dendroctonus valens*). I also noted multiple bleeding areas higher up on the trunk associated with infestations by Sequoia Moth larvae (*Synanthedon sequoiae*). I noted that the tree has a surface rooting habit as evidenced by numerous roots seen on the soil surface. I anticipate that the health of this tree will decline within the near future due to the effects of the Red Turpentine Beetle infestation.

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This pine must be removed, because it is situated within the proposed driveway footprint. This tree is also recommended for removal due to its poor condition rating.

Tree #37 – 20-inch DBH Leyland Cypress *Cupressus leylandii*):

Tree #38 – 20-inch DBH Leyland Cypress:



Note that the DBH dimensions concerning the four Leyland Cypress trees are rough estimates based upon assumptions.

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These trees are located on the adjacent property, within four-feet of the north boundary fence. The canopies of both trees exhibit fair health at this time. Care must be taken to ensure that their Critical Root Zones are protected during the construction of the new apartments (Units 4 & 5) and during any landscape improvements within their proximity.

I recommend that the Critical Root Zones of the neighbor's trees are protected during the construction period with a Tree Protection Zone Fence, the final location of which should be determined by the project arborist in the field.

Tree #39 – 14-inch DBH Leyland Cypress:

This tree exhibits poor health as evidenced by its thin canopy and the presence of dead branch ends indicative of infection by *Seiridium* Canker Disease (*Seiridium unicorne*).

I recommend that the Critical Root Zone of this tree is protected during the construction period with a Tree Protection Zone Fence, the final location of which should be determined by the project arborist in the field.

Tree #40 – 20-inch DBH Leyland Cypress

This tree is located on the adjacent property, within four-feet of the north boundary fence. The canopy of this tree exhibits fair to poor health at this time. Care must be taken to ensure that the Critical Root Zone of this tree is protected during the construction of the new apartments (Units 4 & 5) and during any landscape improvements within their proximity.

I recommend that the Critical Root Zone of this tree is protected during the construction period with a Tree Protection Zone Fence, the final location of which will be determined by the project arborist in the field.

Preliminary Inspection Schedule:

The project arborist must inspect the project site at the following times:

- 1 – When Tree Protection Zone Fences are installed, before demolition proceeds.
- 2 – When any excavation and construction activities encroach within defined Tree Protection Zones.
- 3 – In the event that roots two inches or larger are encountered during excavation and construction activities concerning trees designated for preservation.

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Please contact me if you have any questions regarding the recommendations provided in this report.

Respectfully submitted



Nigel Belton

Attachments:

- Assumptions and Limiting Conditions
- Tree Survey Chart
- Tree Location map

Attachment: Clares Street - Arborist Report (4199 and 4205 Clares Street)

A SURVEY OF THE TREES LOCATED WITHIN PROPOSED DEVELOPMENT AND IMPROVEMENTS AT 4199 & 4205
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Assumptions and limiting Conditions

1. Any legal description given by the appraiser/consultant is assumed to be correct. No responsibility is assumed for matters legal in character nor is any opinion rendered as to the quality of any title.
2. The appraiser /consultant can neither guarantee nor be responsible for accuracy of information provided by others.
3. The appraiser/consultant shall not be required to give testimony or to attend court by reason of this appraisal unless subsequent written arrangements are made, including payment of an additional fee for services.
4. Loss or removal of any part of this report invalidates the entire appraisal/evaluation.
5. Possession of this report or a copy thereof does not imply right of publication or use for any purpose by any other than the person(s) to whom it is addressed without written consent of the appraiser/consultant.
6. This report and the values expressed herein represent the opinion of the appraiser/consultant, and the appraiser's/consultant's fee is in no way contingent upon the reporting of a specified value nor upon any finding to be reported.
7. Sketches, diagrams, graphs, photos, etc in this report, being intended as visual aids, are not necessarily to scale and should not be construed as engineering reports or surveys.
8. This report has been made in conformity with acceptable appraisal/evaluation/diagnostic reporting techniques and procedures, as recommended by the International Society of Arboriculture.
9. When applying any pesticide, fungicide, or herbicide, always follow label instructions.
10. No tree described in this report was climbed, unless otherwise stated. We cannot take responsibility for any defects which only could have been discovered by climbing. A full root collar inspection, consisting of excavating the soil around the tree to uncover the root collar and major buttress roots was not performed, unless otherwise stated. We cannot take responsibility for any root defects which could only have been discovered by such an inspection.

Consulting Arborist Disclosure Statement

Arborists are tree specialists who use their education, knowledge, training, and experience to examine trees, recommend measures to enhance the beauty and health of trees, and attempt to reduce risk of living near trees. Clients may choose to accept or disregard the recommendations of the arborist, or to seek additional advice.

Arborists cannot detect every condition that could possibly lead to the structural failure of a tree. Trees are living organisms that fail in ways we do not fully understand. Conditions are often hidden within the trees and below ground. Arborists cannot guarantee that a tree will be healthy or safe under all circumstances, or for a specified period of time. Likewise, remedial treatments, like medicine, cannot be guaranteed.

Trees can be managed, but they cannot be controlled. To live near trees is to accept some degree of risk. The only way to eliminate all risk associated with trees is to eliminate all trees.

Nigel Belton
ISA Certified Arborist – WE 410A

TREE SURVEY CHART – PREPARED FOR CLARES STREET PARTNERS, LLC.
 LOCATION – 4199 CLARES STREET, CAPITOLA - CALIFORNIA

#	SPECIES	TRUNK DIAMETER @ 54" ABOVE GRADE – (DBH)	ESTIMATED HEIGHT	ESTIMATED SPREAD	HEALTH (1 = BEST RATING)	STRUCTURE (1 = BEST RATING)	SUITABLE FOR PRESERVATION (BASED ON CONDITION RATING)	RECOMMENDED FOR REMOVAL (BASED ON CONDITION RATING)	REMOVAL REQUIRED FOR PROPERTY IMPROVEMENTS	SUITABLE FOR RELOCATION	COMMENTS
1	Canary Island Date Palm <i>(Phoenix canariensis)</i>	36	45	20	1	2	X			X	Both of these palms are good specimens worthy of preservation and relocation to another site.
2	Canary Island Date Palm	33	45	20	1	2	X			X	Worthy of preservation and relocation.
3	Eugenia <i>(Syzygium australe)</i>	6/5	25	10	2	3	X		X		All of the Eugenia Trees exhibit good health. A number of adjacent smaller diameter, multi stem Eugenia Trees were not included in the survey (being under six-inches DBH).
4	Eugenia	7	20	10	2	3	X		X		Good overall condition ratings. Note that three additional Eugenia Trees are shown on the accompanying Tree Location Map (denoted Trees #4A, #4B and #4C). These trees were not tagged in the field, nor, were they included in this chart because their individual trunk diameters do not exceed six-inches DBH (protected size trees). The additional trees also exhibit good overall condition ratings.
5	Eugenia	8/5	25	10	2	3	X		X		Good overall condition ratings.
6	Eugenia	9/5	25	15	2	3	X		X		Good overall condition ratings.
7	Eugenia	6/5	25	10	2	3	X		X		Good overall condition ratings.
8	Eugenia	9/6	25	15	2	3	X		X		Good overall condition ratings.
9	Blue Gum Eucalyptus <i>(Eucalyptus globulus)</i>	66	110	45	3	3	X		X		Fair overall condition ratings. Located within close proximity to an existing structure and proposed residential structures.

Attachment: Clares Street - Arborist Report (4199 and 4205 Clares Street)

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TREE SURVEY CHART – PREPARED FOR CLARES STREET PARTNERS, LLC.
 LOCATION – 4199 CLARES STREET, CAPITOLA - CALIFORNIA

#	SPECIES	TRUNK DIAMETER @ 54" ABOVE GRADE – (DBH)	ESTIMATED HEIGHT	ESTIMATED SPREAD	HEALTH (1 = BEST RATING)	STRUCTURE (1 = BEST RATING)	SUITABLE FOR PRESERVATION (BASED ON CONDITION RATING)	RECOMMENDED FOR REMOVAL (BASED ON CONDITION RATING)	REMOVAL REQUIRED FOR PROPERTY IMPROVEMENTS	SUITABLE FOR RELOCATION	COMMENTS
10	Podocarpus (<i>Afrocarpus falcatus</i>)	12	20	15	1	3	X		X		Good overall condition ratings.
11	Wild Plum (<i>Prunus ssp.</i>)	8/6/12/10	20	20	4	4		X	X		Poor condition rating.
12	Wild Plum	15/7	25	20	2	4		X	X		Poor condition rating.
13	Wild Plum	14/7/10	25	10	4	4		X	X		Poor condition rating.
14	Coast Live Oak (<i>Quercus agrifolia</i>)	6/4	15	10	1	4		X	X		Poor structure due to co-dominant growth pattern which cannot be effectively corrected without severely damaging the trunk.
15	Wild Plum	7/8/6	15	15	2	4		X	X		Remove all of the Plums within this grouping because of their poor condition ratings and undesirable characteristics.
16	Wild Plum	6/5/4	20	15	2	4		X	X		Poor condition rating.
17	Scots Pine (<i>Pinus sylvestris</i>)	7	40	10	2	4		X	X		Poor condition rating. Noted a significant structural defect in the b: trunk
18	Scots Pine	13	40	20	2	3	X		X		
19	Coast Live Oak	11/9	30	20	1	4		X	X		Poor condition rating due to weak growth pattern.
20	Coast Live Oak	5	31	10	2	4		X	X		Noted a deformity in the base of the trunk and poor growth pattern.
21	Southern Magnolia (<i>Magnolia grandiflora</i>)	8	20	15	3	3	X				Attractive specimen worthy of preservation.
21A	Southern Magnolia	5/3	20	10	3	3	X				Adjacent to #21. Also, worthy of preservation (no tag).

Attachment: Clares Street - Arborist Report (4199 and 4205 Clares Street)

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TREE SURVEY CHART – PREPARED FOR CLARES STREET PARTNERS, LLC.
 LOCATION – 4199 CLARES STREET, CAPITOLA - CALIFORNIA

#	SPECIES	TRUNK DIAMETER @ 54" ABOVE GRADE – (DBH)	ESTIMATED HEIGHT	ESTIMATED SPREAD	HEALTH (1 = BEST RATING)	STRUCTURE (1 = BEST RATING)	SUITABLE FOR PRESERVATION (BASED ON CONDITION RATING)	RECOMMENDED FOR REMOVAL (BASED ON CONDITION RATING)	REMOVAL REQUIRED FOR PROPERTY IMPROVEMENTS	SUITABLE FOR RELOCATION	COMMENTS
22	Black Acacia <i>(Acacia melanoxylon)</i>	12/8	30	25	1	4		X	X		Poor structure due to co-dominant trunks at grade and strong lean. Noted root damage to adjacent parking area within property.
23	Silver Dollar Eucalyptus <i>(Eucalyptus polyanthemos)</i>	16	50	35	1	3	X		X		Good condition rating but noted root damage to adjacent parking area. Noted canopy was topped for utility line clearance.
24	Black Acacia	9/18	70	30	1	4		X	X		Poor condition rating due to co-dominant growth pattern and adjoining cut stump at near grade. Dominant trunk leans out toward apartment structure.
25	Silver Dollar Eucalyptus	23	75	35	2	3	X				Good condition rating.
26	Liquidambar <i>(Liquidambar styraciflua)</i>	13	40	15	1	3	X				Good condition rating.
27	Hollywood Juniper <i>(Juniperus chinensis "Torulosa")</i>	10	20	10	1	2	X				Good condition rating.
28	Hollywood Juniper	10	25	15	1	2	X				Good condition rating.
29	Avocado <i>(Persea Americana)</i>	7	30	10	4	4		X			Poor condition rating. Noted canopy decline.

Attachment: Clares Street - Arborist Report (4199 and 4205 Clares Street)

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TREE SURVEY CHART – PREPARED FOR CLARES STREET PARTNERS, LLC.
 LOCATION – 4199 CLARES STREET, CAPITOLA - CALIFORNIA

SHEET 4.											
#	SPECIES	TRUNK DIAMETER @ 54" ABOVE GRADE – (DBH)	ESTIMATED HEIGHT	ESTIMATED SPREAD	HEALTH (1 = BEST RATING)	STRUCTURE (1 = BEST RATING)	SUITABLE FOR PRESERVATION (BASED ON CONDITION RATING)	RECOMMENDED FOR REMOVAL (BASED ON CONDITION RATING)	REMOVAL REQUIRED FOR PROPERTY IMPROVEMENTS	SUITABLE FOR RELOCATION	COMMENTS
30	Victorian Box (<i>Pittosporum undulatum</i>)	10	30	15	1	3	X				Good condition rating but could also be considered for replacement with another species because roots will most likely the adjacent pathway over time.
31	Liquidambar	15	45	20	2	4		X			Poor structural condition due to limb development exclusively on the south side of the canopy which will become increasingly vulnerable to failure over time. Noted the close proximity of the two concrete patio slabs next to the trunk. Significant root damage will likely occur in the future.
32	Wild Plum	8	35	15	3	3		X			Fair condition rating. Recommend that this Plum and the two adjacent Plums are replaced at this time with more appropriate species choices for this location.
33	Wild Plum	11/10	35	25	3	4		X			Poor structural rating due to the weak co-dominant trunk which is vulnerable to failure.
34	Wild Plum	10	35	15	4	3		X			Poor condition rating. Declining health.
35	Coast Live Oak	9	25	20	2	3	X				Worthy of preservation.
36	Scots Pine	21	50	30	3	3		X	X		Poor structure resulting from topping work. Noted Bark Beetle infestation in the base of the trunk and on exposed roots. Noted Pitch Canker infection in upper canopy.
37	Leyland Cypress (<i>Cupressus leylandii</i>)	20	70	25	3	3	-	-	-		Neighbor's Tree near north of boundary fence. Fair overall condition rating.

Attachment: Clares Street - Arborist Report (4199 and 4205 Clares Street)

Site inspection by Nigel Belton, ISA Certified Arborist WE-0410A – November 8, 2016

TREE SURVEY CHART – PREPARED FOR CLARES STREET PARTNERS, LLC.
 LOCATION – 4199 CLARES STREET, CAPITOLA - CALIFORNIA

<i>SHEET 5.</i>											
#	SPECIES	TRUNK DIAMETER @ 54" ABOVE GRADE – (DBH)	ESTIMATED HEIGHT	ESTIMATED SPREAD	HEALTH (1 = BEST RATING)	STRUCTURE (1 = BEST RATING)	SUITABLE FOR PRESERVATION (BASED ON CONDITION RATING)	RECOMMENDED FOR REMOVAL (BASED ON CONDITION RATING)	REMOVAL REQUIRED FOR PROPERTY IMPROVEMENTS	SUITABLE FOR RELOCATION	COMMENTS
38	Leyland Cypress	20	70	25	3	3	-	-	-		Neighbor's Tree near north of boundary fence. Fair overall condition rating.
39	Leyland Cypress	14	65	15	4	3	-	-	-		Neighbor's Tree near north of boundary fence. Poor overall condition rating (Noted Seiridium Canker Disease in canopy).
40	Leyland Cypress	20	70	25	3	3	-	-	-		Neighbor's Tree near north of boundary fence. Fair overall condition rating.

Attachment: Clares Street - Arborist Report (4199 and 4205 Clares Street)

Site inspection by Nigel Belton, ISA Certified Arborist WE-0410A – November 8, 2016



Not Just Density Bonuses: Dealing with Demands Beyond the Bonus

Friday, October 7, 2016 General Session; 8:00 – 10:15 a.m.

Lynn E. Hutchins, Goldfarb & Lipman
Karen M. Tiedemann, Goldfarb & Lipman

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**A GUIDE TO CALIFORNIA
DENSITY BONUS LAW
(*AT LEAST UNTIL THE NEXT
LEGISLATIVE SESSION*)**

Lynn Hutchins & Karen M. Tiedemann

GOLDFARB & LIPMAN LLP

**League of California Cities
City Attorneys Department Fall Conference
Long Beach, CA
October 7, 2016**

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Attachment: League of California Cities. Not Just Density Bonuses (4199 and 4205 Clares Street)

A GUIDE TO CALIFORNIA DENSITY BONUS LAW

The State's density bonus law (Government Code Section 65915 – 65918) has over the course of the last several legislative sessions been the subject of bills modifying the statute and once again is the subject of three bills currently poised for adoption by the California legislature. Although the goal of several past bills was to clarify the statutory language, the results have often been to create even more confusion for cities attempting to implement this poorly drafted law. The overall intent of the law is to create incentives for developers to include affordable housing within their projects by granting increased density and other regulatory incentives. The reality of the law is that developers who include only small amounts of affordable housing in their projects – as little as 5 percent – are entitled to receive large incentives: density bonuses of 20 to 35 percent, depending on the amount and type of affordable housing provided; parking reductions; up to three "concessions and incentives," and unlimited "waivers" from development standards.

This paper will discuss the background and current provisions of the state density bonus law, including calculation of the density bonus, incentives and concessions, waivers of development standards and reduced parking mandates; the relationship of state density bonus law to other planning documents; and some strategies to consider in the context of a city's overall regulatory planning scheme. We anticipate providing an addendum to this paper at the conference to address any new statutory provisions if the pending legislation is enacted.

A. Background of the State Density Bonus Law.

The State's density bonus law, prior to amendments adopted in 2004, provided a 25 percent increase in density in exchange for 10 to 20 percent affordable housing. Anecdotal reports indicated that few developers took advantage of the legislation because of the relatively high percentage of affordable housing required to receive a bonus.

In 2004, a coalition of housing advocates and the California Association of Realtors (CAR) achieved the passage of SB1818, which made significant changes in the law. The changes reduced the proportion of affordable units needed to obtain a density bonus, increased the maximum bonus from 25 to 35 percent, required local governments to grant additional concessions, and added a bonus for land donation. The Legislature has since amended the law six times.

Most recently, the density bonus law was amended in 2014 to increase the duration of affordability restrictions required for rental units, to require equity-sharing for all for-sale units, and to add replacement housing requirements for units occupied by or affordable to low and very low income households. In 2015 the statute was amended again to reduce parking requirements for certain projects located near transit stops. In the current legislative session there are three bills being considered to further amend the law. Regardless of the statute's ambiguity and complexity, all cities and counties must adopt an ordinance specifying how they will comply with the legislation.¹ The law is applicable to charter cities.²

¹ Government Code §65915(a). All further references are to the Government Code unless otherwise indicated. In addition, all references are to the statute as amended by SB744, Chapter 699, Statutes of 2015 (effective January 1, 2016.)

B. Basic Provisions.

Density bonuses must be given for affordable housing, senior housing (whether or not affordable), donations of land for affordable housing, condominium conversions that include affordable housing, and child care facilities. In addition to density bonuses, applicants who provide the required amount of affordable housing qualify for various zoning modifications (defined as "incentives and concessions" or "waivers") and for reduced parking standards. If a development provides the required affordable housing, the applicable density bonus and reduced parking standards must be provided. There are no grounds in the statute to deny a developer's request. The density bonus law does contain specific findings by which incentives, concessions and waivers may be denied.

1. Projects Eligible for Density Bonuses. Density bonuses are available to five categories of residential projects:

- a. Affordable Housing.** Housing developments for at least five dwelling units or unimproved lots³ are eligible for density bonuses if *either*:
- **Five percent** of the units are affordable to *very low income* households earning **50 percent** of median income or less;⁴ *or*
 - **Ten percent** are affordable to *lower income* households earning **80 percent** of median income or less;⁵ *or*
 - **Ten percent** are affordable to *moderate income* households earning **120 percent** of median income or less, but only if the project is a common interest development⁶ where *all* of the units, including the moderate-income units, are available for sale to the public.⁷ Rental units affordable to moderate-income households are not eligible for a density bonus.

These required percentages of affordable housing apply only to the project *without* any density bonus, not the entire project.⁸ For instance, assume that a 100-unit project is

² §65918.

³ §65915(i) (which states that the bonuses apply to housing developments consisting of five or more dwelling units but also defines "housing development" as including residential units, subdivisions, conversion of commercial buildings to residences, and rehabilitation of apartments that creates additional dwelling units). The definitions are poorly written and could be interpreted to allow a density bonus for an existing affordable development. However, §65915(b)(1) states that a bonus is available when an applicant "agrees to *construct*" a housing development, implying that the bill does not apply to existing developments.

⁴ §65915(b)(1)(B) (referring to Health & Safety Code §50105 for definition of very low income households; *see also* 25 CCR §6926). Income levels for all categories are adjusted by household size and published annually for each county by the California Department of Housing and Community Development. *See* 25 CCR § 6932.

⁵ §65915(b)(1)(A) (referring to Health & Safety Code §50079.5 for definition of lower income households; *see also* 25 CCR §6928).

⁶ As defined by Civil Code §4100.

⁷ §65915(b)(1)(D) (referring to Health & Safety Code §50093 for definition of moderate income households; *see also* 25 CCR §6930).

⁸ §65915(b)(3).

entitled to a 20 percent density bonus, resulting in a total of 120 units. To qualify for the 20 percent bonus, the project need only provide:

- five very low income units (five percent of 100); *or*
- ten lower income units (ten percent of 100).

Continued Affordability. To be eligible for a density bonus, the affordable units must be sold or rented at affordable prices or rents and rental units must remain affordable for a specified period.

- **Rental Units:** All very low income and lower income rental units must remain affordable for **55 years** (unless a subsidy program requires a longer period of affordability).⁹ Housing costs for very low income units cannot exceed 30 percent of 50 percent of median income. For lower income units, rents cannot exceed 30 percent of 60 percent of median income.¹⁰

- **Ownership Units:** For-sale units are *only* required to be affordable to the initial occupants of the units, who must be very low income, lower income or moderate income, as applicable. The for-sale unit must be sold to the initial occupant at an affordable housing cost as defined in Health and Safety Code Section 50052.5.¹¹ At resale, the local government must enforce an equity-sharing agreement (involving sale of the home at fair market value and sharing of the profits with the city) unless an equity sharing agreement conflicts with another public funding source or "law."¹² This latter provision is significant because it allows counties and cities to adopt their own laws imposing stricter resale controls on for-sale units, if desired. However, the requirement should be adopted by ordinance.

Any equity sharing agreement must provide for the local government to recapture the difference between the fair market value of the home at time of sale and the actual sales price to the initial occupants plus any other assistance provided by the city or county, as well as a proportionate share of the appreciation.¹³ Any amounts recovered by the city or county must be used within five years to promote homeownership opportunities in the community.¹⁴ In housing markets with rapidly increasing costs, the equity sharing formula mandated by the statute will rarely provide enough funds for the city to acquire another affordable unit at the same income level, with the result that the developer will have received permanent zoning concessions without the city's receiving long-term affordable housing.

⁹ §65915(c)(1).

¹⁰ §65915(c)(1) (referring to Health & Safety Code §50053). Agencies should use HCD's published income charts for each county to determine applicable very low, low, and moderate-income limits. These are available on HCD's web site.

¹¹ §65915(c)(2) (referring to Health & Safety Code §§50093 & 50052.5).

¹² §65915(c)(2).

¹³ §65915(c)(2).

¹⁴ §65915(c)(2)(A) requires that the funds be spent for the purposes described in subdivision (e) of §33334.2 of the Health and Safety Code, the statute that governed the expenditure of low and moderate income housing funds held by redevelopment agencies.

Affordable rents and sales prices for the affordable units must be determined by using the methodology included in the California Code of Regulations.¹⁵ Total housing costs for rentals include rent, utilities, and any fees and service charges levied by the landlord. Total housing costs for ownership units must include principal, interest, property taxes, insurance, private mortgage insurance (if any), utilities, homeowners' association fees, and an allowance for maintenance costs. These formulas tend to result in lower sales prices than would be typical in the private market. Banks would generally be willing to loan more money to these buyers than is the case when the statutory formulas are used.

b. Senior Housing. A senior citizen housing development, as defined by Civil Code Sections 51.3 and 51.12,¹⁶ or a mobile home park that limits residency to seniors in accordance with Civil Code Sections 798.76 or 799.5, is eligible for a density bonus even if none of the units are affordable. Senior housing projects eligible under Civil Code Section 51.3 must contain at least 35 units.¹⁷ A developer of senior affordable housing may elect either the low income or senior bonus, although the low income bonus is much more advantageous (as discussed below).

c. Replacement Units. The 2014 amendments to the density bonus law added replacement housing requirements for developments that result in the demolition or removal of rental units affordable to or occupied by very low or low income households. The language of the replacement housing sections of the statute is particularly confusing and difficult to implement. Under the statute, a density bonus is not allowed for a development proposed on property on which occupied rental dwellings exist at the time of application, or rental dwellings were vacated or demolished in the five year period preceding the application, if the dwelling unit was:

- Subject to a recorded covenant, ordinance or law that restricts rents to levels affordable to very low or lower income households;
- Subject to rent control; or
- Occupied by households with very low or lower incomes;¹⁸

unless the proposed development is 100 percent affordable (other than the manager's unit) to lower or very low income households or the proposed development replaces the units and provides enough total affordable units, which may include any replacement units, to be eligible for a density bonus. Projects with applications submitted before January 1, 2015, are exempt from this provision.

Many of the replacement housing requirements contained in the 2014 amendments are either ambiguous or cannot be ascertained from the statute. It appears that AB2556 will be enacted in the 2016 legislative session to clarify these requirements but at the time of this paper the bill is still pending.

¹⁵ 25 CCR §§6910, 6918 & 6920.

¹⁶ This code Section is applicable only to Riverside County.

¹⁷ Civil Code §51.3(b)(4).

¹⁸ §65915(c)(3).

d. Donations of Land. A land donation can qualify a project for a density bonus if the parcel donated is large enough to accommodate at least ten percent of the market-rate units at densities suitable for very low income housing.¹⁹ In other words, a 500-unit market-rate project can receive a density bonus by donating land zoned at densities that can accommodate, and are suitable for, a 50-unit very low income project.

Land donations must meet strict criteria. In particular, the land donation must satisfy all of the following requirements:²⁰

- Land must have the appropriate general plan designation, zoning, and development standards to permit the feasible development of units affordable to very low income households in an amount equal to at least ten percent of the units in the residential development;
- Be at least one acre in size or large enough to permit development of at least 40 units;
- Be served by adequate public facilities and infrastructure;
- Be located within the boundary of the residential development or within one-fourth mile of it (if approved by the local agency);
- Have all necessary approvals except building permits needed to develop the very low income housing, unless the local government chooses to permit design review approval at a later date;
- Be subject to a deed restriction to ensure continued affordability;
- Be transferred to either the local agency or a housing developer approved by the local agency; and
- Be transferred no later than the date of approval of the final map, parcel map, or discretionary approval of the housing development receiving the bonus.
- Proposed source of funds for the construction of the very low income units must be identified.

These criteria in effect make land donation an option only for larger projects which can donate sites of at least one acre. This option can be quite favorable for large developers, however, because a site large enough to accommodate ten percent very low income units will normally include much less than ten percent of the projects land area. That is because very low income projects are usually built at densities of at least 20 units per acre, greater than the density of most market-rate projects in "greenfield" areas. If a county or city is willing to allow higher densities, this can be an effective way to create significant affordable housing.

¹⁹ §65915(g).
²⁰ §65915(g)(2)(A – H).

e. Condominium Conversions. A condominium conversion is eligible for a density bonus if either 33 percent of units are affordable to *moderate-income* households or 15 percent are affordable to *lower income* households.²¹ *The bonus units must be located entirely within the structures proposed for conversion.*²²

f. Child Care Facilities. A housing development is eligible for an *additional* bonus if it includes a child care facility *and* either qualifies as a senior citizens housing development or includes enough affordable housing to be eligible for a density bonus.²³ The statute requires counties and cities to place strict operating requirements on the child care facilities. The child care centers must:

- Remain in operation for the period of time that affordable units must remain affordable (55 years in the case of rental units affordable to very low and lower income households, the affordability duration on ownership units is not specified so it is unclear how long the child care facility would be required to operate in an ownership development); and
- Ensure that the children attending the facility come from households with the same or greater proportion of very low, lower, or moderate incomes as qualified the project for the density bonus.²⁴ In other words, if the housing development qualified for a density bonus because ten percent of the units were affordable to moderate-income households, then ten percent of the children at the child care center must come from moderate-income households.

These conditions are in a practical sense virtually impossible to enforce over time, although they must be imposed as conditions of approval.

2. Density Bonuses Available.

a. Affordable Housing. The density bonus law gives higher bonuses for lower income housing and lower bonuses for moderate-income housing. Housing developments are eligible for a **20 percent density bonus** if they contain:

- Five percent of units affordable to very low income households;²⁵
- or
- Ten percent of units affordable to lower income households.²⁶

Housing developments qualify for only a **five percent density bonus** if **ten percent** of the units are affordable to **moderate-income families**.²⁷

²¹ §65915.5(a) (referring to Health & Safety Code §50093 for definition of moderate income households and to Health & Safety Code §50079.5 for definition of lower income households).
²² §65915.5(b). Given how unusual it would be for existing rental apartments to accommodate a 25 percent increase in density, this Section must have been intended for one particular project.
²³ §65915(h). §65917.5 also allows a city or county to provide a density bonus for a commercial or industrial project that includes a child care facility.
²⁴ §65915(h)(2).
²⁵ §65915(f)(2).
²⁶ §65915(f)(1).

In addition, there is a sliding scale that requires:

- An additional **2.5 percent density bonus** for each additional one percent increase in very low income units;²⁸
- An additional **1.5 percent density bonus** for each additional one percent increase in lower income units;²⁹ and
- An additional **one percent density bonus** for each one percent increase in moderate income units.³⁰

No total density bonus can be greater than **35 percent** unless the city or county by local ordinance allows for a higher density bonus.³¹ The maximum density bonus is reached when a project provides *either* 11 percent very low income units, 20 percent lower income units, or 40 percent moderate income units. The table on page 8 shows these calculations.³²

A developer must choose a density bonus from **only one affordability category** and cannot combine categories.³³ Thus a project that includes, say, ten percent moderate-income units and ten percent lower income units must choose the bonus from *either* the moderate-income category or the lower income category. Since the project would be entitled to a 20 percent bonus based on the lower income units, but only a five percent bonus based on the moderate-income units, the developer would presumably select the density bonus based on the lower income category and would get no additional bonus for the moderate-income units. The effect is to encourage developers to concentrate units in either the lower or very low income categories.

b. Senior Housing. A project qualifying only as a senior citizen housing development is entitled to a **20 percent density bonus of additional senior units only**.³⁴ The bonus *cannot* be combined with the bonuses granted for affordable housing, but the developer of an affordable senior project can elect to use the very low or lower income bonus.³⁵ Because this bonus is so limited, it is typically used only by market-rate senior projects.

c. Donations of Land. *Additional* density, which may be combined with the density bonuses given for affordable and senior housing, is available for projects that donate land for very low income housing. However, in no case can the total bonus granted exceed 35 percent.³⁶

²⁷ §65915(f)(4).

²⁸ §65915(f)(2).

²⁹ §65915(f)(1).

³⁰ §65915(f)(4).

³¹ §65915(n).

³² SB435 (2005) amended the law to include tables for each category showing the specific bonus granted for varying percentages of affordability.

³³ §65915(b)(2).

³⁴ §65915(f)(3).

³⁵ §65915(b)(2).

³⁶ §65915(g)(2).

A **density bonus of 15 percent** is available for a land donation that can accommodate ten **percent of the market-rate units** in the development. An additional **one percent density bonus** is available for each **one percent increase** in the number of units that can be accommodated on the donated land, up to a maximum of 35 percent.³⁷

d. Condominium Conversions. A condominium conversion is entitled to a flat density bonus of 25 percent when either 33 percent of the units are moderate-income units or 15 percent of the units are lower income units.³⁸ Here, however, the local agency can instead choose to provide an alternative incentive of "equivalent financial value" if it does not choose to grant the density bonus.³⁹ Note that a conversion is ineligible for a bonus if the apartments to be converted received a density bonus when they were originally built.⁴⁰

e. Child Care Facilities. A child care facility meeting the operational requirements of the statute and constructed in association with an affordable or senior project is entitled to either an *additional* density bonus equal to the amount of square footage in the child care center; or an alternative incentive that "contributes significantly to the economic feasibility" of the center.⁴¹ Since a "density bonus" is usually interpreted to refer to the number of dwelling units permitted on a site, it is unclear how this requirement for additional *square feet* relates to the otherwise permissible residential density.

The following table summarizes the available density bonuses.

Affordable Units or Category	Minimum Percent Units in Category	Bonus Granted	Additional Bonus for Each One Percent Increase in Units in Category	Percent Units in Category Required for Maximum 35 percent Bonus
Very-low income	5%	20%	2.5%	11%
Lower-income	10%	20%	1.5%	20%
Moderate-income (ownership units only)	10%	5%	1%	40%
Senior housing (35 units or more; no affordable units required) or Senior Mobile Home Parks	100% senior	20% (senior units only)	--	--
Condominium conversion – moderate-income	33%	25% ^(a)	--	--
Condominium conversion – lower-income	15%	25% ^(a)	--	--
<i>A density bonus may be selected from only one category above, except that bonuses for land</i>				

³⁷ §65915(g)(1).

³⁸ §65915.5(a) & (b).

³⁹ §65915.5(a).

⁴⁰ §65915.5(f).

⁴¹ §65915(h)(1).

Affordable Units or Category	Minimum Percent Units in Category	Bonus Granted	Additional Bonus for Each One Percent Increase in Units in Category	Percent Units in Category Required for Maximum 35 percent Bonus
<i>donation may be combined with others, up to a maximum of 35%, and an additional sq. ft. bonus may be granted for a child care center.</i>				
Land donation for very-low income housing	10% of market-rate units	15%	1%	30%
Child care center	--	Sq. ft. in day care center ^(a)	--	--
Notes: ^(a) Or an incentive of equal value, at the city's option.				

f. Calculating the Density Bonus.

- Bonus over Zoning Maximum or General Plan Maximum?**

The density bonus is to be calculated over the "maximum allowable residential density." Section 65915(o)(2) defines "maximum allowable residential density" as that allowed under the zoning ordinance and the land use element of the general plan, or, if a range of density is specified, the maximum allowed. If the density allowed under the zoning ordinance is inconsistent with the density allowed under the land use element of the general plan, the general plan density will prevail.

Effectively, this provision means that the bonus is calculated over that shown in the land use element of the general plan. In some cases the maximum density allowed by the zoning ordinance is considerably less than the maximum density range shown in the land use element. Cities should attempt to make these consistent to avoid a surprise request for a density bonus substantially greater than allowed by zoning.

Alternatively, developers may desire a bonus over the zoning maximum but have no interest in a bonus over a higher land use element maximum. While strict construction of the statutory language suggests this is not a request for a "density bonus," local agencies typically ignore this problem and treat the application as a density bonus request.

Attachment: League of California Cities. Not Just Density Bonuses (4199 and 4205 Clares Street)

- **What If There's NO Maximum Density in the Zoning Ordinance?**

A few communities do not place *any* limit on the number of dwelling units that can be constructed on a site, but instead allow as many units as can be constructed given limitations on height, setbacks, floor area, and other zoning regulations. How is a density bonus calculated in that case?

In at least one court decision, the fact that the city did not have a maximum density standard in its zoning ordinance meant that the bonus was calculated over the density standards in the land use element. In *Wollmer v. City of Berkeley ("Wollmer II")*,⁴² the petitioner argued that the city misapplied the density calculation by using the density standards of the zoning ordinance rather than the general plan. The city's zoning ordinance did not have a maximum density for the applicable zoning classification but rather relied upon the land use element of the general plan to determine density, which limited density by area rather than a particular property. The density bonus was based on the general plan densities and was upheld by the Court.

- **Rounding Up.**

Any density bonus calculation resulting in a fraction entitles the developer to another bonus unit.⁴³ For instance, a project with 102 units, ten percent of which are affordable to lower income households, is entitled to 21 bonus units ($20\% \times 102 = 20.4$, or 21 bonus units). The number of affordable units to be provided must also be rounded up. Thus, in a 102-unit project, a developer would need to provide 11 units to meet the ten percent requirement ($10\% \times 102 = 10.2$, or 11 affordable units). With only ten affordable units, the developer would not reach the ten percent threshold.

3. Concessions, Incentives, Waivers and Reductions.

Of greatest concern to cities are the requirements in the statute that give applicants the right to modifications in local development standards: zoning, subdivision controls, and design review requirements. As developers have become more familiar with the density bonus laws, they have frequently proposed projects with large height and setback exceptions, creating substantial public opposition. Unfortunately, if faced with requests for even large variations from local ordinances, cities' discretion may be limited.

Applicants can have standards relaxed in two ways: by requesting "concessions and incentives;" and by asking for "waivers and reductions." In addition, applicants can request the reduced parking standards contained in the statute even if the applicant is not requesting a density bonus, as discussed in Section 4 below.

a. Concessions and Incentives. An applicant who: (1) applies for a density bonus; and (2) bases the request on the provision of affordable housing may also apply for one to three "concessions or incentives." "Concessions and incentives" are defined as:

⁴² 193 Cal. App. 4th 1329 (2011).

⁴³ §65915(f)(5) & (g)(2).

- **Reductions in site development standards or modifications of zoning and architectural design requirements**, including reduced setbacks, increase in height limits, and square footage required, that result in "identifiable, financially sufficient, and actual cost reductions."⁴⁴

- **Mixed used zoning** that will reduce the cost of the housing, if the non-residential uses are compatible with the housing development and other development in the area.⁴⁵

- **Other regulatory incentives or concessions** that result in "identifiable, financially sufficient, and actual cost reductions."⁴⁶

One to three incentives or concessions may be requested on a sliding scale, depending on the amount of affordable housing provided, as shown in the table below.

Target Units or Category	Percent of Target Units		
	5%	10%	15%
Very-low income	5%	10%	15%
Lower-income	10%	20%	30%
Moderate-income (ownership units only)	10%	20%	30%
Condominium conversion – 33% moderate-income	(d) ⁴⁷		
Condominium conversion – 15% lower-income	(d) ⁴⁸		
Day care center	(d) ⁴⁹		
Maximum Incentive(s)/Concession(s) ^{(a)(b)(c)}	1	2	3
Notes: (a) A concession or incentive may be requested only if an application is also made for a density bonus. (b) Concessions or incentives may be selected from only one category (very-low, lower, or moderate). (c) No concessions or incentives are available for land donation or market-rate senior housing. (d) Condominium conversions and day care centers may have one concession or a density bonus at the city's option, but not both.			

The developer has the right to select the incentives, although a city or county may of course encourage the developer to select other incentives on a voluntary basis. Many jurisdictions offer a menu of incentives that the city will approve without further evidence from the developer. However, to deny the specific incentives proposed, the local government must either find that they do not meet the threshold requirements set in the statute—in particular, that they do not result in "identifiable, financially sufficient, and actual cost reductions"—or make the findings required to deny a request for an incentive, discussed below. Many communities

⁴⁴ §65915(k)(1).
⁴⁵ §65915(k)(2).
⁴⁶ §65915(k)(3).
⁴⁷ §65915.5(a).
⁴⁸ §65915.5(a).
⁴⁹ §65915(h).

require a pro forma to justify an incentive. As a consequence, developers have increasingly requested waivers rather than incentives. No published case evaluates incentives.

Note that there is *no* requirement that local government provide any "direct financial incentives" for a project. "Direct financial incentives" include provision of publicly owned land and waivers of fees and dedication requirements.⁵⁰

b. "Waivers and Modifications" of "Development Standards."

Localities may not enforce any "development standard" that would physically preclude the construction of a project with the density bonus and the incentives or concessions to which the developer is entitled.⁵¹ In addition to requesting "incentives and concessions," applicants may request the waiver of an unlimited number of "development standards" that would physically preclude the construction of a project with the density bonus and the incentives or concessions to which the developer is entitled. These waivers and modification do not change the number of incentives or concessions available to the developer. Waivers and modifications are not limited to projects containing affordable housing and may be requested by any applicant requesting a density bonus, including bonuses for senior housing, condominium conversions, and child care centers.

The statute defines a "development standard" as "a site or construction condition, including, but not limited to, a height limitation, setback requirement, a floor area ratio, an onsite open-space requirement, or a parking ratio that applies to a residential development pursuant to any ordinance, general plan element, specific plan, charter or other local condition, law, policy, resolution or regulation."⁵² "Site and construction conditions" appear to be confined to conditions affecting the *physical* location or type of construction and do not include use restrictions, procedural requirements, affordable housing requirements, and impact fees. Given the overlap of the use of "development standard" in both the "concession or incentive" context and the "waiver" context, developers typically request any number of waivers of development standards and focus their limited requests for incentives or concessions on standards they could not justify as a waiver.

It is not clear how to determine that a development standard "physically precludes" a project with a density bonus. It means something less than "physically impossible." In *Wollmer II*, the plaintiff argued that height and setback waivers were not needed because ceiling heights could be reduced below nine feet, and amenities including an interior courtyard and community plaza could be eliminated. The court explicitly rejected this contention, stating: "Standards may be waived that physically preclude construction of a housing development meeting the requirements for a density bonus, period. The statute does not say that what must be precluded is a project with no amenities, or that amenities may not be the reason a waiver is needed."⁵³ No case examines what changes a city *can* require to be made in a project when a waiver is requested, or what evidence is required to deny a waiver.

⁵⁰ § 65915(l).

⁵¹ § 65915(e).

⁵² § 65915(o)(1).

⁵³ 193 Cal. App. 4th 1329, 1346-47 (2011) (citation omitted).

4. Reduced Parking Requirements.

The density bonus law entitles a developer who qualifies for a density bonus to parking reductions as a separate entitlement. A developer could request even lower parking ratios as a concession or waiver under the density bonus law.⁵⁴

a. Basic Parking Standards. If a project qualifies for a density bonus because it is a senior project or provides affordable housing, a city or county, at the request of the developer, must reduce the required parking for the entire project—including the market-rate units—to the following:

- zero to one bedroom – one on-site parking space;
- two to three bedrooms – two on-site parking spaces; and
- four or more bedrooms – two and one-half on-site parking spaces.⁵⁵

These numbers include guest parking and handicapped parking. The spaces may be in tandem or uncovered, but cannot be on-street. The standards are uniform throughout the state, with no ability to vary them for local conditions.

b. Parking Standards Near Transit Stops

AB744, effective January 1, 2016, mandates additional parking reductions for affordable housing and housing located within one-half mile of major transit stops if requested by the developer, as shown in the table on the next page.⁵⁶

A "major transit stop" is a site containing a rail station, a ferry terminal served by bus or rail, or the intersection of two or more bus routes that provide service every 15 minutes, or more frequently during the morning and afternoon peak commute periods, or a major transit stop identified in a regional transportation plan.⁵⁷ This definition permits lower parking requirements even where a major transit stop included in a regional transportation plan has not yet been constructed.

A site has "unobstructed access" if a resident can "access" the stop "without encountering natural or constructed impediments."⁵⁸ It is not clear how access must be obtained (on foot? by car?), but it is possible that some sites that appear to be within a one-half mile radius of a major transit stop may be excluded if the street network does not allow a driver or pedestrian to reach the stop in one-half mile.

⁵⁴ §65915(p)(5) & (6).

⁵⁵ §65915(p)(1).

⁵⁶ §65915(p)(2).

⁵⁷ Public Resources Code § 21155(b).

⁵⁸ §65915(p)(2).

Type of Development	Maximum Ratio of Required Off-Street Parking Spaces
Rental or ownership housing development with: 1. At least 11% very low income or 20% low income units; and 2. Within one-half mile of a major transit stop; and 3. Unobstructed access to the major transit stop.	0.5 per bedroom
Rental housing development with: 1. All units affordable to lower income households except manager's unit(s); and 2. Within one-half mile of a major transit stop; and 3. Unobstructed access to the major transit stop.	0.5 per unit
Rental housing development with: 1. All units affordable to lower income households except manager's unit(s); and 2. A senior citizen housing development; and either 3. Has paratransit service; or 4. Is within one-half mile of fixed bus route service that operates 8 times per day, with unobstructed access to that service.	0.5 per unit
Rental housing development with: 1. All units affordable to lower income households except manager's unit(s); and 2. A special needs housing development ^(a) ; and either 3. Has paratransit service; or 4. Is within one-half mile of fixed bus route service that operates 8 times per day, with unobstructed access to that service.	0.3 per unit
Notes: (a) "Special needs" housing is any housing designed to serve persons with needs related to mental health, physical or developmental disabilities, or risk of homelessness. ⁵⁹	

c. **Local Parking Studies.** Communities may require higher parking ratios than those mandated for the housing types located near transit stops described in subsection 4(b) of this paper if a community adopts findings supporting the need for higher parking ratios, which are **based on a study**, paid for by the community and conducted in the last seven years, that includes: (1) an analysis of available parking; (2) differing levels of transit access; (3) walkability to transit; (4) potential for shared parking; (5) effect of parking requirements on housing costs; and (6) car ownership rates for lower income households, seniors, and residents

⁵⁹ Health & Safety Code §51312.

with special needs. However, the *maximum* parking ratios that may be required by a city are those set forth in subsection 4.a above.⁶⁰

d. Relationship to Density Bonuses. Although the new parking provisions are incorporated into state density bonus law, a developer need not request a density bonus nor any other regulatory incentive to take advantage of the lower parking requirements. However, any development that is eligible to use the AB744 parking standards will also be eligible for a 35 percent density bonus and incentives and concessions under state density bonus law. It is possible that the lower parking standards allowed for a project containing only 11 percent affordable housing may induce some market-rate developers to provide the affordable units and then seek a density bonus and other incentives.

5. Local Agency Discretion.

Can counties and cities deny requests for density bonuses, incentives, concessions, waivers, and reduced parking? Only with difficulty: either by making specified findings, supported by substantial evidence; or, by finding that the request does not meet the threshold requirements laid out in the statute.

a. Threshold Requirements. Projects do not qualify for a density bonus – and hence the local agency may disapprove a request – if they do not meet the standards set in the statute. Local agencies can require that applicants show that they have met these threshold requirements. Some of the most important are these:

- **For affordable housing:** Initial sales prices and rents must meet the requirements of the Health and Safety Code and California Code of Regulations. The applicant and local government must enter into appropriate restrictions to ensure affordability for rental units and equity sharing documents for ownership units.
- **For projects involving the demolition of residential rental units affordable to or occupied by lower income households:** The project must comply with the replacement housing requirements set forth in Section B.1.c. above.
- **For senior housing:** The project must meet the requirements of a senior housing development or mobile home park set forth in the Civil Code.
- **For land donations:** The project must comply with the long list of conditions included in Section 65915(g)(2).
- **For incentives and concessions:** The regulatory concessions requested must result in "identifiable, financially sufficient, and actual cost reductions."⁶¹ Local agencies can encourage applicants to apply for certain concessions and incentives by making a finding in their ordinances that certain concessions do result in actual cost reductions, and the developer need not provide his or her own economic analysis.

⁶⁰ §65915(p)(7).
⁶¹ §65915(k)(1) & (3).

- **For waivers and reductions:** The applicant must show that the development standard being waived will preclude the physical construction of the project with the density bonus, incentives and concessions to which the project is entitled.⁶²

- **For additional reduction of parking requirements near transit stops:** The applicant must show that the project meets one of the three requirements set forth in Section 4.b. above.

Because projects are eligible for a density bonus, incentives, waivers and additional reduced parking ratios only if they meet the threshold requirements contained in the statute, local agencies should be able to deny these requests if the application fails to meet these requirements.

b. Findings for Disapproval. The statute lists findings required to deny incentives, concessions, waivers and reductions, however, no findings are listed for the denial of a density bonus or the mandated reduction in parking requirements.⁶³

Findings that may be used to deny incentives/concessions or waivers are listed in the table below.

Code Section	Applicable To:	Procedural Requirements	Finding
65915(d)(1)	Incentives & concessions	In writing, based on substantial evidence	(A) The concession or incentive is not required in order to provide for affordable housing costs, as defined in Section 50052.5 of the Health and Safety Code, or for rents for the targeted units to be set as specified in subdivision (c); (B) The concession or incentive would have a specific adverse impact, as defined in paragraph (2) of subdivision (d) of Section 65589.5, ^(a) upon public health and safety or the physical environment or on any real property that is listed in the California Register of Historical Resources and for which there is no feasible method to satisfactorily mitigate or avoid the specific adverse impact without rendering the development unaffordable to low- and moderate-income households; or (C) The concession or incentive is contrary to state or federal law.

⁶² §65915(e)(1).

⁶³ §65915(p)(1) ("Upon the request of the developer, no city, county, or city and county shall require a vehicular parking ratio . . . that exceeds the following ratios . . .").

Code Section	Applicable To:	Procedural Requirements	Finding
65915(e)(1)	Waivers & modifications	Agency must adopt procedures for granting waivers ^(b)	1. Nothing in this subdivision shall be interpreted to require a local government to waive or reduce development standards if the waiver or reduction would have a specific, adverse impact, as defined in paragraph (2) of subdivision (d) of Section 65589.5 ^(a) upon health, safety, or the physical environment, and for which there is no feasible method to satisfactorily mitigate or avoid the specific adverse impact. 2. Nothing in this subdivision shall be interpreted to require a local government to waive or reduce development standards that would have an adverse impact on any real property that is listed in the California Register of Historical Resources, or to grant any waiver or reduction that would be contrary to state or federal law.
Notes: ^(a) Paragraph (2) of subdivision (d) of §65589.5 states: "[A] 'specific, adverse impact' means a significant, quantifiable, direct, and unavoidable impact, based on objective, identified written public health or safety standards, policies, or conditions as they existed on the date the application was deemed complete." ^(b) This requirement is in §65915(d)(3).			

c. **Attorneys' Fees.** An applicant is entitled to attorneys' fees and costs if a city or county denies a request for a density bonus, incentive, concession, waiver, or reduction in violation of Section 65915.⁶⁴

6. Local Ordinances and Procedures.

The density bonus law requires all cities to adopt an ordinance that specifies how the city will implement compliance with the density bonus law. Failure to adopt an ordinance does not relieve a city from complying with the density bonus law.⁶⁵ Additionally, Section 65915(d)(3) mandates that communities establish procedures for dealing with incentive or concessions requests, which should be covered in the local ordinance or local guide to administering the density bonus law. Section D below discusses provisions that cities may want to consider including in their local ordinances.

In the past cities often prepared detailed density bonus ordinances that attempted to explain the requirements of the statute in more easily accessible language. Given the frequent amendments, cities may wish to confine their ordinances to procedural requirements and prepare informal guidance for the benefit of staff and applicants. Nonetheless, cities should consider updating their ordinances, procedures and application requirements in the near future to ensure that they are consistent with the recent amendments to the statute.

⁶⁴ §§65915(d)(3) & 65915(e)(1).
⁶⁵ §65915(a).

C. Issues.

1. Relationship to Local General and Specific Plans.

The density bonus law, at its heart, prioritizes the provision of incentives for affordable housing over local planning. By allowing 35 percent bonuses and unlimited waivers to accommodate density bonuses, the law assumes that the need for any amount of affordable housing is more important than any other local planning requirement. But the state Department of Housing and Community Development (HCD) gives no credit to communities that encourage density bonuses in its review of housing elements. In calculating zoning capacity (the number of dwellings that can be built given present zoning), HCD does not allow communities to increase their presumed site capacity based on developers' ability to obtain a density bonus.

The statute provides specifically that the granting of a density bonus, concession, or incentive by itself shall not require a general plan amendment, zoning change, local coastal plan amendment, *or any other discretionary approval*.⁶⁶ Consequently, cities cannot establish a "density bonus permit" or other special permit for projects that request density bonuses. Rather, the density bonus and any request for concessions or waivers should be heard as part of any other discretionary approval needed.

2. Relationship to Local Inclusionary Requirements.

a. **Inclusionary Units Count as Affordable Units for Density Bonus.** In *Latinos Unidos del Valle de Napa y Solano v. County of Napa*,⁶⁷ the Court held that affordable units required by a local inclusionary ordinance could be used to make a project eligible for a density bonus. Napa County's ordinance had provided that the affordable units required under density bonus law were to be provided in addition to the affordable units required by the County's inclusionary ordinance. Although the County's ordinance resulted in the creation of more affordable units before a developer was entitled to a density bonus, the Court found that "[t]o the extent the ordinance requires a developer to dedicate a larger percentage of its units to affordable housing than required by Section 65915, the ordinance is void."⁶⁸

However, any units proposed to meet the requirements of *both* a local inclusionary ordinance and to qualify the project for a density bonus must meet the requirements of *both* the local ordinance and state law. Similarly, if a local inclusionary ordinance requires more affordable units than required by density bonus law, nothing excuses the developer from compliance with the local inclusionary ordinance.

b. **Avoiding the Application of the Costa-Hawkins Act by Granting Density Bonuses.** The Costa-Hawkins Rental Housing Act (Civil Code Sections 1954.51 *et seq.*) regulates local rent control. It gives the owner of any rental unit the right to set both the initial rent and the rent when a tenant vacates the unit ("vacancy decontrol"). In *Palmer/Sixth*

⁶⁶ §§ 5915(f)(5) & 65915(j)(1).

⁶⁷ 217 Cal. App. 4th 1160 (2013).

⁶⁸ 217 Cal. App. 4th at 1169.

Street Properties L.P. v. City of Los Angeles,⁶⁹ the Court found that the regulation of rents through inclusionary ordinances violates the Costa-Hawkins Rental Housing Act.

However, Costa-Hawkins states that its provisions do not apply when the owner of rental apartments has agreed by contract with a public agency to control rents in consideration for "a direct financial contribution or any other form of assistance specified in . . . Section 65915."⁷⁰ Inclusionary rental units are therefore exempt from Costa-Hawkins when the project includes: (1) a contract with the local agency; and (2) any of the incentives listed in the density bonus law.

Consequently, giving density bonuses and the other development concessions for rental inclusionary units allows the provision of affordable rents in rental housing. To avoid the application of Costa-Hawkins, an agreement with the developer must be recorded. It should recite that the developer has agreed to control rents in exchange for the incentives granted by the locality, consistent with Costa-Hawkins.

3. Relationship to Local Coastal Plans.

The statute provides that it shall not be construed to supersede or in any way alter the effect of the California Coastal Act.⁷¹ However, it also provides that density bonuses, incentives, and concessions do not, in and of themselves, require an amendment to a local coastal plan.⁷² Coastal communities should refer to their local coastal plan and Coastal Commission staff to coordinate implementation of density bonus law under their local ordinances with the local coastal plan requirements and process.

4. Application of CEQA to Density Bonus Projects.

Section 65915 does not establish an exemption from CEQA requirements. The regulatory concessions that must be offered to a qualifying project cannot include non-compliance with CEQA, which would violate state law. CEQA is not limited by the statute.

Under the state density bonus law, the granting of a density bonus and incentives or concessions, *in and of themselves*, are not discretionary approvals,⁷³ so those actions are not subject to CEQA as ministerial acts.⁷⁴ The new mandatory parking requirements also leave no discretion to the local government and should also be considered exempt from CEQA. The density bonus statute does not address whether waivers or reductions of development standards are discretionary or ministerial. Most typically, however, cities require that requests for bonuses and all other incentives requested under the statute be submitted with all other required discretionary applications, and the CEQA analysis is completed on the project as a whole, including any requests submitted under the density bonus law.

⁶⁹ 175 Cal. App. 4th 1396 (2009).

⁷⁰ See Civil Code §1954.52(b).

⁷¹ §65915(m).

⁷² §65915(f)(5) & §65915(j)(1).

⁷³ §65915(f)(5) & §65915(j)(1).

⁷⁴ Public Resources Code §21080(b)(1); 14 CCR §§15002(i)(1) & 15268.

Two recent appellate cases have discussed the density bonus statute relative to CEQA. In *Wollmer v. Berkeley* ("*Wollmer I*"),⁷⁵ the court found that appellant failed to demonstrate that the city's actions in interpreting and complying with the state density bonus law (including providing a larger density bonus than mandated under the state law) was a change in policy that constituted a project to which CEQA applied. In *Wollmer II*, the city waived a number of development standards and approved the CEQA categorical exemption for infill projects (CEQA Guideline Section 15332). That exemption requires compliance with *applicable* general plan and zoning code designations, policies and regulations. The Court noted that the density bonus law specifically states that a granting of a density bonus does not require any discretionary approval and that the city is prohibited by state density bonus law from applying any development standard that physically precludes the construction of a density bonus development. Accordingly, the court found that the waived development standards were not *applicable* general plan and zoning designations, policies, and regulations, and so the use of the infill exemption was not precluded by use of state density bonus law.

Because density bonus projects will exceed general plan and zoning densities and may include reduced development standards, they may not be within the scope of program EIRs and similar EIRs prepared for general plans, specific plans, and zoning ordinances; although, based on *Wollmer II*, a court could find that since the granting of a density bonus is not discretionary, no further environmental analysis may be required.

A local agency may deny a proposed incentive, concession, or waiver when there is substantial evidence that it would have a "specific adverse impact," as defined in Section 65589.5(d)(2), on "public health and safety" or the physical environment, and there is "no feasible method to satisfactorily mitigate or avoid the specific adverse impact without rendering the development unaffordable to low- and moderate-income households." Similarly, a local government may deny a proposed incentive, concession or waiver that would have an adverse impact on a property listed on the California Register of Historical Resources, or that is contrary to state or federal law. An EIR would likely provide the basis for such findings. The agency could deny a proposed incentive, concession, or waiver if an EIR or other study identified: (1) significant public health or safety impacts; (2) based on objective written standards; (3) that either cannot be avoided; or (4) that could be mitigated but the mitigation would make the project unaffordable.

D. Density Bonus Requirements in the Context of a Land Use Regulatory Scheme.

There are some strategies that localities can use in drafting their own density bonus ordinances to enable local plans to be implemented to the extent possible. A local ordinance with defined requirements can also better protect the agency from legal challenge. Some provisions to include are these:

1. Application requirements. Require detailed information to ensure that the project complies with the threshold requirements discussed earlier. These may include, for instance, calculations of affordability, evidence that incentives and concessions provide "identifiable, financially sufficient, and actual cost reductions," and analysis to show that any waivers are required to avoid physically precluding the construction of the project.

⁷⁵ 179 CA. App. 4th 933 (2009).

2. Enforceable written agreements. Require that the affordability requirements be enforced through a recorded written agreement. Some communities also require the developer to provide the documents to be recorded that will enforce the obligation, or to pay for ongoing public agency monitoring of affordability or public agency preparation of the documents. There is also no requirement to subordinate these agreements to project financing.

3. Findings required for approval and denial. Include as findings in the ordinance the threshold criteria needed for project approval (such as the need for incentives to result in "identifiable, financially sufficient, and actual cost reductions") and, for those projects that meet the threshold criteria, the statutory findings that could justify denial. This will help guide decision-makers' deliberations to those aspects of the project that justify approval or denial of the bonus, incentives, or waivers.

Note that the city or county retains full discretion to approve or deny the project for reasons unrelated to the density bonuses, incentives, or waivers.

4. Encouraging certain incentives and concessions. Although the developer, rather than the public agency, has the right to choose the incentive or concession, some ordinances attempt to encourage certain favored incentives by requiring less information from the developer when the favored incentives are proposed.

5. Limitations on certain incentives. If the local zoning ordinance already grants incentives for affordable projects, ensure that these incentives do not automatically apply to a density bonus project. This will prevent the project from requesting incentives *in addition to* those that the project is already entitled, but will allow the public agency to grant the normal incentives pursuant to density bonus law.

6. Conduct a parking study. If the community anticipates a higher need for parking within 1/2 mile of major transit stops than allowed by AB744, the community should conduct a transit study to permit it to require the maximum parking ratios rather than the parking requirements mandated by the statute for projects within 1/2 mile of a major transit stop.

7. Require long term affordability for ownership units. To avoid losing affordable ownership units with the first resale, adopt a requirement that requires long-term affordability for ownership units that make a project eligible for a density bonus.

CONCLUSION

California's density bonus law is a confusing, poorly drafted statute that allows major exceptions to local planning and zoning requirements. The law contains numerous protections for applicants, and communities that are unprepared may find themselves seemingly forced to approve an undesirable project. Preparing a local density bonus ordinance and procedures that clarify ambiguities and require detailed information from the applicant can give cities the tools they need to better evaluate these projects and achieve results similar to those intended by local planning.



STAFF REPORT

TO: PLANNING COMMISSION
 FROM: COMMUNITY DEVELOPMENT
 DATE: NOVEMBER 2, 2017
 SUBJECT: **836 Bay Avenue #17-0304 036-011-17**

Design Permit and Conditional Use Permit for a new car wash and outdoor display of goods at the existing Chevron Gas station located in the CC (Community Commercial) zoning district.

This project is not in the Coastal Zone and does not require a Coastal Development Permit.

Environmental Determination: Categorical Exemption

Property Owner: Akhtar Javed

Representative: Kurt Wagenknecht

APPLICANT PROPOSAL

The applicant is proposing to add a car wash to the existing 2,072 square foot gas station and food mart at 836 Bay Avenue. A design permit and a conditional use permit are required for the new car wash located in the CC (Community Commercial) zoning district.

BACKGROUND

The City received an application on August 30th, 2017.

On January 25, 2017, the Architectural and Site Review Committee reviewed the application.

- Local Architect, Dan Gomez, provided positive feedback on the overall design. He requested that the stone be wrapped around to the right side of the carwash to match the left. He also suggested that the owner upgrade the rock on the existing food mart to match the new car wash.
- Local Landscape Architect position was vacant.
- City Public Works Representative, Danielle Uharriet, noted the stormwater requirements will be reviewed at time of building permit submittal.
- City Building Representative, Nelson Membreno, informed the applicant that water meters are required for the carwash and sprinklers.
- City Planner, Katie Herlihy, requested that the applicant provide a streetscape or photo simulations that shows the existing building and the proposed. She also informed the owner that the permit would be conditioned to require the quietest blower system that the manufacturer offers. During a later visit to the site, the City Planner informed the applicant that a Conditional Use Permit is required for the existing outdoor display of goods.

Following the Architectural and Site Committee meeting, the applicant took the following actions:

- Updated the plans to wrap the stone around the right side of the carwash;
- Provided a photo simulation of both structures;
- Updated the site plan to include an area for the outdoor display of goods;
- Agreed to install a Proto-Vest “Windshear®” drying system with a silencer that decreases the decibel readings to a similar level as the surrounding road noise;
- Agreed to upgrade the rock on the existing food mart to match the rock on the new car wash.

DISCUSSION

The applicant is proposing single story 972 square foot car wash at the Chevron service station located at 836 Bay Avenue. The site is bordered by the Highway 1 on-ramp to the north, the U.S. Post Office to the east, a commercial office building to the south, and the temporary mobile home display on the undeveloped commercial lot on the other side of Bay Avenue to the west.

The site layout consists of a central food mart with one gas pump canopy in front of the food mart building covering four gas pumps. The frontage along Bay Avenue complies with the 15-foot landscaping requirement along the frontage. There is an existing liquefied petroleum gas (LPG) tank situated near the northern lot line that will be relocated to a spot in between the car wash and the food mart.

The new building complies with the development standards of the Community Commercial zoning district, as shown in the following table.

CC (Community Commercial) Zoning District

Development Standards	Existing Gas Station	Proposed Car Wash
Use	Gas Station	Car Wash
Is CUP required?	Yes	Yes
Height: 40 ft	16 ft.	23 ft. – 4 in.
Front Yard: Landscaped areas of front yards shall be set back fifteen feet.		Existing landscaping complies.
Side and rear yard setbacks may be required through architectural and site approval in order to provide adequate light and air, assure sufficient distance between adjoining uses to minimize any incompatibility, and to promote excellence of development; except that, where a side or rear yard is provided, it shall be at least ten feet wide.		5 ft.
Front yards and corner lot side yards shall not be used for required parking facilities.		Front yards and corner lot side yards are not used for required parking facilities.
Parking	Required	Proposed

Retail	1/300 sf	10	12
Restaurant, including all prepared food service	1/60 sf floor area available for dining 1/300 sf all other floor area		
Office	1/300 sf		
Loading Areas per 17.51			Not Applicable
Landscaping. Five percent of the lot area shall be landscaped to ensure harmony with adjacent development in accordance with architectural and site approval standards			The new landscaped area around the car wash, which is in addition to the existing landscaping, totals 1,930 sq. ft., which exceeds the 5% requirement of 1,371 sq. ft. for the 27,413 sq. ft. lot.
Accessory Building			Yes

The Planning Commission has the discretion to increase the side setback for the car wash to ensure adequate light and air, sufficient distance between adjoining uses to minimize any incompatibility, and to promote excellence of development. The carwash is adjacent to the Route 1 highway on-ramp and the US Post Office to the rear. Accordingly, staff concluded that additional separation for light, air, or compatibility is unnecessary.

Design Permit: The new car wash requires approval of a design permit by the Planning Commission. The proposed design for the car wash is a craftsman style building with an asymmetrical roof. The roof has carriage house “Stonegate Gray” composite shingles and white roof trim over false beams at the gable ends. The siding on the front and back is stacked El Dorado Stone and features wood trellises above the entrance to and exit from the car wash tunnel. The siding on the left and right side (facing the food mart and the Highway 1 on-ramp) includes stacked El Dorado Stone, wainscot, stucco, and wood trellises. The car wash equipment room has a white hollow core metal door and the entrance and exit from the car wash tunnel have roll up metal mesh doors that will be down when the car wash is not open.

The scale of the building is appropriate for the use. The site planning maintains the existing landscaping buffer along the street and includes an additional 1,930 sq. ft. of landscaped area along the side of the lot adjacent to the Highway 1 on-ramp and the interior of the lot.

Conditional Use Permit:

Service stations require a conditional use permit in the CC (Community Commercial) zoning district, therefore the ancillary car wash on the service station site requires a conditional use permit. Pursuant to section 17.60.030, in considering an application for a conditional use, the Planning Commission shall give due regard to the nature and condition of all adjacent uses and structures. In issuing a conditional use permit, the Commission may impose requirements and conditions with respect to location, design, siting, maintenance, and operation for the particular use, as may be necessary for the protection of the adjacent properties and in the public interest.

Also, in approving a use permit, the Commission may include such conditions as they deem reasonable and necessary under the circumstances to preserve the integrity and character of the district.

The proposed car wash will add a 972 square foot building on the site in addition to the existing 2,072 sq. ft. food mart. The proposed car wash will have impacts to on-site circulation and parking. The new site circulation (car wash entrance line and exit area) and the car wash building will have an impact on the total number of parking spaces on the site. The carwash will remove ten parking spaces, but three new spaces will be located between the car wash building and the entrance to the car wash, so the net loss is seven spaces. The total parking spaces on the site after the installation of the car wash will be 12, which exceeds the 10 spaces that are required for the site. The car wash will include an internal landscaped area that was previously paved parking lot.

A car wash is typically associated with noise impacts. The service station site is located adjacent to the Highway 1 on-ramp to the north, the U.S. Post Office to the east, and a commercial office building to the south. The car wash will be located on the side of the lot adjacent to the Highway 1 on-ramp, which will minimize the noise impact on adjacent uses. In addition, the applicant has agreed to install a Proto-Vest "Windshear®" drying system with a silencer that decreases the decibel readings to a similar level as the surrounding road noise (≤63 decibels). The use is appropriate within the character of the district.

The applicant has also included a request for three permanent outdoor display areas in front of the food mart. The three outdoor display areas would be located on each side of the front entrance, with one to the left and two to the right. The three areas total ninety-two square feet and will be designated with stained concrete. There are no specific review criteria for outdoor displays or seasonal outdoor displays within the zoning ordinance. In issuing the CUP, the Planning Commission may impose requirements and conditions with respect to location, design, siting, maintenance, and operation of the use as may be necessary for the protection of the adjacent properties and in the public interest. Conditions of approval have been included to prevent future issues that may arise within outdoor display areas.

CEQA

This project is an in-fill development project that meets the conditions of Section 15332 of the California Environmental Quality Act and is therefore categorically exempt.

RECOMMENDATION

Staff recommends that the Planning Commission approve the design permit and conditional use permit for application #17-0340 based upon the following conditions and findings:

CONDITIONS

1. The project approval consists of a conditional use permit for the construction of a 972 square-foot car wash and 92 square feet of outdoor display of goods. The proposed project is approved as indicated on the final plans reviewed and approved by the Planning Commission on November 2, 2017, except as modified through conditions imposed by the Planning Commission during the hearing.
2. At time of building permit, the applicant shall provide documentation verifying that the Proto-Vest "Windshear®" drying system with a silencer will be installed in the car wash to decrease the impacts of noise on the site.

3. At the time of building permit submittal, pavers or stamped concrete must be included to clearly delineate/identify the area permitted within the conditional use permit for outdoor display. The outdoor display areas are limited to the footprint shown on the approved plans. No goods or materials utilized for the display may be located outside the delineated area. The area may only be expanded with the approval of a modification to the CUP by the Planning Commission.
4. Prior to construction, a building permit shall be secured for any new construction or modifications to structures authorized by this permit. Final building plans shall be consistent with the plans approved by the Planning Commission. All construction and site improvements shall be completed according to the approved plans
5. At time of submittal for building permit review, the Conditions of Approval must be printed in full on the cover sheet of the construction plans.
6. At time of submittal for building permit review, Public Works Standard Detail SMP STRM shall be printed in full and incorporated as a sheet into the construction plans. All construction shall be done in accordance with the Public Works Standard Detail BMP STRM.
7. Prior to making any changes to approved plans, modifications must be specifically requested and submitted in writing to the Community Development Department. Any significant changes to the size or exterior appearance of the structure shall require Planning Commission approval.
8. Prior to issuance of building permit, a final landscape plan shall be submitted and approved by the Community Development Department. Landscape plans shall reflect the Planning Commission approval and shall identify type, size, and location of species and details of irrigation systems.
9. Prior to issuance of building permit, all Planning fees associated with permit #17-0340 shall be paid in full.
10. Prior to issuance of a building permit, the applicant must provide documentation of plan approval by the following entities: Santa Cruz County Sanitation Department, Soquel Creek Water District, and Central Fire Protection District.
11. Prior to issuance of building permits, a drainage plan, grading, sediment and erosion control plan, shall be submitted to the City and approved by Public Works. The plans shall be in compliance with the requirements specified in Capitola Municipal Code Chapter 13.16 Storm Water Pollution Prevention and Protection.
12. Prior to issuance of building permits, the applicant shall submit a stormwater management plan to the satisfaction of the Director of Public Works which implements all applicable Post Construction Requirements (PCRs) and Public Works Standard Details, including all standards relating to low impact development (LID).
13. Prior to any land disturbance, a pre-site inspection must be conducted by the grading official to verify compliance with the approved erosion and sediment control plan.

14. Prior to any work in the City road right of way, an encroachment permit shall be acquired by the contractor performing the work. No material or equipment storage may be placed in the road right-of-way.
15. During construction, any construction activity shall be subject to a construction noise curfew, except when otherwise specified in the building permit issued by the City. Construction noise shall be prohibited between the hours of nine p.m. and seven-thirty a.m. on weekdays. Construction noise shall be prohibited on weekends with the exception of Saturday work between nine a.m. and four p.m. or emergency work approved by the building official.
§9.12.010B
16. Prior to a project final, all cracked or broken driveway approaches, curb, gutter, or sidewalk shall be replaced per the Public Works Standard Details and to the satisfaction of the Public Works Department. All replaced driveway approaches, curb, gutter or sidewalk shall meet current Accessibility Standards.
17. Prior to issuance of a Certificate of Occupancy, applicant shall replace the existing rock siding on the food mart with rock siding that matches the rock siding on the new car wash building.
18. Prior to issuance of a Certificate of Occupancy, compliance with all conditions of approval shall be demonstrated to the satisfaction of the Community Development Director. Upon evidence of non-compliance with conditions of approval or applicable municipal code provisions, the applicant shall remedy the non-compliance to the satisfaction of the Community Development Director or shall file an application for a permit amendment for Planning Commission consideration. Failure to remedy a non-compliance in a timely manner may result in permit revocation.
19. The outdoor display merchandise shall be the merchandise of the food mart only. The outdoor display area shall be managed by the food mart staff.
20. All outdoor display merchandise shall only be displayed during business hours.
21. The outdoor display shall not obstruct pedestrian, bicycle, vehicular, or emergency services access and shall maintain four (4) feet of unobstructed access provided, however, that the width of the clear area shall in all events meet all applicable state and federal regulations and building codes, including all barrier-free and ADA requirements.
22. Outdoor vending machines and drop boxes or donation bins shall be prohibited.
23. The outdoor displays shall not contain any information which would routinely be placed on a business sign located on the building such as the name or type of business, hours of business operation, business logo, brand name information, etc. The outdoor display may include a sign which indicates the price of the display item(s) or simply indicates a "sale" on the item(s) limited to 8.5" x 11".
24. All outdoor displays shall be continuously maintained in a state of order, security, safety, and repair. The display surface shall be kept clean, neatly painted, and free of rust, corrosion, protruding tacks, nails and/or wires. Any cracked, broken surfaces, or other unmaintained or damaged portion of a display shall be repaired or replaced or removed within thirty (30) days.

25. All outdoor displays shall be tasteful and assist in creating a top-quality shopping environment.
26. The outdoor displays must be self-supporting, stable, and weighted or constructed to withstand being overturned by wind or contact. The display shall not be permanently affixed to any object, structure, or the ground including utility poles, light poles, trees, or any merchandise or products displayed outside permanent buildings.
27. This permit shall expire 24 months from the date of issuance. The applicant shall have an approved building permit and construction underway before this date to prevent permit expiration. Applications for extension may be submitted by the applicant prior to expiration pursuant to Municipal Code section 17.81.160.
28. The planning and infrastructure review and approval are transferable with the title to the underlying property so that an approved project may be conveyed or assigned by the applicant to others without losing the approval. The permit cannot be transferred off the site on which the approval was granted.

FINDINGS

A. The application, subject to the conditions imposed, will secure the purposes of the Zoning Ordinance and the General Plan.

Community Development Department Staff, the Architectural and Site Review Committee, and the Planning Commission have all reviewed the project. The project conforms to the development standards of the CC (Community Commercial) Zoning District. Conditions of approval have been included to carry out the objectives of the Zoning Ordinance and General Plan.

B. The application will maintain the character and integrity of the neighborhood.

Community Development Department Staff, the Architectural and Site Review Committee, and the Planning Commission have all reviewed the project. The project conforms to the development standards of the CC (Community Commercial) Zoning District and conditions of approval have been included to ensure that the project maintains the character and integrity of the area.

C. This project is categorically exempt under Section 15332 of the California Environmental Quality Act.

Section 15332 of the CEQA Guidelines exempts projects characterized as in-fill developments meeting the following conditions:

- a. The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.
- b. The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses.
- c. The project site has no value as habitat for endangered, rare, or threatened species.
- d. Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.

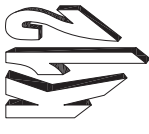
The applicant has designed the site layout and structures to minimize and mitigate the noise impacts of the proposed car wash.

- e. The site can be adequately served by all required utilities and public services.

ATTACHMENTS:

1. 836 Bay Avenue Plans - 10-20-17
2. 836 Bay Ave - Car Wash Dryer Specs
3. 836 Bay Ave - Paint Color - Shingles - Stone Siding

Prepared By: Matt Orbach
Assistant Planner



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CAPITOLA CHEVRON

NEW CAR WASH

836 BAY STREET
 CAPITOLA, CA 95010

ARCHITECT

AKHTAR JAIED

836 BAY STREET
 CAPITOLA, CA 95010

ARCHITECT



PROJECT NUMBER: 17-026
 SHEET NUMBER: 08-16-2017
 SHEET CONTENTS

PROPOSED SITE PLAN

A101

VICINITY MAP



CAPITOLA, CA

PROJECT DATA

ASSESSOR'S PARCEL NUMBER(S): 084-d117
 ZONING: CC - COMMUNITY COMMERCIAL
 PROJECT SITE AREA (60295/0.48 ACRES): 18,183 S.F.
 BUILDING DATA:
 STRUCTURE TYPE OF U.S.C. CONSTR. AREA
 NEW CAR WASH V 543 S.F.
 EXISTING CONVENIENCE STORE M V B 1,488 S.F.
 EXISTING STORAGE M V B 332 S.F.

PARKING DATA:
 BUILDING AREA PARKING RATIO REQ'D.
 RETAIL SPACE 11,300 S.F. (1960 / 300) * 45
 SERVICE SPACE TOTAL * 75
 PARKING PROVIDED
 REGULAR SPACES 10
 SERVICE SPACE AIR / WATER / VACUUM 1
 TOTAL * 12

--- ACCESSIBLE PATH OF TRAVEL

EXISTING GRADE LINES

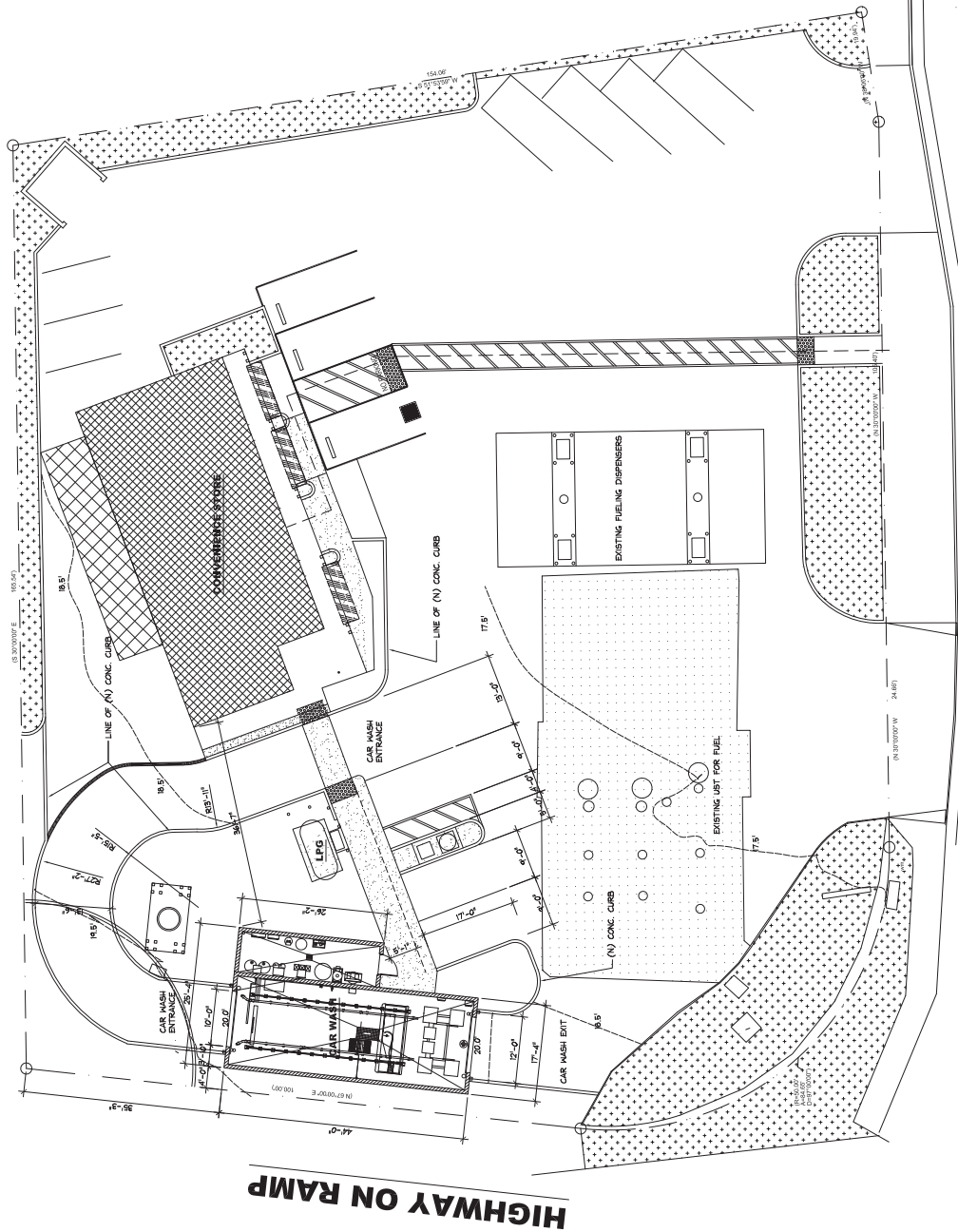
OUTDOOR DISPLAY OF GOODS AREA,
 STAINED CONC.
 TOTAL AREA: 65 S.F.

SCOPE OF WORK:

ADD A NEW CAR WASH BUILDING WITH EQUIPMENT ROOM.
 NEW LANDSCAPE AREA AROUND THE CAR WASH. THE
 EXISTING SITE IS WELL LANDSCAPED EXCEPT WHERE THE
 CAR WASH IS GOING.
 KEEP THE GRADES OF THE EXISTING PAVING EXCEPT
 WHERE NECESSARY TO ACCOMMODATE THE NEW CAR
 WASH. RELOCATE THE EXISTING TRELIS WITH THE NEW
 VACUUM WITH 4" WIDE ACCESSIBLE PATH.
 RELOCATE THE PROPANE TANK.
 RELOCATE THE EXISTING TRELIS WITH FOUNTAIN BACK
 BY THE CAR WASH ENTRY.

LIST OF DRAWINGS

- A01 SITE PLAN
- C-1 CIVIL EXISTING GRADING PLAN
- A01 CAR WASH FLOOR PLAN
- A301 EXTERIOR ELEVATIONS
- A302 EXTERIOR ELEVATIONS
- A303 COLOR ELEVATIONS
- A304 COLOR ELEVATIONS
- A305 COLOR PERSPECTIVE
- L1 LANDSCAPE PLANS



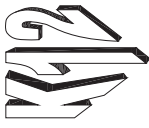
BAY AVENUE



PROPOSED SITE PLAN

20

SCALE: 1" = 10'-0"



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CONTRACT NO.

CONTRACTOR

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 CHEVRON**

**NEW
 CAR
 WASH**

836 BAY STREET
 CAPITOLA, CA 95010

PROJECT NO.

AKHTAR JAIED
 836 BAY STREET
 CAPITOLA, CA 95010

DESIGNER



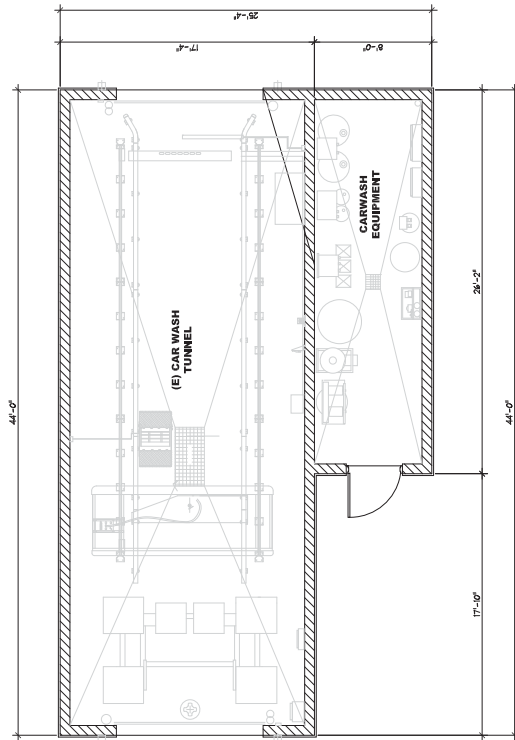
7-026 | 08-16-2017
 SHEET NUMBER

**PROPOSED FLOOR
 PLAN**

A201



SCALE: 1/8" = 1'-0"



PROPOSED FLOOR PLAN



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ARCHITECT

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836 BAY STREET
 CAPITOLA, CA 95010

EXTERIOR

PROFESSIONAL SEAL

PROJECT NUMBER: 77-026
 SHEET NUMBER: 08-16-2017

EXTERIOR ELEVATIONS

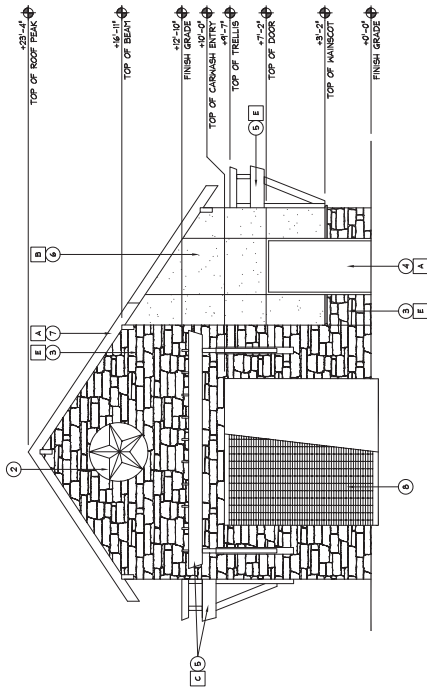
A301

KEY NOTES

- 1 COMPOSITION ROOFING
- 2 SIGNAGE, BY OWNER
- 3 STUCCO OVER EXTERIOR CEMENT PLASTER OVER METAL LATH OVER DUPONT TYVEK DRAINWRAP
- 4 HOLLOW CORE METAL DOOR
- 5 WOOD TRELLIS
- 6 2x4 TRUSS GIRT STUCCO SYSTEM OVER DUPONT TYVEK DRAINWRAP
- 7 ROOF TRIM
- 8 NEW ROLL UP METAL MESH DOOR TO BE DOWN WHEN NOT OPEN

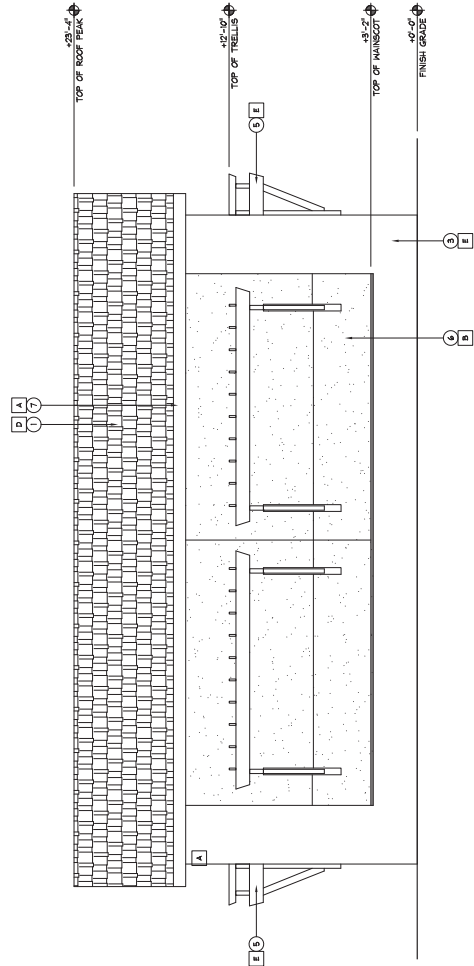
COLOR LEGEND

- | | |
|---|-------------------------------------------------|
| A | SHERWIN WILLIAMS SWH75- "HIGH REFLECTIVE WHITE" |
| B | SHERWIN WILLIAMS SWH53- "FAROS" |
| C | SHERWIN WILLIAMS SWH64- "FRENCH TOAST" |
| D | CERTANTEED CARRIAGE HOUSE- "STONEGATE GRAY" |
| E | BL. DORADO STONE- "MOUNTAIN LEDGE" |
| F | SHERWIN WILLIAMS SWH54- "SERIOUS GRAY" |



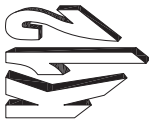
18 NORTH ELEVATION

SCALE: 1/4" = 1'-0"



20 EAST ELEVATION

SCALE: 1/4" = 1'-0"



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ARCHITECT

AKHTAR JAIED

**836 BAY STREET
 CAPITOLA, CA 95010**

EXTERIOR

INTERIOR WALLS

PROJECT NUMBER: **7-026**

DATE PLOTTED: **08-16-2017**

SHEET NUMBER

**EXTERIOR
 ELEVATIONS**

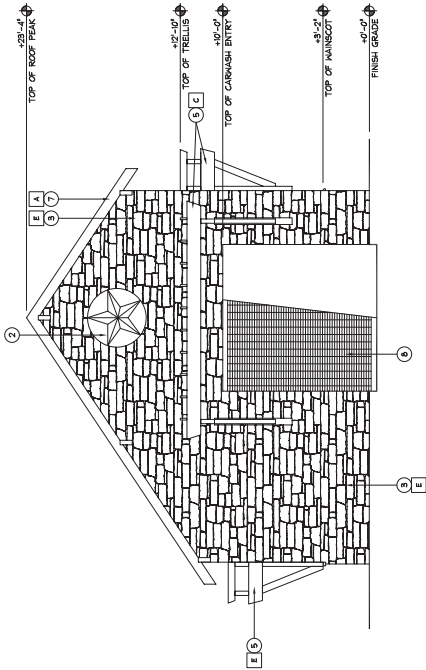
A302

KEY NOTES

- 1 COMPOSITION ROOFING
- 2 SIGNAGE, BY OWNER
- 3 STUCCO STONE OVER EXTERIOR CEMENT PLASTER OVER METAL LATH OVER DUPONT TYPK DRAINWRAP
- 4 HOLLOW CORE METAL DOOR
- 5 HOOD TRELLIS
- 6 2"X4" TRUSS GIRT STUCCO SYSTEM OVER DUPONT TYPK DRAINWRAP
- 7 ROOF TRIM
- 8 HIGH STL. MESH ROLL UP DOOR. TO BE DONE WHEN NOT IN OPERATION

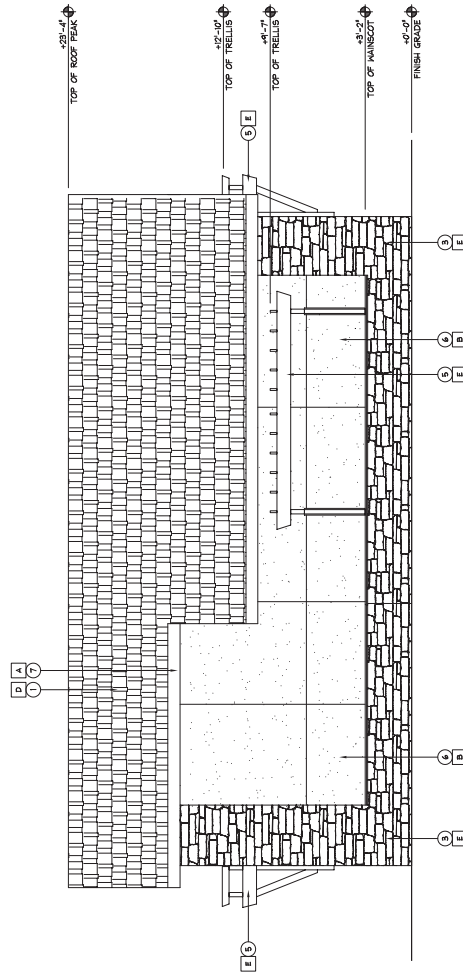
COLOR LEGEND

- | | |
|---|--------------------------------------------------|
| A | SHERWIN WILLIAMS SWH75-- "HIGH REFLECTIVE WHITE" |
| B | SHERWIN WILLIAMS SWH53-- "FAROS" |
| C | SHERWIN WILLIAMS SWH64-- "FRENCH TOAST" |
| D | CERTAINTED CARRIAGE HOUSE-- "STONEGATE GRAY" |
| E | BL. DORADO STONE-- "MOUNTAIN LEDGE" |
| F | SHERWIN WILLIAMS SWH66-- "SERIOUS GRAY" |



18 SOUTH ELEVATION

SCALE: 1/4" = 1'-0"



20 WEST ELEVATION

SCALE: 1/4" = 1'-0"



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 CAPITOLA, CA 95010

EXTERIOR

INTERIOR WALLS

PROJECT NUMBER: 77-026 | DATE: 08-16-2017

SHEET NUMBER

COLOR EXTERIOR ELEVATIONS

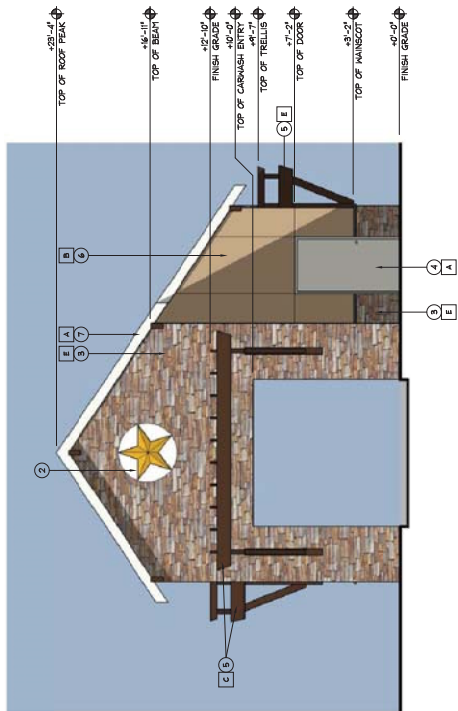
A303

KEY NOTES

- 1 COMPOSITION ROOFING
- 2 SIGNAGE, BY OWNER
- 3 STUCCO STONE OVER EXTERIOR CEMENT PLASTER OVER METAL LATH OVER DUPONT TYVEK DRAINWRAP
- 4 HOLLOW CORE METAL DOOR
- 5 HOOD TRELLIS
- 6 2x4 TRUSS GOLF STUCCO SYSTEM OVER DUPONT TYVEK DRAINWRAP
- 7 ROOF TRIM
- 8 EXISTING METAL SIDING
- 9 EXISTING STONE VENEER
- 10 EXISTING STOREFRONT WINDOW SYSTEM
- 11 EXISTING BRAM

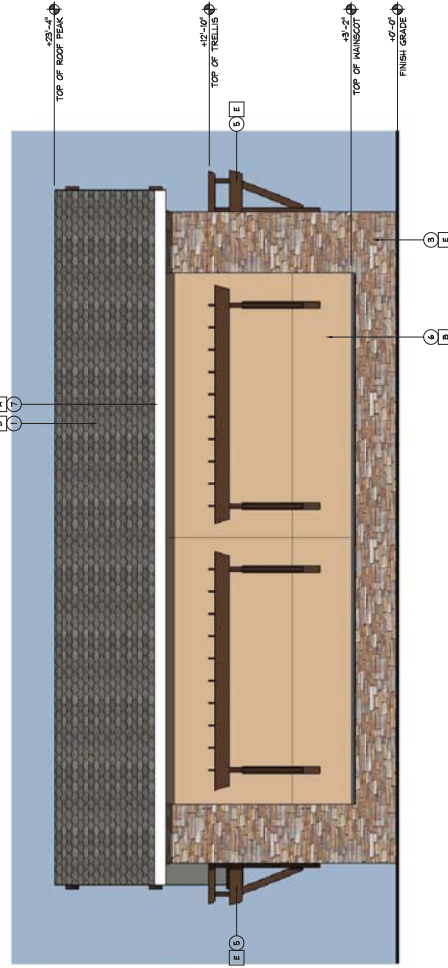
COLOR LEGEND

- | | |
|---|-------------------------------------------------|
| A | SHERWIN WILLIAMS SWH75- "HIGH REFLECTIVE WHITE" |
| B | SHERWIN WILLIAMS SWH65- "FAROE" |
| C | SHERWIN WILLIAMS SWH64- "FRENCH TOAST" |
| D | CERTANTEED CARRIAGE HOUSE- "STONEGATE GRAY" |
| E | BL. DORADO STONE- "MOUNTAIN LEDGE" |
| F | SHERWIN WILLIAMS SWH64- "SERIOUS GRAY" |



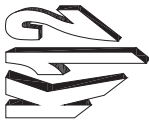
18 NORTH ELEVATION

SCALE: 1/4" = 1'-0"



20 EAST ELEVATION

SCALE: 1/4" = 1'-0"



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ARCHITECT

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 CAPITOLA, CA 95010

EXTERIOR

INTERIOR WALLS

PROJECT NUMBER: 7-026
 SHEET NUMBER: 08-16-2017

DATE

COLOR EXTERIOR ELEVATIONS

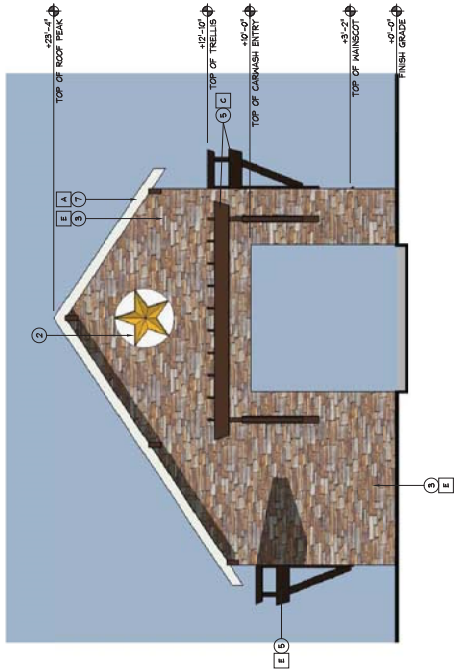
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KEY NOTES

- 1 COMPOSITION ROOFING
- 2 SIGNAGE, BY OWNER
- 3 STUCCO STONE OVER EXTERIOR CEMENT PLASTER OVER METAL LATH OVER DUPONT TYVEK DRAINWRAP
- 4 HOLLOW CORE METAL DOOR
- 5 WOOD TRELLIS
- 6 2x4 TRUSS GIRT STUCCO SYSTEM OVER DUPONT TYVEK DRAINWRAP
- 7 ROOF TRIM
- 8 EXISTING METAL SIDING
- 9 EXISTING STONE VENEER
- 10 EXISTING STOREFRONT WINDOW SYSTEM
- 11 EXISTING BRAM

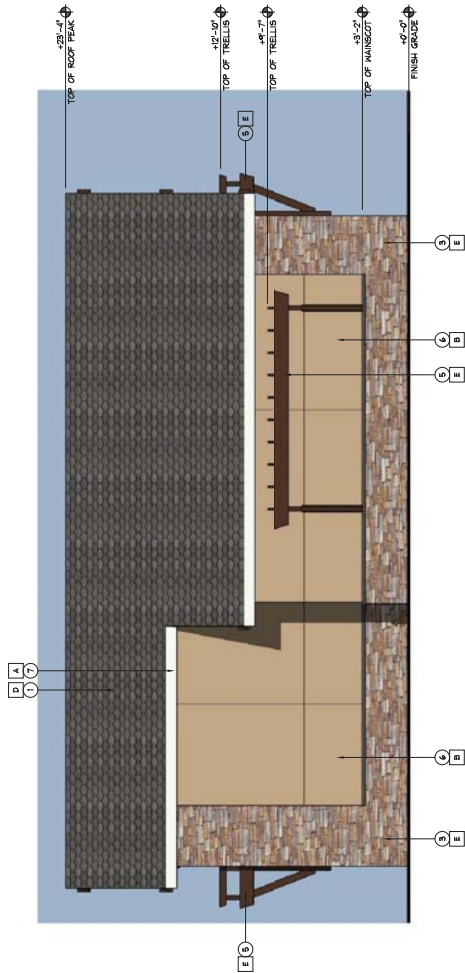
COLOR LEGEND

- | | |
|---|-------------------------------------------------|
| A | SHERWIN WILLIAMS SWH75- "HIGH REFLECTIVE WHITE" |
| B | SHERWIN WILLIAMS SWH53- "FAROE" |
| C | SHERWIN WILLIAMS SWH64- "FRENCH TOAST" |
| D | CERTAINTED CARRIAGE HOUSE- "STONEGATE GRAY" |
| E | BL. DORADO STONE- "MOUNTAIN LEDGE" |
| F | SHERWIN WILLIAMS SWH56- "SERIOUS GRAY" |



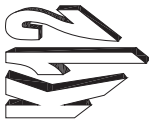
18 SOUTH ELEVATION

SCALE: 1/4" = 1'-0"



20 WEST ELEVATION

SCALE: 1/4" = 1'-0"



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ARCHITECT

PROFESSIONAL SEAL

PROJECT NUMBER: 7-026
 SHEET DATE: 08-16-2017
 SHEET CONTENTS

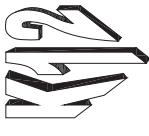
PERSPECTIVE VIEWS

A305



20 PERSPECTIVE VIEWS

SCALE: 1/4" = 1'-0"



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ARCHITECT

PROFESSIONAL SEAL

PROJECT NUMBER: 7-026
 SHEET DATE: 08-16-2017
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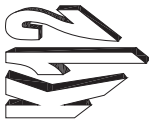
PERSPECTIVE VIEWS

SHEET NUMBER
A306



18 PERSPECTIVE VIEWS

SCALE: N.T.S.



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**NEW
 CAR
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ARCHITECT

AKHTAR JAIED

836 BAY STREET
 CAPITOLA, CA 95010

EXTERIOR

PROFESSIONAL SEAL

PROJECT NUMBER: 77-026

ISSUE DATE: 08-16-2017

SHEET NUMBER

EXISTING 3-STORE
 EXTERIOR
 ELEVATIONS

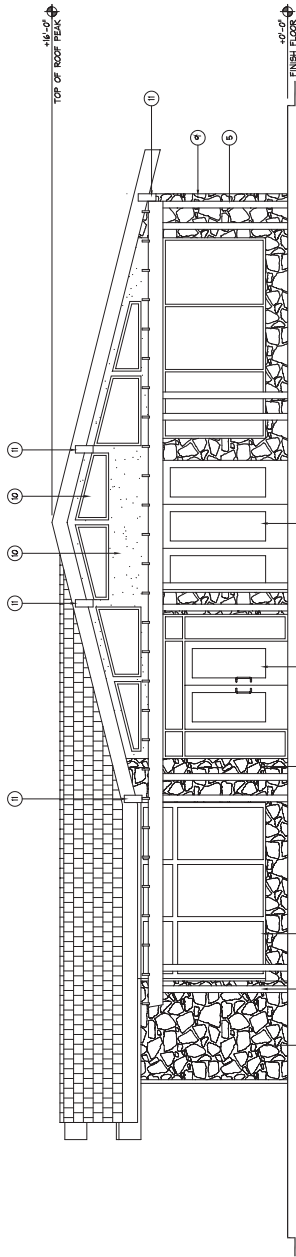
A307

KEY NOTES

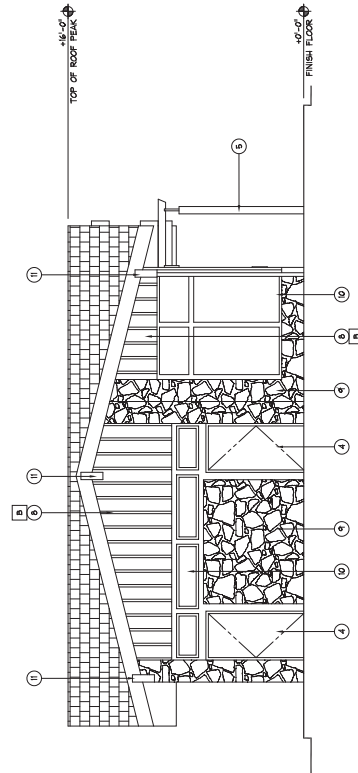
- 1 COMPOSITION ROOFING
- 2 SIGNAGE, BY OWNER
- 3 STUCCO STONE OVER EXTERIOR CEMENT PLASTER OVER METAL LATH OVER DUPONT TYVEK DRAINWRAP
- 4 HOLLOW CORE METAL DOOR
- 5 WOOD TRELLIS
- 6 2x4 TRUSS GOLF STUCCO SYSTEM OVER DUPONT TYVEK DRAINWRAP
- 7 ROOF TRIM
- 8 EXISTING METAL SIDING
- 9 EXISTING STONE VENEER
- 10 EXISTING STOREFRONT WINDOW SYSTEM
- 11 EXISTING BRICK

COLOR LEGEND

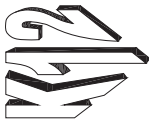
- | | |
|---|-------------------------------------------------|
| A | SHERWIN WILLIAMS SWH75- "HIGH REFLECTIVE WHITE" |
| B | SHERWIN WILLIAMS SWH53- "FAROE" |
| C | SHERWIN WILLIAMS SWH64- "FRENCH TOAST" |
| D | CERTAINTEED CARRIAGE HOUSE- "STONEGATE GRAY" |
| E | BL. DORADO STONE- "MOUNTAIN LEDGE" |
| F | SHERWIN WILLIAMS SWH66- "SERIOUS GRAY" |



18 NORTH ELEVATION



20 EAST ELEVATION



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CONTRACTOR

CONTRACTOR

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 CHEVRON**

**NEW
 CAR
 WASH**

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ARCHITECT

AKHTAR JAIED

**836 BAY STREET
 CAPITOLA, CA 95010**

EXTERIOR

PROFESSIONAL SEAL

PROJECT NUMBER: **77-026**
 SHEET NUMBER: **08-16-2017**

**EXISTING C-STORE
 EXTERIOR
 ELEVATIONS**

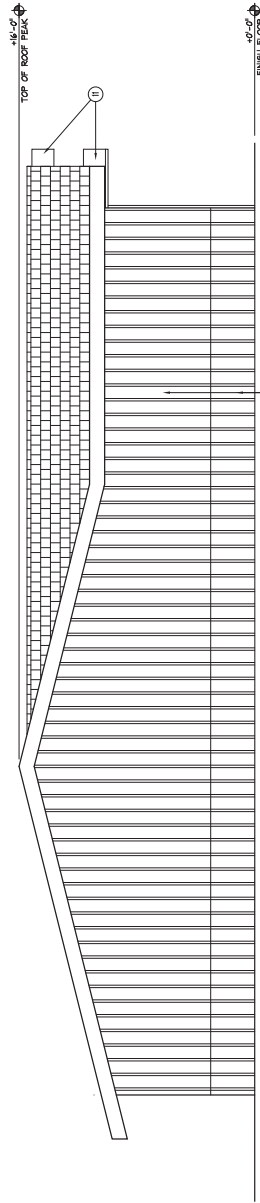
A308

KEY NOTES

- 1 COMPOSITION ROOFING
- 2 SIGNAGE, BY OWNER
- 3 STUCCO STONE OVER EXTERIOR CEMENT PLASTER OVER METAL LATH OVER DUPONT TYPK DRAINWRAP
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- 6 2x4 TRUSS GOLF STUCCO SYSTEM OVER DUPONT TYPK DRAINWRAP
- 7 ROOF TRIM
- 8 EXISTING METAL SIDING
- 9 EXISTING STONE VENEER
- 10 EXISTING STOREFRONT WINDOW SYSTEM
- 11 EXISTING BEAM

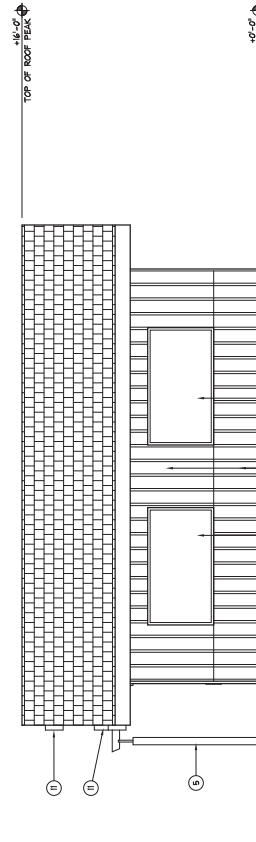
COLOR LEGEND

- | | |
|---|-------------------------------------------------|
| A | SHERWIN WILLIAMS SW755- "HIGH REFLECTIVE WHITE" |
| B | SHERWIN WILLIAMS SW953- "FAROE" |
| C | SHERWIN WILLIAMS SW604- "FRENCH TOAST" |
| D | CERTANTEED CARRIAGE HOUSE- "STONEGATE GRAY" |
| E | BL. DORADO STONE- "MOUNTAIN LEDGE" |
| F | SHERWIN WILLIAMS SW656- "SERIOUS GRAY" |



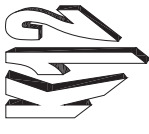
18 SOUTH ELEVATION

SCALE: 1/4" = 1'-0"



20 WEST ELEVATION

SCALE: 1/4" = 1'-0"



K12 Architects, Inc
 1300 J Street, Suite 100
 Sacramento, CA 95827
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CONTRACTOR

CONTRACTOR

CAPITOLA CHEVRON

NEW CAR WASH

836 BAY STREET
 CAPITOLA, CA 95010

ARCHITECT

AKHTAR JAIED

836 BAY STREET
 CAPITOLA, CA 95010

EXTERIOR

PROFESSIONAL SEAL

PROJECT NUMBER: 77-026
 SHEET NUMBER: 08-16-2017

DATE

EXISTING 2-STORE
 COLOR EXTERIOR
 ELEVATIONS

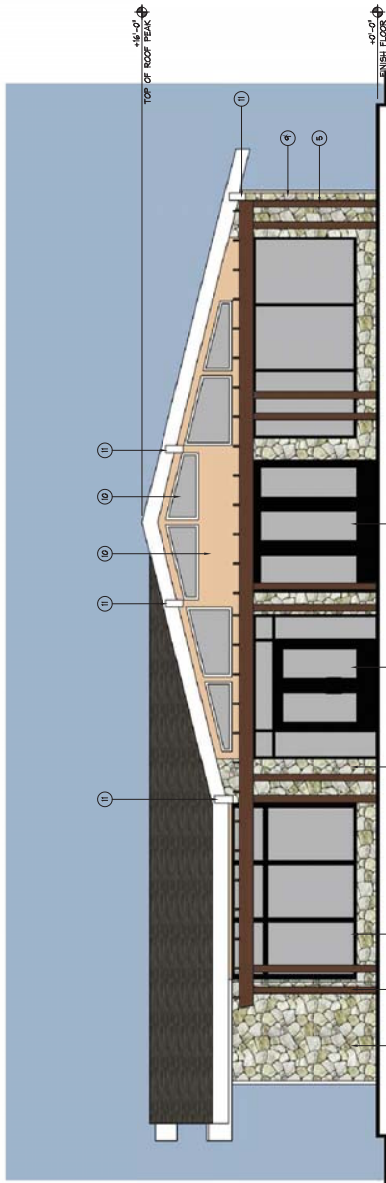
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KEY NOTES

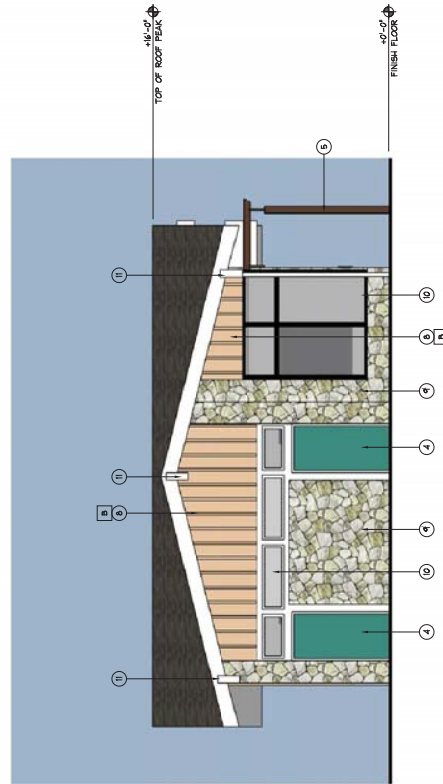
- 1 COMPOSITION ROOFING
- 2 SIGNAGE, BY OWNER
- 3 STUCCO STONE OVER EXTERIOR CEMENT PLASTER OVER METAL LATH OVER DUPONT TYVEK DRAINWRAP
- 4 HOLLOW CORE METAL DOOR
- 5 WOOD TRELLIS
- 6 2x4 TRUSS GOLF STUCCO SYSTEM OVER DUPONT TYVEK DRAINWRAP
- 7 ROOF TRIM
- 8 EXISTING METAL SIDING
- 9 EXISTING STONE VENEER
- 10 EXISTING STOREFRONT WINDOW SYSTEM
- 11 EXISTING BEAM

COLOR LEGEND

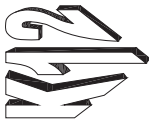
- A SHERWIN WILLIAMS SW755- "HIGH REFLECTIVE WHITE"
- B SHERWIN WILLIAMS SW653- "FAROE"
- C SHERWIN WILLIAMS SW644- "FRENCH TOAST"
- D CERTAINTED CARRIAGE HOUSE- "STONEGATE GRAY"
- E BL. DORADO STONE- "MOUNTAIN LEDGE"
- F SHERWIN WILLIAMS SW654- "SERIOUS GRAY"



18 NORTH ELEVATION



20 EAST ELEVATION



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CONTRACTOR

CONTRACTOR

OWNER

**CAPITOLA
 CHEVRON**

**NEW
 CAR
 WASH**

**836 BAY STREET
 CAPITOLA, CA 95010**

ARCHITECT

AKHTAR JAIED

**836 BAY STREET
 CAPITOLA, CA 95010**

EXTERIOR

PROFESSIONAL SEAL

PROJECT NUMBER: **7-026**

ISSUE DATE: **08-16-2017**

SHEET NUMBER

**EXISTING 0-STORE
 COLOR EXTERIOR
 ELEVATIONS**

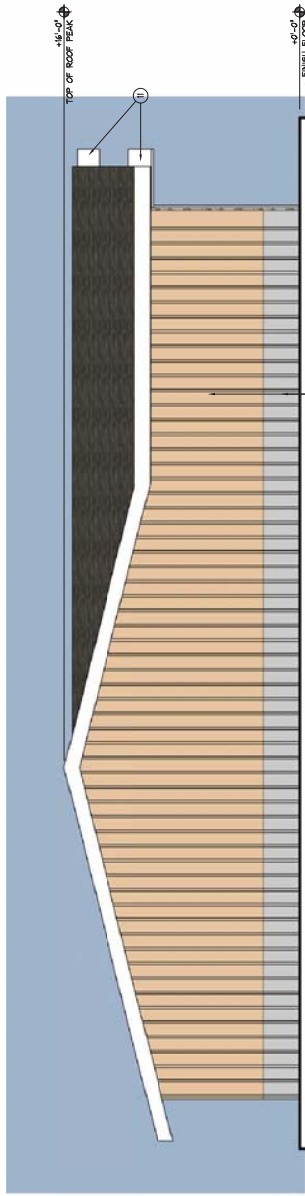
A310

KEY NOTES

- 1 COMPOSITION ROOFING
- 2 SIGNAGE, BY OWNER
- 3 STUCCO STONE OVER EXTERIOR CEMENT PLASTER OVER METAL LATH OVER DUPONT TYVEK DRAINWRAP
- 4 HOLLOW CORE METAL DOOR
- 5 WOOD TRELLIS
- 6 2x4 TRUSS GOLF STUCCO SYSTEM OVER DUPONT TYVEK DRAINWRAP
- 7 ROOF TRIM
- 8 EXISTING METAL SIDING
- 9 EXISTING STONE VENEER
- 10 EXISTING STOREFRONT WINDOW SYSTEM
- 11 EXISTING BEAM

COLOR LEGEND

- | | |
|---|-------------------------------------------------|
| A | SHERWIN WILLIAMS SWH75- "HIGH REFLECTIVE WHITE" |
| B | SHERWIN WILLIAMS SWH53- "FAROE" |
| C | SHERWIN WILLIAMS SWH44- "FRENCH TOAST" |
| D | CERTANTEED CARRIAGE HOUSE- "STONEGATE GRAY" |
| E | BL. DORADO STONE- "MOUNTAIN LEDGE" |
| F | SHERWIN WILLIAMS SWH64- "SERIOUS GRAY" |



18 SOUTH ELEVATION

SCALE: 1/4" = 1'-0"



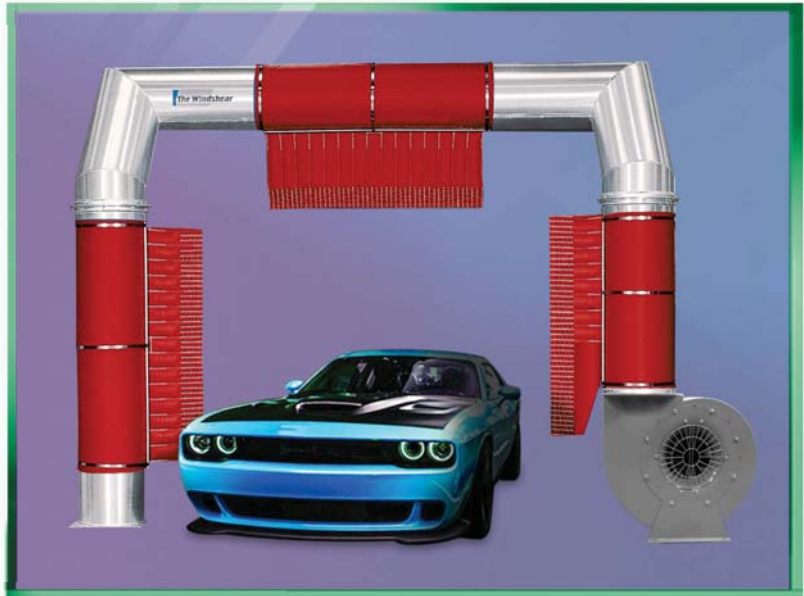
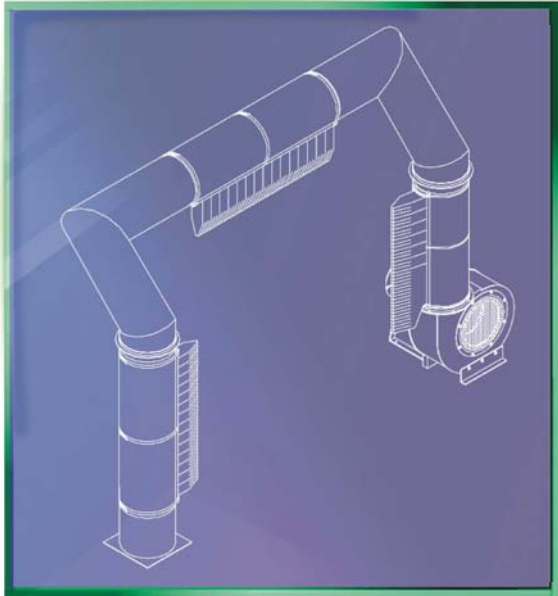
20 WEST ELEVATION

SCALE: 1/4" = 1'-0"



WINDSHEAR

30 hp Stand Alone
Drying System



Features & Benefits

- High Efficiency
- Only 30-hp
- Touch Free Design
- Conveyor Operations
- Easy Assembly
- Very Low Maintenance

The Proto-Vest "WindShear®" is designed as a stand alone drying system that is ideal for tunnels with low to moderate line speeds. Utilizing only one 30hp motor, the WindShear is a cost effective and high performance drying solution.

Motor Specifications

- 30hp, 3600 RPM's

Equipment Options



Silencer Package

Reduce decibel levels generated by the dryer

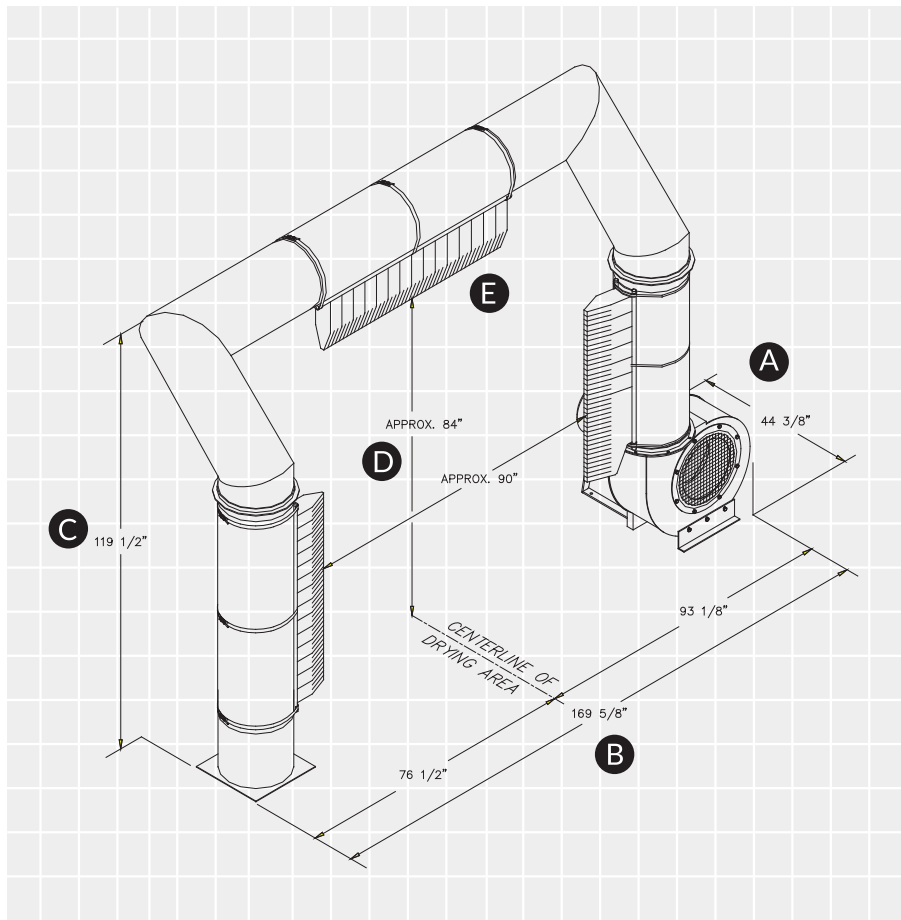


AirGate

Reduce horsepower usage and prolong

WINDSHEAR

30 hp Stand Alone Drying System



Equipment Dimensions

- A** OVERALL LENGTH
44 ³/₈ in.
- B** OVERALL WIDTH
169 ⁵/₈ in.
- C** OVERALL HEIGHT
119 ¹/₂ in.
- D** BAG HEIGHT
84 in.
- E** HORIZONTAL APPROX.
90 in.

Weight: 1250 lbs. (approximate)

Decibel Readings

With Silencer / Without Silencer
(WS) (WOS)

WindShear - (1) 30hp dryer:

WS: 10 ft=76.9 dBa;	WOS: 10 ft=91 dBa
WS: 20 ft=70.9 dBa;	WOS: 20 ft=84.9 dBa
WS: 30 ft=67.4 dBa;	WOS: 30 ft=81.4 dBa
WS: 40 ft=64.9 dBa;	WOS: 40 ft=78.9 dBa
WS: 50 ft=63 dBa;	WOS: 50 ft=77 dBa

(The above decibel readings are interpolated.)

General Description

The Proto-Vest "WindShear®" is designed as a stand alone drying system that is ideal for tunnels with low to moderate line speeds. This patented system utilizes one (1) 30 hp blower, plenum and three (3) Proto-Duck™ air delivery bags designed to direct air around the vehicle as it passes under the equipment arch. Proto-Vest's blower/motor assemblies are engineered for both maximum efficiency and cost effectiveness allowing the system to operate with only one 30hp Magnum blower. With the improved performance of the Magnum blower assembly the Windshear's drying quality far surpasses any comparable horsepower dryer in its class.

Proto-Vest's stringent standards in material selection for dryers result in extended equipment life and

Service / Support

Proto-Vest recognizes that support after the sale of equipment is critical to the success of our customers. Our company offers its customers access to a wide range of services including: field service technicians, factory direct aftermarket parts, and an engineering staff for custom designed applications.

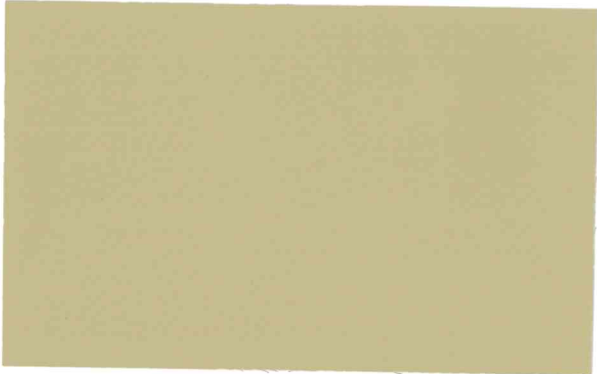
To contact customer support call us toll free at **800.521.8218** or go to www.protovest.com.



A HIGH REFLECTIVE WHITE
SHERWIN WILLIAMS SW7757



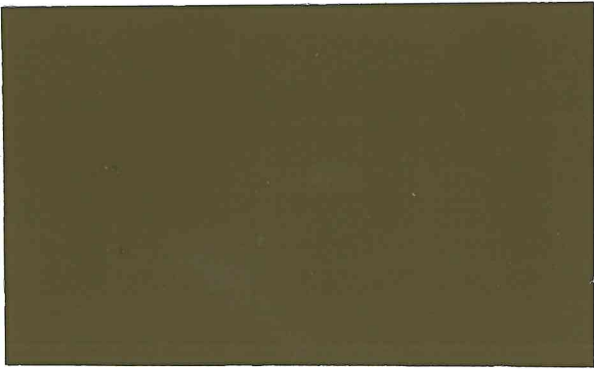
D CARRIAGE HOUSE- STONE HOUSE GREY
CERTAINTED ROOFING



B FARRO
SHERWIN WILLIAMS SW9103



E MOUNTAIN LEDGE
EL DORADO STONE



C FRENCH ROAST
SHERWIN WILLIAMS SW6069



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Attachment: 836 Bay Ave - Paint Color - Shingles - Stone Siding (836 Bay Avenue)

CAPITOLA CHEVRON CARWASH

836 BAY STREET

CAPITOLA CALIFORNIA 95010



STAFF REPORT

TO: PLANNING COMMISSION
 FROM: COMMUNITY DEVELOPMENT
 DATE: NOVEMBER 2, 2017
 SUBJECT: **Grand Avenue Pathway Closure #17-0380 APN: 036-135-01**

Coastal Development Permit for a closure of the Grand Avenue pathway between Oakland Avenue and Hollister Avenue due to a bluff failure. The path would remain closed until a long term, permanent solution can be developed. This project is in the Coastal Zone and requires a Coastal Development Permit. Environmental Determination: Categorical Exemption
 Property Owner: City of Capitola
 Representative: Steve Jesberg, PW Director

APPLICANT PROPOSAL

The City is seeking a Coastal Development Permit for the closure of the Grand Avenue pathway between Oakland Avenue and Hollister Avenue.

BACKGROUND

The Grand Avenue pathway, which runs along the top of the bluff on Depot Hill between Central Avenue and Sacramento Avenue, is treasured by residents and visitors alike for providing public access to stunning views of the City of Capitola and the Monterey Bay. The City is committed to making feasible repairs in order to maintain access while preserving public safety so that this important visual resource will remain available to future generations.

Situated on the edge of the bluff, the pathway is susceptible to damage from episodic bluff failure/retreat due to intense storms, wave erosion, and earthquakes. The winter of 2016-2017, which had the second highest rainfall total ever recorded in Santa Cruz County, caused several of these bluff failures to occur, resulting in the edge of the bluff moving several feet closer to the foot path in several locations.

In order to assess the safety of the path after these failures, the City hired Erik Zinn of Zinn Geology to evaluate the bluff condition and prepare a study to document findings. In addition, to minimize risks to the public, the City closed the affected section of the pathway by installing fences/barriers at the two entrances the pathway with signage describing the safety hazard and stating the rationale for closing the path displayed prominently on those barriers.

The Zinn Geology report contained several important findings:

- The bluff below the pathway has been episodically retreating as the soil and bedrock below it fail (landslides, debris flows, and rock falls);

- The failure process has two parts: (1) the exposed bedrock at the base of the bluff is eroded and notched by waves until the notch intersects a nearly vertical bluff-parallel joint set, and (2) a slab of bedrock topples, taking the overlying marine terrace deposits with it;
- The marine deposits that make up the top of the bluff will continue to erode until they reach the angle of repose of about 38 degrees;
- This process generally continues unabated until the bedrock topples again, starting the process over again;
- The report examined three 'blocks'. Block A (adjacent to 402 Grand Avenue) experienced a toppling failure last winter, Block C (adjacent to 100 and 101 Hollister Avenue) failed only within the marine terrace deposits on the upper portion of the bluff, and Block B (adjacent to 402 and 404 Grand Avenue) is "primed and ready to fail" because it is notched at the base and overhung above the base;
- If the foot path is reopened, it will need to be repositioned further landward from its current position, but any work on such a project within 15 feet of the bluff should be completed in a manner that will not exacerbate the tenuous stability of the marine terrace deposits exposed in the bluff face; and
- The report projects a one to six year bluff retreat line that impinges upon the seaward edge of the adjacent residential properties.

In a letter dated May 23rd, 2017, California Coastal Commission urged the Capitola City Council to explore other alternatives to closing the pathway, including reclaiming "all areas of the publicly-owned right-of-way along this entire stretch of Depot Hill that have been encroached upon by such private residential development so that this *publicly-owned right-of-way property* can be used to ensure that a path remains available for public access." This option was analyzed by staff and will be covered in the discussion section below.

The California Coastal Commission considers the closing of the pathway to be 'development' under the Coastal Act and within Capitola's LCP. To continue the temporary closure of the Grand Avenue pathway, the City has applied for a Coastal Development Permit for the project.

The City Council reviewed the closure at their regular meeting on May 25th, 2017, and directed staff to continue the temporary closure. The Council also authorized the formation of a citizen group charged with studying potential long-term solutions for preservation of the pathway. The group has been actively working on the issue and is expected to present options and recommendations to the City Council later this year.

DISCUSSION

The geologist predicted, both in the report and in his comments at the May 25th, 2017, City Council meeting, that it will not be long (one to six years) before the top of the bluff along this entire reach will be past the seaward edge of the private properties. While the average retreat of the bluff line is approximately one foot per year, the retreat generally happens in episodic failures that take out large portions of the marine terrace deposits on the upper portion of the bluff, which is precisely where the Grand Avenue pathway is located. In addition, Block B, which did not fail last winter, is "primed and ready to fail."

Based on the existing conditions along the rest of the upper portion of the bluff on Depot Hill, the majority of the marine terrace deposits rarely reach the 38 degree angle of repose. This indicates that, in this area, episodic failures involving landslides, debris flows, and rock falls occur more frequently than the rate at which the upper bluff naturally erodes down to the angle of repose.

Staff looked into revoking the encroachment permits for the properties along Grand Avenue and relocating the path back to the property lines of those parcels, but that would only allow the path to move a short distance inland, well shy of the one to six year projected top of bluff line in the geologist report. As shown in Plate 1 of the geologist's report, the projected top of bluff line one to six years from now could be several feet within the existing property lines.

Efforts to relocate and stabilize the path in Block A and Block C could also destabilize the bluff further, leading to the failure of Block B and/or hastening the retreat of the bluff line. Funds put into construction and realignment of the footpath could be lost within one to six years, depending upon winter conditions, and a local earthquake could result in the immediate loss of the pathway.

Staff understands the importance of continuing to allow the public to utilize this incredible coastal resource, but public safety is the City's number one priority. Based on the possibility of another wet winter in the forecast and the facts presented in the geologist's report, staff is recommending the pathway remain closed until the citizen group presents their options and recommendations and the situation can be reevaluated.

CEQA

This project is statutorily exempt as an Emergency Project under §15269(c) of the California Environmental Quality Act. The closure of the Grand Avenue pathway is necessary to prevent an emergency that has a high probability of occurrence in the short-term.

RECOMMENDATION

Staff recommends approval of a Coastal Development Permit for Application #17-0380 based on the finding and conditions.

CONDITIONS OF APPROVAL

FINDINGS

A. The application, subject to the conditions imposed, secure the purposes of the Zoning Ordinance, General Plan, and Local Coastal Plan.

Community Development Department Staff and the Planning Commission have reviewed the project and support the project as the emergency closure will ensure the safety of residents and visitors utilizing the Grand Avenue pathway while a long-term solution is worked out. The coastal development permit for the emergency closure conforms to the requirements of the Local Coastal Program and conditions of approval have been included to carry out the objectives of the Zoning Ordinance, General Plan, and Local Coastal Plan.

B. This project is categorically exempt under Section 15269 of the California Environmental Quality Act and is not subject to Section 753.5 of Title 14 of the California Code of Regulations.

Section 15269 (c) of the CEQA Guidelines exempts specific actions necessary to prevent or mitigate an emergency. No adverse environmental impacts were discovered during review of the proposed project.

COASTAL FINDINGS

D. Findings Required. A coastal permit shall be granted only upon adoption of specific written factual findings supporting the conclusion that the proposed development conforms to the certified Local Coastal Program, including, but not limited to:

- The proposed development conforms to the City's certified Local Coastal Plan (LCP). The specific, factual findings, as per CMC Section 17.46.090 (D) are as follows:

(D) (2) Require Project-Specific Findings. In determining any requirement for public access, including the type of access and character of use, the city shall evaluate and document in written findings the factors identified in subsections (D) (2) (a) through (e), to the extent applicable. The findings shall explain the basis for the conclusions and decisions of the city and shall be supported by substantial evidence in the record. If an access dedication is required as a condition of approval, the findings shall explain how the adverse effects which have been identified will be alleviated or mitigated by the dedication. As used in this section, "cumulative effect" means the effect of the individual project in combination with the effects of past projects, other current projects, and probable future projects, including development allowed under applicable planning and zoning.

(D) (2) (a) Project Effects on Demand for Access and Recreation. Identification of existing and open public access and coastal recreation areas and facilities in the regional and local vicinity of the development. Analysis of the project's effects upon existing public access and recreation opportunities. Analysis of the project's cumulative effects upon the use and capacity of the identified access and recreation opportunities, including public tidelands and beach resources, and upon the capacity of major coastal roads from subdivision, intensification or cumulative build-out. Projection for the anticipated demand and need for increased coastal access and recreation opportunities for the public. Analysis of the contribution of the project's cumulative effects to any such projected increase. Description of the physical characteristics of the site and its proximity to the sea, tideland viewing points, upland recreation areas, and trail linkages to tidelands or recreation areas. Analysis of the importance and potential of the site, because of its location or other characteristics, for creating, preserving or enhancing public access to tidelands or public recreation opportunities;

- The project area is the final segment of Grand Avenue, the lateral access pathway that runs along the coastal edge of Depot Hill from Central Avenue to Hollister Avenue and provides public access to beautiful scenic views of the coastline. The pathway is situated the edge of the coastal bluff, approximately 90 feet above a small strip of beach along the Monterey Bay.
- Grand Avenue, which was formerly a city street with a walking path known as Lover's Lane on the seaward side (until the 1930's), has been utilized as a public walking path only from Central Avenue to Hollister Avenue for many years due to the precarious location of the road along the edge of the cliff.
- The project is a temporary closure of one section of the Grand Avenue pathway between Oakland Avenue and Hollister Avenue due to geologic instability. The

closure is necessary to ensure public safety while a long-term solution is worked out. The project is supported by the following sections of the Local Coastal Program:

- Policy II-1
 - It shall be the policy of the City of Capitola to provide safe and adequate pedestrian access to and along the shoreline as designated in the Shoreline Access Plan.
- SEC. 30253
 1. Minimize risks to life and property in areas of high geologic, flood, and fire hazard.
 2. Assure stability and structural integrity, and neither create nor contribute significantly to erosion, geologic instability, or destruction of the site or surrounding area or in any way require the construction of protective devices that would substantially alter natural landforms along cliffs and bluffs.

(D) (2) (b) Shoreline Processes. Description of the existing shoreline conditions, including beach profile, accessibility and usability of the beach, history of erosion or accretion, character and sources of sand, wave and sand movement, presence of shoreline protective structures, location of the line of mean high tide during the season when the beach is at its narrowest (generally during the late winter) and the proximity of that line to existing structures, and any other factors which substantially characterize or affect the shoreline processes at the site. Identification of anticipated changes to shoreline processes at the site. Identification of anticipated changes to shoreline processes and beach profile unrelated to the proposed development. Description and analysis of any reasonably likely changes, attributable to the primary and cumulative effects of the project, to: wave and sand movement affecting beaches in the vicinity of the project; the profile of the beach; the character, extent, accessibility and usability of the beach; and any other factors which characterize or affect beaches in the vicinity. Analysis of the effect of any identified changes of the project, alone or in combination with other anticipated changes, will have upon the ability of the public to use public tidelands and shoreline recreation areas;

- Grand Avenue is located at the top of the coastal bluff on Depot Hill. The small strip of beach at the bottom of the bluff is only accessibly from the beach near Esplanade Park during low tide conditions. During the winter months, storm surf periodically washes away the sand at the base of the cliffs and makes it inaccessible. This wave scour process causes the bluff to episodically retreat, as the soil and bedrock erodes and fails in the form of shallow landslides, debris flows, and rock falls. Some landslides on the bluff are also caused by saturation of the marine terrace deposits soil that caps the underlying Purisima Formation bedrock.
- The project is a reaction to recent landslides caused by these natural processes. The project will restrict public access to the coastal path in order to ensure public safety.
- See attached Grand Avenue Limited Geological Investigation

(D) (2) (c) Historic Public Use. Evidence of use of the site by members of the general public for a continuous five-year period (such use may be seasonal). Evidence of the type and character of use made by the public (vertical, lateral, blufftop, etc., and for passive and/or active recreational use, etc.). Identification of any agency (or person) who has maintained and/or improved the area subject to

historic public use and the nature of the maintenance performed and improvements made. Identification of the record owner of the area historically used by the public and any attempts by the owner to prohibit public use of the area, including the success or failure of those attempts. Description of the potential for adverse impact on public use of the area from the proposed development (including but not limited to, creation of physical or psychological impediments to public use);

- At the turn of the century, access along the top of the cliff was a tree-lined public path known as Lovers' Lane, on the ocean side of Grand Avenue. Lovers' Lane was lost in the 1930s because of cliff erosion.
- The blufftop walking path along Grand Avenue has been used by the public for more than a five-year period. The City of Capitola has maintained and improved the walking path for more than five years. Over the years, ongoing bluff erosion has slowly encroached on the path, limiting its easterly reach and constricting its width in certain areas. Erosion will continue along the entire bluff face of Grand Avenue and it is expected the entire path will eventually be lost.

(D) (2) (d) Physical Obstructions. Description of any physical aspects of the development which block or impede the ability of the public to get to or along the tidelands, public recreation areas, or other public coastal resources or to see the shoreline;

- The recent bluff failure created a physical impediment to public use of the last section of the walking path along Grand Avenue. The City's closure of the path is considered a necessary action in order to ensure public safety. In doing so, a section of the walking path that has traditionally been used by the public to walk along the coast and to see the shoreline will be made inaccessible.

(D) (2) (e) Other Adverse Impacts on Access and Recreation. Description of the development's physical proximity and relationship to the shoreline and any public recreation area. Analysis of the extent of which buildings, walls, signs, streets or other aspects of the development, individually or cumulatively, are likely to diminish the public's use of tidelands or lands committed to public recreation. Description of any alteration of the aesthetic, visual or recreational value of public use areas, and of any diminution of the quality or amount of recreational use of public lands which may be attributable to the individual or cumulative effects of the development.

- The walking path that will be temporarily closed is on a bluff above the shoreline. The failure of the bluff, which caused the Grand Avenue pathway to become a public safety hazard, diminished the amount of public lands available for recreational use. The project, which involves closing the walking path, is necessary to ensure public safety while a long-term solution is worked out.

(D) (3) (a – c) Required Findings for Public Access Exceptions. Any determination that one of the exceptions of subsection (F) (2) applies to a development shall be supported by written findings of fact, analysis and conclusions which address all of the following:

a. The type of access potentially applicable to the site involved (vertical, lateral, bluff top, etc.) and its location in relation to the fragile coastal resource to be protected, the agricultural use, the public safety concern, or the military facility which is the basis for the exception, as applicable;

b. Unavailability of any mitigating measures to manage the type, character, intensity, hours, season or location of such use so that agricultural resources, fragile coastal resources, public safety, or military security, as applicable, are protected;

c. Ability of the public, through another reasonable means, to reach the same area of public tidelands as would be made accessible by an access way on the subject land.

- The project is not requesting a Public Access Exception, therefore these findings do not apply.

(D) (4) (a – f) Findings for Management Plan Conditions. Written findings in support of a condition requiring a management plan for regulating the time and manner or character of public access use must address the following factors, as applicable:

a. Identification and protection of specific habitat values including the reasons supporting the conclusions that such values must be protected by limiting the hours, seasons, or character of public use;

b. Topographic constraints of the development site;

c. Recreational needs of the public;

d. Rights of privacy of the landowner which could not be mitigated by setting the project back from the access way or otherwise conditioning the development;

e. The requirements of the possible accepting agency, if an offer of dedication is the mechanism for securing public access;

f. Feasibility of adequate setbacks, fencing, landscaping, and other methods as part of a management plan to regulate public use.

- Not applicable.

(D) (5) Project complies with public access requirements, including submittal of appropriate legal documents to ensure the right of public access whenever, and as, required by the certified land use plan and Section 17.46.010 (coastal access requirements);

- The subject property is a publicly owned path; no legal documents are necessary to ensure public access rights are maintained.

(D) (6) Project complies with visitor-serving and recreational use policies;

- Policy IV-1
 - The project area is not in any of the designated visitor-serving and/or recreation areas, so this policy does not apply.
- Policy IV-2
 - The project is not in any of the designated visitor-serving and/or recreation areas, so this policy does not apply.
- Policy IV-3
 - The project area is not listed in this policy, so it does not apply.
- Policy IV-4
 - The city already owns and maintains the property, so this policy does not apply.

(D) (7) Project complies with applicable standards and requirements for provision of public and private parking, pedestrian access, alternate means of transportation and/or traffic improvements;

- Policy II-1
 - It shall be the policy of the City of Capitola to provide safe and adequate pedestrian access to and along the shoreline as designated in the Shoreline Access Plan (see Maps II-1,2, and 3).
 - The project is being undertaken to ensure public safety on the Grand Avenue pathway along the shoreline, so it complies with this policy.
- The rest of the public access policies in the LCP are not applicable to this project.
- CA Pub Res Code § 30210 (2016)
 - In carrying out the requirement of Section 4 of Article X of the California Constitution, maximum access, which shall be conspicuously posted, and recreational opportunities shall be provided for all the people consistent with public safety needs and the need to protect public rights, rights of private property owners, and natural resource areas from overuse.
 - The project is predicated on the need to protect public safety in the project area, so the project complies with this section of the California Coastal Act.

(D) (8) Review of project design, site plan, signing, lighting, landscaping, etc., by the city's architectural and site review committee, and compliance with adopted design guidelines and standards, and review committee recommendations;

- The project is not subject to architectural and site review.

(D) (9) Project complies with LCP policies regarding protection of public landmarks, protection or provision of public views; and shall not block or detract from public views to and along Capitola's shoreline;

- The recent bluff failure created a physical impediment to public use of the last section of the walking path along Grand Avenue. The City's closure of the path is considered a necessary action in order to ensure public safety. The project will restrict access to a portion of a public walking path known for its views of the Capitola shoreline, but it will not block or detract from the public views to and along

Capitola's shoreline from the rest of the path.

(D) (10) Demonstrated availability and adequacy of water and sewer services;

- Not applicable.

(D) (11) Provisions of minimum water flow rates and fire response times;

- Not applicable.

(D) (12) Project complies with water and energy conservation standards;

- Not applicable.

(D) (13) Provision of park dedication, school impact, and other fees as may be required;

- Not applicable.

(D) (14) Project complies with coastal housing policies, and applicable ordinances including condominium conversion and mobile home ordinances;

- Not applicable.

(D) (15) Project complies with natural resource, habitat, and archaeological protection policies;

- Not applicable.

(D) (16) Project complies with Monarch butterfly habitat protection policies;

- Not applicable.

(D) (17) Project provides drainage and erosion and control measures to protect marine, stream, and wetland water quality from urban runoff and erosion;

- Not applicable.

(D) (18) Geologic/engineering reports have been prepared by qualified professional for projects in seismic areas, geologically unstable areas, or coastal bluffs, and project complies with hazard protection policies including provision of appropriate setbacks and mitigation measures;

- A limited geologic investigation of the Grand Avenue pedestrian path in the project area was performed by Zinn Geology.

(D) (19) All other geological, flood and fire hazards are accounted for and mitigated in the project design;

- The project is a public safety measure to restrict access to a geologically hazardous section of a recreational path.

(D) (20) Project complies with shoreline structure policies;

- Not applicable.

(D) (21) The uses proposed are consistent with the permitted or conditional uses of the zoning district in which the project is located;

- Not applicable.

(D) (22) Conformance to requirements of all other city ordinances, zoning requirements, and project review procedures;

- The project conforms to the requirements of all city ordinances, zoning requirements and project development review and development procedures.

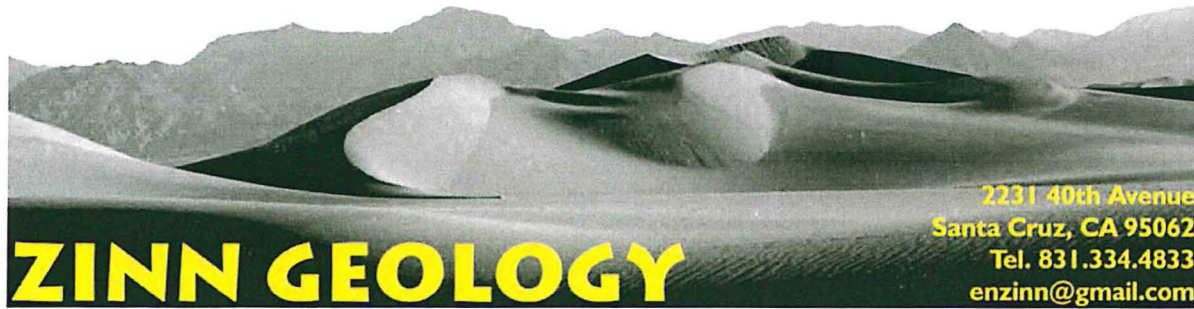
(D) (23) Project complies with the Capitola parking permit program as follows:

- Not applicable.

ATTACHMENTS:

1. Zinn Geology Report - Grand Avenue Closure - 05-15-17
2. CA Coastal Commission letter re Grand Avenue Closure - 5-23-17

Prepared By: Matt Orbach
Assistant Planner



Revised 15 May 2017

Job #2017013-G-SC

City of Capitola, Public Works
Attention: Steve Jesberg, Public Works Director
420 Capitola Ave
Capitola, California 95010
Phone: (831) 475-7300
sjesberg@ci.capitola.ca.us

Re: Limited geological investigation of coastal bluff failure
Grand Avenue near intersection with Oakland Avenue and Hollister Avenue
Capitola, California 95010

Dear Mr. Jesberg:

This letter presents the results of our limited geological investigation of the bluff failure that has undermined the footpath along Grand Avenue between its intersection with Oakland Avenue and Hollister Avenue (see Plate 1).

The bluff below the footpath has been episodically retreating as the the soil and bedrock exposed on the bluff face erodes and fails in the form of shallow landslides, debris flows and rock falls, mostly in response to intense storms, wave erosion and earthquakes. The most recent shallow landslides that have caused the top of the bluff to retreat and undermine the footpath this winter appear to have been mostly driven by saturation of the marine terrace deposits soil that caps the underlying Purisima Formation bedrock.

The overall failure process for the coastal bluff at this location is a two-part process. The Purisima Formation bedrock exposed in the lower bluff is eroded and notched by waves until the notch intersects a nearly vertical bluff-parallel joint set, at which point a slab of bedrock topples. The bedrock topple process also takes the overlying marine terrace deposits along with it. This typically leaves behind a very steeply dipping to nearly vertical scar in the bluff face that exposes both the bedrock and marine terrace deposits. At that point, the wave scour process begins anew at the base of the bluff, eventually carving another notch into the bedrock. The marine terrace deposits simultaneously begin to erode and fail in a piecemeal fashion as they seek the angle of repose of about 38 degrees for the sand and gravels that compose that formation. This process continues unabated until the bedrock topples again in the future, resetting the retreat process clock.

Engineering Geology ⊗ Coastal Geology ⊗ Fault & Landslide Investigations

*Limited geological investigation
City of Capitola - Grand Avenue foot path
Revised 15 May 2017
Page 2*

We mapped the position of the bluff and the exposed formations using the base map by Bowman and Williams provided to us by the City of Capitola. We relocated the top of the bluff on that map because the bluff has apparently receded since the last time that portion of the map was modified.

The portion of the bluff studied for this investigation can be broken into three distinct zones based upon the stage of failure of the bedrock at the base (see Figure 1). The portion of the bluff nearest to the Oakland Avenue, designated "Block A", involved a toppling failure this past winter of the undercut bedrock and the marine terrace deposits. Additional failure of just the marine terrace deposits also occurred with Block A due to intense storms that saturated the slope of the upper bluff.

The portion of the bluff designated "Block B" on Figure 1 did not failure this winter. This block is marked by a vegetated upper bluff and a significantly undercut bedrock bluff face mid- and lower-bluff. This block is primed and ready to fail in a fashion similar to Block A.

The portion of the bluff designated "Block C" on Figure 1 failed only within the marine terrace deposits on the upper portion of the bluff. The bedrock exposed in the bluff face for this portion is undercut in a fashion similar to Block B and will likely fail in the near future.

We also reviewed a geological report for the Depot Hill Geological Hazard Abatement District, prepared on 12 April 2000 by Rogers Johnson and Associates. The report documents a past calculated long term bluff retreat rate of about 1.0 feet per year at that time which seems reasonable based upon our experience with past geological investigations in this area. The authors also cautioned the reader that the bluff had been severely undercut at that point, implying that a large failure of the bluff was imminent.

As noted at the beginning of this letter, the fate of the bluff and the retreat is always tied to what is happening at the base of the bluff with respect to notching and formation of sea caves. We noted two distinct conditions with respect to that observation for the area studied:

1. The landslide that occurred this winter closest to Oakland Avenue within Block A appears to have been triggered by toppling of undercut bedrock. Although we could not observe the base of the bluff in this area, since it is still obscured by landslide debris, the volume of large sandstone blocks in the debris indicates that bedrock portion of the bluff failed, perhaps as much as five to eight feet of the undercut bluff face.
2. The landslide that occurred this winter closest to Hollister Avenue in Block C, appears to have been within the marine terrace deposits only. The bedrock bluff face in this area appears to be undercut by at least ten feet and is primed to topple.

3. Although no landsliding occurred within Block B, between the end blocks A and C, the bedrock is primed to topple at this location due to being notched at the base and overhung above the base (see Figure 1).

The marine terrace deposits within Blocks A and C are over steepened and will likely lay back to an average angle of about 38 degrees. This may come about in one to three rainy seasons. Since this region is subject to wet and dry cycles that can last for years, we need to assign a range of years to the concept of one to three rainy seasons. The conservative analysis would assume that we will have back-to-back wet seasons for the next several years, which will lay back the marine terrace deposits to the angle of repose. A more liberal analysis would assume that we will enter a drought period of three to five years, followed by wet year. Using those ranges implies that the top of the bluff within Blocks A and C may retreat significantly within one to six years.

A review of the most recent El Nino status by NOAA (which can be accessed here: http://www.cpc.ncep.noaa.gov/products/analysis_monitoring/lanina/enso_evolution-status-fcsts-web.pdf) indicates that El Nino neutral conditions are present, with increasing chances for El Nino development by late summer and fall. If we have a repeat of this past storm season next year, the top of the bluff may retreat significantly by the end of next winter.

We have projected where the top of the bluff will retreat if the marine terrace deposits lay back to the angle of repose of about 38 degrees on two cross sections and the site map (see Plate 1). Using just this analysis pushes the top of the bluff back from its current 20 to 22 feet. This line represents the retreat that could happen in one to six years.

We have not factored in the collapse of the undercut portion of the bluff or the landsliding and subsequent retreat that would occur in the event of a large magnitude earthquake. If either of those processes are factored in and occur within that time period of one to six years, the amount of bluff retreat may be even greater.

Turning to Block B, we note that the marine terrace deposits are over steepened AND the bedrock is significantly undercut. Although there is a little bit more of a buffer between the top of the bluff and the current foot path for this block as compared to the other two blocks, the buffer is not enough to push an expected time to undermining of the foot path beyond one to six years. Seismic shaking from a nearby earthquake (which can happen at any time) or another winter with large damaging waves will trigger a toppling failure of the bedrock, that will trim Block B and bring it in line with Block A.

On a final note, we understand that if the footpath is to be reopened, it will need to be repositioned further landward from its current position. Any work toward that end should be completed in a manner that will not exacerbate the tenuous stability of the marine terrace deposits exposed in the bluff face.

FINDINGS

Turning to Plate 1, the reader may note that our projected one to six year bluff retreat line impinges upon the seaward end of the residential properties. This implies that even if the footpath is pushed landward and snugged up against those properties, it may be undermined and threatened in less than a decade.

The marine terrace deposits exposed in the upper bluff are in a very fragile state with respect to landsliding. The usage of heavy equipment within 15 feet of the top of the bluff, particularly if the soils are wet, may trigger further landsliding of the marine terrace deposits.

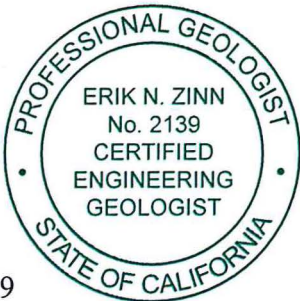
RECOMMENDATIONS

1. The City should consider the effective life of the footpath when contemplating short term and long term expenditures for keeping the footpath open. In the long term, the City will need to protect the entire bluff from further erosion and landsliding with relatively expensive armoring methods if they want to keep the footpath open.
2. Any work performed on the footpath between Oakland Avenue and Hollister Avenue should be done by hand within 15 feet of the top of the bluff. The use of heavy vibratory equipment should be avoided if possible to lessen the possibility of triggering further landsliding of the bluff. If heavy equipment is used, the work should only be performed when the marine terrace deposits are dry, typically late spring (May) through fall (October).

Sincerely,
ZINN GEOLOGY



Erik N. Zinn
Principal Geologist
P.G. #6854, C.E.G. #2139

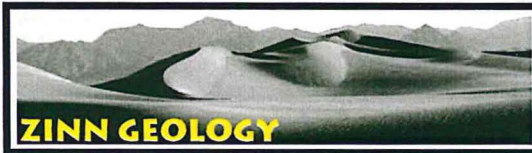


Attachment: Figure 1 - Oblique Photo Of Study Area On 19 April 2017
Plate 1 - Geologic Site Map And Cross Sections

Photo Credit : Snapshot taken from video shot on 19 April 2017, provided by Misha Burich. Original video can be seen on Youtube at <https://youtu.be/YltqbzIJPhk>

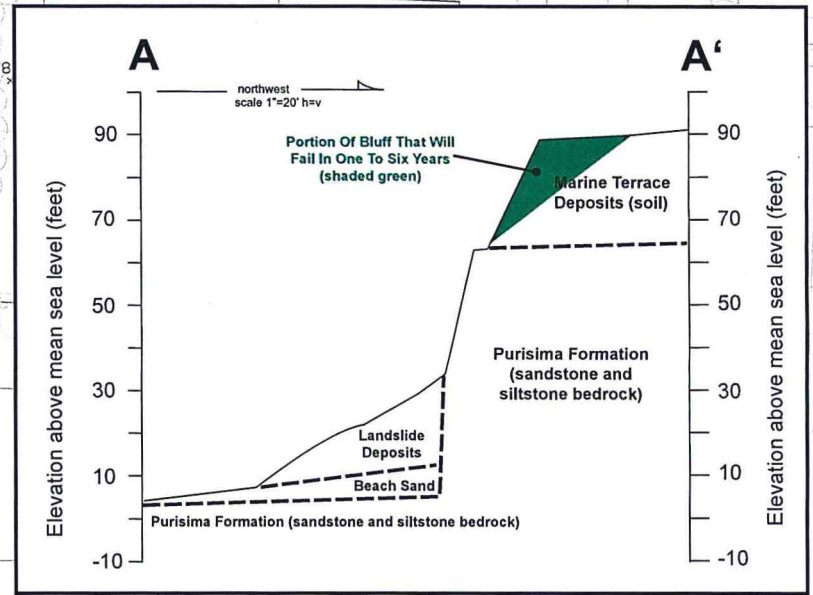
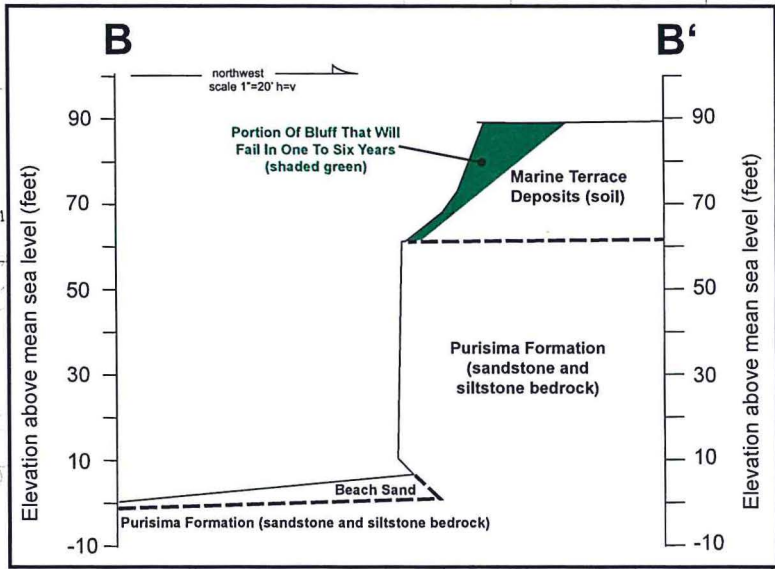


Attachment: Zinn Geology Report - Grand Avenue Closure - 05-15-17 (Grand Avenue Pathway Closure)



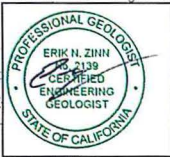
Oblique Photo Of Study Area On 19 April 2017
 City of Capitola
 Grand Avenue Coastal Bluff Footpath
 Capitola, California

FIGURE #
1
 JOB #
 2017013-G-SC



PROJECTED TOP OF BLUFF ONE TO SIX YEARS FROM NOW

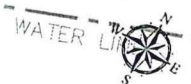
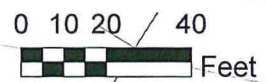
CURRENT TOP OF BLUFF



ZINN GEOLOGY
 Geological Site Map & Cross Sections
 City of Capitola
 Grand Avenue Foothill
 Between Oakland Ave. & Hollister Ave.

Date: 5 May 2017 Revised: 15 May 2017
 Job #2014018-G-SC
 Scale: Map 1"=20', Sections 1"=20' h/v
 Drawn by: ENZ/ENZ

Plate 1



Attachment: Zinn Geology Report - Grand Avenue Closure - 05-15-17 (Grand Avenue Pathway Closure)

CALIFORNIA COASTAL COMMISSION

CENTRAL COAST DISTRICT OFFICE
725 FRONT STREET, SUITE 300
SANTA CRUZ, CA 95060
PHONE: (831) 427-4863
FAX: (831) 427-4877
WEB: WWW.COASTAL.CA.GOV



May 23, 2017

City Council
City of Capitola
420 Capitola Avenue
Capitola, CA 95010

Subject: Grand Avenue Pathway Relocation - Item 9A, May 25, 2017 City Council Hearing.

Dear Hon. Mayor Harlan and fellow Council Members:

We write today to express our strong support for relocating the Grand Avenue bluff top pathway inland along the City-owned right of way consistent with the original recommendation to Council back in March. We have reviewed the staff report, including the attached geologic report, which appears to suggest that the path will essentially be abandoned and remain closed indefinitely. We believe the City should explore other alternatives to allow the public, including the residents of the City of Capitola, to continue to have access to this amazing coastal resource and its magnificent coastal views.

Our understanding is that, over the years, the City has granted *revocable* encroachment permits to a number of private property owners with property frontage along the old Grand Avenue right-of-way. We strongly encourage the City to reclaim all areas of the publically-owned right-of-way along this entire stretch of Depot Hill that have been encroached upon by such private residential development so that this *publicly-owned right-of-way property* can be used to ensure that a path remains available for public access. We believe that reverting the encroached-upon areas to public access use is consistent with Coastal Act and relevant City Local Coastal Program (LCP) policies that require maximization of public access and recreation opportunities. And while we understand the significant erosion concerns raised by the geologic report, we would submit that an appropriate interim solution may be to establish a less formalized pathway (e.g. compacted dirt, decomposed granite, etc. as opposed to concrete or asphalt) along the inland extent of the public right-of-way to allow the public to continue to utilize this incredible coastal resource.

Thank you for your consideration.

Susan Craig
District Manager
Central Coast District Office

Attachment: CA Coastal Commission letter re Grand Avenue Closure - 5-23-17 (Grand Avenue Pathway Closure)



STAFF REPORT

TO: PLANNING COMMISSION
 FROM: COMMUNITY DEVELOPMENT
 DATE: NOVEMBER 2, 2017
 SUBJECT: **2005 Wharf Road #17-055 APN: 034-541-34**

Design Permit to construct a new public library and demolish the existing library, located in the PF-F/P (Public Facilities-Facilities/Park) zoning districts. This project is not in the Coastal Zone and does not require a Coastal Development Permit.
 Environmental Determination: Categorical Exemption
 Property Owner: City of Capitola – Steve Jesberg, Project Manager
 Representative: Dave Tanza, filed: 4/6/2017

APPLICANT PROPOSAL

The application is for a design permit for a new public library to replace the existing public library located at 2005 Wharf Road. The property is located in the PF-F/P (Public Facilities-Facilities/Park) zoning districts.

BACKGROUND

On June 28th, the application was reviewed by the Architectural and Site Review committee.

Local Architect, Frank Phanton: supported the design and complimented the proposed articulation and exterior materials.

Local Landscape Architect, position vacant.

Public Works, Danielle Uharriet: discussed stormwater requirements.

Building Official, Brian Van Son: raised questions about occupancy and necessary egress.

Senior Planner, Katie Herlihy: raised questions on pedestrian circulation and sidewalks.

Following the Architectural and Site review meeting, the City continued to work on the stormwater review to comply with the state stormwater requirements. The applicant made a few modifications to proposed exterior materials to bring the project in line with the budget.

On September 28, 2017, the City Council reviewed the current design along with the updated budget. Noll and Tam Architects presented the updated design and site planning emphasizing the efficiency of the design with natural lighting and automated controls, landscaping that relates to the natural surroundings, and exterior finishes that perform well in the local climate with little maintenance. Following the presentation, the City Council directed staff to move forward with

the current design for Planning Commission review.

DISCUSSION

All facilities owned, leased, or operated by the city are principally permitted uses in the Public Facilities (PF) zoning district. The future Capitola Branch Library will be owned by the City of Capitola and is principally permitted at 2005 Wharf Road.

The PF zoning district allows maximum flexibility in site design. There are minimum development standards set forth as a guide for a design permit. The PF zoning does not have set requirements for height, setbacks, open space, or landscaping, yet specifically states that the Planning Commission may require development projects to be more restricted to ensure harmony with adjacent uses of land. One requirement the development must satisfy is off-street parking requirements.

Design Permit

The library is located in an area with single-family residences to the north and west, multi-family residences and a residential care facility to the south, and the Rispin Mansion and planned Rispin Park to the east. The site will maintain the current circulation patterns of directing pedestrians to enter the site from Clares Street and automobiles from Wharf Road. The design intentionally lacks a sidewalk along the frontage of Wharf Road in an effort to direct pedestrians to the Clares Street entrance.

The library site is just over an acre in size with 46,975 square-feet of area. The new 11,700 square-foot structure is located in the same general area as the existing 4,320 square-foot library, but the larger footprint will be located closer to the frontage of Wharf Road and Clares Street. The proposed building placement allows the children's play area to remain in the south-west corner and the parking lot to the north.

The proposed landscaping has been designed to incorporate aspects of the natural vegetation of the setting within the Soquel Creek and oak woodland. The existing coast live oak trees around the children's play area and between Wharf Road and the parking lot will remain. Seven smaller, flowering ornamental crabapple trees will be planted on the site, three near the entrance to the play area and four along the frontage of Clares Street. The new bio-retention basin is located along the frontage of Wharf Road and will accommodate a mix of perennials that thrive on dry summer and wet winter conditions. Three new vine maple trees are proposed along the building frontage. A mix of perennial and shrubs will soften the landscape along the street frontage, the library entrance, and around the children's play area.

The new library has been designed with a maritime theme featuring a variety of ecofriendly exterior finishes and an inverted hip roof with large wood veneer eaves to resemble a ship's keel. The main building's exterior finishes include composite horizontal siding and large charcoal colored tiles. The single-story, main building is 22 feet tall. The building design includes floor to ceiling windows on the south and east elevations, as well as large windows directly below the soffit around the majority of the building to provide abundant natural light into the building.

The children's wing is slightly lower in height to the main building at 14 feet and is finished primarily with rectangular tiles that vary in size. There are also large windows on the west elevation of the children's wing that look out to a quiet outdoor reading deck and the children's play area.

The entrance to the library is on the north elevation and has been designed to create a strong sense of arrival with a large stained wood panel wall leading to the inset entryway. The main library sign is located above the wood panel with individual letters. This design combo of stained wood with simple lettering is repeated within the library for all signs directed patrons to different areas within the building.

The interior of the proposed library would consist of an approximately 3,836 square-foot book collection area/adult reading room, a 992 square-foot community room, a 2,311 square-foot children's area, a 448 square-foot teen area, a 343 square-foot electronic homework area, two group study rooms, staff work and meeting areas, storage areas, and restrooms. The library would be outfitted with all new furniture, fixtures, and computers and would include a gas fireplace in the book collection area.

Parking

There are no specific parking requirements for a library within the Capitola Zoning ordinance. The city contracted Kimley-Horn to complete a traffic and parking study for the new Capitola Branch Library (Attachment 3). The study utilized the Santa Cruz County parking requirement for libraries of 1 space per 300 sf and ITE parking demand standards. The study found that the proposed 40 onsite parking spaces and the four short-term parking spaces along the Clares Street frontage will provide adequate parking for the project. The study also concluded that there is a current trend of neighboring residents utilizing the library parking due to limited street parking in the area. The study suggests that the City better manage onsite parking to only allow parking to be utilized by employees and patrons of the library.

CEQA

California Public Resources Code section 21083.3 and California Environmental Quality Act (CEQA) Guidelines Section 15183 provide an exemption from additional environmental review for projects that are consistent with established zoning, community plan or general plan policies for which an Environmental Impact Report (EIR) was certified, except as might be necessary to examine whether there are project-specific significant effects which are peculiar to the project or its site. A comprehensive environmental evaluation has been completed for the project as documented in the attached §15183 Exemption Checklist. (Attachment 2) This evaluation concludes that the project qualifies for an exemption from additional environmental review because it is consistent with the development density and use characteristics established by the City of Capitola General Plan, as analyzed by the General Plan Update Final Program EIR (SCH #2013072002), and all required findings can be made.

RECOMMENDATION

Staff recommends the Planning Commission approve Application #17-055 in accordance with the following findings and conditions:

CONDITIONS OF APPROVAL

1. The project approval consists of a new 11,700 square foot Library in the Public Facilities zoning district. The proposed project is approved as indicated on the plans reviewed and approved by the Planning Commission on November 2, 2017, except as modified through conditions imposed by the Planning Commission during the hearing.
2. Prior to construction, a building permit shall be secured for any new construction or modifications to structures authorized by this permit. Final building plans shall be consistent with the plans approved by the Planning Commission. All construction and site improvements shall be completed according to the approved plans

3. At time of submittal for building permit review, the Conditions of Approval must be printed in full on the cover sheet of the construction plans.
4. At the time of submittal for building permit review, Public Works Standard Detail Storm Water Best Management Practices (STRM-BMP) shall be printed in full and incorporated as a sheet into the construction plans. All construction shall be done in accordance with Public Works Standard Detail Storm Water Best Management Practices (STRM-BMP).
5. Any significant changes to the size or exterior appearance of the structure shall require City Council approval.
6. Prior to issuance of building permit, a final landscape plan shall be submitted and approved by the Community Development Department. Landscape plans shall reflect the Planning Commission approval and shall identify type, size, and location of species and details of irrigation systems.
7. Prior to issuance of a building permit, the applicant must provide documentation of plan approval by the following entities: Santa Cruz County Sanitation Department, Soquel Creek Water District, and Central Fire Protection District.
8. Prior to issuance of building permits, a drainage plan, grading, sediment and erosion control plan, prepared by a registered civil engineer, shall be submitted to the City and approved by the Public Works Director. The plans shall be in compliance with the requirements specified in Capitola Municipal Code Chapter 13.16 Storm Water Pollution Prevention and Protection.
9. Prior to issuance of building permits, the applicant shall submit a stormwater management plan to the satisfaction of the Director of Public Works which implements all applicable Post Construction Requirements (PCRs) and Public Works Standard Details, including all standards relating to low impact development (LID).
10. Prior to any land disturbance, a pre-site inspection must be conducted by the grading official to verify compliance with the approved erosion and sediment control plan. All temporary sediment and erosion control best management practices (BMPs) shall be maintained throughout the project duration.
11. Prior to issuance of building permits, the applicant shall submit a Stormwater Control Plan, Bioretention Construction Checklist, and detailed draft Stormwater Operation and Maintenance Plan prepared and certified by a registered civil engineer in accordance with the current Post Construction Requirements (PCRs) for a Tier 4 project for review and approval by the Public Works Director.
12. Prior to final occupancy approval the applicant shall submit a final Operation and Maintenance Plan including any revisions resulting from changes made during construction for review, approval by the Public Works Director.
13. Prior to any work in the City road right of way, an encroachment permit shall be acquired by the contractor performing the work. No material or equipment storage may be placed in the road right-of-way.
14. During construction, any construction activity shall be subject to a construction noise curfew, except when otherwise specified in the building permit issued by the City. Construction noise shall be prohibited between the hours of nine p.m. and seven-thirty

a.m. on weekdays. Construction noise shall be prohibited on weekends with the exception of Saturday work between nine a.m. and four p.m. or emergency work approved by the building official. §9.12.010B

15. Prior to a project final, all cracked or broken driveway approaches, curb, gutter, or sidewalk shall be replaced per the Public Works Standard Details and to the satisfaction of the Public Works Department. All replaced driveway approaches, curb, gutter or sidewalk shall meet current Accessibility Standards.
16. Prior to issuance of a Certificate of Occupancy, compliance with all conditions of approval shall be demonstrated to the satisfaction of the Community Development Director. Upon evidence of non-compliance with conditions of approval or applicable municipal code provisions, the applicant shall remedy the non-compliance to the satisfaction of the Community Development Director or shall file an application for a permit amendment for Planning Commission consideration. Failure to remedy a non-compliance in a timely manner may result in permit revocation.
17. This permit shall expire 24 months from the date of issuance. The applicant shall have an approved building permit and construction underway before this date to prevent permit expiration. Applications for extension may be submitted by the applicant prior to expiration pursuant to Municipal Code section 17.81.160.
18. The planning and infrastructure review and approval are transferable with the title to the underlying property so that an approved project may be conveyed or assigned by the applicant to others without losing the approval. The permit cannot be transferred off the site on which the approval was granted.

FINDINGS

- A. **The application, subject to the conditions imposed, will secure the purposes of the Zoning Ordinance, General Plan, and Local Coastal Plan.**
Community Development Department Staff, the Architectural and Site Review Committee, and the Planning Commission have all reviewed the Library plans. The Library project conforms to the development standards of the PF/ (Public Facility) Zoning Districts. Conditions of approval have been included to carry out the objectives of the Zoning Ordinance and General Plan.
- B. **The application will maintain the character and integrity of the neighborhood.**
Community Development Department Staff, the Architectural and Site Review Committee, and the Planning Commission have all reviewed the plans for the new Library. The library has been designed with a nautical theme with landscaping that relates to the natural surroundings. The new library will provide a community benefit that will enhance the character and integrity of the neighborhood.
- C. **This project is categorically exempt under Section 15183 of the California Environmental Quality Act and is not subject to Section 753.5 of Title 14 of the California Code of Regulations.**
Section 15183 provides an exemption from additional environmental review for projects that are consistent with established zoning, community plan or general plan policies for which an Environmental Impact Report (EIR) was certified, except as might be

necessary to examine whether there are project-specific significant effects which are peculiar to the project or its site.

ATTACHMENTS:

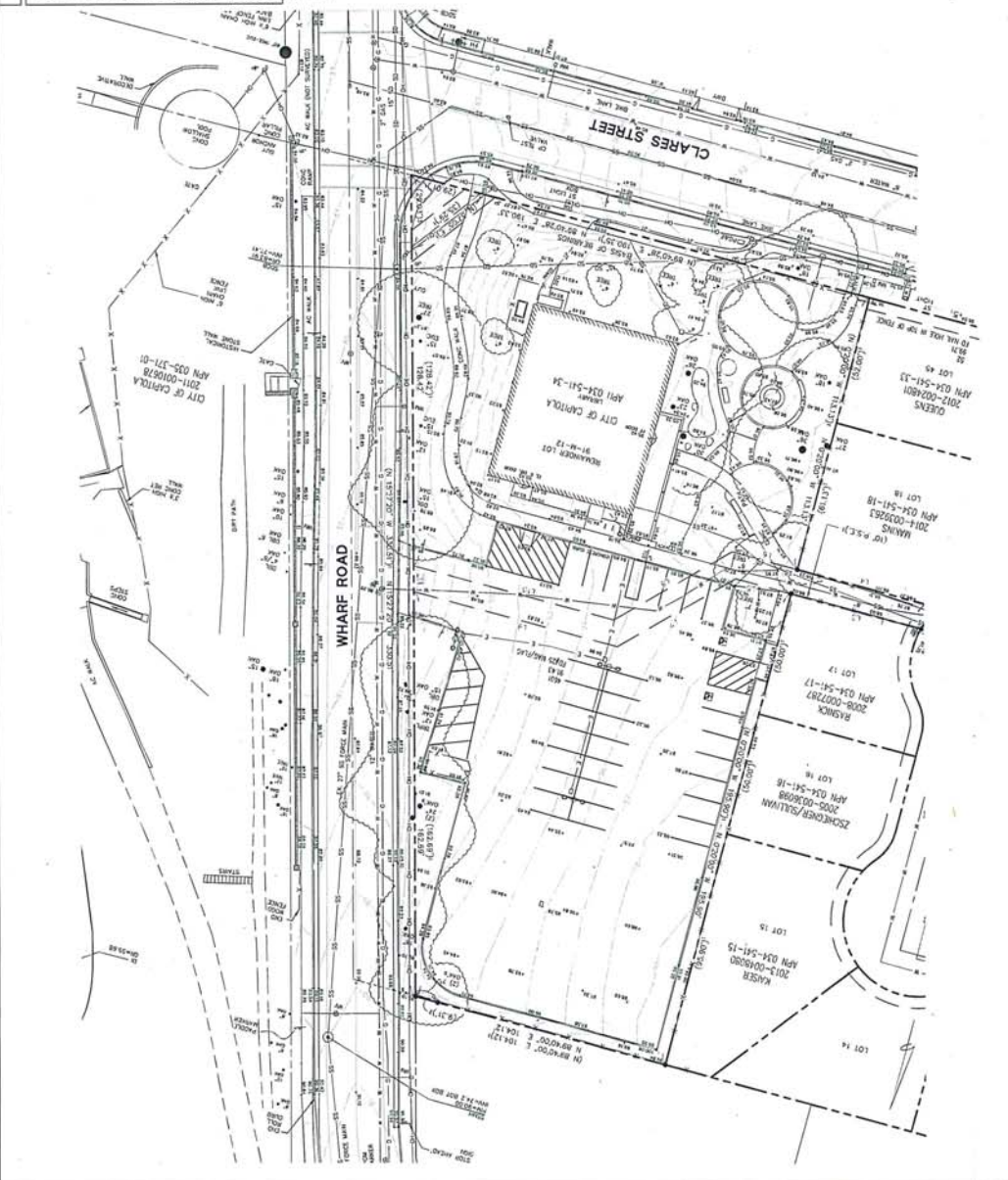
1. 2005 Wharf Rd Library Plans
2. CEQA 15183 Exemption
3. Archaeology Report_Capitola Library
4. Tree Assessment Capitola Library
5. Library Parking&TIA Study Capitola Library

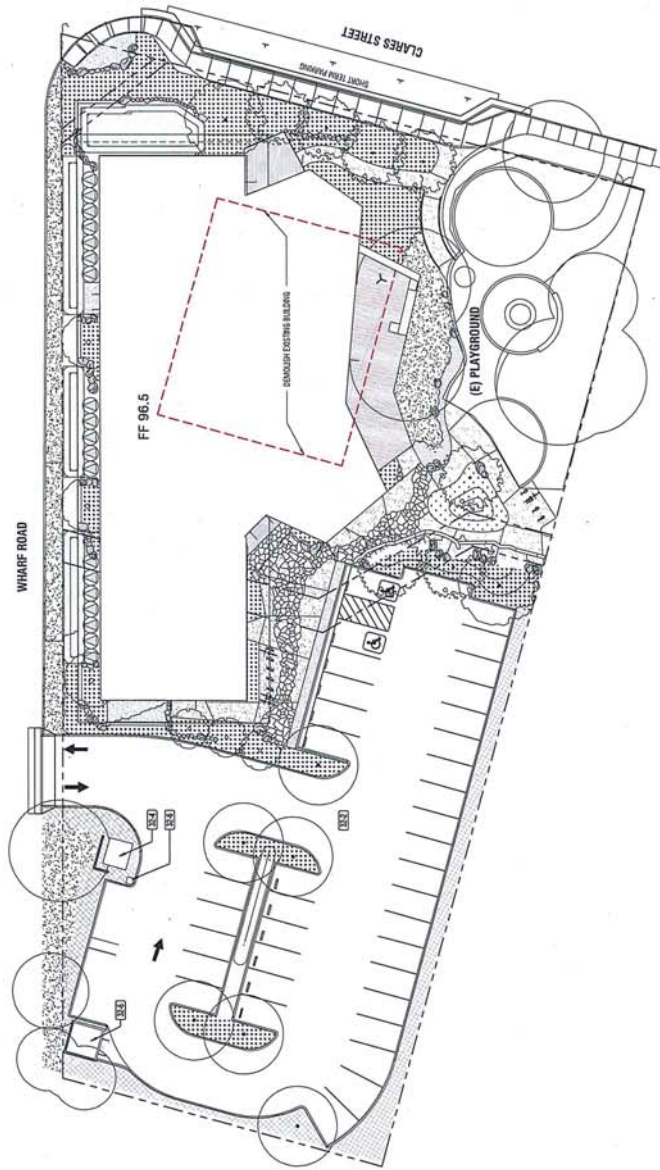
Prepared By: Katie Herlihy
Senior Planner

LEGEND

- PROPERTY LINE
- EXISTING LOT
- EXISTING ELECTRICAL LINE
- EXISTING GAS LINE
- EXISTING SANITARY LINE
- EXISTING DOMESTIC WATER
- EXISTING JOINT TRENCH
- EXISTING SANITARY JUNCTION BOX
- EXISTING JOINT
- JOINT POLE
- JOINT
- SPRINKLER
- WALK AS NOTED
- CONTOUR (METERS)
- CONTOUR (FOOT)

TOPOGRAPHY
SURVEY DATED FEBRUARY 2011





1.1 SITE PLAN
NTP = 1/8"

LEGEND

- PROPERTY LINE
- LIMIT OF WORK

KEYNOTES

- 101-2 ASPHALT PAVING, STD
- 101-4 TRUCK PARKING
- 101-6 EXISTING (SEE EXISTING FLOOR PLAN)
- 101-8 EXISTING (SEE EXISTING FLOOR PLAN)

GENERAL NOTES

- 1. SEE CIVIL DIVISION FOUNDATION DRAWING



Porcelain Tile, Random - Smooth (Keynote: PT-2)
WALL CLADDING: CHILDREN'S AREA AND COMMUNITY ROOM



Porcelain Tile, Random - Textured (Keynote: PT-3)
WALL CLADDING: CHILDREN'S AREA AND COMMUNITY ROOM



Zinc (Keynote: 07-3)
ROOF FASCIA AND ACCENT TRIMS



Natural Wood - Ipe (Keynote: WD-1)
WALL/SOFFIT CLADDING: MAIN ENTRY



Composite Siding (Keynote: CP-3)
ROOF EAVE CLADDING



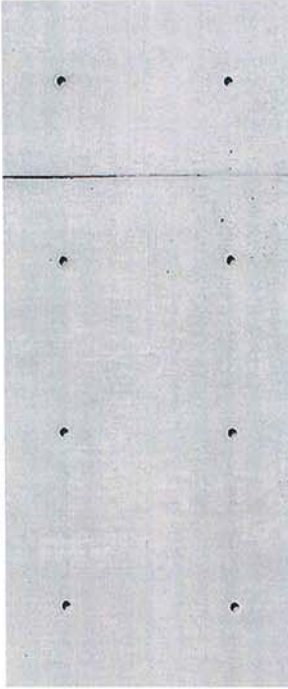
Composite Siding (Keynote: CP-2)
WALL CLADDING ACCENT TILE



Composite Siding (Keynote: CP-1)
WALL CLADDING



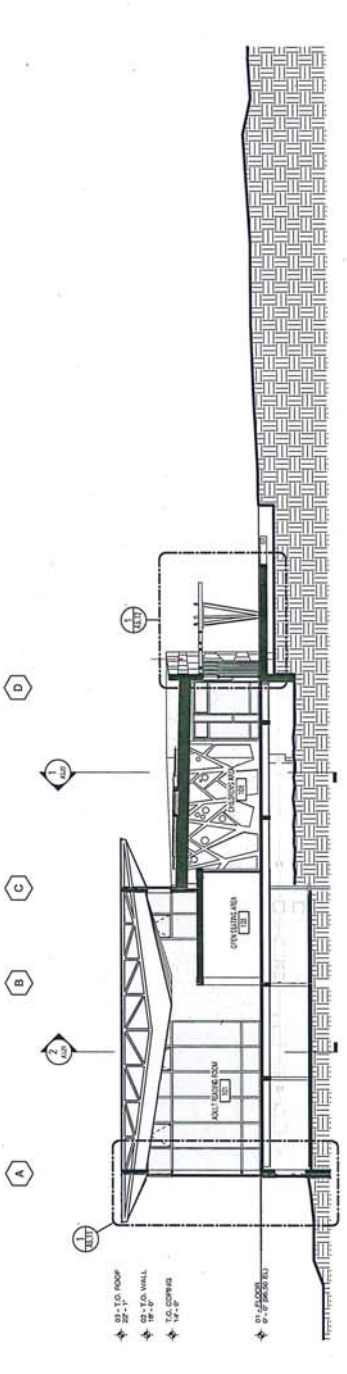
Powder Coated Aluminum (Keynote: 08-1 and 08-2)
GLAZED CURTAIN WALL AND STOREFRONT



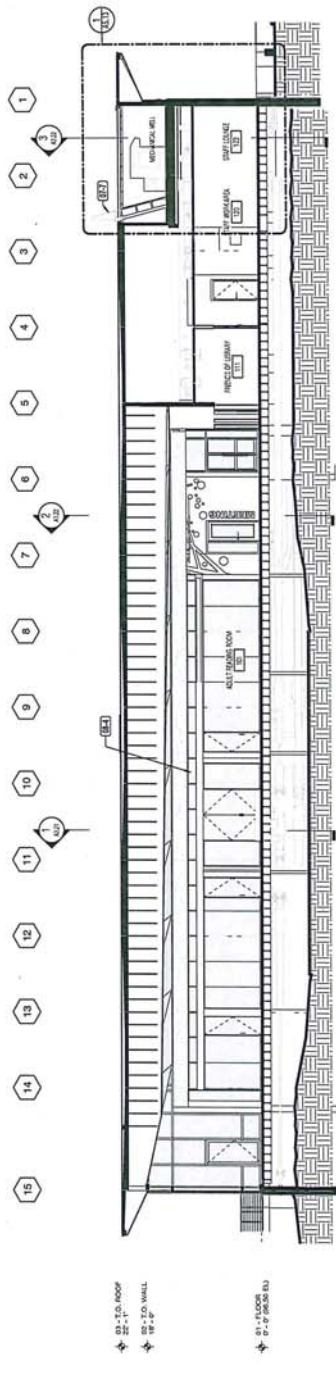
Smooth formed concrete (Keynote: 03-1)
BUILDING PODIUM

EXTERIOR MATERIAL BOARD
CAPITOLA LIBRARY

OCTOBER 26, 2017



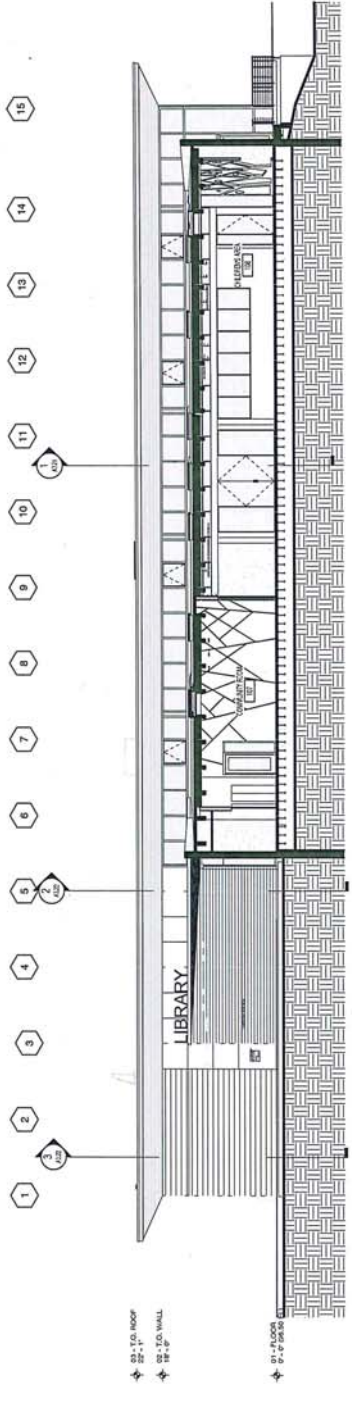
1. E-W BUILDING SECTION THRU READING RM. AND CHILDRENS AREA
1/8" = 1'-0"



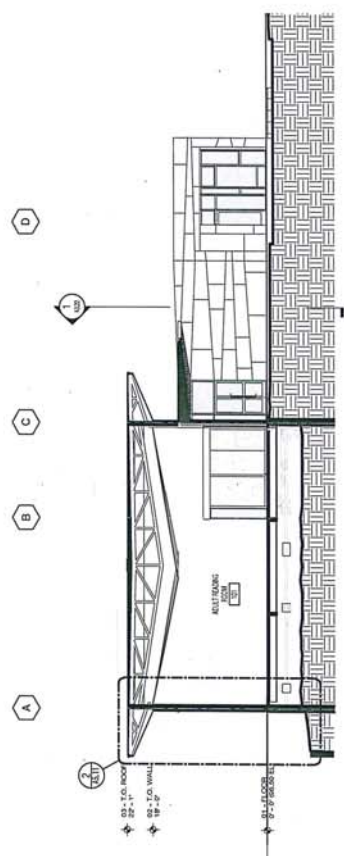
2. N-S BUILDING SECTION THRU STAFF WORK AREA AND READING RM.
1/8" = 1'-0"

KEYNOTE

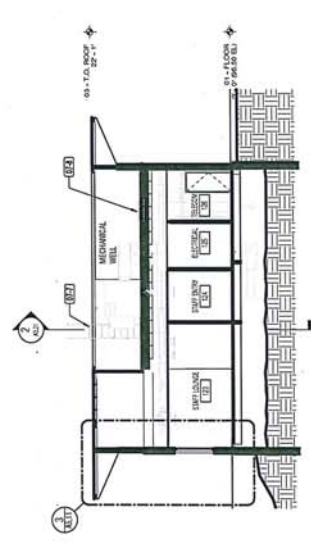
01-2	ROOF ACCESSORIES - ROOF ACCESS LAMEN
04-1	INTERIOR ALUMINUM FRAME GLASS SYSTEM



1. N-S BUILDING SECTION THRU COMMUNITY RM. AND CHILDRENS AREA
1/11/11



2. E-W BUILDING SECTION THRU PUBLIC ENTRY
1/11/11



3. E-W BUILDING SECTION THRU STAFF WORK AREA AND MECH. WELL
1/11/11

KEYNOTE

KEY	DESCRIPTION
0-1	ROOF ACCESSORIES - ROOF ACCESS LADDER
0-2	ROOF ACCESSORIES - ROOF ACCESS MATCH 30'x30'



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 TEL: 415.863.7300 FAX: 510.542.2201

**CITY OF CAPITOLA
 CAPITOLA LIBRARY**

2005 WARE ROAD
 CAPITOLA, CA 95010

APPROVALS

ARCHITECT SEAL

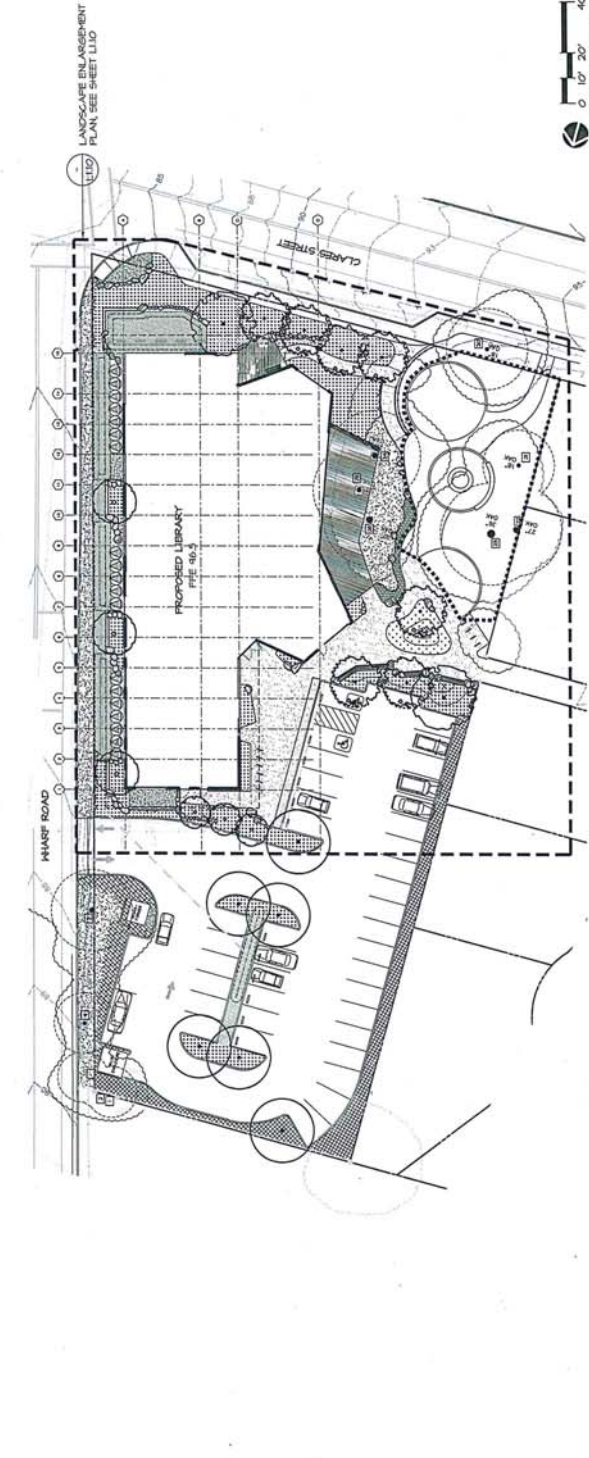
DESIGN DEVELOPMENT
 SET

DATE	DESCRIPTION
10/15/10	PRELIMINARY
11/15/10	DESIGN DEVELOPMENT
01/15/11	CONSTRUCTION

SHEET TITLE
LANDSCAPE PLAN

SHEET NUMBER
L1.00

- LEGEND**
- EXISTING TREE TO REMAIN, TREE NUMBER - REFER TO ARBORIST REPORT
 - CRITICAL ROOT ZONE - REFER TO ARBORIST REPORT
 - FOUNDATION PLANTING (15 GALLON SIZE):
 - CORNUS SERICEA (REDTING DOWNWOOD)
 - SHADE CANOPY TREE (24" BOX):
 - GEORGIA ASPERIFOLIA (COAST LIVE OAK TREE)
 - PROPOSED PARKING LOT TREE (24-INCH BOX):
 - LOPHOSTEMON CONFERTUS (BRISBANE BOX)
 - SMALL TREE/LARGE SHRUB (15 GALLON SIZE):
 - CERIS OCCIDENTALIS (WESTERN REDBUD)
 - SMALL SCALE TREE (24" BOX):
 - AZER CIRCINATHUM (VINE MAPLE)
 - FLOWERING DECIDUOUS TREE (24" BOX):
 - PALUS SP. (POPPLES)
 - SHRUBS/OVERCOVER PLANTINGS (1 AND 5 GALLON SIZES). PLANT SPECIES MAY INCLUDE:
 - ARCTOSTAPHYLOS THERALD CARPET (MANZANITA GRASS)
 - MALVACEAE X ACUTIFLORA KARL FORSTER (FEATHER NEED)
 - CEANOTHUS SP. (CALIFORNIA HILD LILAC)
 - MALENERGIA RIGENS (DEER GRASS)
 - NO-RETENTION BASIN/SUB-SHALE PLANTING (1 GALLON SIZE). REFER TO CIVIL DRAWINGS FOR DETENTION INFORMATION. PLANT SPECIES MAY INCLUDE:
 - CARYOPHYLLACEAE (RED WING)
 - ELYMUS GLAUCUS (BLUE HILD RTE)
 - OAK UNDERSTORY PLANTING (1 AND 5 GALLON SIZES). PLANT SPECIES MAY INCLUDE:
 - FICHERIA NIGRANTHA (CORAL BELL)
 - SERRAVALLEA (SERRAVALLE)
 - RIBES SANJUANENSE (PILOWERSHORN CURRANT)
 - RIBES VIBERNIFOLIUM (EVERGREEN CURRANT)
 - WIREMESH PLANTING ALONGS FENCE (15 GALLON SIZE). PLANT SPECIES MAY INCLUDE:
 - GREYIA OCCIDENTALIS (LAVENDER STARFLOWER)
 - PITTOSPORUM TENIFOLIUM (MCC)
 - 500' - 5MARIFF ENDURO FESCUE
 - CONCRETE RETAINING WALL
 - LOK DRY STACKED ROCK WALL
 - BOULDER
 - CUSTOM WOOD BENCH & BOULDER
 - BICYCLE PARKING
 - 8-FOOT TALL WOOD FENCE
 - EXISTING PLAYGROUND TO REMAIN - REFER TO CIVIL DRAWINGS FOR LIMIT OF WORK
 - WOOD CHIP MULCH
 - DECOMPOSED GRANITE PAVING



SCALE: 1"=20'-0"
 0 10' 20' 40'



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CITY OF CAPITOLA
 CAPITOLA LIBRARY

3005 WARE ROAD
 CAPITOLA, CA 95010

SPRINGS

HARRIS ROAD

DESIGN DEVELOPMENT
 SET

DATE	REVISION	BY	DESCRIPTION
11/10/10	1	AM	ISSUE FOR PERMITS
11/10/10	2	AM	REVISED PER COMMENTS
11/10/10	3	AM	REVISED PER COMMENTS

SHEET TITLE
 LANDSCAPE MATERIALS
 ENLARGEMENT PLAN

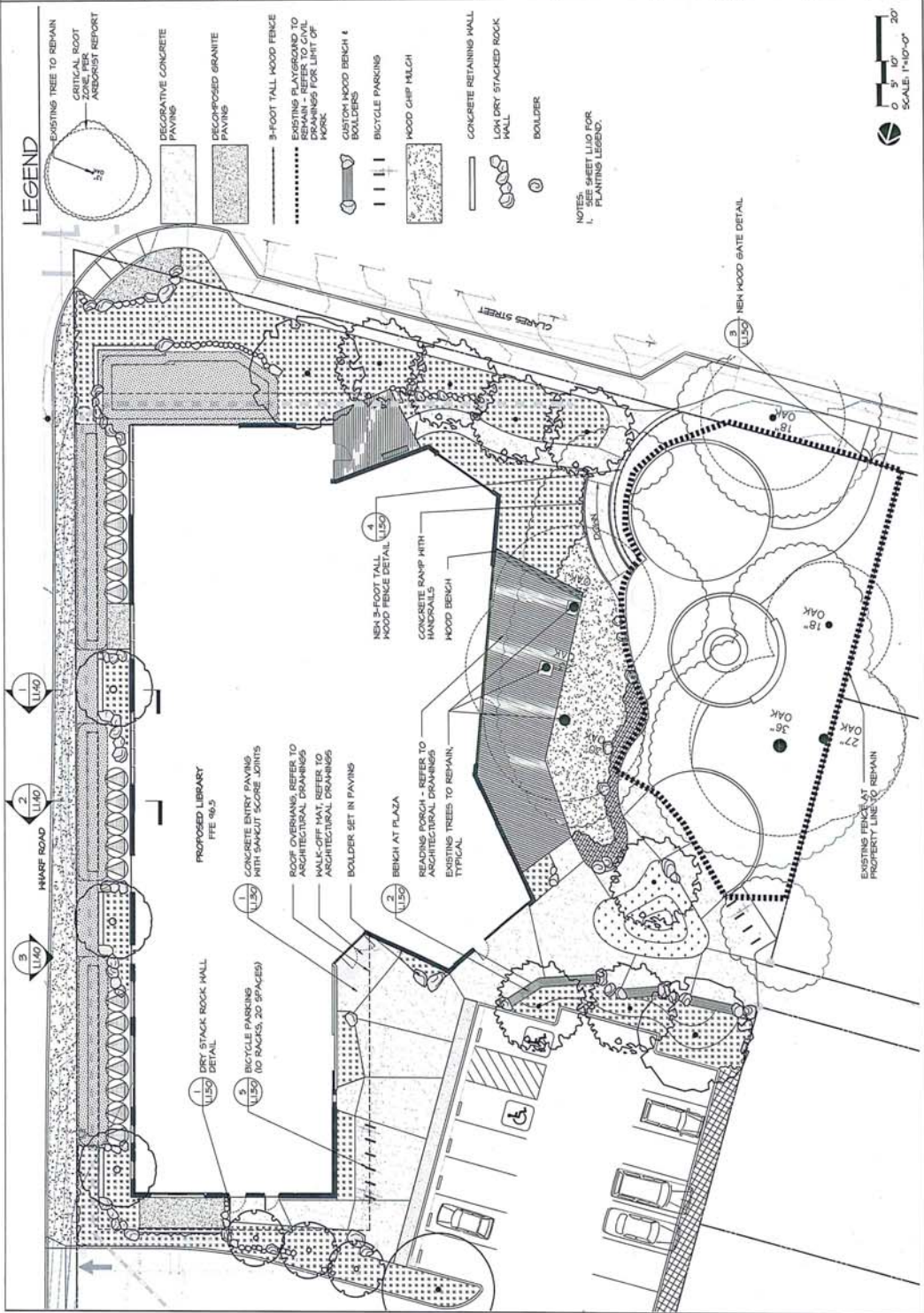
SHEET NUMBER

L1.10

LEGEND

- EXISTING TREE TO REMAIN
- CRITICAL ROOT ZONE PER ARBORIST REPORT
- DEGRADATIVE CONCRETE PAVING
- DECOMPOSED GRANITE PAVING
- 8-FOOT TALL WOOD FENCE
- EXISTING IS REFERRED TO DRAWINGS FOR LIMIT OF HORSE
- CUSTOM WOOD BENCH & BOLLARDS
- BICYCLE PARKING
- WOOD CHIP MULCH
- CONCRETE RETAINING WALL
- LOW DRY STACKED ROCK WALL
- BOLLARD

NOTES:
 1. SHEET L1.10 FOR PLANTING LEGEND.





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CITY OF CAPITOLA
 CAPITOLA LIBRARY

3005 WARD ROAD
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ARCHITECT

DESIGN DEVELOPMENT
 SET

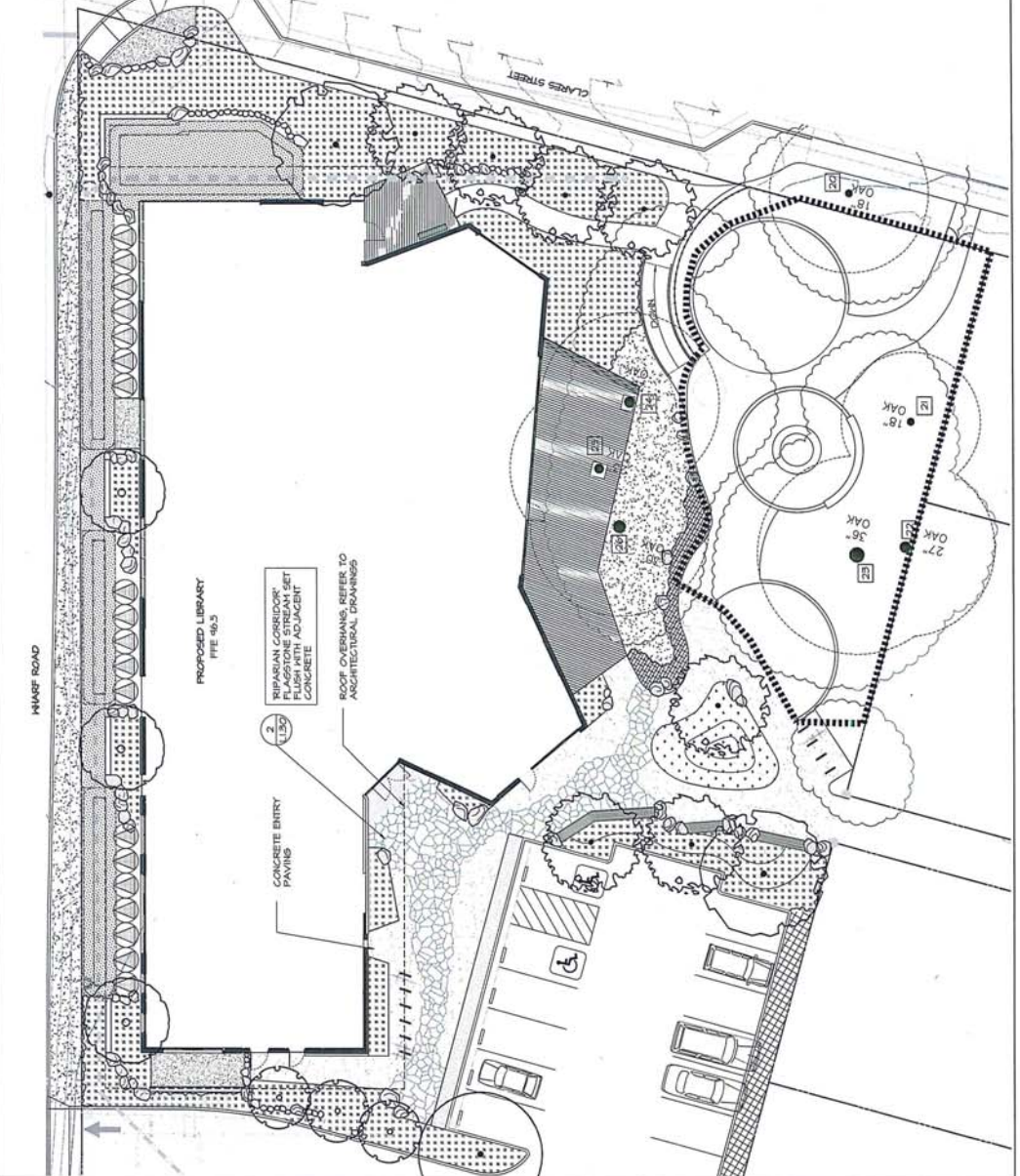
SHEET TITLE
 LANDSCAPE MATERIALS
 ENLARGEMENT PLAN - ADD
 ALTERNATE

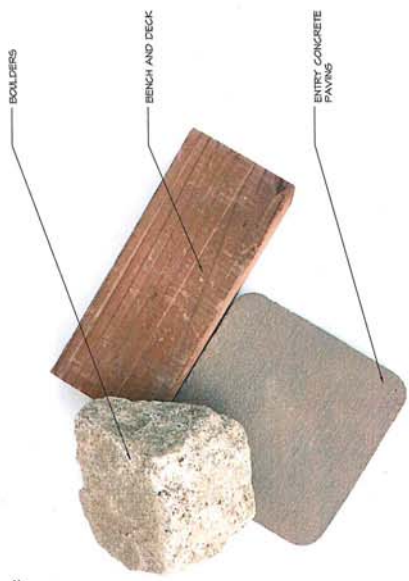
SHEET NUMBER
L1.20

LEGEND

- EXISTING TREE TO REMAIN
- CRITICAL ROOT ZONE PER ARBORIST REPORT
- DEGRADATIVE CONCRETE PAVING
- DECOMPOSED GRANITE PAVING
- 3-FEET TALL WOOD FENCE
- EXISTING PLAYGROUND TO REMAIN. SEE ALL DRAWINGS FOR LIST OF WORK.
- CUSTOM WOOD BENCH
- BICYCLE PARKING
- WOOD CHIP MULCH
- CONCRETE RETAINING WALL
- LOW DRY STACKED ROCK WALL
- BOULDER
- FLAGSTONE PATHWAY

ALTERNATE ENTRY PAVING PLAN
 ALTERNATE PAVING DESIGN TO REPRESENT RIPARIAN STREAM SET FLUSH WITH ADJACENT PAVING.





ENTRY CONCRETE PAVING
 BASE CONCRETE COLOR: DAVIS COLOR ADDBE
BENCH & DECK
 REDWOOD

BOLDERS
 TYPE: BIX BOLDER
 VINEYARD ROCK QUARRY
 SIZES: 2'-3'
 4'-5'

ENTRY CONCRETE PAVING
 ADDITIVE ALTERNATE CONCRETE COLOR: DAVIS COLOR MESA BUFF
BENCH & DECK
 REDWOOD

BOLDERS
 TYPE: BIX BOLDER
 VINEYARD ROCK QUARRY
 SIZES: 2'-3'
 4'-5'

① LANDSCAPE MATERIALS

② ALTERNATE LANDSCAPE MATERIALS



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CITY OF CAPITOLA
CAPITOLA LIBRARY

208 MARKET ROAD
CAPITOLA, CA 95010

APRIL 2011

ADDRESS BLK

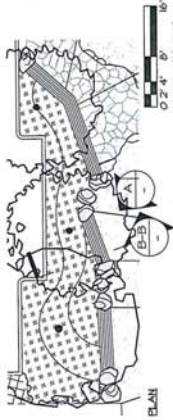
DESIGN DEVELOPMENT SET

DATE	DESCRIPTION
10/11/10	PRELIMINARY
11/11/10	REVISION
12/11/10	REVISION

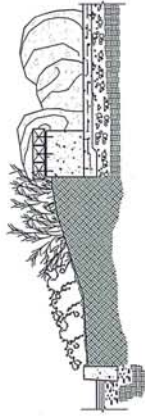
SEE THE LANDSCAPE DETAILS AND IMAGES

SHEET NUMBER

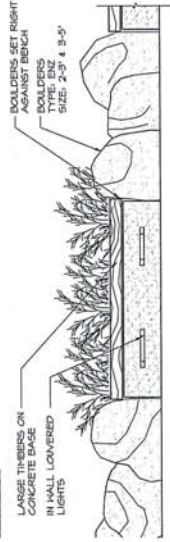
L1.50



PLAN

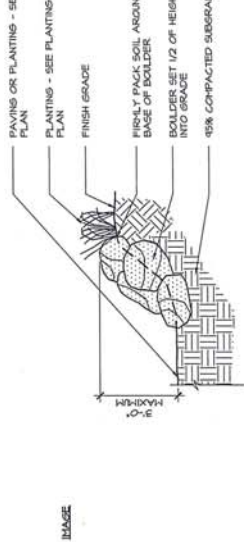


SECTIONAL ELEVATION



ELEVATION

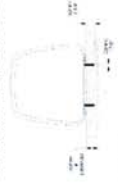
2 BENCH AT PLAZA
SCALE: 1/2"=1'-0" UNLESS OTHERWISE AS NOTED



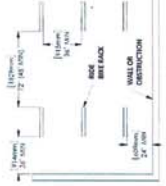
IMAGE

1 DRY STACKED ROCK WALL DETAIL
SCALE: 3/4"=1'-0"

BIKES ARE BLACK MANUFACTURED. LANDSCAPE FORMS MODEL. METRO-AD BIKE RACK COLOR/FINISH TO BE DETERMINED



SECTION



LAYOUT

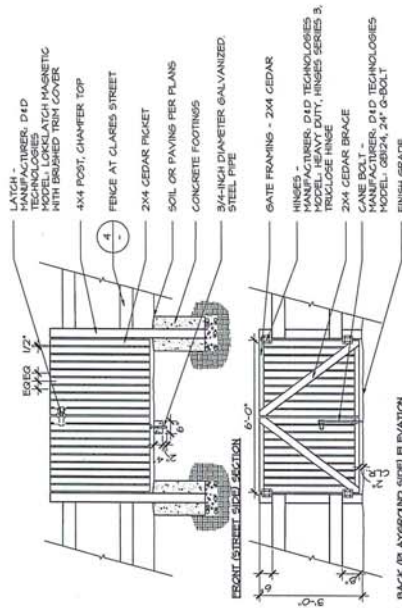


IMAGES

5 BICYCLE PARKING
NOT TO SCALE



4 FENCE AT CLARES STREET
NOT TO SCALE



BACK-TO-LAYERSIDE VIEW ELEVATION

3 WOOD GATE DETAIL
SCALE: 1/2"=1'-0"

CITY OF CAPITOLA
 CAPITOLA LIBRARY

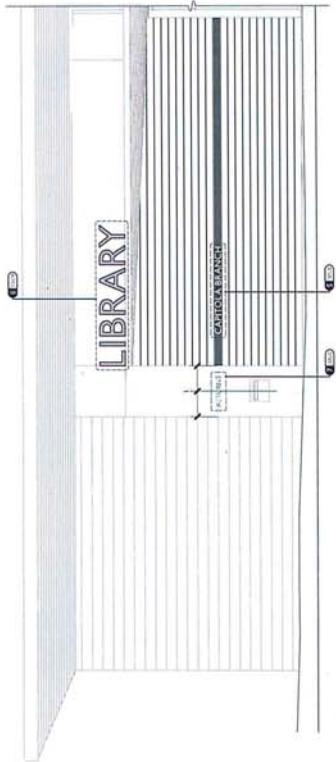
2009 WINDY ROAD
 CAPITOLA, CA 95010
 APPROVALS

ARCHITECTS SEAL

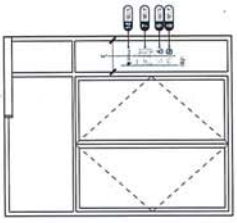
ISSUE TITLE
DESIGN DEVELOPMENT SET
 ISSUE DATE: 05/27/2017
 SCALE: 1/4" = 1'-0" (AS SHOWN)
 SHEET NO. 10
 SHEET DESCRIPTION

SHEET TITLE
 EXTERIOR ELEVATIONS

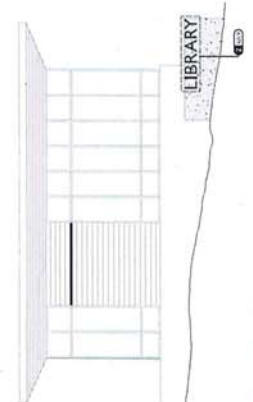
SHEET NUMBER
SG3.10



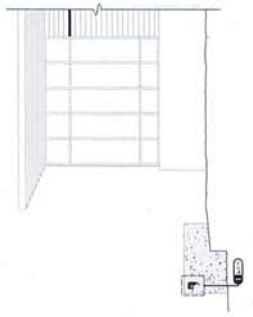
5 West Elevation: Main Entrance Sign Locations
 1/8" = 1'-0"



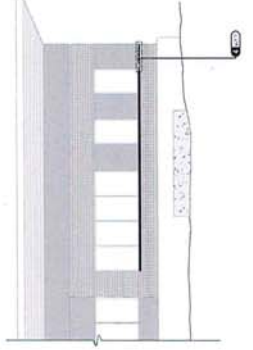
4 Elevation View of Main Entrance
 1/8" = 1'-0"



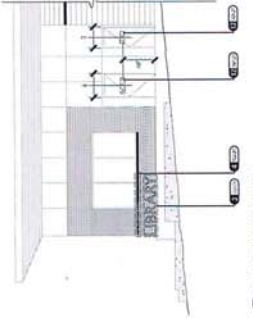
3 South Elevation Sign Locations
 1/8" = 1'-0"



2 East Elevation Sign Locations
 1/8" = 1'-0"



1 North Elevation Sign Locations
 1/8" = 1'-0"



**Statement of Reasons for Exemption from
Additional Environmental Review and 15183 Checklist
Pursuant to CEQA Guidelines §15183**

Date: August 14, 2017
Project Title: Capitola Branch Library
Project Address: 2005 Wharf Road
GP Designation: Public/Quasi Public
Zoning: Public Facility
Lot Size: 1.1 acres
Applicant: City of Capitola
Staff Contact: Richard Grunow
rgrunow@ci.capitola.ca.us

Project Description

The project consists of demolishing the existing 4,320 square-foot Capitola Branch Library and constructing a new 11,700 square-foot library on the current library property located at 2005 Wharf Road. The proposed new and expanded library would occupy the southeast corner of the site where the current facility is located.

The project site is designated as Public/Quasi Public (P/QP) by the Capitola General Plan and is zoned Public Facility (PF) by the Zoning Code. A public library is an allowed use under both the General Plan and Zoning Code designations. Neighboring land uses include single-family residences to the north and west, multi-family residences and a residential care facility to the south, and the Rispin Mansion and planned Rispin Park to the east.

The proposed 11,700 square-foot library would be a one-story building approximately 22-feet in height. The library has been designed with a maritime theme featuring a variety of natural materials and an inverted hip roof with large wood veneer eaves to resemble a ship's keel. Exterior treatments would include metal, wood, and masonry elements, consisting of fiber cement panels, stained tongue and groove cedar paneling, and metal accents. The building would rely on large, expansive windows and skylights to maximize natural light exposure and reduce energy consumption.

The interior of the proposed library would consist of an approximately 3,836 square-foot book collection area/adult reading room, a 992 square-foot community room, a 2,311 square-foot children's area, a 448 square-foot teen area, a 343 square-foot electronic homework area, two group study rooms, staff work and meeting areas, storage areas, and restrooms. The library would be outfitted with all new furniture, fixtures, and computers and would include a gas fireplace in the book collection area.

The exterior of the library would feature a quiet outdoor reading deck on the building's south elevation and a larger reading porch located adjacent to the tot lot. New landscaping would be installed throughout the property, including trees, shrubs, and groundcover. The existing tot lot and surrounding oak trees in the southwest corner of the property would be preserved.

Vehicular access to the site would be gained via Wharf Road, through a relocated driveway positioned approximately 65-feet to the north of the existing driveway. On-site parking would be provided through a 40-space surface parking lot.

Attachment: CEQA 15183 Exemption (2005 Wharf Road)

Overview

California Public Resources Code section 21083.3 and California Environmental Quality Act (CEQA) Guidelines Section 15183 provide an exemption from additional environmental review for projects that are consistent with established zoning, community plan or general plan policies for which an Environmental Impact Report (EIR) was certified, except as might be necessary to examine whether there are project-specific significant effects which are peculiar to the project or its site. Section 15183 specifies that examination of environmental effects shall be limited to those effects that: (1) Are peculiar to the project or the parcel on which the project would be located, and were not analyzed as significant effects in a prior EIR on the zoning action, general plan, or community plan, with which the project is consistent, (2) Are potentially significant off-site impacts and cumulative impacts which were not discussed in the prior EIR prepared for the general plan, community plan or zoning action, or (3) Are previously identified significant effects which, as a result of substantial new information which was not known at the time the EIR was certified, are determined to have a more severe adverse impact than discussed in the prior EIR. Section 15183(c) further specifies that if an impact is not peculiar to the parcel or to the proposed project, has been addressed as a significant effect in the prior EIR, or can be substantially mitigated by the imposition of uniformly applied development policies or standards, then an additional EIR need not be prepared for that project solely on the basis of that impact.

General Plan Update Program EIR

The City of Capitola General Plan Update (GPU) establishes a blueprint for future land development in Capitola that meets community desires and balances the environmental protection goals with the need for housing, infrastructure, economic vitality, and environmental protection. The GPU included adoption of new General Plan elements, which set the goals and policies that guide future development. It also included a corresponding land use map, a road network map, and other implementing policies and ordinances.

The GPU EIR was certified in conjunction with adoption of the GPU on June 26, 2014. The GPU EIR comprehensively evaluated environmental impacts that would result from Plan implementation, including information related to existing site conditions, analyses of the types and magnitude of project-level and cumulative environmental impacts, and feasible mitigation measures that could reduce or avoid environmental impacts.

Summary of Findings

The Capitola Branch Library project is consistent with the analysis performed for the GPU EIR. Further, the GPU EIR adequately anticipated and described the impacts of the proposed project, identified applicable mitigation measures necessary to reduce project specific impacts, and the project implements these mitigation measures. The GPU EIR is available for review of the City of Capitola website at: <http://www.cityofcapitola.org/communitydevelopment/page/capitola-general-plan>

A comprehensive environmental evaluation has been completed for the project as documented in the attached §15183 Exemption Checklist. This evaluation concludes that the project qualifies for an exemption from additional environmental review because it is consistent with the development density and use characteristics established by the City of Capitola General Plan, as analyzed by the General Plan Update Final Program EIR (SCH #2013072002), and all required findings can be made.

In accordance with CEQA Guidelines §15183, the project qualifies for an exemption because the following findings can be made:

- 1. The project is consistent with the development density established by existing zoning, community plan or general plan policies for which an EIR was certified.**

The project would demolish the existing Capitola Branch Library and replace it with a new, expanded public library. The GPU EIR analysis contemplated continued use of the property with a public library and accounted for potential environmental impacts resulting from increased jobs and traffic associated with an expanded library. The proposed project would be consistent with the development intensity of the Public/Quasi Public General Plan land use designation.

2. There are no project specific effects which are peculiar to the project or its site, and which the GPU EIR Failed to analyze as significant effects.

The subject property is no different than other properties in the surrounding area, and there are no project specific effects which are peculiar to the project or its site. The project site is within a fully developed urban setting consisting of single-family and multi-family residences, a residential care facility, and the Rispin Mansion and surrounding open space. The property does not support any peculiar environmental features, and the project would not result in any peculiar effects.

In addition, and as explained in the 15183 Exemption Checklist below, all project impacts were adequately analyzed by the GPU EIR. The project could result in potentially significant impacts to cultural and paleontological resources; however, applicable mitigation measures specified in the GPU EIR have been made conditions of project approval.

3. There are no potentially significant off-site and/or cumulative impacts which the GPU EIR failed to evaluate.

The proposed project is consistent with the intensity and use characteristics of the development considered by the GPU EIR and would represent a small part of the growth that was forecast for build-out of the General Plan. The GPU EIR considered the incremental impacts of the proposed project, and as explained further in the 15183 Exemption Checklist below, no potentially significant off-site or cumulative impacts have been identified which were not previously evaluated.

4. There is no substantial new information which results in more severe impacts than anticipated by the GPU EIR.

No new information has been identified which would result in a determination of a more severe impact than what had been anticipated by the GPU EIR.

5. The project will undertake feasible mitigation measures specified in the GPU EIR.

The project will undertake feasible mitigation measures specified in the GPU EIR. These GPU EIR mitigation measures will be undertaken through project design, compliance with regulations and ordinances, or through the project's conditions of approval.



Signature

August 14, 2017

Date

Richard Grunow

Printed Name

Community Development Director

Title

Attachment: CEQA 15183 Exemption (2005 Wharf Road)

CEQA Guidelines §15183 Exemption Checklist

Overview

This checklist provides an analysis of potential environmental impacts resulting from the proposed project. Following the format of CEQA Guidelines Appendix G, environmental effects are evaluated to determine if the project would result in a potentially significant impact triggering additional review under Guidelines section 15183.

- Items checked “Significant Project Impact” indicates that the project could result in a significant effect which either requires mitigation to be reduced to a less than significant level or which has a significant, unmitigated impact.
- Items checked “Impact not identified by GPU EIR” indicates the project would result in a project specific significant impact (peculiar off-site or cumulative that was not identified in the GPU EIR).
- Items checked “Substantial New Information” indicates that there is new information which leads to a determination that a project impact is more severe than what had been anticipated by the GPU EIR.

A project does not qualify for a §15183 exemption if it is determined that it would result in: 1) a peculiar impact that was not identified as a significant impact under the GPU EIR; 2) a more severe impact due to new information; or 3) a potentially significant off-site impact or cumulative impact not discussed in the GPU EIR.

A summary of staff’s analysis of each potential environmental effect is provided below the checklist for each subject area. A list of references, significance guidelines, and technical studies used to support the analysis is attached in Appendix A. Appendix B contains a list of GPU EIR mitigation measures.

1. AESTHETICS – Would the Project:

a) Have a substantial adverse effect on a scenic vista?

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

c) Substantially degrade the existing visual character or quality of the site and its surroundings?

d) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?

Discussion

1(a) The project would be visible from public roads and rights-of-way; however, the site is not located within a public viewshed of a scenic vista.

1(b) The property is not within a designated scenic viewshed or state scenic highway. The project site also does not support any significant scenic resources that would be lost or modified through development of the property.

1(c) The project would be consistent with existing community character. The project is located in an area characterized by residential uses. The construction of a new, expanded library would not substantially degrade the visual quality of the site or its surroundings.

1(d) Lighting would be limited to security lighting and would be pointed downward to prevent spillover onto adjacent properties and minimize impacts to dark skies.

Conclusion

As discussed above, the project would not result in any significant impacts to aesthetics; therefore, the project would not result in an impact which was not adequately evaluated by the GPU EIR.

Attachment: CEQA 15183 Exemption (2005 Wharf Road)

2. Agriculture/Forestry Resources

– Would the Project:

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide or Local Importance as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, or other agricultural resources, to a non-agricultural use?

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

- c) Conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned Timberland Production?
- d) Result in the loss of forest land, conversion of forest land to non-forest use, or involve other changes in the existing environment, which, due to their location or nature, could result in conversion of forest land to non-forest use?
- e) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Important Farmland or other agricultural resources, to non-agricultural use?

Discussion

- 2(a) The project and surrounding properties do not support any Farmland of Local Importance, Prime Farmland, Unique Farmland, or Farmland of Statewide Importance.
- 2(b) The project site is not located within or adjacent to a Williamson Act contract or agriculturally zoned land.
- 2(c) There are no timberland production zones on or near the property.
- 2(d) The project site is not located near any forest lands.
- 2(e) The project site is not located near any important farmlands or active agricultural production areas.

Conclusion

The City of Capitola does not include any lands which are used or designated for agricultural or timber harvesting purposes. There are no properties in the City which have been designated as Farmland of Local Importance, Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, or forests with timber harvest potential.

3. Air Quality – Would the Project:

- | | Significant Project Impact | Peculiar Impact not identified by GPU EIR | Substantial New Information |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------|-------------------------------------------|-----------------------------|
| a) Conflict with or obstruct implementation of the Regional Air Quality Strategy (RAQS) or applicable portions of the State Implementation Plan (SIP)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

- d) Expose sensitive receptors to substantial pollutant concentrations?
- e) Create objectionable odors affecting a substantial number of people?

Discussion

- 3(a) The project would not involve any operational emissions which could contribute to the non-attainment of any ambient air quality standards.
- 3(b) Grading operations associated with site preparation would be required to implement appropriate dust control measures to minimize fugitive particulate matter. Emissions from the construction phase would be minimal, temporary and localized, resulting in insignificant pollutant emissions. In addition, the vehicle trips generated from the project would result in 416 Average Daily Trips (ADTs) which includes 8 AM and 54 PM peak trips. According to the Bay Area Air Quality Management District CEQA Guidelines for Assessing the Air Quality Impacts of Projects and Plans, projects that generate less than 2,000 ADT are below the screening-level criteria established by the guidelines for criteria pollutants.
- 3(c) The project would contribute minor amounts of PM10, NOx, and VOCs emissions from temporary construction and grading activities; however, the incremental increase would not exceed established screening thresholds.
- 3(d) The project site is not located within a quarter-mile of any identified point source of significant emissions. Similarly, the project does not propose uses or activities that would result in exposure of sensitive receptors to significant pollutant concentrations and will not place sensitive receptors near any carbon monoxide hotspots.
- 3(e) The project could produce objectionable odors during construction and operation; however, these substances, if present at all, would only be temporary and in trace amounts (less than 1 µg/m3).

Conclusion

As discussed above, the project would not result in any significant impacts to air quality; therefore, the project would not result in an impact which was not adequately evaluated by the GPU EIR.

Significant Project Impact	Peculiar Impact not identified by GPU EIR	Substantial New Information
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4. Biological Resources – Would the Project:

- a) Have a substantial adverse effect, either directly or through habitat modifications, on any candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

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b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?

c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

e) Conflict with the provisions of any adopted Habitat Conservation Plan, Natural Communities Conservation Plan, other approved local, regional or state habitat conservation plan or any other local policies or ordinances that protect biological resources?

Discussion

4(a) The project site is presently developed with a public library, tot lot, and a surface parking lot. The site is located in a fully developed urban area and is surrounded by single-family residences to the north and west, multi-family residences and a residential care facility to the south, and the Rispin Mansion and planned Rispin Park to the west. The site does not support any native habitats, vegetation communities, or any listed rare, threatened, or endangered plant or animal species. Accordingly, the project would have not result in a direct or cumulative impact to protected sensitive species regulated by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service.

4(b) The project site does not contain any wetlands, riparian habitat, or other sensitive natural communities as defined by the Natural Community Conservation Plan (NCCP), Fish and Wildlife Code, Endangered Species Act, Clean Water Act, or any other local or regional plans, policies or regulations. Therefore, the project will not have a substantial adverse effect on any riparian habitat or other sensitive natural community.

4(c) The project site does not contain any wetlands as defined by Section 404 of the Clean Water Act, including, but not limited to, marsh, vernal pool, stream, lake, river or waters of the U.S., that could potentially be impacted through direct removal, filling, hydrological interruption, diversion or obstruction by the proposed development. Therefore, no impacts will occur to wetlands defined by Section 404 of the Clean Water Act and under the jurisdiction of the Army Corps of Engineers.

4(d) The site does not support native habitat or sensitive vegetation communities which could serve as part of a wildlife corridor or nursery site for native wildlife species. Therefore, the project would not interfere with the movement of any native resident or migratory fish or

wildlife species, or established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites.

4(e) The project site is not included in any adopted Habitat Conservation Plans, Natural Communities Conservation Plans, or other local, regional or state habitat conservation plans.

Conclusion

The project would not result in any significant impacts to any sensitive biological resources; therefore, the project would not result in an impact which was not adequately evaluated by the GPU EIR.

5. Cultural Resources – Would the Project:

- a) Cause a substantial adverse change in the significance of a historical resource as defined in 15064.5?
- b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to 15064.5?
- c) Directly or indirectly destroy a unique geologic feature?
- d) Directly or indirectly destroy a unique paleontological resource or site?
- e) Disturb any human remains, including those interred outside of formal cemeteries?

	Significant Project Impact	Peculiar Impact not identified by GPU EIR	Substantial New Information
a)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion

- 5(a) The site does not support any designated historical resources or any structures, landscapes, or other features which would qualify for designation; therefore, no impacts would occur.
- 5(b) The City of Capitola retained Holman & Associates, an experienced archaeological consulting firm, to evaluate the potential for cultural resources to occur within the project site. The evaluation consisted of a historical records search, an archaeological site reconnaissance, and inspection of geotechnical borings.

The records search revealed that the project site includes a mapped location of a previously documented archaeological site which was analyzed in 1996 and found to contain mostly disturbed remains from prehistoric use of the land and sparse remains of a late nineteenth and twentieth century farmstead. The 1996 analysis concluded that the site had a low potential for prehistoric resource recovery due to its heavily disturbed nature resulting from historic farming activities. No additional evidence or archaeological resources were discovered during monitoring and inspection of geotechnical borings.

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Based on their assessment, the archaeologist determined that the site has a moderate archaeological resource potential and recommended that grading activities be monitored by a qualified archaeologist empowered to cease work if any uncovered artifacts are encountered. Accordingly, the following mitigation measures shall be incorporated into the project to avoid a significant impact to cultural resources:

1. Prior to issuance of a grading permit, the applicant shall demonstrate that a qualified archaeological monitor has been retained to oversee all earthwork activities.
2. The archaeological monitor shall attend the preconstruction meeting to coordinate required grading monitoring activities with the construction manager and contractors.
3. If resources are encountered, the archaeological monitor shall have the authority to stop work until a significance determination is made.
4. If significant resources are discovered, work may remain halted at the archaeologist's discretion until such time that a mitigation plan has been prepared and implemented with the concurrence of the Community Development Department.
5. Following completion of archaeological monitoring, the archaeologist shall submit a summary and findings of the monitoring work.
 - a. If no resources are recovered, a brief letter report shall be completed that includes a site record update on a California Department of Park and Recreation form 523.
 - b. If significant resources are recovered, the report shall include a preliminary evaluation of the resources, a preliminary map of discovered resources, a completed California Department of Park and Recreation form 523, and recommendations for additional research if warranted.
6. If human remains are found at any time, the immediate area of the discovery shall be closed to pedestrian and vehicular traffic within 150 feet of the discovery and the Santa Cruz County Coroner must be notified immediately. If the Coroner determines that the remains are Native American, the Native American Heritage Commission shall be notified as required by law.
7. The archaeological monitor shall have the discretion to discontinue monitoring if soil conditions, such as the presence of imported fill, indicates that significant prehistoric deposits are not possible.
8. The archaeologist shall prepare a grading monitoring letter report summarizing monitoring work and any recovered resources. The letter report shall be submitted to the Community Development Department within 30 days following completion of grading activities.

The mitigation measures listed above are consistent with the GPU EIR, which requires archaeological monitoring and data recovery programs in resource sensitive areas to avoid significant impacts to cultural resources.

- 5(c) The site does not contain any unique geologic features nor does the site support any known geologic characteristics that have the potential to support unique geologic features.

5(d) According to the United States Geologic Service (USGS) National Geologic Map Database, the project site is underlain by *lowest emergent coastal terrace deposits (Qcl)* which is a Pleistocene era formation characterized by semi-consolidated, generally well-sorted sand with a few thin, relatively continuous layers of gravel which are deposited in nearshore high-energy marine environments. The Qcl formation has a moderate-high resource potential for fossils; consequently, the following mitigation measure shall be implemented to prevent a significant impact to paleontological resources:

1. Prior to issuance of a grading permit, the applicant shall demonstrate that a qualified paleontological monitor has been retained to oversee all earthwork activities.
2. The paleontological monitor shall attend the preconstruction meeting to coordinate required grading monitoring activities with the construction manager and contractors.
3. If resources are encountered, the paleontological monitor shall have the authority to stop work until a significance determination is made.
4. If significant resources are discovered, work may remain halted at the archaeologist's discretion until such time that a mitigation plan has been prepared and implemented with the concurrence of the Community Development Department.
5. The paleontological monitor shall have the discretion to discontinue monitoring if he/she determines that grading would not impact fossil bearing formations.
6. The paleontologist shall prepare a grading monitoring letter report summarizing monitoring work and any recovered resources. The letter report shall be submitted to the Community Development Department within 30 days following completion of grading activities.

The mitigation measures listed above are consistent with the GPU EIR, which requires paleontological monitoring and data recovery programs in resource sensitive areas to avoid significant impacts to cultural resources.

5(e) An archaeological monitor will be present during all earthwork activities which have the potential to impact cultural resources. Although there is no documented evidence to suggest the site supports human remains, the archaeological monitor will be authorized to halt all work if any materials are encountered which indicates the possibility of human remains on the site. Standard protocols for responding to the discovery of human remains would be followed if encountered, including consultation with appropriate Native American representatives and the County Coroner.

Conclusion

The property has the potential to support archaeological resources; accordingly, appropriate mitigation measures consistent with the GPU EIR shall be incorporated as project conditions to ensure impacts are mitigated below a level of significance.

Significant Project Impact	Peculiar Impact not identified by GPU EIR	Substantial New Information
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6. Geology and Soils – Would the Project:

- a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: rupture of a known earthquake fault, strong seismic ground shaking, seismic-related ground failure, liquefaction, and/or landslides?
- b) Result in substantial soil erosion or the loss of topsoil?
- c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in an on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?
- d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?
- e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

Discussion

- 6(a)(i) The project is not located in a fault rupture hazard zone identified by the Alquist-Priolo Earthquake Fault Zoning Act, Special Publication 42, Revised 1997, Fault-Rupture Hazards Zones in California.
- 6(a)(ii) To ensure the structural integrity of all buildings and structures, the project must conform to the Seismic Requirements as outlined within the California Building Code. The Code requires a soils compaction report with proposed foundation recommendations to be approved before the issuance of a building permit. Therefore, compliance with the California Building Code ensures the project will not result in a potentially significant impact from the exposure of people or structures to potential adverse effects from strong seismic ground shaking.
- 6(a)(iii) The project site is not within a "Potential Liquefaction Area" as identified in the City of Capitola's adopted Local Hazard Mitigation Plan. In addition, the site is not located within a floodplain. Therefore, there will be there will be a less than significant impact from the exposure of people or structures to adverse effects from a known area susceptible to ground failure, including liquefaction. In addition, since liquefaction potential at the site is low, earthquake-induced lateral spreading is not considered to be a seismic hazard at the site and impacts would be less than significant.
- 6(a)(iv) The site is not located within a landslide susceptibility area.
- 6(b) According to the Soil Survey for Santa Cruz County, the soils on-site are identified as Danville loams which are characterized by well drained, very deep silty clay loam materials with a slight erosion hazard. The project will not result in substantial soil erosion or the loss of topsoil for the following reasons:

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- The project will not result in unprotected erodible soils; will not alter existing drainage patterns; is not located in a floodplain, wetland, or significant drainage feature; and will not develop in areas with steep slopes.
- A Stormwater Management Plan has been prepared for the project which includes implementation of Best Management Practices to prevent fugitive sediment. Compliance with the Stormwater Management Plan will minimize the potential for wind and water erosion.

6(c) The project is not located on or near geological formations that are unstable or would potentially become unstable as a result of the project.

6(d) The project site is underlain with Danville loam soil which has a moderate shrink/swell potential. However, the project will not have any significant impacts because the project is required to comply with building code standards which ensure suitable structure safety in areas with expansive soils. Therefore, these soils will not create substantial risks to life or property.

6(e) The project would rely on public sewer.

Conclusion

As discussed above, the project would not result in any significant impacts to/from geology/soils; therefore, the project would not result in an impact which was not adequately evaluated by the GPU EIR.

	Significant Project Impact	Peculiar Impact not identified by GPU EIR	Substantial New Information
7. Greenhouse Gas Emissions – Would the Project:			
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion

7(a) The project would produce GHG emissions through construction activities, vehicle trips, and heating and cooling functions; however, the project would not generate more than the 900 metric ton screening threshold established by the California Air Pollution Control Officer’s Association (CAPCOA) white paper for determining the need for additional analysis and mitigation for GHG-related impacts under CEQA. The 900 metric ton carbon dioxide equivalent screening level referenced in the CAPCOA white paper (<http://www.capcoa.org/wpcontent/uploads/downloads/2010/05/CAPCOA-White-Paper.pdf>) is being used as a conservative criterion for determining the size of projects that would require further analysis and mitigation with regard to climate change. The CAPCOA white paper reports that the 900 metric ton screening level would capture more than 90% of the development projects, allowing for mitigation toward achieving the State’s GHG reduction goals. For example, a project including 36,000 square-feet of office space would produce approximately 900 metric tons. The proposed library project would be approximately 11,700 square-feet in size, well below this screening threshold. In addition,

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construction emissions would be temporary and the overall project emissions would fall below the screening criteria. For projects of this size, it is reasonable to conclude that the construction and operational GHG emissions would not exceed 900 metric tons of CO2e per year, and there would be a less-than-cumulatively considerable impact.

7(b) As described above, the project would not result in a cumulatively considerable contribution to global climate change. Accordingly, the project would be consistent with the City’s General Plan and Climate Action Plan goals to reduce GHG emissions.

Conclusion

As discussed above, the project would not result in any significant impacts to greenhouse gas emissions; therefore, the project would not result in an impact which was not adequately evaluated by the GPU EIR.

8. Hazards and Hazardous Materials – Would the Project:

a) Create a significant hazard to the public or the environment through the routine transport, storage, use, or disposal of hazardous materials or wastes or through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

b) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

c) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, or is otherwise known to have been subject to a release of hazardous substances and, as a result, would it create a significant hazard to the public or the environment?

d) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?

e) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?

f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

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g) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

h) Propose a use, or place residents adjacent to an existing or reasonably foreseeable use that would substantially increase current or future resident's exposure to vectors, including mosquitoes, rats or flies, which are capable of transmitting significant public health diseases or nuisances?

Discussion

8(a) The project will not create a significant hazard to the public or the environment because it does not propose the storage, use, transport, emission, or disposal of Hazardous Substances, nor are Hazardous Substances proposed or currently in use in the immediate vicinity.

8(b) The project is not located within one-quarter mile of an existing or proposed school.

8(c) Based on a site visit and a comprehensive review of regulatory databases, the project site has not been subject to a release of hazardous substances. Additionally, the project does not propose structures for human occupancy or significant linear excavation within 1,000 feet of an open, abandoned, or closed landfill, is not located on or within 250 feet of the boundary of a parcel identified as containing burn ash (from the historic burning of trash), and is not on or within 1,000 feet of a Formerly Used Defense Site.

8(d) The proposed project is not located within an Airport Land Use Compatibility Plan (ALUCP), an Airport Influence Area, or a Federal Aviation Administration Height Notification Surface. Also, the project does not propose construction of any structure equal to or greater than 150 feet in height, constituting a safety hazard to aircraft and/or operations from an airport or heliport.

8(e) The proposed project is not within one mile of a private airstrip.

8(f) The project will not interfere with any emergency evacuation plans because it will not prohibit subsequent plans from being established or prevent the goals and objectives of existing plans from being carried out.

8(g) The proposed project is not adjacent to wildlands which are vulnerable to wildland fires.

8(h) The project does not involve or support uses that would allow water to stand for a period of 72 hours or more (e.g. artificial lakes, agricultural ponds). Also, the project does not involve or support uses that will produce or collect animal waste, such as equestrian facilities, agricultural operations (chicken coops, dairies etc.), solid waste facility or other similar uses.

Conclusion

As discussed above, the project would not result in any significant impacts to/from hazards/hazardous materials; therefore, the project would not result in an impact which was not adequately evaluated by the GPU EIR.

	Significant Project Impact	Peculiar Impact not identified by GPU EIR	Substantial New Information
9. Hydrology and Water Quality – Would the Project:			
a) Violate any waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Is the project tributary to an already impaired water body, as listed on the Clean Water Act Section 303(d) list? If so, could the project result in an increase in any pollutant for which the water body is already impaired?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Could the proposed project cause or contribute to an exceedance of applicable surface or groundwater receiving water quality objectives or degradation of beneficial uses?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
h) Provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
i) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map, including Floodplain Maps?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
j) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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- k) Expose people or structures to a significant risk of loss, injury or death involving flooding?
- l) Expose people or structures to a significant risk of loss, injury or death involving flooding as a result of the failure of a levee or dam?
- m) Inundation by seiche, tsunami, or mudflow?

Discussion

- 9(a) The project will require preparation and implementation of a stormwater management plan including site design measures, source control BMPs, and/or treatment control BMPs to reduce potential pollutants to the maximum extent practicable. These measures will enable the project to meet waste discharge requirements.
- 9(b) The project site drains into Soquel Creek, which is on the Clean Water Act Section 303(d) list due to elevated levels of nutrients and bacteria. However, a stormwater management plan will be prepared and implemented to incorporate site design measures, source control BMPs, and/or treatment control BMPs to prevent contaminants from leaving the site and adversely affecting Soquel Creek.
- 9(c) As stated in responses 9(a) and 9(b) above, implementation of BMPs and compliance with required ordinances will ensure that project impacts are less than significant.
- 9(d) Water for the project will be provided by the Soquel Creek Water District which obtains its water from groundwater sources. The project will be required to obtain a will-serve letter from the water district and comply with any applicable water demand offset requirements. Although the new, expanded library is expected to consume more water than the existing facility, the increased demand would be minor relative to the overall supply of the aquifer and would not represent a significant impact to groundwater supply.
- 9(e) The project will be required to implement source control and/or treatment control BMP's to reduce potential pollutants, including sediment from erosion or siltation, to the maximum extent practicable from entering storm water runoff.
- 9(f) The project will not significantly alter established drainage patterns or significantly increase the amount of runoff.
- 9(g) The project does not propose to create or contribute runoff water that would exceed the capacity of existing or planned storm water drainage systems.
- 9(h) The project has the potential to generate pollutants; however, site design measures, source control BMPs, and treatment control BMPs will be employed such that potential pollutants will be reduced to the maximum extent practicable.
- 9(i) No FEMA mapped floodplains are located on the project site.
- 9(j) No 100-year flood hazard areas were identified on the project site.
- 9(k) The project site lies outside any identified special flood hazard area.

9(l) The project site does not reside in a mapped dam inundation zone or located downstream of a dam that could potentially flood the property.

9(m) The project site is not located along the shoreline or in a tsunami hazard zone. Mudflow is a type of landslide, see response to question 6(a)(iv).

Conclusion

As discussed above, the project would not result in any significant impacts to/from hydrology/water quality; therefore, the project would not result in an impact which was not adequately evaluated by the GPU EIR.

Significant Project Impact	Peculiar Impact not identified by GPU EIR	Substantial New Information
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10. Land Use and Planning – Would the Project:

a) Physically divide an established community?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Discussion

10(a) The project does not propose the introduction of new infrastructure such as major roadways, water supply systems, or utilities to the area.

10(b) The project would not conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect, including policies of the General Plan.

Conclusion

As discussed above, the project would not result in any significant impacts to land use/planning; therefore, the project would not result in an impact which was not adequately evaluated by the GPU EIR.

Significant Project Impact	Peculiar Impact not identified by GPU EIR	Substantial New Information
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11. Mineral Resources – Would the Project:

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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11(a) The project site has been classified by the California Department of Conservation – Division of Mines and Geology as having an unknown mineral resource significance

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(Mineral Resource Zone 4). However, the site is surrounded by developed land uses including residential uses, which are incompatible to future extraction of mineral resources on the project site. A future mining operation at the project site would create a significant impact to neighboring properties for issues such as noise, air quality, traffic, and possibly other impacts. Therefore, the project will not result in the loss of a known mineral resource because the resource has already been lost due to incompatible land uses in the immediate vicinity.

11(b) The project site is not identified as a locally important mineral resource recovery site in the City's General Plan or any other adopted plans.

Conclusion

As discussed above, the project would not result in any significant impacts to mineral resources; therefore, the project would not result in an impact which was not adequately evaluated by the GPU EIR.

12. Noise – Would the Project:

	Significant Project Impact	Peculiar Impact not identified by GPU EIR	Substantial New Information
a) Exposure of persons to generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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Discussion

12(a) The proposed library would be located in an area primarily developed with single- and multi-family residences. The project site fronts Wharf Road and is subject to automobile noise, particularly during peak traffic periods. The General Plan Safety and Noise Element identifies noise sensitive areas and requires a Community Noise Equivalent Level (CNEL)

of 70 decibels (dBA) or less for library uses. The General Plan Safety and Noise Element also identifies the proposed library site as having an existing CNEL of less than 60 dBA, which complies with the 70 dBA threshold. Therefore, the project will not expose people to potentially significant noise levels that exceed the allowable limits of the General Plan, noise ordinance, or other applicable standards.

12(b) The project proposes a new, expanded public library. The project does not propose any major, new or expanded infrastructure such as mass transit, highways or major roadways or intensive extractive industry that could generate excessive groundborne vibration or groundborne noise levels which could impact vibration sensitive uses in the surrounding area.

12(c) The project would not expose existing or planned noise sensitive areas in the vicinity to a substantial permanent increase in noise levels that exceed the allowable limits of any applicable noise standard.

12(d) The project does not involve any operational uses that may create substantial temporary or periodic increases in ambient noise levels in the project vicinity. Construction operations will occur only during permitted hours in accordance with the City’s Noise Ordinance.

12(e) The project is not located within an Airport Land Use Compatibility Plan (ALUCP) for airports or within 2 miles of a public airport or public use airport.

12(f) The project is not located within a one-mile vicinity of a private airstrip.

Conclusion

As discussed above, the project would not result in any significant impacts to/from noise; therefore, the project would not result in an impact which was not adequately evaluated by the GPU EIR.

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13. Population and Housing – Would the Project:

a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

Significant Project Impact Peculiar Impact not identified by GPU EIR Substantial New Information

b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

Discussion

- 13(a) The project will not induce substantial population growth in an area because the project does not propose any physical or regulatory change that would remove a restriction to or encourage population growth in an area.
- 13(b) The project will not displace existing housing.
- 13(c) The proposed project will not displace a substantial number of people because the site does not support any housing.

Conclusion

As discussed above, the project would not result in any significant impacts to populations/housing; therefore, the project would not result in an impact which was not adequately evaluated by the GPU EIR.

14. Public Services – Would the Project:

a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance service ratios for fire protection, police protection, schools, parks, or other public facilities?

Significant Project Impact	Peculiar Impact not identified by GPU EIR	Substantial New Information
-------------------------------------------	----------------------------------------------------------	--------------------------------------------

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
--------------------------	--------------------------	--------------------------

Discussion

14(a) The project would not produce an increased demand for police, fire protection, schools, parks, or other public facilities.

Conclusion

The project would not result in any significant impacts to public services; therefore, the project would not result in an impact which was not adequately evaluated by the GPU EIR.

15. Recreation – Would the Project:

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

Significant Project Impact	Peculiar Impact not identified by GPU EIR	Substantial New Information
-------------------------------------------	----------------------------------------------------------	--------------------------------------------

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
--------------------------	--------------------------	--------------------------

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
--------------------------	--------------------------	--------------------------

Discussion

Attachment: CEQA 15183 Exemption (2005 Wharf Road)

15(a) The project does not involve new housing and would therefore would not result in an increased demand for public parks and recreational facilities.

15(b) The project would retain an existing tot lot, but no modifications are proposed which have the potential to result in an adverse environmental effect.

Conclusion

The project would not result in any significant impacts to recreation; therefore, the project would not result in an impact which was not adequately evaluated by the GPU EIR.

	Significant Project Impact	Peculiar Impact not identified by GPU EIR	Substantial New Information
16. Transportation and Traffic – Would the Project:			
a) Conflict with an applicable plan, ordinance or policy establishing measures of the effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Attachment: CEQA 15183 Exemption (2005 Wharf Road)

Discussion

16(a) A traffic and parking study was prepared for the proposed project by Kimley-Horn and Associates. According to their analysis, the project would generate 416 additional average daily trips (ADT), including 8 trips during the AM peak hour and 54 during the PM peak hour. The additional traffic generated by the project would not result in a decreased level of service (LOS) at any intersections which would be inconsistent with General Plan goals

or policies. In addition, the project would not conflict with policies related to non-motorized travel such as mass transit, pedestrian or bicycle facilities.

16(b) The additional 416 ADTs from the project would not create a conflict with an adopted congestion management program or other standards established by the congestion management agency for designated roads or highways.

16(c) The proposed project is located outside of an Airport Influence Area and is not located within two miles of a public or public use airport.

16(d) The project would be accessed from a driveway on Wharf Road. Kimley-Horn and Associates evaluated the driveway location and determined that adequate stopping sight distance would be provided to ensure safe entry and exit from the site. In addition, the project will not alter traffic patterns, roadway design, place incompatible uses (e.g., farm equipment) on existing roadways, or create new curves, slopes or walls which would impede adequate sight distance.

16(e) The project site is accessed from Wharf Road which provides multiple points of ingress and egress in the event of an emergency.

16(f) The project will not result in the construction of any road improvements or new road design features that would interfere with the provision of public transit, bicycle or pedestrian facilities.

Conclusion

As discussed above, the project would not result in any significant impacts to transportation or traffic; therefore, the project would not result in an impact which was not adequately evaluated by the GPU EIR.

Attachment: CEQA 15183 Exemption (2005 Wharf Road)

17. Utilities and Service Systems – Would the Project:

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

Significant Project Impact Peculiar Impact not identified by GPU EIR Substantial New Information

- e) Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project’s projected demand in addition to the provider’s existing commitments?
- f) Be served by a landfill with sufficient permitted capacity to accommodate the project’s solid waste disposal needs?
- g) Comply with federal, state, and local statutes and regulations related to solid waste?

Discussion

- 17(a) The project would discharge domestic waste to a public sewer system that is permitted to operate by the RWQCB.
- 17(b) The project does not include new or expanded water or wastewater treatment facilities and does not require the construction or expansion of water or wastewater treatment facilities. Therefore, the project will not require any construction of new or expanded facilities, which could cause significant environmental effects.
- 17(c) The project involves new storm water drainage facilities. However, these extensions will not result in additional adverse physical effects beyond those already identified in other sections of this environmental analysis.
- 17(d) An affirmative Service Availability Letter from the Soquel Creek Water District will be required prior to construction.
- 17(e) An affirmative Service Availability Letter from the County of Santa Cruz Sanitation District will be required prior to construction.
- 17(f) Adequate landfill capacity exists to serve the project.
- 17(g) The project will deposit all solid waste at a permitted solid waste facility.

Conclusion

As discussed above, the project would not result in any significant impacts to utilities and service systems; therefore, the project would not result in an impact which was not adequately evaluated by the GPU EIR.

Attachment: CEQA 15183 Exemption (2005 Wharf Road)

Archaeological Report for APN 034-541-34 Capitola Branch Library Replacement City of Capitola, Santa Cruz County, California

By
John Schlagheck, M.A., RPA
Associate Archaeologist

May, 2017



Report Completed for
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Notice of Confidential Information

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Attachment: Archaeology Report_Capitola Library (2005 Wharf Road)

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Acronyms and Abbreviations

Capitola Branch Library Replacement Project	Project
Capitola Branch Library Project Area (APN 034-541-34; 2005 Wharf Road)	Project Area
Northwest Information Center	NWIC
California Historical Resources Information System	CHRIS
United States Geological Survey	USGS

Attachment: Archaeology Report_Capitola Library (2005 Wharf Road)

Introduction and Project Summary

In April and May 2017, Holman & Associates (H&A) completed a historical records search, archaeological site reconnaissance, and monitoring for geotechnical borings for a project to replace the existing Capitola Branch Library modular building with a permanent structure (Project). The Project will occur on the existing library site (Project Area) located on the northwest corner of the intersection of Clares Street and Wharf Road (2005 Wharf Road) in the City of Capitola. The work was authorized by the City of Capitola as lead agency for project compliance with the California Environmental Quality Act (CEQA).

The present work entailed four steps: The first was a search of relevant records and maps maintained by the Northwest Information Center (NWIC) of the California Historical Resources Information System (CHRIS) at Sonoma State University and other documentary sources. As the second step, H&A personnel conducted a pedestrian surface reconnaissance of the Project Area. The third step was observation of five geotechnical borings for evidence of significant cultural resources. This report and the recommendations below constitute the fourth step of this research.

The historical records search showed that the Project Area includes the mapped location of archaeological site CA-SCR-192/H, a site that was archaeologically tested in 1996 and found to contain mostly disturbed remains from prehistoric use of the land and sparse remains of a late nineteenth and twentieth century farmstead. No additional evidence regarding CA-SCR-192/H was discovered during the site reconnaissance or the monitoring of the geotechnical borings.

This investigation showed that the Project Area should be considered sensitive for prehistoric resources and minimally sensitive historical period cultural resources. Given the site has already been archaeologically tested, no additional testing is warranted. However, to adequately protect possible undisturbed remnants of the prehistoric component of CA-SCR-192/H, the Project's ground disturbing activities should be monitored by a qualified archaeologist.

A copy of this report will be submitted to the NWIC as required by the State of California.

Project Location and Environmental Setting

The Capitola Branch Library Replacement Project Area consists of a 1-acre parcel (APN 034-541-34) located on the northwest corner of the intersection of Clares Street and Wharf Road (2005 Wharf Road) in the City of Capitola, California. The location is above the west bank of Soquel Creek approximately 1,100 feet south of Highway 1 on the north shore of Monterey Bay in Santa Cruz County.

Soquel Creek is a perennial stream that drains south from the foothills of the Santa Cruz Mountains to its outlet in Monterey Bay approximately 3,000 feet south of the Project. The Project is within an established suburban residential setting not far from various commercial, recreational, and institutional land uses. The Project Area is contained on the USGS *Soquel 7.5-minute* topographic Quadrangle, a portion of which is reproduced here as Map 1 appended.

Brief Cultural History

Most radiocarbon dates obtained from prehistoric contexts in the region suggest that permanent occupation of the region began about 5,000 to 6,000 Years Before Present (YBP). While it is not entirely clear how population movements affected cultural continuity in the area, it is well established that hunting and gathering, or a combination of hunting and gathering and collecting, as described by Binford (1980), was the primary subsistence strategy used by the region's inhabitants up to the beginning of the Spanish colonial presence in 1769.

The Project Area is within the currently recognized ethnographic territory of the Ohlone, an indigenous people consisting of independent tribal groups who maintained autonomous territories and spoke related but dialectically distinct languages.

Ohlone habitation was likely semi-sedentary, with seasonal camps reflecting climate patterns and seasonal resource availability. Archaeological sites are found along the north and south banks of most perennial streams, while more ephemeral sites can be found along ridges, the coastline, and areas containing specific resources such as oak groves, bedrock outcrops, and quarries. At the time of Spanish contact three Ohlone tribal groups had territories near the Project Area. These groups were the *Uypi* that controlled the area of present day Santa Cruz and the mouth of the San Lorenzo River, the *Sayanta* that controlled the area east of the San Lorenzo River to Aptos and north to include what are now Scotts Valley, Glenwood, and Laurel, and the *Aptos* that controlled present day Aptos south to the Pajaro River. Discussions of the Ohlone include Kroeber (1925), Levy (1978), Milliken (1995; 1999), and other sources.

From 1769 to 1776, three Spanish expeditions passed through the Central Coast to reconnoiter the region for colonization. With the development of the Spanish Presidio at Monterey in 1770 and the Franciscan missions at Carmel (1770-71), Santa Clara (1777), Santa Cruz (1791), and San Juan Bautista (1797), aboriginal life changed profoundly for the local Ohlone people. The root cause of change was Spanish religious and political hegemony brought by the Franciscan missionaries and enforcement of their assumed authority by the Spanish military. Religious conversion, adoption of farming and ranching practices, lethal illnesses, and intermarriage with

Archaeological Report: Capitola Branch Library Replacement/May 2017

other groups also contributed to the disintegration of tribal culture (Milliken 1995). The effect of Mission Santa Cruz on the local Native population was dramatic. By 1796, the *Uypi*, *Sayanta*, and *Aptos* people had all experience significant absorption into mission system (Milliken 1995).

Following the secularization of the Missions in 1834, the native population became poverty stricken and generally less culturally distinct from the settler population. Mexican and then Euro-American settlers moved into the area, eventually dividing large Mexican land grants into smaller ranches, farms, and other homestead sites. Project Area was part of the Rancho Arroyo del Rodeo Mexican Era land grant also in 1834, and cattle grazing remained an important economic force from the Mission Period through much of the nineteenth century.

Following statehood for California in 1850, extractive industries such as logging and lime production developed with transshipment points located on the north shore of Monterey Bay. What would become the town of Capitola began as the seaside resort of F.A. Hihn in 1876 (Gudde 1998). The area was served by trolley service to and from the Santa Cruz Boardwalk after about 1900. The area's reputation as a vacation destination continues to the present, and much of the local economy is based on tourism.

The subject parcel was part of a 5-acre parcel in 1995 when the west portion was developed with housing and the east portion designated for a park. The currently library and parking lot were constructed on the park site in 1999. The small play area on the west side of the current library was constructed in 2007.

Historical Resources Records Search Results

On May 5, 2017, Charles Mikulik conducted a historical records search at the NWIC of CHRIS at Sonoma State University (NWIC File No. 16-1762). The research showed that the Project Area has been the subject of three specific studies and the findings are discussed below. In 1991, Jones and Stokes conducted an archaeological survey as part of a 5-acre development on the northwest corner of Wharf Road and Clares Street that included the current library parcel. As a follow up to discoveries by Jones and Stokes and in advance of the construction of current library and parking lot, Pacific Legacy conducted subsurface testing using backhoe trenching and test units that also included the subject property (Holson 1996). Newland (2013) surveyed portions of the Project Area for the Soquel Pump Station Force Main project, portions of which lie immediately adjacent to the library parcel within the Clares Street right of way.

The cumulative results of the three studies show that a portion of one recorded archaeological site (CA-SCR-192/H) exists within the Project Area boundaries. CA-SCR-292/H is a prehistoric site with sparse indigenous artifacts including chert flake stone, ground stone, fire-affected rock and shell in combination with a light concentration of historical period debris associated with a house and barn that date to the late-nineteenth century. The site is mapped throughout the central portion of the Project Area just north of the existing library (McGowen and White 1991a; Holson 1996). While Holson concluded the site was heavily disturbed and possessed low data recovery potential from scattered indigenous artifacts, he did recommended monitoring to account for the possibility of encountering intact remnants of the site below the historical period plow zone, in situ features, and human remain during grading. (Holson 1996:7-8).

Results also show that one prehistoric site and one historic district have been identified in the immediate vicinity of the Project. These resources include CA-SCR-171, a prehistoric site with midden soil and a light distribution of lithic materials on the opposite (east) bank of Soquel Creek (McGowan and White 1991b) and the Rispin Mansion Historic District just east of the intersection of Wharf Road and Clares Street. This resource includes a large 1920s era mansion, a well house, pool, masonry retaining wall, and other features and is listed on the National Register of Historic Places (Property Number 91000286).

Nearby archaeological studies include Newland (2014) that reported results from five geoprobe cores distributed within the Clares Street right of way from Wharf Road to just west of the Project Area. One probe contained cultural resources consisting of Monterey chert debitage from 8 to 12 inches below the surface in what appeared to be A-Horizon (culturally associated) soil. Although Newland acknowledged that some of the flakes might be attributable to the force of the probe acting on pieces of chert underground, he stated that “one pressure flake and flake scars on some of the shatter indicate that some of this chert represents indigenous tool-making” (Newland 2014:9). Newland felt the results suggested that the prehistoric component of CA-SCR-292/H may extend south from its mapped location under Clares Street. Further, the results tended to support Holson’s finding that CA-SCR-192/H was a relatively shallow deposit confined to the upper 16 to 20 inches below the surface in areas north of Clares Street. No historical period material was found during the subsurface testing.

A review of historical USGS maps shows two structures, likely the house and barn described by Holson, at the location of the present library building from 1912 through the 1954, 1980, and 1994 maps.

Project Area Reconnaissance

Methods

On April 25, 2017, this author conducted a pedestrian reconnaissance of all accessible land within the Project Area. Field work consisted of a general surface reconnaissance (King et. al. 1973) that included careful inspection for prehistoric and historical period cultural materials as well as topographic indicators and soil characteristics that might indicate subsurface cultural materials. Where soil was partially exposed a small hoe was used to increase soil visibility by removing light vegetation, duff, wood landscaping chips, and other obstructions.

Results

No indications of prehistoric or historic period cultural resources were found during the survey. Moderately thick grass and shrubs cover the portion of the property not covered by buildings, asphalt parking areas, concrete sidewalks, and other constructed surfaces. Overall visual access to the soil was poor to moderate. Minor rodent activity was evident in the boundary areas adjacent to Wharf Road and Clares Street that afforded some views of the subsurface, and back dirt from these locations was closely examined.

Soil in the project area is a loose top soil mixed with fine medium gray alluvial silt/clay with very few rocks that is typical of native soil in the area. Closer to the buildings and asphalt parking areas however the soil was a mixture of medium gray alluvial silt/clay and gravel likely imported to the site for construction. No bedrock was found in project area.

Monitoring Results: Geotechnical Borings

Also on April 25, 2017, this author observed five geotechnical borings within the Project Area associated with the planned construction. The soil boring work was conducted by Butano Geotech and intended to inform foundation and drainage design. All five borings exceeded a depth of 3 feet and two borings were dug to about 8 feet. While there were some minor changes in the depths of various layers of materials over the property, the ejected material showed that the near subsurface is mostly fill material mixed to various degrees with what is likely native alluvial sandy silt. The deeper borings also encountered underlying clay typical of the area. No evidence of buried cultural material of any kind was observed.

Recommendations

The presence of a recorded archaeological site (CA-SCR-192/H) within the Project Area and the subsequent study of that site as described above suggest the area should be considered sensitive for prehistoric resources and minimally sensitive for historical period cultural resources. The following recommendations for cultural resources management should be incorporated into project conditions:

1. A qualified archaeologist should be present for the start of all ground disturbing activities, including demolition of the existing infrastructure and all soil disturbances during the planned construction. However, at the discretion of the archaeologist present, monitoring can be discontinued if soil conditions, such as the presence of modern fill, indicated that intact prehistoric deposits are not possible. If at any time potentially significant archaeological resources are discovered, the monitor should be authorized to halt excavation until a determination of significance is made. If the find is determined to be significant, work may remain halted until a mitigation plan is developed and implemented with the concurrence of the lead agency (City of Capitola).
2. Following archaeological monitoring work, if resources are found a monitoring report should be completed that includes a preliminary evaluation of any resources found, a preliminary map of any resources found, completed California Department of Parks and Recreation (DPR) 523 forms appropriate for the found resources (including a site record update for CA-SCR-192/H) and recommendations for additional research if warranted. If no resources are discovered, a brief letter report should be completed that includes a site record update for CA-SCR-192/H on California Department of Parks and Recreation (DPR) 523 forms.
3. If human remains are found at any time, the immediate area of the discovery should be closed to pedestrian and vehicular traffic within 50 meters (150 feet), and the Santa Cruz County Coroner must be notified immediately. If the Coroner determines that the remains are Native American, the Native American Heritage Commission will be notified as required by law. The Commission will designate a Most Likely Descendant who will be

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authorized to provide recommendations for management of the Native American human remains. (Ref: California Public Resources Code Section 5097.98; and Health and Safety Code Section 7050.5).

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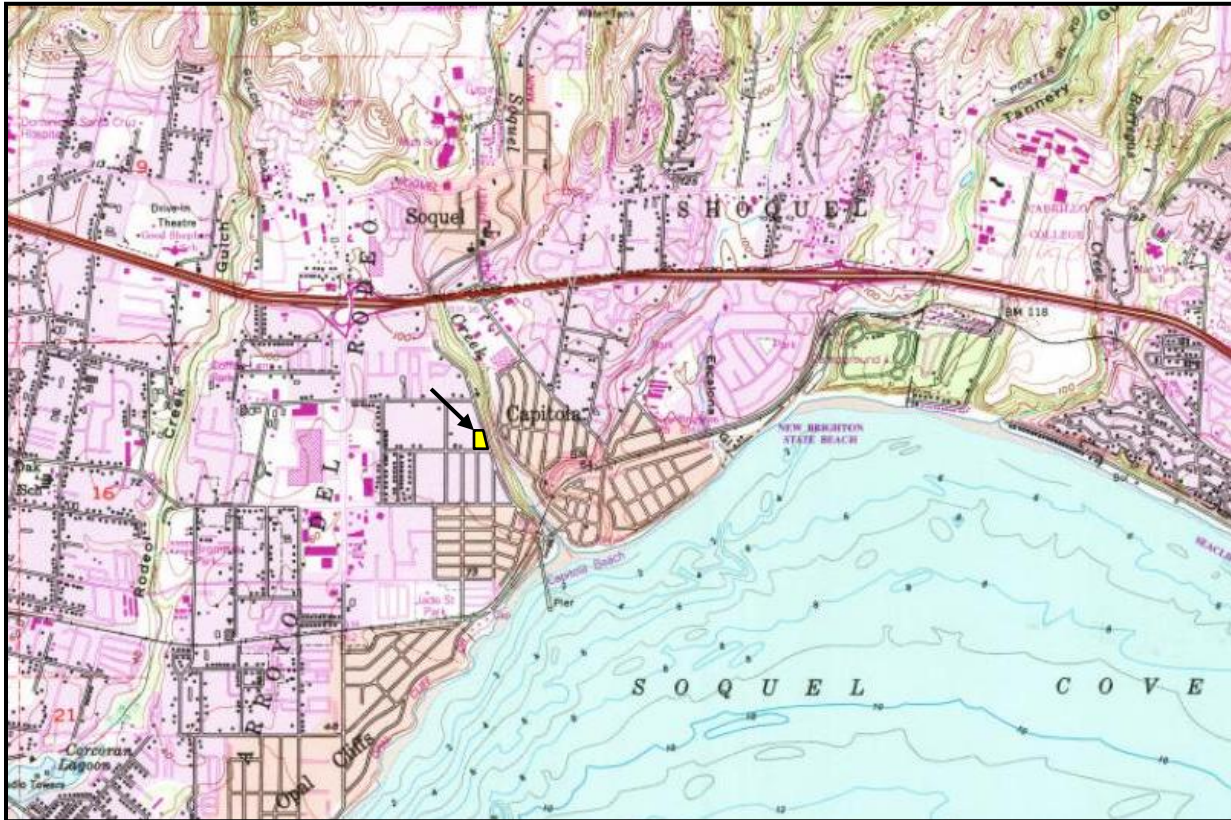
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Map 1: Project Area Location (USGS *Soquel* 7.5-minute topographic Quadrangle, 1994)



City of Capitola

Library Improvement Project

Preliminary

Tree Resource Assessment

Attachment: Tree Assessment Capitola Library (2005 Wharf Road)

Consulting Arborists

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Prepared for
Steve Jesberg, Director
City of Capitola Public Works Department

BACKGROUND

The City of Capitola is in process of designing improvements to the City Library located at the corner of Wharf Road and Clares Street. The anticipated construction areas are populated with mature native tree species, many of which meet “protected” criteria. In order to create a design that insures tree health/stability, the safe use of the facility and protects tree resources on this site during construction, Steve Jesberg, Director of Public Works has requested the following tasks be performed:

ASSIGNMENT/SCOPE OF SERVICES

- Locate, catalog and map all trees growing within the property boundaries including those surrounding the parking lot
- Identify each tree as to species
- Measure trunk diameter at a point 4.5 feet above grade
- Rate health, structure and preservation suitability as “good”, “fair” or “poor”
- Identify trees that meets protected criteria as defined by City of Capitola Municipal Code Section 12.12
- Identify and map Critical Root Zones and affected canopy extents for each tree
- Provide a summary report with a tree inventory and map file to inform the design process
 - NOTE: At this time there no construction plans were provided for my review. Once plans are finalized, a supplemental Construction Impact Analysis/Tree Protection Plan may need to be generated, known impacts are assessed and tree protection criteria can be defined. The cost of this supplemental report is not included in this Scope of Services and will be provided at additional cost.

TREE INVENTORY METHODOLOGY

The library site was inspected on February 7 and 9, 2017. Each tree within the project boundaries including those that border the parking lot or library were located, identified and visually assessed from the root crown through the extents of the foliar canopy. Surveyed tree trunk locations and canopy extents were provided by Bowman and Williams *Topographic Map of the Capitola Library* dated February 1, 2017. Numbered metal tags were affixed to each tree’s trunk for identification purposes. Tree locations are documented on the attached *Tree Location Map*.

The appended inventory lists information on 29 trees/tree including; species, trunk diameter, health, structure, suitability for preservation, Critical Root Zone (CRZ) radius, construction impacts, observations, recommended procedures and whether the tree meets “protected” criteria per the City of Capitola Municipal Code Section 12.12. .

Diameter: is the width of the trunk measured at 4.5 feet above natural grade (ground level). For trees that were unable to be measured at 4.5 feet above natural grade, measurement heights were provided.

Health, Structure and Preservation Suitability Inventory ratings are based on the following criteria:

Tree health and structure are separate issues that are related since both are revealed by tree anatomy. A tree's vascular system is confined in a thin layer of tissue between the bark and wood layers. This thin layer is responsible for transport of nutrients and water between the root system and the foliar canopy. When this tissue layer is functioning properly a tree has the ability to produce foliage (leaves). As long as the tree maintains a connected vascular system it may appear to be in good health.

When conditions conducive to decay are present, fungi, bacteria or poor compartmentalization, wood strength is degraded. As decay advances, the tree's ability to continue standing is compromised. Thus, a tree can appear to be in good health, but have poor structure.

Tree Health: This rating is determined visually. Annual growth rates, leaf size and coloration are examined. Indications of insect activity, decay and dieback percentages are also used to define health ratings.

Trees in "**good**" health are full canopied, with dark green leaf coloration. Areas of foliar dieback or discoloration are less than 10% of the canopy. Dead material in the tree is limited to small twigs and branches less than one inch in diameter. There is no evidence of insects, disease or decay.

Trees with a "**fair**" health rating have from 10% to 30% foliar dieback, with faded coloration, dead wood larger than one inch, and/or visible insect activity, disease or decay.

Trees rated as having "**poor**" health have greater than 30% foliar dieback, dead wood greater than two inches, severe decay, disease or insect activity.

Tree Structure: This rating is determined by visually assessing the roots, root crown (where the trunk meets the ground), supporting trunk, and branch structure. The presence of decay can affect both health and structural ratings.

Trees that receive a "**good**" structural rating are well rooted, with visible taper in the lower trunk, leading to buttress root development. These qualities indicate that the tree is solidly rooted in the growing site. No structural defects such as codominant stems (two stems of equal size that emerge from the same point), poorly attached branches, cavities, or decay are present.

Trees that receive a “**fair**” structural rating may have defects such as poor taper in the trunk, inadequate root development or growing site limitations. They may have multiple trunks, included bark (where bark turns inward at an attachment point), or suppressed canopies. Decay or previous limb loss (less than 2 inches in diameter) may be present in these trees. Trees with fair structure may be improved through proper maintenance procedures.

Poorly structured trees display serious defects that may lead to limb, trunk or whole tree failure due to uprooting. Trees in this condition may have had root loss or severe decay that has weakened their support structure. Trees in this condition can present a risk to people and structures. Maintenance procedures may reduce, but not eliminate these defects.

Suitability for preservation: This rating evaluates tree health, structure, species characteristics, age and potential longevity.

Trees with a “**good**” rating have adequate health and structure with the ability to tolerate moderate impacts and thrive for their safe, useful life expectancy.

A “**fair**” rating indicates health or structural problems have the ability to be corrected. They will require more monitoring and intense management with an expectation that their lifespan will be shortened by construction impacts.

Trees with a “**poor**” rating possess health or structural defects that cannot be corrected through treatment. Trees with poor suitability can be expected to continue to decline regardless of remedies provided. Species characteristics may not be compatible with redefined use of the area. Species which are non-native and unusually aggressive are considered to have a poor suitability rating.

Critical Root Zone: Individual tree root systems provide anchorage, absorption of water/minerals, storage of food reserves and synthesis of certain organic materials necessary for tree health and stability. The Critical Root Zone (CRZ) is the species-specific amount of roots necessary to continue to supply these elements essential for each tree to stand upright and maintain vigor. This distance reflects the minimum footage measurement from the trunk required for the protection of the tree’s root zone. Construction activities proposed within these areas are subject to specific review and the implementation of recommended special treatments.

Observations, documentation of individual tree conditions.

Required Procedures

At this time necessary treatments and procedures are largely unknown. Once construction plans are finalized, treatments will be identified to stabilize trees prior to construction and define tree protection criteria.

Maintenance procedures are those, which are necessary to decrease risk of falling branches, provide re-enforcement for weak branch junctures and improve tree health/stability.

- **Pruning** to remove dead branches has been recommended to reduce potential health and safety hazards that persisting dead branches pose, such as decay, attracting harmful insects and injury from falling branches.
 - Tree #23 should have dead/broken branches greater than 1-inch diameter removed, immediately.

Protected Tree Definition

Trees that meet protected criteria were determined as defined in *Capitola Municipal Code for Community Tree and Forest Management, Chapter 12.12 (1) Article I, (2) Article IV Section 12.12.160, and (3) Article IV Section 12.12.190:*

- (1) A "tree" is defined as a "woody plant, distinguished from a shrub by having, at maturity, comparatively greater height and characteristically, a single trunk rather than several stems, and a minimum six-inch diameter measured at forty-eight inches above existing grade or at average breast height (abh)."
- (2) With the exception of fruit-bearing trees, " no person may, in the city, cause the cutting or intentional killing of any tree within the city unless a tree removal permit has been obtained".
- (3) "An approval for tree removal under this chapter shall be conditioned upon the applicant planting, at some other location on the subject property, replacement trees to compensate for the removed tree(s) on a ratio of at least two trees or more for each one tree removed, as determined by the director."

SUMMARY

Twenty-nine trees were located and assessed within the project boundary. Twenty-three of these trees meet “protected criteria.

Proposed grading and trenching within Critical Root Zones should be minimized.

Recommendations for necessary treatments will be determined once construction impacts are known and assessed. At this time it is strongly recommended that the dead branches be removed from Tree #23, a large coast live oak that stands over public use areas.

Please contact me at 831-426-6603 if you have any questions regarding this preliminary study.

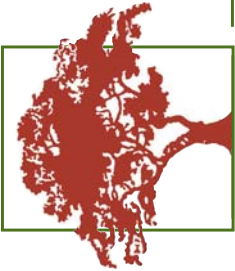
Respectfully submitted,

James P. Allen
Registered Consulting Arborist #390

ATTACHMENTS

Tree Resource Inventory
Tree Location Map

CAPITOLA LIBRARY CORNER OF WHARF ROAD AND CLARES ST.



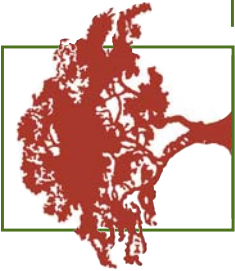
Dedicated to the Preservation of Trees

James P. Allen
Associates

TREE INVENTORY

TREE/ GROUP #	SPECIES	DIAMETER @ 4.5ft ABOVE NATURAL GRADE (INCHES)	HEALTH	STRUCTURE	SUITABILITY	Critical Root Zone ¹	•OBSERVATIONS •REQUIRED PROCEDURES •MEETS "PROTECTED" CRITERIA (Yes/No)
1	coast live oak	12.7	Poor	Poor	Fair	10'	<ul style="list-style-type: none"> • Fill on South Side of basal area • Divides into multi trunk at 5' above grade • Poor trunk-stem attachment • Thinning canopy • Dead and dying branches • None at this time • Yes
2	coast live oak	8" at 2' above grade	Fair	Poor	Poor	8'	<ul style="list-style-type: none"> • Trunk swoops dramatically to East • Dead and dying branches • None at this time • Yes
3	coast live oak	11.8 at 3' above grade	Fair	Poor	Fair	10'	<ul style="list-style-type: none"> • Fill at basal area • Poor trunk-stem attachment • Dead and dying branches • None at this time • Yes
4	coast live oak	12.6	Good	Poor	Good	12'	<ul style="list-style-type: none"> • Soil accumulation on West side of basal area • Trunk swoops dramatically to Southwest • Excellent foliar expression • Pruned for utility line clearance • None at this time • Yes

CAPITOLA LIBRARY CORNER OF WHARF ROAD AND CLARES ST.



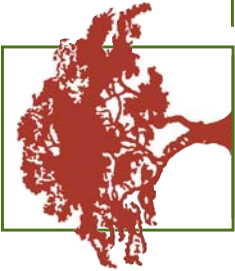
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James P. Allen
Associates

TREE INVENTORY

TREE/ GROUP #	SPECIES	DIAMETER @ 4.5ft ABOVE NATURAL GRADE (INCHES)	HEALTH	STRUCTURE	SUITABILITY	Critical Root Zone ¹	•OBSERVATIONS •REQUIRED PROCEDURES •MEETS "PROTECTED" CRITERIA (Yes/No)
5	coast live oak	22.8 at 1' above grade	Fair	Fair	Good	16'	<ul style="list-style-type: none"> • Fill at basal area • Suppressed to South • Pruned for utility line clearance • Small diameter dead and dying branches • None at this time • Yes
6	coast live oak	25.3 at grade	Fair	Poor	Fair	18'	<ul style="list-style-type: none"> • Poor trunk-stem attachment • Bark fractures • Suppressed to the Northeast • Small diameter dead and dying branches • None at this time • Yes
7	coast live oak	Triple trunk 9.5, 10.5, 11.8	Good	Fair	Good	14'	<ul style="list-style-type: none"> • Poor trunk-stem attachment • Suppressed to the South • Pruned for utility line clearance • Severe mechanical wound at basal area • None at this time • Yes
8	coast live oak	16.7	Fair	Fair	Good	18'	<ul style="list-style-type: none"> • Asymmetrical canopy • Suppressed to the North • None at this time • Yes

CAPITOLA LIBRARY CORNER OF WHARF ROAD AND CLARES ST.



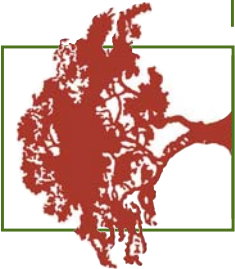
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James P. Allen
Associates

TREE INVENTORY

TREE/ GROUP #	SPECIES	DIAMETER @ 4.5ft ABOVE NATURAL GRADE (INCHES)	HEALTH	STRUCTURE	SUITABILITY	Critical Root Zone ¹	•OBSERVATIONS •REQUIRED PROCEDURES •MEETS "PROTECTED" CRITERIA (Yes/No)
9	coast live oak	17.8, 17.5	Fair	Poor	Fair	20'	<ul style="list-style-type: none"> Divides into two secondary trunks at 2' above grade Evidence of sycamore borer attacks Poor trunk-stem attachments Dead and dying branches Thinning canopy Pruned for utility line clearance • None at this time • Yes
10	coast live oak	8.2	Fair	Poor	Poor	8'	<ul style="list-style-type: none"> Asymmetrical canopy Dead and dying branches Close proximity to roadway • None at this time • Yes
11	eucalyptus polyanthemous	19.1	Fair	Fair	Fair	14'	<ul style="list-style-type: none"> Divides into three secondary trunks at 5' above grade Pruned for utility line clearance • None at this time • Yes
12	eucalyptus sp.	10.5	Poor	Poor	Poor	10'	<ul style="list-style-type: none"> Large diameter decayed pruning wound in lower trunk Asymmetrical canopy Dead and broken branches • None at this time • Yes

CAPITOLA LIBRARY CORNER OF WHARF ROAD AND CLARES ST.



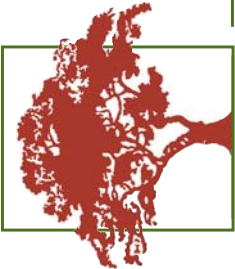
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James P. Allen
Associates

TREE INVENTORY

TREE/ GROUP #	SPECIES	DIAMETER @ 4.5ft ABOVE NATURAL GRADE (INCHES)	HEALTH	STRUCTURE	SUITABILITY	Critical Root Zone ¹	OBSERVATIONS •REQUIRED PROCEDURES •MEETS "PROTECTED" CRITERIA (Yes/No)
13	pittisporum	24.5 at grade	Fair	Poor	Fair	12'	<ul style="list-style-type: none"> Divides into five secondary trunks near grade Poor trunk-stem attachments • None at this time • Yes
14	pistache	5.5	Poor	Poor	Poor	6'	<ul style="list-style-type: none"> Large diameter decayed pruning wound Previous branch failure • None at this time • No
15	albizia	4.5	Fair	Poor	Fair	6'	<ul style="list-style-type: none"> Leans dramatically to the West Poor trunk-stem attachment • None at this time • No
16	pistache	4.9	Fair	Poor	Poor	6'	<ul style="list-style-type: none"> Poor trunk-stem attachment • None at this time • No

CAPITOLA LIBRARY CORNER OF WHARF ROAD AND CLARES ST.



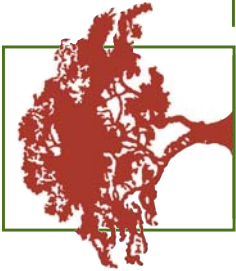
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James P. Allen
Associates

TREE INVENTORY

TREE/ GROUP #	SPECIES	DIAMETER @ 4.5ft ABOVE NATURAL GRADE (INCHES)	HEALTH	STRUCTURE	SUITABILITY	Critical Root Zone ¹	•OBSERVATIONS •REQUIRED PROCEDURES •MEETS "PROTECTED" CRITERIA (Yes/No)
17	pistache	4.6	Fair	Poor	Poor	6'	<ul style="list-style-type: none"> Poor trunk-stem attachment None at this time No
18	pistache	4.3	Fair	Poor	Poor	6'	<ul style="list-style-type: none"> Poor trunk-stem attachment None at this time No
19	pistache	5	Fair	Poor	Poor	6'	<ul style="list-style-type: none"> Poor trunk-stem attachment None at this time No
20	coast live oak	20.5 at 2' above grade	Fair	Poor	Fair	16'	<ul style="list-style-type: none"> Evidence of sycamore borer attacks Poor trunk-stem attachment Pruned for utility line clearance None at this time Yes

CAPITOLA LIBRARY CORNER OF WHARF ROAD AND CLARES ST.

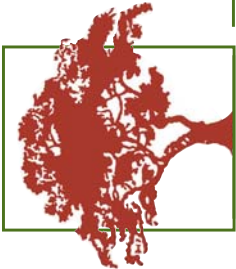


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James P. Allen
Associates

TREE INVENTORY

TREE/ GROUP #	SPECIES	DIAMETER @ 4.5ft ABOVE NATURAL GRADE (INCHES)	HEALTH	STRUCTURE	SUITABILITY	Critical Root Zone	•OBSERVATIONS •REQUIRED PROCEDURES •MEETS "PROTECTED" CRITERIA (Yes/No)
21	coast live oak	18.3	Fair	Poor	Poor	14'	<ul style="list-style-type: none"> • Fill placed at root zone • Longitudinal expansion fractures • Poor trunk-stem attachment • Upright growth form • Suppressed to West • Large diameter dead and dying branches • None at this time • Yes
22	coast live oak	21.7 at 2' above grade	Fair	Poor	Poor	18'	<ul style="list-style-type: none"> • Suppressed to the East • Canopy develops to the West over neighboring properties • Poor trunk-stem attachments • None at this time • Yes
23	coast live oak	29.8	Poor	Fair	Fair	20'	<ul style="list-style-type: none"> • Well defined buttress roots • Adequate branch attachments • Large diameter dead and dying branches • Immediate dead branch removal • Yes
24	coast live oak	25	Fair	Poor	Fair	18'	<ul style="list-style-type: none"> • Poor trunk-stem attachment • Suppressed to the Northeast • Thinning canopy • None at this time • Yes



CAPITOLA LIBRARY CORNER OF WHARF ROAD AND CLARES ST.

Dedicated to the Preservation of Trees

**James P. Allen
Associates**

TREE INVENTORY

TREE/ GROUP #	SPECIES	DIAMETER @ 4.5ft ABOVE NATURAL GRADE (INCHES)	HEALTH	STRUCTURE	SUITABILITY	Critical Root Zone ¹	•OBSERVATIONS •REQUIRED PROCEDURES •MEETS "PROTECTED" CRITERIA (Yes/No)
25	coast live oak	19	Fair	Fair	Fair	18'	<ul style="list-style-type: none"> • Suppressed to the North • Divides into two secondary trunks at 8' above grade • Thinning canopy • None at this time • Yes
26	coast live oak	26.8 at 2' above grade	Fair	Poor	Fair	18'	<ul style="list-style-type: none"> • Divides into two secondary trunks at 3' above grade • Large diameter pruning wound at 12' above grade on Northeast trunk • Dark green, healthy foliar expression • None at this time • Yes
27	pistache	6	Fair	Poor	Poor	8'	<ul style="list-style-type: none"> • Asymmetrical form • None at this time • Yes
28	pistache	7.8	Fair	Poor	Fair	8'	<ul style="list-style-type: none"> • Poor trunk-stem attachment • Poor pruning • None at this time • Yes
29	pistache	7.3	Fair	Poor	Fair	8'	<ul style="list-style-type: none"> • Poor trunk-stem attachment • Poor pruning • None at this time • Yes

Map Key / Legend

- Surveyed Tree Trunk Location
- Field Located Tree Trunk Location
- 2 Assigned Tree Number
- 23 Meets "Protected" Criteria
- 23 Remove Dead and Broken Branches
- Critical Root Zone
- Tree Preservation Zone
- Canopy Extents

Capitola Library Project

Preliminary Tree Resource Analysis Tree Location Map

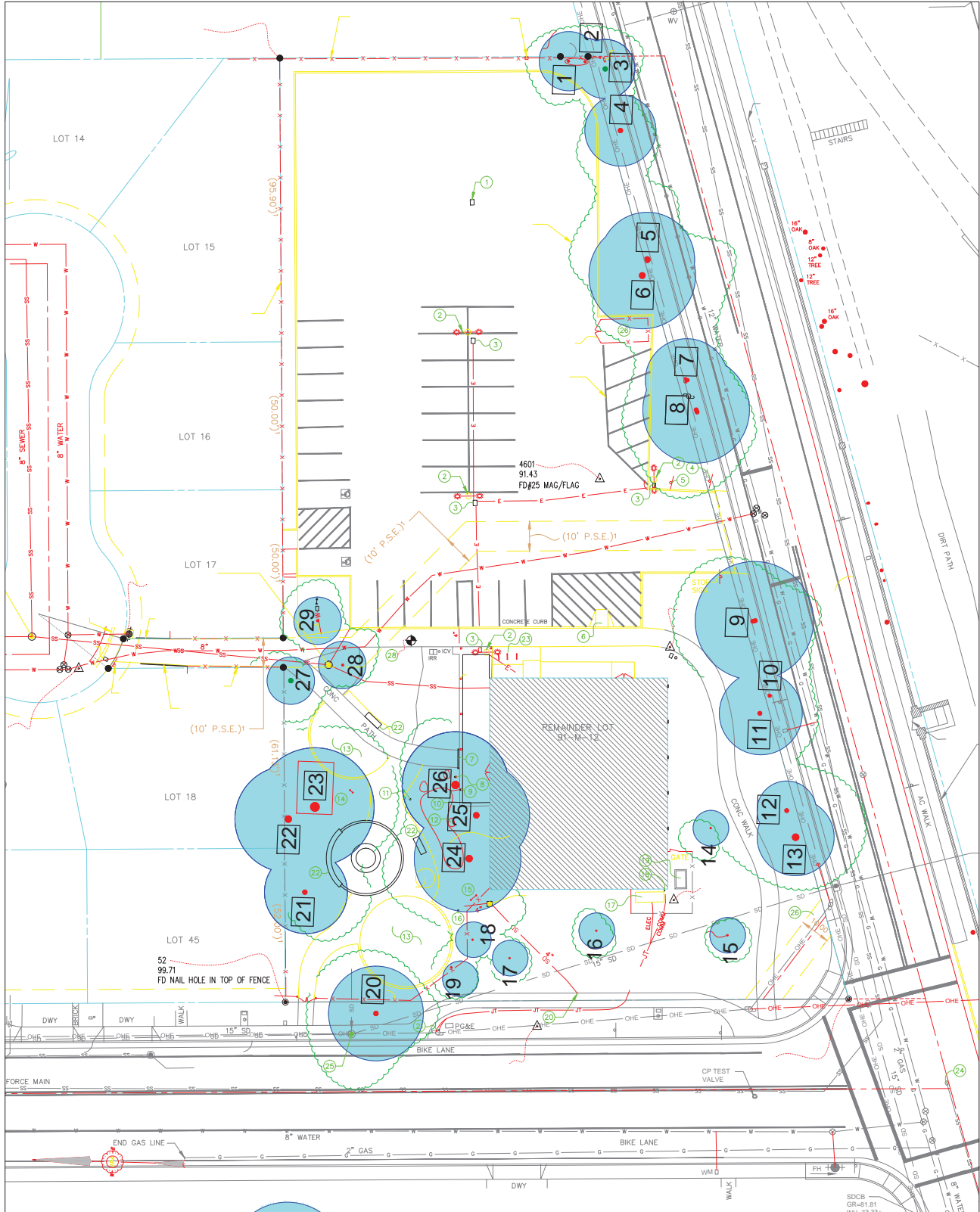
Entire Site at 15 Scale

Capitola Library Intersection of Wharf and Clares

Tree Location Map



Date: 2/17/17



Final Report

CAPITOLA BRANCH LIBRARY CAPITOLA, CA

PARKING & TRAFFIC STUDY

7 June 2017

Prepared for:

Steve Jesberg
Public Works Director
City of Capitola
420 Capitola Ave
Capitola, CA 95010

Prepared by:

Kimley»»Horn

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1 INTRODUCTION

1.1 Project Background

The Capitola Branch Library is a branch of the Santa Cruz Public Library System. The Capitola Library was opened at its current location, 2005 Wharf Road, in April 1999. The Capitola Library provides many services such as public internet access and a play area for young children.

The Capitola Library is located north of the intersection of Wharf Road and Clares Street. It is bounded by Clares Street to the south, Wharf Road to the east, and single-family residences to the north and west. See **FIGURE 1** for a map of the existing library site. The site consists of a single building approximately 4,300 square feet in size and a small park for young children.

The City of Capitola and Noll and Tam Architects are preparing alternatives to expand the Capitola Library to approximately 11,700 square feet. The proposed library expansion includes the addition of a community room, homework room, teen space, and expanded children's area. The expansion proposes a net increase of approximately 7,400 square feet.

This Traffic and Parking Study Report evaluates potential impacts to parking and transportation of the proposed Library Plan.



Google Earth

LEGEND



STUDY INTERSECTION



PROJECT SITE



Kimley»Horn

Capitola Library

Figure

001

6.D.5

Attachment: Library Parking & TIA Study Capitola Library (2005 Wharf Road)

2 PROJECT METHODOLOGY

2.1 Operating Conditions and Criteria

The analysis methods outlined in the Transportation Research Board's Highway Capacity Manual (HCM) were used in this study to perform an operational analysis of the intersections in the vicinity of the Capitola Library. The results of the HCM operational analysis are commonly described using a grading system called level of service, or LOS. LOS is a description of intersection operating conditions, ranging from LOS A (free flow traffic conditions with little or no delay) to LOS F (oversaturated conditions where traffic flows exceed design capacity, resulting in long queues and delays). The HCM method for calculating LOS and significance criteria for signalized and unsignalized intersections are described below and defined by the average control delay per vehicle (measured in seconds). For a signalized intersection, control delay is the portion of the total delay attributed to traffic signal operation. This includes delay associated with deceleration, acceleration, stopping, and moving up in the queue. **TABLE 1** summarizes the relationship between delay time and LOS for signalized intersections.

Table 1: Intersection Level of Service Definitions

Level of Service	Description	Signalized (Avg. control delay per vehicle sec/veh)	Unsignalized (Avg. control delay per vehicle sec/veh)
A	Free flow with no delays. Users are virtually unaffected by others in the traffic stream	≤ 10	≤ 10
B	Stable traffic. Traffic flows smoothly with few delays.	> 10 – 20	> 10 – 15
C	Stable flow but the operation of individual users becomes affected by other vehicles. Modest delays.	> 20 – 35	> 15 – 25
D	Approaching unstable flow. Operation of individual users becomes significantly affected by other vehicles. Delays may be more than one cycle during peak hours.	> 35 – 55	> 25 – 35
E	Unstable flow with operating conditions at or near the capacity level. Long delays and vehicle queuing.	> 55 – 80	> 35 – 50
F	Forced or breakdown flow that causes reduced capacity. Stop and go traffic conditions. Excessive long delays and vehicle queuing.	> 80	> 50

Source: Highway Capacity Manual, 2010.

Project impacts are determined by comparing conditions with the proposed project to those without the proposed project. Significant impacts for intersections are created when traffic from the proposed project causes the LOS to fall below a specific threshold.

2.2 Significance Criteria/Thresholds

The City of Capitola level of service operational standards consider LOS C as the standard but accept LOS D as the minimum acceptable at signalized and unsignalized intersections within the Village Area, along Bay Avenue, and along 41st Avenue. One unsignalized intersection was analyzed as part of this Traffic Impact Study and the associated LOS standard is listed below.

1. Wharf Road/Clares Street (LOS C)

FIGURE 1 shows the location of the unsignalized intersections being analyzed.

2.3 Development Conditions

The traffic and parking analysis was based on the following development conditions:

- Existing (2017) Conditions
- Existing (2017) Plus Project Conditions
- Cumulative (2035) Conditions
- Cumulative (2035) Plus Project Conditions

2.4 Parking Standards

The City of Capitola and County of Santa Cruz both provide minimum requirements for parking. These minimum requirements can be found Title 17 Zoning in the Capitola Municipal Code and Title 13 Planning and Zoning Regulations in the County of Santa Cruz Municipal Code.

Minimum parking requirements for a library land use by the County of Santa Cruz was analyzed for the Capitola Library project. The City of Capitola does not provide minimum parking requirements for a library or a similar land use type based on the Municipal Code. The closest City parking requirement applicable to the County and for the proposed project would be an office land use which is equivalent to approximately 4 parking spaces for every 1,000 square feet of building space. The minimum parking requirements by land use type are shown in TABLE 2.

Table 2: City of Capitola and Santa Cruz County Parking Requirements

Jurisdiction	LAND USE	Vehicle Parking Requirements	Bicycle Parking Requirements
City of Capitola	Offices, corporate, administrative, real estate, retail	1 parking space per 240 SF of office	-
County of Santa Cruz	Libraries, Museums, and Art Galleries	1 parking space per 300 SF of gross floor area*; 2 minimum	1 per 1,000 SF of gross floor area*; 2 minimum

* Gross Floor area also excludes space used solely for storage or truck loading.
Source: City of Capitola, 2017 and County of Santa Cruz, 2017.

Maximum required ADA parking spaces are not established in the City of Capitola Municipal code. The County of Santa Cruz established a maximum number of accessible spaces required, indicated in **Table 3**.

Table 3: Santa Cruz County ADA Parking Requirements

Total Parking spaces Required	Maximum number of ADA Spaces Required*
1 – 25**	1
26 - 50	2
51 - 75	3
76 - 100	4
101 – 150	5
151 – 200	6
201 – 300	7
301 – 400	8
401 – 500	9
201 – 1,000	-. ³
1,001 and over	-. ⁴

¹Van space(s). One in every eight accessible spaces, but not less than one, shall be served by an access aisle 96 inches wide, minimum, and shall be designated van accessible. All such spaces shall be grouped on one level of any parking structure.

²Less than five spaces. When less than five spaces are provided at buildings and facilities subject to these regulations, one shall be 14 feet wide and lined to provide a nine-foot parking area and a five-foot loading and unloading area. However, there is no requirement that the space be reserved exclusively or identified for use by persons with disabilities only.

³Two percent of the total.

⁴Twenty plus one for each 100, or fraction thereof over 1,001

* Gross Floor area also excludes space used solely for storage or truck loading

3 DATA COLLECTION

3.1 Traffic Counts

Weekday AM and PM intersection Turning Movement Counts were collected for the AM and PM peak hour at the intersection of Wharf Road and Clares Street on February 2, 2017.

3.2 Parking Data Collection Methodology

Existing weekday data was collected through parking inventory, occupancy surveys, and driveway traffic counts performed by Kimley-Horn. Parking data collected at the Capitola Library include the following:

- Inventory of library parking spaces (existing supply).
- Library Driveway counts over a 24-hour period collected Thursday, January 26, 2017.
- Weekday occupancy data collected every 15 minutes from 12:00PM to 2:00PM, on Tuesday, March 7, 2017 determined as the peak hour for library use from the 24-hour driveway counts.
- Weekday parking duration data collected Tuesday, March 7, 2017.

Surveys were performed during a Tuesday, Wednesday, or Thursday to ensure that they would be representative of typical weekday Library parking demand. The data collection excluded on-street parking or any private parking facilities not owned by Capitola Library.

Detailed data collection sheets are provided in **Appendix A**.

4 EXISTING ROADWAY CONDITIONS

4.1 Roadway Network Description

The descriptions of the principal roadways included in this study are included below.

Wharf Road is a north-south running street that runs along the east side of the project site. This street runs from Cliff Drive to the south to Soquel Drive to the north. The library has a single driveway to access the site along Wharf Road, just north of the intersection of Wharf Road and Clares Street. The posted speed limit is 25 miles per hour near the project site.

Clares Street is a two-lane east-west running street that runs along the south side of the project site. This street runs from Wharf Road to the east and Capitola Road to the south. Clares Street provides east-west access to the project as well as provides access to Highway 1 via 41st Street. The posted speed limit is 25 miles per hour near the project site.

4.2 Existing Study Intersections

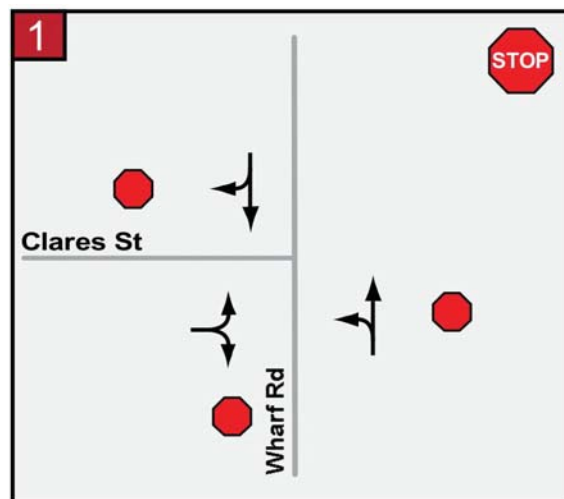
For the purposes of this traffic study, only the intersection of Wharf Road and Clares Street was analyzed.

Wharf Road / Clares Street

This is a three-legged, all-way stop controlled (AWSC) intersection. Marked pedestrian crosswalks exist on all legs of this intersection.

Existing lane geometries and traffic control are illustrated in **Figure 2**.

Figure 2: Existing Conditions Lane Geometry and Traffic Control

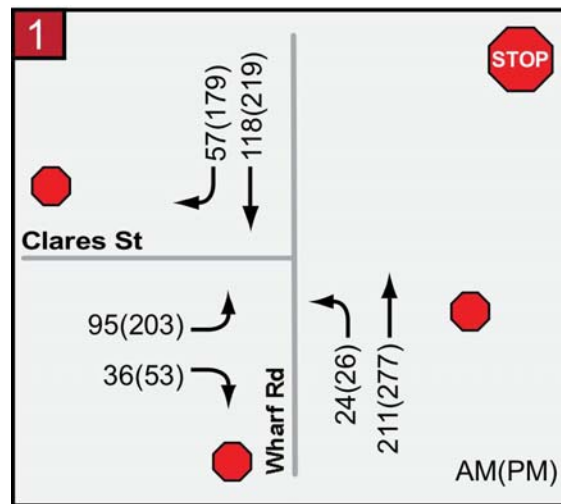


4.3 Existing Peak Hour Turning Movement Volumes

Weekday intersection turning movement volumes for the single study intersection, were collected on Thursday February 2nd, 2017. These counts included vehicles, bicycles, and pedestrians. Volumes for intersections were collected during the AM and PM peak periods of 5:30-8:30 AM and 4:00-6:00 PM, respectively. These traffic counts were taken when local schools were in session and the weather was fair.

Existing turning movements are shown in **Figure 3**. Intersection volume data sheets for all traffic counts are provided in **Appendix A**.

Figure 3: Existing Conditions Peak Hour Turning Movement Counts



4.4 Existing Transit Services

The main transit operator serving the County of Santa Cruz is the Santa Cruz Metropolitan Transit District (METRO). The project lies in the service area for METRO routes 55 and 69. Descriptions of the two routes as well as nearest stop locations relative to the Project Site are described below.

The primary bus routes serving the library are the following:

- Rio del Mar (Route 55)** operates from the Capitola Mall, and connects to Capitola and the Cabrillo College. The major roadways along the route runs include: 41st Avenue, Capitola Road, Capitola Ave, Soquel Avenue, and Clubhouse Drive. This route operates weekdays from 8:30 a.m. to 6:40 p.m and weekends, 8:30 a.m. to 2:40 p.m. Stops near the Library are located along Cliff Drive (less than ½ mile from the library) and 41st Avenue (1 mile from the library).
- Santa Cruz / Watsonville Route (Route 69A and 69W)** serves south Santa Cruz County and provides public transit to the Cities of Santa Cruz, Capitola and Watsonville. Route 69A connects the Santa Cruz Metro Center, Capitola Mall,

Watsonville Hospital and Watsonville Municipal Airport. It operates along 41st Avenue in the Project vicinity. Route 69W serves Cabrillo College as well and provides a limited express connection between the college and Watsonville Transit Center. between Stops near the Library are located just north of the intersection of 41st Ave and Clares Street (less than ½ mile west of the library).

4.5 Existing Pedestrian/ Bicycle Network

4.5.1 Pedestrian Network

The roadway network in the Project vicinity is suburban with existing sidewalk facilities located throughout the study area. The library has good pedestrian connection to the City's local network due to proximity to the Capitola Mall and proximity to the Multi-Use Path that crosses the Soquel Creek east of the library.

Sidewalks exist along both Wharf Road and Clares Street in the project area. Clares Street has sidewalks along both sides of the street for the entirety of the street. Wharf Road has sidewalks along the east side of the roadway from the split of the roadway to 49th Ave and Wharf Rd to its terminus at Soquel Wharf Road. Sidewalks exist along the west side of the roadway from south of the intersection of Clares Street and Wharf Road to the split at 49th Avenue. Sidewalks existing along both sides of 49th Avenue.

4.5.2 Bicycle Network

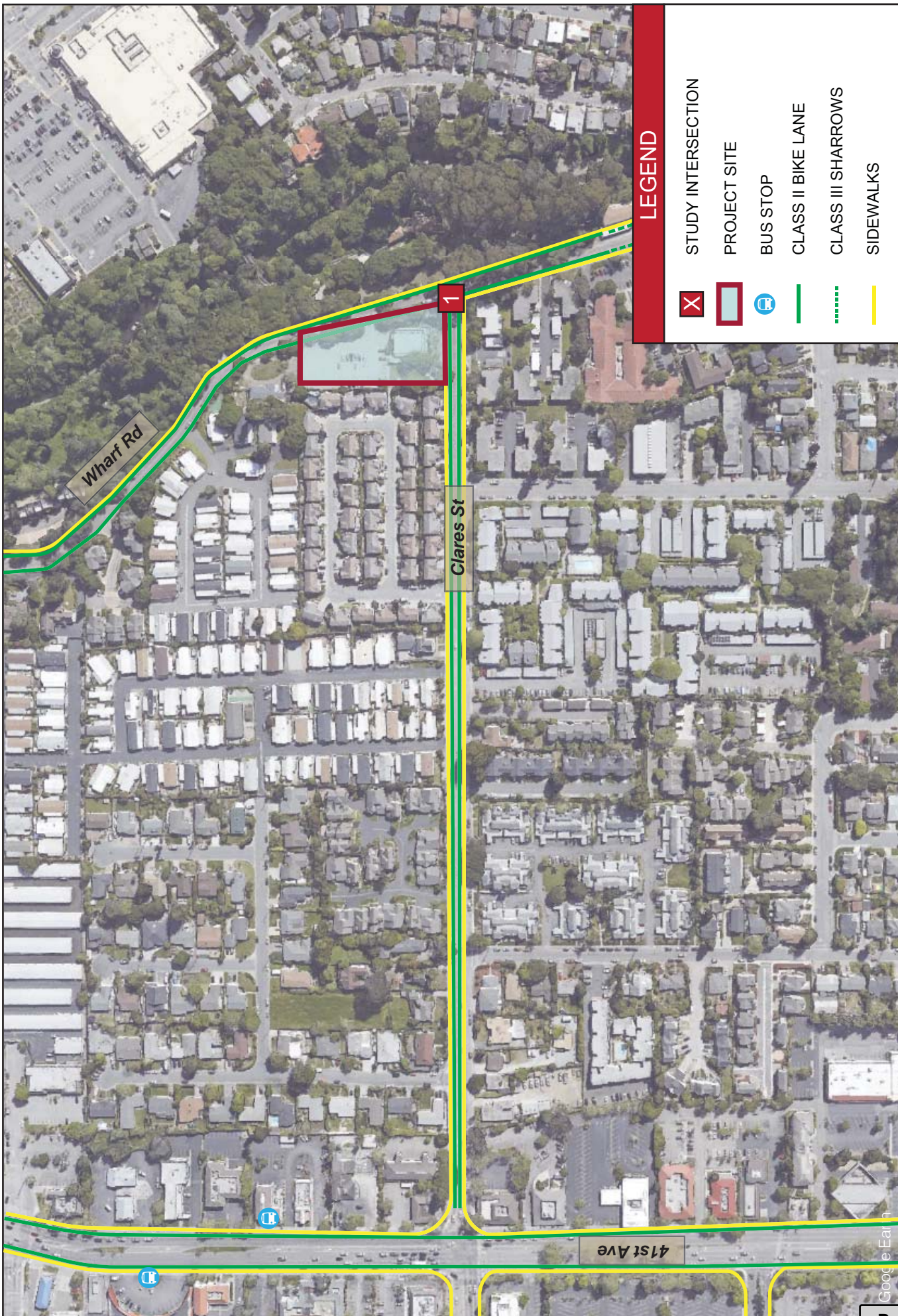
The City of Capitola, through the 2011 Capitola Bicycle Transportation Plan, has made a significant effort to improve the bicycle circulation, connectivity and access. The Plan takes advantage of the many recreational trails such as the Monterey Bay Scenic Trail. Class I, II, and III bikeway facilities that exist within ¼ miles from the Project site are discussed below:

Class I facilities are paved bicycle paths that are physically separated from the vehicular travel lane. A Class I path exists along Wharf Road less than ¼ mile northeast of the Library. The path begins at Wharf Road in between the cross streets of Clares and Woolsey Circle connects to Riverview Drive through a bridge over Soquel Creek. This provides additional pedestrian and bicycle access to Perry Park and Bay Avenue.







Class II facilities, which are striped bike lanes along the street, are generally found along the major arterials of the City. There are Class II bike lanes along portions of 41st Avenue, Capitola Road, Clares Street, and Wharf Road. The nearest bike lanes are located adjacent to the Library along Clares Street and along Wharf Road, north of the intersection of Clares Street and Wharf Road.

Class III bicycle facilities are bike routes denoted by signs that are shared with vehicles along the roadway and sharrows painted on the roadway. Class III bicycle facilities are located throughout Capitola. Sharrows are located along Wharf Road south of the intersection of Wharf Road and Clares Street to the intersection of Wharf Road/49th Avenue and Capitola Road.

Figure 4 illustrates the existing transit, bike, and pedestrian facilities near the Capitola Library.



LEGEND

-  STUDY INTERSECTION
-  PROJECT SITE
-  BUS STOP
-  CLASS II BIKE LANE
-  CLASS III SHARROWS
-  SIDEWALKS



4.6 Existing Intersection Level of Service

Traffic operations were evaluated at the study intersection based on lane geometry, traffic control, and peak hour traffic volumes under Existing Conditions. The Wharf Road and Clares Street study intersection operates at an acceptable level of service during the AM and PM peak period.

Results of the analysis is presented in **Table 4**. Traffic output sheets are provided in **Appendix B**.

Table 4: Existing Conditions Intersection Level of Service

#	Intersection	Control Type	Existing Conditions					
			AM Peak Hour			PM Peak Hour		
			Movement	Delay	LOS	Movement	Delay	LOS
1	Wharf Rd / Clares St	AWSC	Overall	9.9	A	Overall	15.9	C

Notes:

1. Analysis performed using HCM 2000 methodologies.
2. Delay indicated in seconds/vehicle.
3. Overall level of service (LOS) standard is C.
4. Intersections that fall below City standard are highlighted and shown in **bold**.

Source: Kimley Horn and Associates, 2017.

Existing traffic conditions operate within the City of Capitola's acceptable levels. The intersection of Wharf / Clares operates at LOS A during the AM Peak Period and LOS C in the PM Peak Period.

4.7 Existing Driveway Counts

Driveway counts were collected in addition to the use of ITE's Trip Generation manual to determine the library sites' consistency with ITE accepted values.

The Capitola Library has a single driveway that serves the project site. This driveway is solely for the use of the library and not shared by any of the surrounding properties. To provide insight into how many vehicles enter and exit the Project Site throughout the day, 24-Hour ADT driveway counts at the Library driveway were collected. Driveway counts were conducted on Thursday January 26th, 2017 to represent typical weekday conditions with clear weather when school was in session. The driveway counts were collected using video detection and post-processed with manual counts for the entire 24-hour period. **Table 10** summarize the daily inbound and outbound vehicles accessing each driveway location.

Table 5: Daily Driveway Counts – Thursday 1/26/2017

Start Time	In	Out	Total
12:00 AM	2	2	4
1:00 AM	0	1	1
2:00 AM	0	0	0
3:00 AM	0	0	0
4:00 AM	0	0	0
5:00 AM	2	1	3
6:00 AM	5	0	5
7:00 AM	9	7	16
8:00 AM	8	5	13
9:00 AM	19	14	33
10:00 AM	20	14	34
11:00 AM	36	29	65
12:00 PM	28	28	56
1:00 PM	40	41	81
2:00 PM	24	25	49
3:00 PM	31	33	64
4:00 PM	21	26	47
5:00 PM	18	23	41
6:00 PM	13	16	29
7:00 PM	5	9	14
8:00 PM	1	3	4
9:00 PM	0	2	2
10:00 PM	0	1	1
11:00 PM	0	1	1
Total	282	281	563

Source: Kimley-Horn, 2017

As shown in Table 10 above, the daily driveway count for the Tuesday survey was 282 inbound and 281 outbound vehicles (563 total). The peak period occurred between 1:00 PM and 2:00 PM with a total of 81 vehicles entering and exiting the site.

4.8 Existing ITE Trip Generation

Trip generation for the Project was also calculated using the rates from the Institute of Transportation Engineer's publication Trip Generation 9th Edition¹, which is a standard reference used by jurisdictions throughout the county for the estimation of trip generation. A trip is defined in Trip Generation as a single or one-directional vehicle movement with either the origin or destination at the project site. In other words, a trip can be either "to" or "from" the site. In addition, a single customer visit to a site is counted as two trips (i.e., one to and one from the site).

Trip generation calculations are based on the gross building square footage. ITE's Library land use (Code 590) was applied for the existing Capitola Library. Existing trips were determined using average rates. **Table 11** provides a summary of the existing trip generation.

Table 6: Existing Library ITE Trip Generation

Land Uses	ITE Land Use Code	Project Size	Daily Trips	AM PEAK HOUR			PM PEAK HOUR		
				Total Peak Hour	IN	OUT	Total Peak Hour	IN	OUT
Trip Generation Rates¹									
Proposed Project Uses									
Library	590		56.24	1.04	71%	29%	7.30	48%	52%
Trips Generated									
Base Proposed Project Uses									
Library	590	4,300 SF	242	4	3	1	31	15	16
Total Project Trips			242	4	3	1	31	15	16

Notes:

1. Trip generation rates published by Institute of Transportation Engineers (ITE), "Trip Generation," 9th Edition, 2012.

Source: Kimley-Horn and Associates, Inc., 2017

The existing land uses at the Capitola Library is anticipated to generate 242 daily, 4 AM, and 31 PM peak hour trips with ITE rates. Compared to the collected ADT driveway count of 536 daily trips, the ITE trip generation estimates for the existing Library is less than one half of the observed data.

¹ Trip Generation, 9th Edition, Institute of Transportation Engineers, 2012.

5 EXISTING PARKING CONDITIONS

5.1 Existing Study Area

The Capitola Library provides a single parking lot shared by employees and visitors. There is no on-street parking adjacent to the library. The nearest on-street parking is along the south side of Clares Street, adjacent to the Capitola Towers Apartments. Parking is available on a first-come, first-serve basis.

5.2 Existing Parking Supply

The inventory of off-street parking and notes of specific parking restrictions within the Library study area is summarized in **Table 5** below. Based on the current survey, the Capitola Library parking facility can accommodate a maximum of approximately 51 total parking spaces. This total includes 27 striped parking spaces, 2 designated ADA parking spaces, and approximately 22 unmarked spaces (assuming 9'x18' parking stall dimensions).

Table 7: Existing Parking Supply

Total Supply	Striped Spaces	ADA Spaces	Unmarked Spaces
51	27	2	22

Source: Kimley-Horn, 2017

Figure 5 illustrates the existing Capitola Library Parking supply.

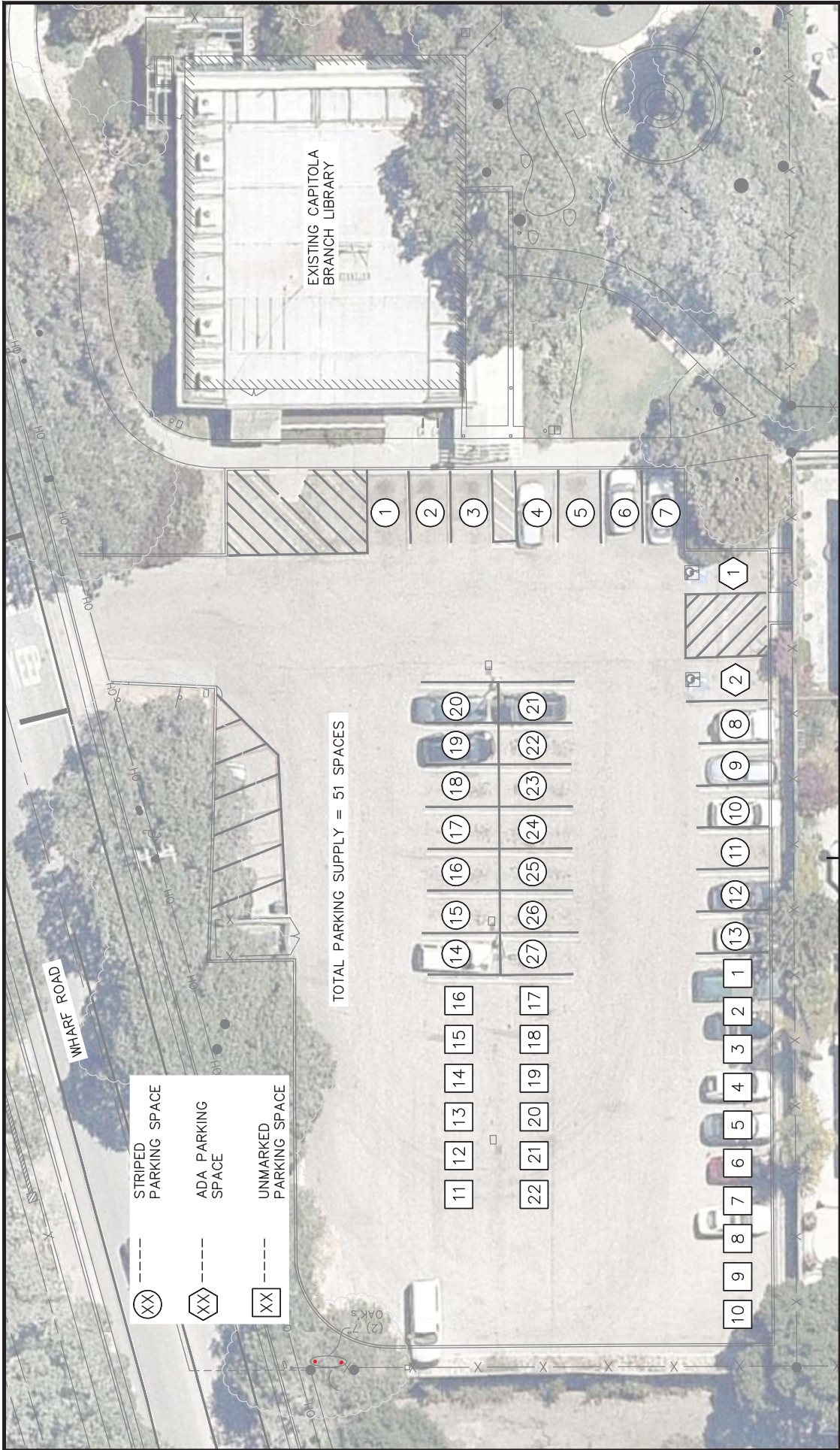


FIGURE 5
EXISTING LIBRARY PARKING SUPPLY
 CAPITOLA BRANCH LIBRARY PARKING AND TRAFFIC STUDY

6.D.5

5.3 Existing Parking Demand

Observations of parking demand at the Capitola Library were conducted on Tuesday March 7th, 2017 to represent typical weekday conditions with clear weather when school was in session. Parking observations were collected every 15-minutes from 12:00 PM to 2:00 PM which was determined as the peak period of library activity from the 24-hour driveway counts collected in January.

Parking occupancy at the library campus was estimated by recording the percentage of parking spaces that are occupied at a given time of day based on the parking supply. Parking demand is independent of the parking supply. Typically, there is a single peak period in the day in which the highest percentage of parking spaces are occupied.

Table 6 summarizes parking demand and occupancy.

Table 8: Existing Parking Demand – Tuesday 3/7/2017

Start Time	Parking Supply	Parking Demand	Occupancy
12:00 PM	51	32	63%
12:15 PM	51	33	65%
12:30 PM	51	35	69%
12:45 PM	51	37	73%
1:00 PM	51	32	63%
1:15 PM	51	30	59%
1:30 PM	51	35	69%
1:45 PM	51	39	76%
2:00 PM	51	35	69%

Source: Kimley-Horn, 2017

The average parking demand at the library was 34 occupied parking spaces, and the peak period occurred from 1:45 PM – 2:00 PM with 39 occupied spaces. Although the Capitola Library parking lot is reserved for library visitors and employees only, field observations and the City noted that non-library users also park and leave their vehicles at the lot due to on-street restrictions and the scarcity of parking in the neighboring area. The peak parking demand observed is relatively high for the existing library land use and suggests that the library parking is unintentionally being shared with the adjacent land uses.

The practical capacity for parking is defined as 85% to 90% utilization of parking spaces. Keeping about 10% to 15% of the spaces vacant provides a cushion of more than necessary parking spaces to allow for the dynamics of parking (i.e., people circulating in search of a space, and moving in and out of parking space). When occupancy exceeds the practical capacity, drivers will experience delays and frustration while searching for a parking space, as well as contribute to area traffic congestion while circulating the lots looking for parking.

Parking occupancy at Capitola Library does not exceed the 85% utilization practical capacity even with unauthorized vehicle use. During the observed peak period from 12:00 PM to 2:00 PM, the maximum parking occupancy was 76% and the average parking occupancy was 67%.

5.4 Existing Parking Duration

Parking duration surveys provide insight into how individual parking spaces are utilized within a given street segment, lot, or garage based on how frequently each space turns over for a new vehicle during a given period. The parking duration surveys were collected by for each individual space once every fifteen minutes between 12:00 PM and 2:00PM on Tuesday, March 7th, 2017. With these records, the number of times an individual vehicle was observed during the survey period was tracked. **Table 7** shows the distribution of vehicles that were parked for less than 15 minutes to over 90 minutes of the survey period.

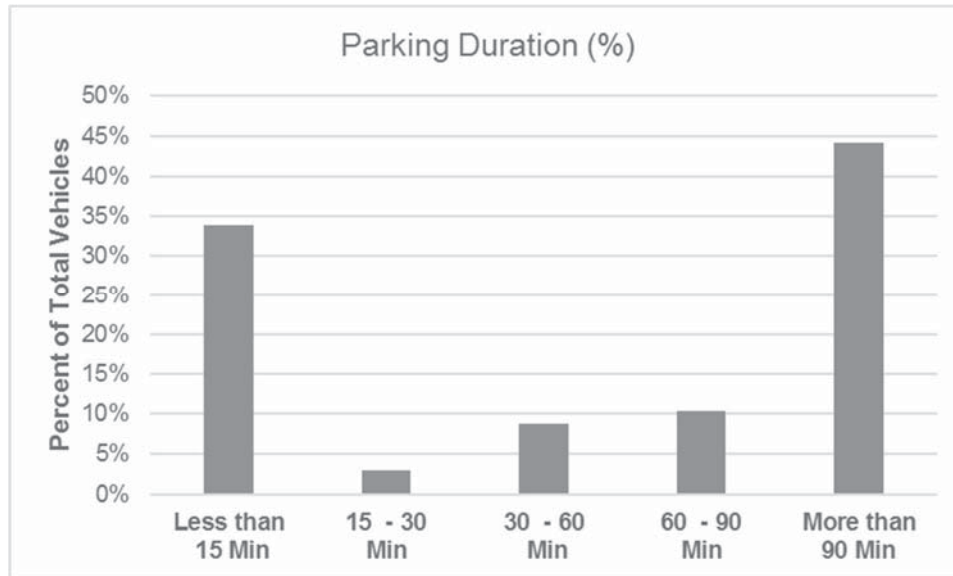
Table 9: Existing Parking Duration – Tuesday 3/7/2017

Total Parking Spaces	Parking duration (%)					Average Parking Duration	Median Parking Duration
	Less than 15 Min	15 - 30 Min	30 - 60 Min	60 - 90 Min	Over 90 min		
51	34%	3%	9%	10%	44%	67.8	75

Source: Kimley-Horn, 2017

As shown in Table 7, the library parking lot had an average duration of 67.8 minutes. Most vehicles were parked for longer than 90 minutes or less than 15 minutes. Vehicles parked less than 15 minutes are generally consistent with short-term parking demand representing library visitors picking up or dropping off books. Vehicles parked more than 90 minutes generally describes long-term parking demand representing employees working on shift, visitors attending library events, or visitors using library facilities such as computers and the playground. The high percentage of parking lot users remaining at the library for longer than 90 minute periods also correlates to the reported unauthorized use of library parking from users of nearby residences and businesses.

Figure 6 illustrates the distribution of the parking duration for the Tuesday survey.

Figure 6: Distribution of Parking Duration – Tuesday 3/7/2017

Source: Kimley-Horn, 2017

5.5 Existing Parking Requirements

For purposes of this study, required parking for the Capitola Library was calculated based on the parking standards contained in Section 13.10.552 of the Santa Cruz County Municipal Code. These standards are shown in Tables 1 and 2. County parking standards was applied to the Capitola Library project since the City does not provide minimum parking requirements for a library or a similar land use type. The existing required parking supply is summarized below in **Table 8**.

Table 10: Required Parking for Existing Conditions

Jurisdiction	Land Use	Requirement	Existing Size	Required Parking Spaces
Santa Cruz County	Libraries, Museums, and Art Galleries	1 space per 300 SF	4,300 SF	14

Source: Santa Cruz County, 2017

Based on the County's municipal code for library land use, the existing Library is required to provide a minimum of approximately 14 spaces. Per the existing site plan, the Library currently provides a maximum of 51 parking spaces for employees and visitors and satisfies the County parking requirement.

5.6 Existing ITE Parking Demand

Parking demand for the existing library was also prepared using data contained in ITE's Parking Generation 4th Edition to compare results with the collected parking surveys. Estimated parking demand was calculated based on peak parking rates developed for a typical Monday – Thursday weekday and based on gross square feet for the library site. ITE's Library (parking code 590A), was used for the analysis. **Table 9** provides a summary of the existing ITE parking demand.

Table 11: Existing Library ITE Parking Demand

ITE Code	Land Use Description	Units	Parking Demand		
			Average	33 rd Percentile	85 th Percentile
Parking Generation Rates					
590A	Library (Suburban)	1,000 SF	2.61	1.99	4.19
Existing Land Use					
590A	Library (Suburban)	4,300 SF	11	9	18
Existing Total		4,300 SF	11	9	18

As shown in Table 9, the ITE average peak parking demand for the Capitola Library is approximately 11 vehicles. This estimated peak parking demand is less than the existing parking supply of 51 spaces at the library, and the average ITE parking rate is 2.61 spaces per 1,000 square feet (11 / 4.3).

The observed peak parking demand collected from the parking surveys was 39 vehicles during the 1:45 PM to 2:00 PM period which is more than the calculated ITE peak parking demand. Based on the observed peak parking demand, the observed Capitola Library parking rate is approximately 9.06 spaces per 1,000 square feet (39 / 4.3); however this value includes unauthorized non-library parked vehicles and is not representative of the true existing library parking demand.

5.7 Existing Parking Summary

A summary of the existing parking conditions at the Capitola Library is shown in **Table 12** below. The existing parking supply on site satisfies City and County requirements. Based on the peak parking demand, there is an estimated parking surplus of 12 spaces from the observed data and an estimated parking surplus of 40 spaces from ITE rates.

Table 12: Existing Conditions Parking Summary

Capitola Library (Parking Spaces)		Existing
Supply	Required County Code	14
	Parking Lot Count	51
	Project Size (KSF)	4.30
ITE Estimated Demand	Average Peak Parking Demand	11
	Parking Surplus or (Shortfall)	40
	Average Parking Rate (space/KSF)	2.61
	Needed Supply to Meet 85% Target Occupancy	13
Observed Demand	Peak Parking Demand	39
	Parking Surplus or (Shortfall)	12
	Observed Parking Rate (space/KSF)	9.07
	Needed Supply to Meet 85% Target Occupancy	46

Note: Survey parking data used to determine the observed parking demand includes unauthorized non-library parked vehicles.

6 PROPOSED PROJECT CONDITIONS

6.1 Project Description

The latest proposed New Capitola Branch Library Layout has been developed for the City of Capitola by Noll & Tam Architects and Planners (dated March 10th, 2017) and consists of replacing the existing library with a one-story 11,700 square foot facility. Up to 40 off-street parking spaces are provided at the proposed library site. The library expansion also proposes to construct up to 4 additional on-street parking spaces on Clares Street along the new library frontage.

Figures 7 displays the proposed Capitola Branch Library. The proposed on-street parking layout along Clares Street is shown in **Appendix C**.



KEYNOTE

12-1	PERESTRAN HARDSHARE, STD
12-2	ASPHALT PAVING, STD
12-3	EXTERIOR READING PORCH, PFC OR SIMILAR, WITHOUT PERIMETER RAILINGS
12-4	TRANSFORMER
12-5	TRASH ENCLOSURE
12-6	EXTERIOR READING RAISED DECK, WITH GUARD RAIL AND GATE
G-1	ROOF ABOVE

LEGEND

---	PROPERTY LINE
■	AREA OF WORK

T. SITE PLAN
DTP = TLO

6.2 Project Driveway Analysis

The proposed Capitola Branch Library expansion constructs a new driveway approximately 65 feet north of the existing driveway location to provide access to the new parking lot. This potential driveway is located south of a 275-foot horizontal curve with Wharf Road. Along Wharf Road heading southbound, the right shoulder has a 3-foot high wood retaining wall at the edge of pavement with a 2:1 slope embankment landscaped along the horizontal curve on private right-of-way at the existing residential parcel. The estimated elevation difference between Wharf Road and the existing library site is 2 to 4 feet.

A preliminary stopping sight distance and intersection sight distance analysis was conducted to determine the feasibility of the proposed library driveway location. The AASHTO methodology was used in this analysis. The sight distance needed under various assumptions of physical conditions and driver behavior is directly related to vehicle speeds and to the resultant distances traversed during perception-reaction time and braking.

Stopping sight distance is defined as the sum of reaction distance and braking distance. The reaction distance is based on the reaction time of the driver while the braking distance is dependent upon the vehicle speed and the coefficient of friction between the tires and roadway as the vehicle decelerates to a complete stop. This sight distance analysis indicates the minimum visibility that is required for an approaching vehicle on Wharf Road to stop safely if a vehicle from the library driveway enters or exits the approaching road. The driver should also have an unobstructed view of the intersection, including any traffic-control devices, and sufficient lengths along the intersecting road to permit the driver to anticipate and avoid potential collisions.

For vehicles entering Wharf Road from the proposed Capitola Library driveway, the AASHTO method evaluates sight distance from a vehicle exiting the intersection from the driveway to a vehicle approaching from either direction on Wharf Road. The intersection sight distance is defined along intersection approach legs and across their included corners known as departure sight triangles. These specified areas should be clear of obstructions that might block a driver's view of potentially conflicting vehicles. Intersection sight distance is measured from a point 3.5 feet above the existing grade (driver's eye) along the potential driveway to a 3.5-foot object height in the center of the approaching lane of Wharf Road. A 5-foot setback in a stopped position from the Wharf Road edge of travel way was assumed for determining intersection sight distance.

Minimum sight distance criteria for the potential driveway along Wharf Road was determined from the AASHTO Geometric Design of Highways and Streets 6th Edition (Green Book). For the purposes of this analysis, a design speed of 30 mph (25 mph posted speed limit) was assumed along Wharf Road. AASHTO standard time gap variables for passenger cars stopped on the proposed library driveway was used. Based on the existing traffic control, minimum sight distance was calculated for the following scenarios:

- Stopping Sight Distance on Wharf Road
- Intersection Sight Distance Case B – Stop control at the proposed library driveway
 - Case B1 – Left turn from the minor road
 - Case B2 – Right turn from the minor road

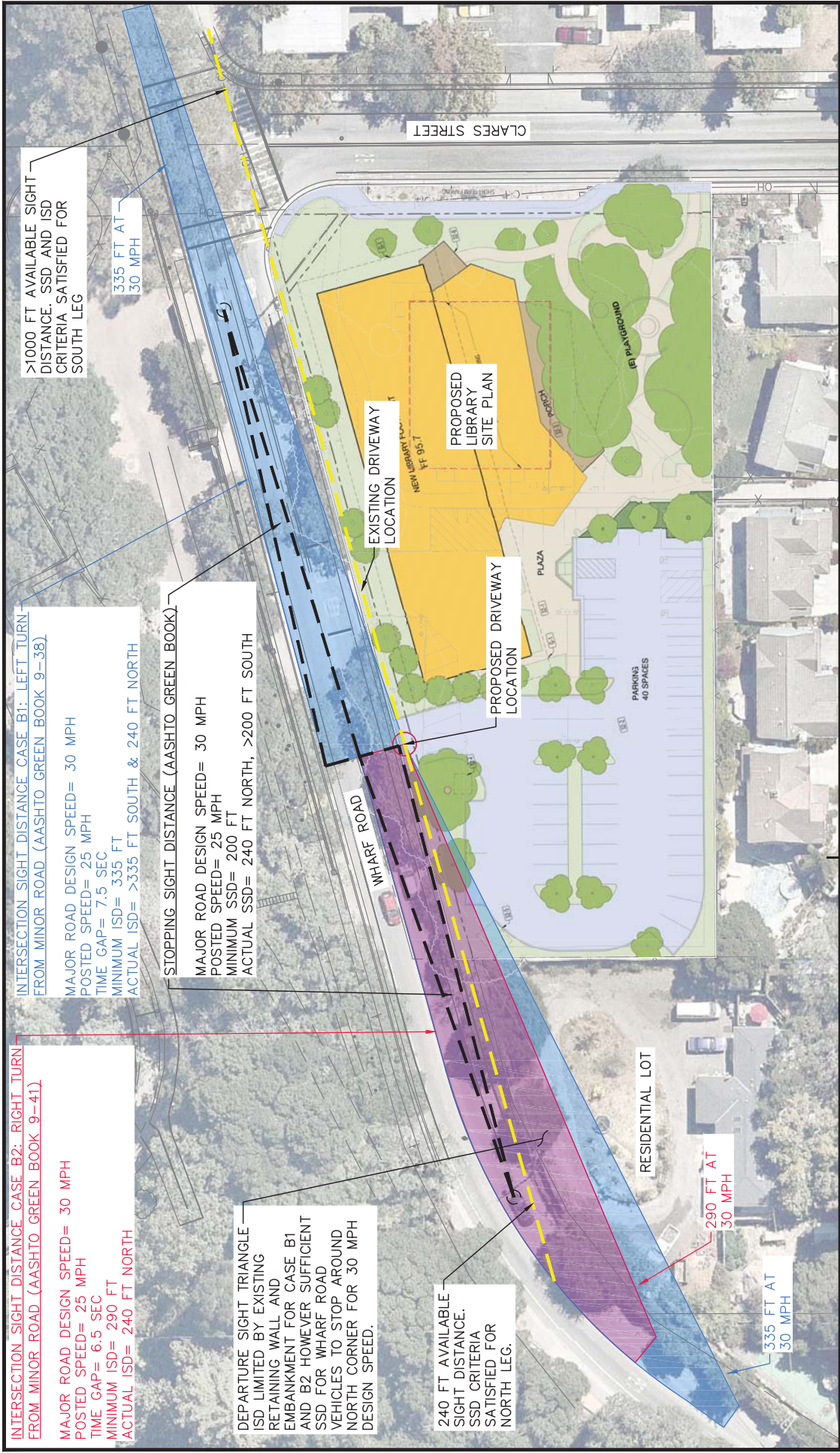
From Table 9-6 and Table 9-8 of the Green Book, the minimum stopping sight distance is 200 feet. The intersection sight distance is 335 feet for Case B1 and 290 feet for Case B2 assuming Wharf Road approach grades of 3 percent or less at 30 mph.

A site visit was taken on March 7, 2017 to measure the available sight distance and departure sight triangles at the proposed driveway location. From a 5-foot setback from the edge of travel way, the measured available sight distance is approximately 240 feet towards the north leg and over 1,000 feet towards the south leg of Wharf Road.

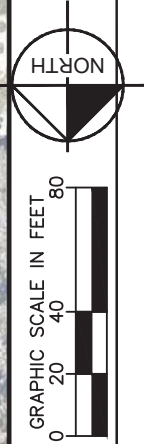
The proposed library driveway location satisfies the 200 feet minimum stopping sight distance required for both approaches on Wharf Road. Vehicles on Wharf Road will have sufficient sight distance to react and stop safely if a vehicle from the library driveway enters or exits the road.

Vehicles entering Wharf Road from the library driveway will have sufficient intersection sight distance towards the south past the Wharf Road / Clares street intersection. Intersection sight distance towards the north is constrained by obstructions from the existing landscaping, utility poles, retaining wall, and shoulder embankment in private right-of-way. Although the north departure sight triangle is limited to fully see a potential vehicle, if a driveway vehicle does enter Wharf Road, vehicles traveling around the north corner would have sufficient visibility and stopping sight distance to stop and avoid any conflicting vehicles.

Overall, the proposed library driveway location is feasible and provides sufficient sight distance for traffic conditions on Wharf Road. An exhibit comparing the design and measured available stopping and intersection sight distances are shown in **Figure 8**.



Kimley»Horn **FIGURE 8** **PROPOSED DRIVEWAY SIGHT DISTANCE ANALYSIS**
 CAPITOLA BRANCH LIBRARY PARKING AND TRAFFIC STUDY



March 2017
 FV-087763123

6.D.5

6.3 Project Trip Generation

Trip generation calculations prepared are based on the gross building square footage. Additionally, since the property is single use, no internal capture, linked trip, or pass-by trip reductions were applied. Trip reductions were applied for the existing library use. **Table 13** shows trips generated by the proposed development based on both previously discussed standards. As illustrated in **Table 13**, the Project will generate a net total of 416 daily, 8 AM, and 54 PM peak hour trips. The PM peak hour trip generation indicates the highest travel demand and is sufficient for analysis purposes.

Table 13: ITE Project Trip Generation

Land Uses	ITE Land Use Code	Project Size	Daily Trips	AM PEAK HOUR			PM PEAK HOUR		
				Total Peak Hour	IN	OUT	Total Peak Hour	IN	OUT
Trip Generation Rates¹									
Proposed Project Uses									
Library	590		56.24	1.04	71%	29%	7.30	48%	52%
Trips Generated									
Proposed Project Uses									
Library	590	11,700 SF	658	12	9	3	85	41	44
Trip Reduction²									
Base Project Uses									
Library	590	4,300 SF	242	4	3	1	31	15	16
Net Increase in Project Trips			416	8	6	2	54	26	28

Notes:

1. Trip generation rates published by Institute of Transportation Engineers (ITE), "Trip Generation," 9th Edition, 2012.

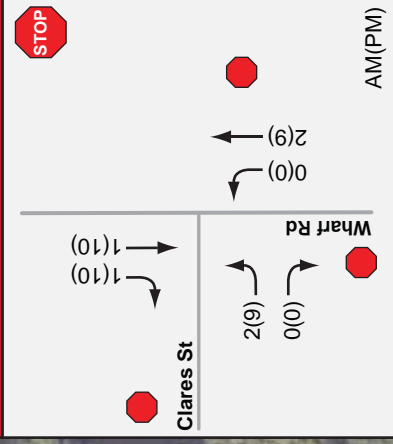
2. Trip reduction as a result of existing Library use on project site.

Source: Kimley-Horn and Associates, Inc., 2017

6.4 Project Trip Distribution

Distribution of project trips from ITE methodology was determined from existing library driveway data and intersection turning movement counts at the intersection of Wharf road and Clares Street. Due to the nature of the proposed development, most vehicle project trips are expected to travel predominately north along Wharf Road to the residential neighborhoods and schools north of Highway 1. Library visitors will also travel along Clares Street from Capitola Mall and Highway 1 as well as south along Wharf Road to access the eastern part of the Capitola. The distribution estimates for project trips are illustrated in **Figure 9**.

PROJECT TRIP ASSIGNMENT



LEGEND

- STUDY INTERSECTION
- PROJECT SITE
- AM(PM) TRIP DISTRIBUTION

Google Earth



Kimley-Horn

Capitola Librari
Figure
en

6.D.5

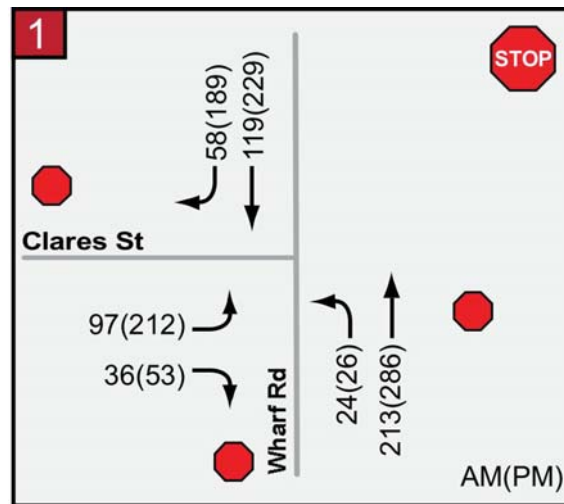
Attachment: Library Parking & TIA Study Capitola Library (2005 Wharf Road)

7 EXISTING PLUS PROJECT ROADWAY CONDITIONS

Traffic operations were evaluated at the study intersections under Existing Plus Project Conditions. There are no changes to the existing geometry at the Intersection of Wharf Road and Clares Street

Figure 10 shows the Existing Plus Project peak hour traffic volumes.

Figure 10: Existing Plus Project Conditions Peak Hour Turning Movement Counts



7.1 Existing Plus Project Intersection Level of Service

In Existing Plus Project Conditions, the intersection of Wharf Road and Clares Street operates at acceptable levels in the AM and PM Peak Hour. The AM peak is anticipated to operate at LOS B while the PM peak is anticipated to operate at LOS C with the library expansion.

Results of the analysis is presented in **Table 14** and the Traffix output sheets are provided in **Appendix B**.

Table 14: Existing Plus Project Conditions Intersection Level of Service

#	Intersection	Control Type	Existing Conditions						Existing Plus Project Conditions					
			AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour		
			Movement	Delay	LOS	Movement	Delay	LOS	Movement	Delay	LOS	Movement	Delay	LOS
1	Wharf Rd / Clares St	AWSC	Overall	9.9	A	Overall	15.9	C	Overall	10.0	B	Overall	17.3	C

Notes:

1. Analysis performed using HCM 2000 methodologies.
 2. Delay indicated in seconds/vehicle.
 3. Overall level of service (LOS) standard is C.
 4. Intersections that fall below City standard are highlighted and shown in **bold**.
- Source: Kimley Horn and Associates, 2017.

8 PROPOSED PARKING CONDITIONS

8.1 Proposed Parking Supply

Table 15 compares the Capitola Branch Library parking supply between the existing and proposed conditions. The option for the proposed library to provide up to 4 additional on-street parking spaces on Clares Street was also included to the total library parking supply. Based on the proposed site plan, approximately 44 parking spaces would be available for the proposed library which is equivalent to 1 parking space per 266 building square foot. The proposed expansion reduces the available parking supply from the existing Capitola Library by 7 parking spaces.

Table 15: Proposed Parking Supply

Location	Existing Supply	Proposed Supply
Off-Street	51	40
On-Street	0	4
Total	51	44
<i>Change from Existing supply</i>		<i>-7</i>

8.2 Proposed Parking Requirements

Required parking for the for the Capitola Library was calculated based on the parking standards contained in Section 13.10.552 of the Santa Cruz County Municipal Code. County parking requirements for a library land use was applied to the Capitola Library project since the City of Capitola does not provide minimum parking requirements for a library or a similar land use type. The proposed required parking supply for the Capitola Library is summarized below in **Table 16**. Based on the municipal code, the proposed Library is required to provide approximately 39 spaces under Santa Cruz County library land use requirements. Per the site plan developed by Noll and Tam, Architects and Planners, the proposed Project provides 44 total parking spaces and would satisfy the County municipal code requirement for library land use.

Table 16: Required Parking for Existing Conditions

Jurisdiction	Land Use	Requirement	Proposed Size	Required Parking Spaces
Santa Cruz County	Libraries, Museums, and Art Galleries	1 space per 300 SF	11,700 SF	39

Source: Santa Cruz County, 2017

8.3 Proposed ITE Parking Demand

Peak parking demand for the proposed library land uses was calculated using ITE parking rates based on a typical Monday-Thursday weekday and gross square feet for all the existing and proposed facilities. Land use information was based on the most recent Layouts provided by Noll & Tam, Architects and Planners (dated March 10th, 2017). ITE's Library (parking code 590) was used for the parking demand estimate. **Tables 17** provides a summary of the proposed ITE parking demand for all three options, each option is assumed to be the same size.

Table 17: Proposed Project ITE Parking Demand

ITE Code	Land Use Description	Units	Parking Demand		
			Average	33 rd Percentile	85 th Percentile
Parking Generation Rates					
590A	Library (Suburban)	1,000 SF	2.61	1.99	4.19
Future Land Use					
590A	Library (Suburban)	11,700 SF	31	23	49
Proposed Total		11,700 SF	31	23	49

As shown in Table 16, the ITE average peak parking demand for the proposed project is anticipated to generate 31 vehicles. The proposed parking supply would be able to accommodate the estimated ITE peak parking demand.

8.4 Special Event Parking

The proposed Capitola Branch Library expansion includes a 1,000-square foot community meeting room to be utilized during off-peak or after-library hours. To estimate the parking demand for this special scenario, it was assumed that the community meeting room could accommodate 55 – 65 people depending on room arrangements (assuming 16 square feet per person). **Table 18** shows the parking demand calculations for the 1,000-square foot community room.

Table 18: Proposed Conditions Parking Summary

Maximum Special Event Occupancy (Persons)	Person to Car Ratio	Special Event Parking Demand (Parking Spaces)	Library Parking Supply	% Parking Occupancy	Parking Surplus
65	1.85	36	44	82%	8

Based on the assumptions of 1.85 persons per car for community meeting attendees, a parking demand of approximately 36 parking spaces would be needed. With the proposed parking supply of 44 parking spaces, there is an adequate parking supply for community meetings if the special events occur during off-peak or after-library hours.

8.5 Proposed Parking Summary

A summary of the parking conditions at the Capitola Library with the proposed project is shown in **Table 19** below. The proposed parking supply for the library provides sufficient parking to meet the parking demand based on average ITE estimates. The estimated parking surplus for the project is 13 spaces.

Table 19: Proposed Conditions Parking Summary

Capitola Library (Parking Spaces)		Existing	Project
Supply	Required County Code	14	39
	Parking Lot Count	51	44
	Project Size (KSF)	4.30	11.70
ITE Estimated Demand	Average Peak Parking Demand	11	31
	Parking Surplus or (Shortfall)	40	13
	Average Parking Rate (space/KSF)	2.61	2.61
	Needed Supply to Meet 85% Target Occupancy	13	36
Observed Demand	Peak Parking Demand	39	-
	Parking Surplus or (Shortfall)	12	-
	Observed Parking Rate (space/KSF)	9.07	-
	Needed Supply to Meet 85% Target Occupancy	46	-

Note: Survey parking data used to determine the observed parking demand includes unauthorized non-library parked vehicles.

Based on the results shown in **Table 20**, the proposed project is anticipated to provide sufficient parking for the library expansion based on ITE methodology. To ensure parking is reserved for library users instead of long term parking from the neighboring residences and businesses, it is recommended to increase parking enforcement or utilize time restrictions at the library parking lot.

9 CUMULATIVE ROADWAY CONDITIONS

Cumulative Conditions describes the regional buildout anticipated in Year 2035. The 2013 City of Capitola General Plan and the Association of Monterey Bay Area Governments (AMBAG) regional travel demand model was used to determine Cumulative traffic volumes and the roadway network.

9.1 Volume Development

Cumulative traffic volumes were obtained from the AMBAG regional travel demand model which forecasts regional housing, population, and employment for the Monterey, San Benito, and Santa Cruz counties. From the AMBAG model, it was determined that the traffic analysis zone (TAZ) incorporating the Capitola Library includes the proposed library expansion project as part of the Year 2035 buildout condition. This assumption was established from observing an increase in public employment from 44 to 61 jobs at the TAZ encompassing the Capitola Library between the AMBAG model existing base and Year 2035 buildout scenarios. This growth assumption was also consistent with the City of Capitola General Plan.

To provide a conservative analysis for this study, the Cumulative condition (without the project) assumes Year 2035 buildout traffic volumes minus the net library project trips calculated earlier in **Table 13**. The Cumulative Plus Project condition assumes the Year 2035 traffic volumes identified in the AMBAG model and the City of Capitola General Plan plus 10% additional project trips routed through the roadway network to account for library visitor growth and redevelopment of the site.

Cumulative Conditions and Cumulative Plus Project volumes at the intersection of Wharf Road and Clares Street are shown in **Figure 11** and **Figure 12**.

Figure 11: Cumulative Conditions Peak Hour Turning Movement Counts

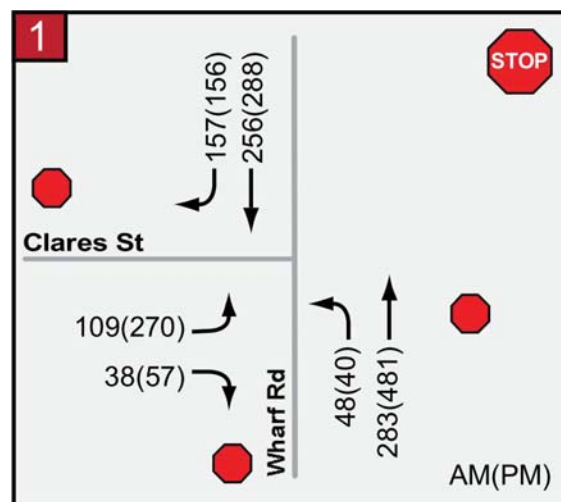
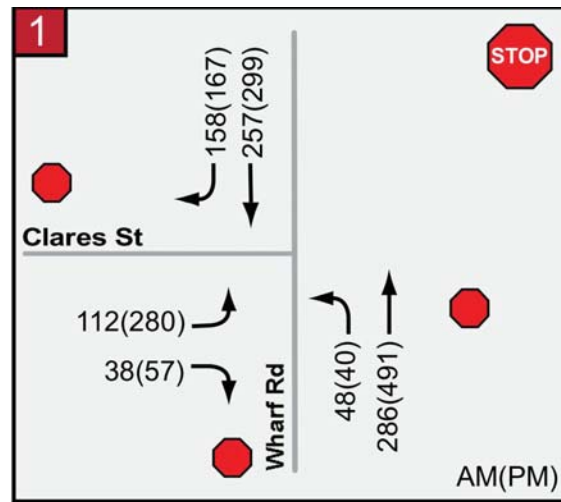


Figure 12: Cumulative Plus Project Conditions Peak Hour Turning Movement Counts



9.2 Intersection Improvements

No intersection improvements were identified in the 2013 City of Capitola General Plan EIR for the intersection of Wharf Road and Clares Street.

9.3 Cumulative Intersection Level of Service

Traffic operations were evaluated at the study intersection based on lane geometry, traffic control, and peak hour traffic volumes under Cumulative Conditions. Under Cumulative Conditions, the intersection of Wharf Road and Clares Street is expected to operate at acceptable LOS B and C in the AM and PM Peak Hour.

Results of the analysis is presented in **Table 20** and Traffix output sheets are provided in **Appendix B**.

Table 20: Cumulative Conditions Intersection Level of Service

#	Intersection	Control Type	Cumulative Conditions					
			AM Peak Hour			PM Peak Hour		
			Movement	Delay	LOS	Movement	Delay	LOS
1	Wharf Rd / Clares St	AWSC	Overall	12.1	B	Overall	22.5	C

Notes:

1. Analysis performed using HCM 2000 methodologies.
2. Delay indicated in seconds/vehicle.
3. Overall level of service (LOS) standard is C.
4. Intersections that fall below City standard are highlighted and shown in **bold**.

Source: Kimley Horn and Associates, 2017.

9.4 Cumulative Plus Project Intersection Level of Service

Traffic operations at the Wharf Road / Clares Street intersection was evaluated with inclusion of the proposed library expansion under Cumulative Plus Project Conditions lane geometry, traffic control, and peak hour traffic volumes. Based on the analysis, the Wharf / Clares intersection is anticipated to operate at acceptable LOS B during the AM peak hour and acceptable LOS C during the PM peak hour.

Results of the Cumulative Plus Project LOS analysis is presented in **Table 21** and Traffix output sheets are provided in **Appendix B**.

10 CONCLUSIONS

- The proposed Capitola Library project is anticipated to generate net total of 416 daily, 8 AM, and 54 PM peak hour trips.
- Under Existing Conditions, the Wharf Road / Clares Street study intersection currently operates at acceptable LOS "C" or better per City of Capitola criteria.
- Under Cumulative Conditions, the Wharf Road / Clares Street study intersection is anticipated to operate at acceptable LOS "C" or better per City of Capitola criteria.
- The addition of project trips will not further degrade the LOS to unacceptable levels and therefore would not trigger a significant impact per City of Capitola criteria under Existing Plus Project and Cumulative Plus Project Conditions.
- The proposed Capitola Library project has a proposed parking supply of 44 spaces and is anticipated to generate an ITE average parking demand of 31 parking spaces. Based on ITE methodology, the proposed parking supply is sufficient to accommodate the daily peak library parking demand. There is an adequate parking supply for community meetings at the proposed project provided that the special events occur during non-peak periods or after-library hours.

Table 21: Cumulative Plus Project Conditions Intersection Level of Service

#	Intersection	Control Type	Cumulative Conditions						Cumulative Plus Project Conditions					
			AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour		
			Movement	Delay	LOS	Movement	Delay	LOS	Movement	Delay	LOS	Movement	Delay	LOS
1	Wharf Rd/ Clares St	AWSC	Overall	12.2	B	Overall	24.6	C	Overall	12.2	B	Overall	24.9	C

Notes:

1. Analysis performed using HCM 2000 methodologies.
 2. Delay indicated in seconds/vehicle.
 3. Overall level of service (LOS) standard is C.
 4. Intersections that fall below City standard are highlighted and shown in **bold**.
- Source: Kimley Horn and Associates, 2017.

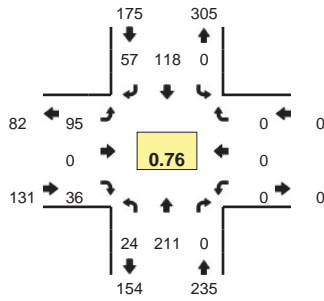
APPENDIX A: DATA COLLECTION WORKSHEETS

Type of peak hour being reported: Intersection Peak

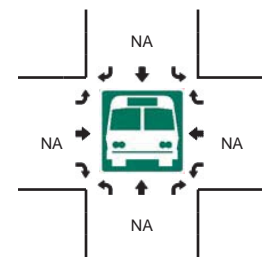
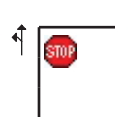
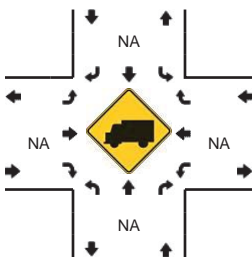
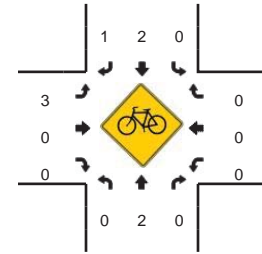
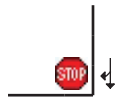
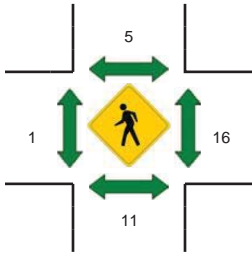
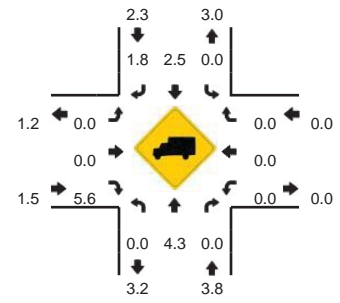
Method for determining peak hour: Total Entering Volume

LOCATION: Wharf Rd -- Clares St
CITY/STATE: Capitola, CA

QC JOB #: 14092469
DATE: Thu, Jan 26 2017



Peak-Hour: 8:00 AM -- 9:00 AM
Peak 15-Min: 8:45 AM -- 9:00 AM



5-Min Count Period Beginning At	Wharf Rd (Northbound)				Wharf Rd (Southbound)				Clares St (Eastbound)				Clares St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	1	2	0	0	0	1	0	0	0	0	0	5	0	0	0	0	9	
7:05 AM	0	2	0	0	0	1	2	0	1	0	0	0	0	0	0	0	6	
7:10 AM	0	3	0	0	0	2	3	0	1	0	0	0	0	0	0	0	9	
7:15 AM	0	1	0	0	0	3	0	0	2	0	1	0	0	0	0	0	7	
7:20 AM	0	0	0	0	0	7	0	0	2	0	0	0	0	0	0	0	9	
7:25 AM	1	3	0	0	0	3	2	0	4	0	2	0	0	0	0	0	15	
7:30 AM	0	4	0	0	0	3	1	0	0	0	0	0	0	0	0	0	8	
7:35 AM	1	6	0	0	0	3	3	0	1	0	0	0	0	0	0	0	14	
7:40 AM	0	6	0	0	0	3	2	0	4	0	0	0	0	0	0	0	15	
7:45 AM	0	5	0	0	0	3	2	0	4	0	1	0	0	0	0	0	15	
7:50 AM	0	7	0	0	0	5	2	0	10	0	2	0	0	0	0	0	26	
7:55 AM	4	5	0	0	0	4	2	0	4	0	1	0	0	0	0	0	20	153
8:00 AM	0	4	0	0	0	5	2	0	4	0	1	0	0	0	0	0	16	160
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8:10 AM	1	12	0	0	0	5	5	0	8	0	3	0	0	0	0	0	34	202
8:15 AM	2	14	0	0	0	5	6	0	9	0	2	0	0	0	0	0	38	233
8:20 AM	0	27	0	0	0	7	3	0	9	0	1	0	0	0	0	0	47	271
8:25 AM	4	26	0	0	0	6	2	0	6	0	1	0	0	0	0	0	45	301
8:30 AM	3	17	0	0	0	18	7	0	9	0	4	0	0	0	0	0	58	351
8:35 AM	0	18	0	0	0	16	8	0	12	0	6	0	0	0	0	0	60	397
8:40 AM	4	20	0	0	0	10	3	0	3	0	2	1	0	0	0	0	43	425
8:45 AM	3	18	0	0	0	18	4	0	6	0	6	0	0	0	0	0	55	465
8:50 AM	4	26	0	0	0	10	4	0	8	0	2	0	0	0	0	0	54	493
8:55 AM	3	25	0	0	0	10	10	0	14	0	6	0	0	0	0	0	68	541
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	40	276	0	0	0	152	72	0	112	0	56	0	0	0	0	0	708	
Heavy Trucks	0	8	0	0	0	8	0	0	0	0	0	0	0	0	0	0	16	
Pedestrians		4				8					0			4			16	
Bicycles	0	0	0		0	1	1		0	0	0		0	0	0		2	
Railroad																		
Stopped Buses																		

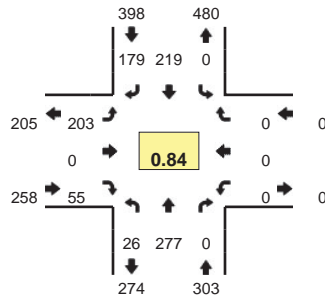
Comments:

Type of peak hour being reported: Intersection Peak

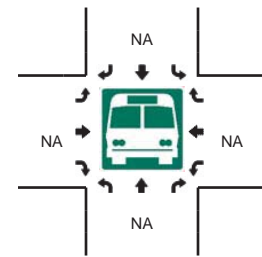
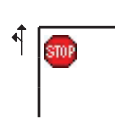
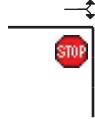
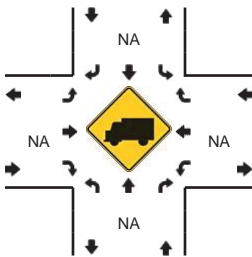
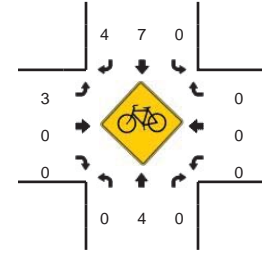
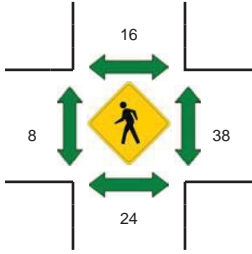
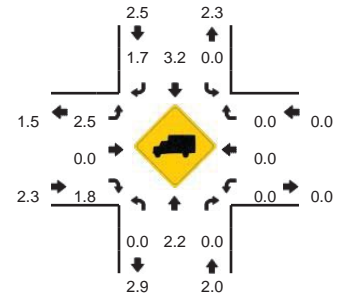
Method for determining peak hour: Total Entering Volume

LOCATION: Wharf Rd -- Clares St
CITY/STATE: Capitola, CA

QC JOB #: 14092470
DATE: Thu, Jan 26 2017



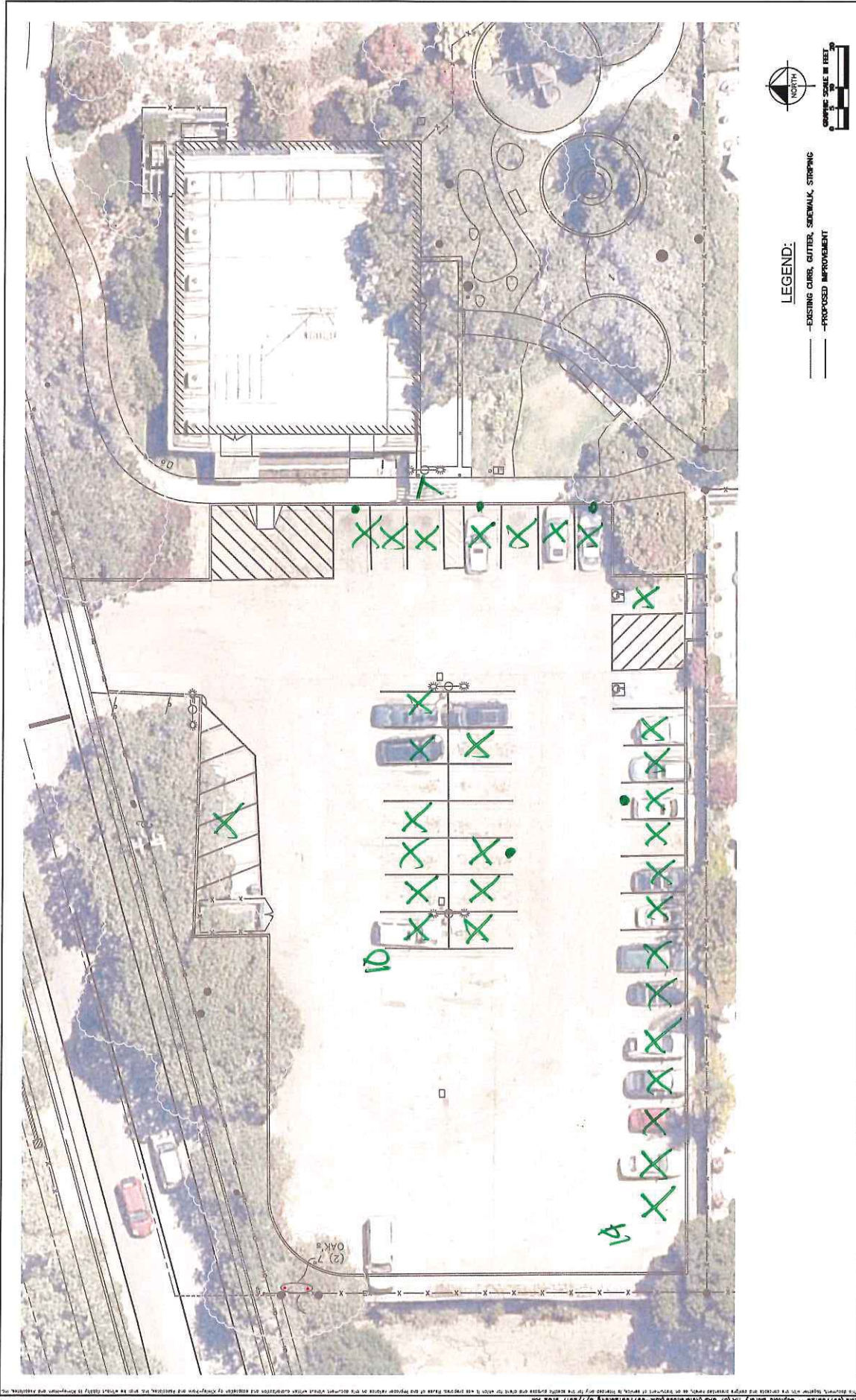
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Peak 15-Min: 3:40 PM -- 3:55 PM



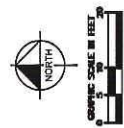
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	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
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2:35 PM	6	23	0	0	0	11	16	0	18	0	2	0	0	0	0	0	76	
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2:45 PM	3	23	0	0	0	20	15	0	15	0	2	0	0	0	0	0	78	
2:50 PM	4	17	0	0	0	15	6	0	24	0	2	0	0	0	0	0	68	
2:55 PM	4	15	0	0	0	18	18	0	18	0	4	0	0	0	0	0	77	859
3:00 PM	2	13	0	0	0	18	14	0	18	0	5	0	0	0	0	0	70	852
3:05 PM	3	11	0	0	0	18	14	0	18	0	7	0	0	0	0	0	71	858
3:10 PM	2	23	0	0	0	13	17	0	13	0	5	0	0	0	0	0	73	851
3:15 PM	2	16	0	0	0	19	12	0	15	0	6	0	0	0	0	0	70	861
3:20 PM	2	30	0	0	0	7	12	0	15	0	5	0	0	0	0	0	71	857
3:25 PM	2	32	0	0	0	15	14	0	19	0	2	0	0	0	0	0	84	862
3:30 PM	2	30	0	0	0	11	20	0	10	0	2	0	0	0	0	0	75	879
3:35 PM	3	21	0	0	0	17	14	0	21	0	5	0	0	0	0	0	81	884
3:40 PM	2	29	0	0	0	20	11	0	26	0	10	0	0	0	0	0	98	916
3:45 PM	2	20	0	0	0	25	24	0	20	0	3	0	0	0	0	0	94	932
3:50 PM	4	28	0	0	0	29	13	0	16	0	4	0	0	0	0	0	94	958
3:55 PM	0	24	0	0	0	27	14	0	12	0	1	0	0	0	0	0	78	959
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	32	308	0	0	0	296	192	0	248	0	68	0	0	0	0	0	1144	
Heavy Trucks	0	8	0	0	0	12	4	0	0	0	0	0	0	0	0	0	24	
Pedestrians		36				36				12				56			140	
Bicycles	0	2	0	0	0	1	2	0	0	0	0	0	0	0	0	0	5	
Railroad																		
Stopped Buses																		

Comments:

12:00 PM



LEGEND:
 -EXISTING CURB, GUTTER, SIDEWALK, STRIPING
 -PROPOSED IMPROVEMENT



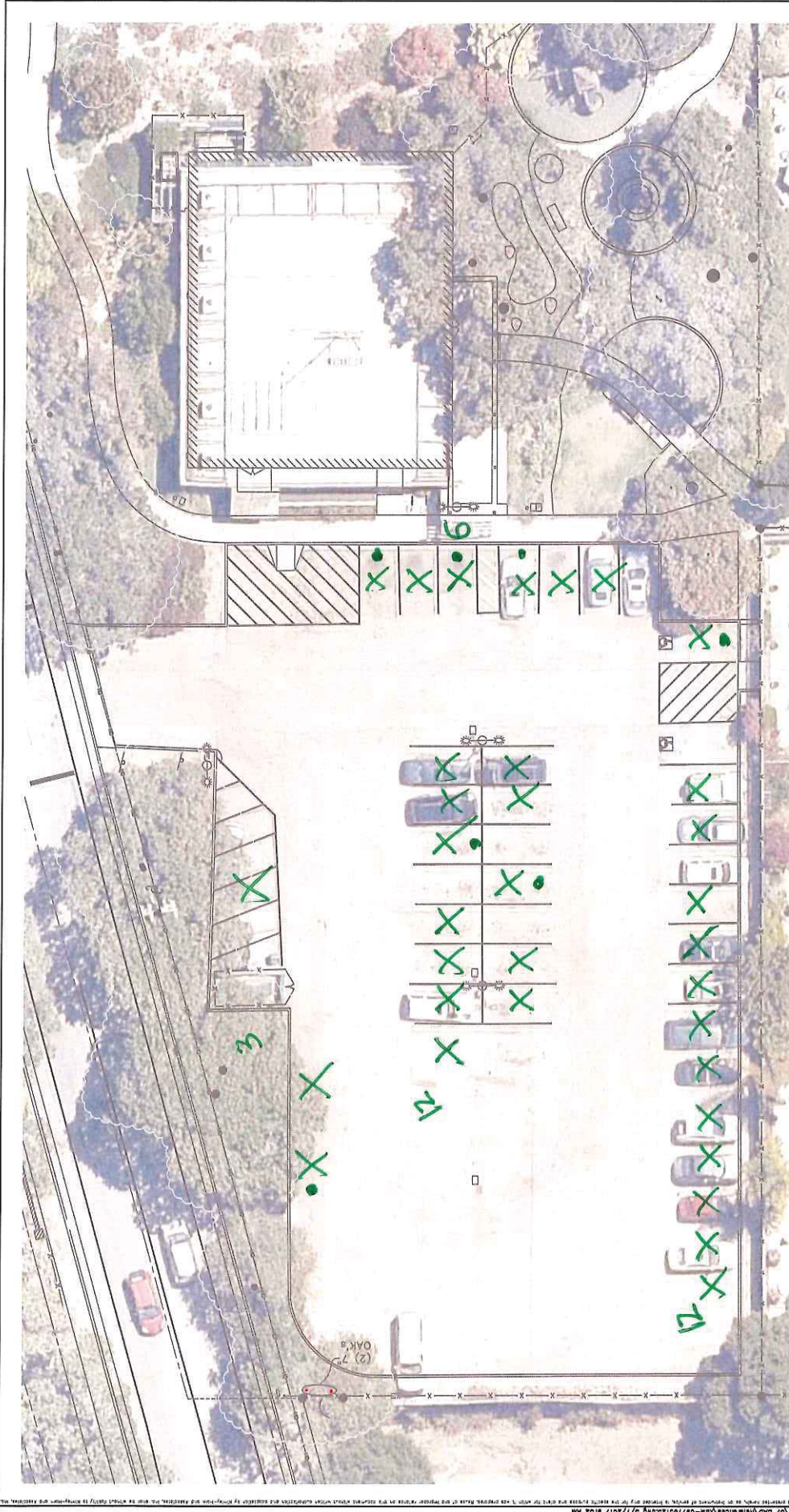
NO.	REVISIONS	DATE	BY

Kimley»Horn
 100 N SAN FERNANDO ST. STE. 500 SAN JOSE, CA 95113
 PHONE: 408-950-1300
 WWW.KIMLEY-HORN.COM

PROJECT NO. 07763123
 DATE: 01-19-2017
 DRAWN BY: JCS SHIRAKI
 CHECKED BY: JCS SHIRAKI
 PROJECT: CAPITOLA LIBRARY RECONSTRUCTION
 CLARES STREET PRELIMINARY PARKING CONCEPTS
 PREPARED FOR:
 CITY OF CAPITOLA
 CALIFORNIA

ALTERNATIVE 1 CONCEPT PLAN
 SHEET NO. L-X
 OF SHEETS L-X

12:15 PM



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 -EXISTING CURB, GUTTER, SIDEWALK, STOPPING
 -PROPOSED IMPROVEMENT

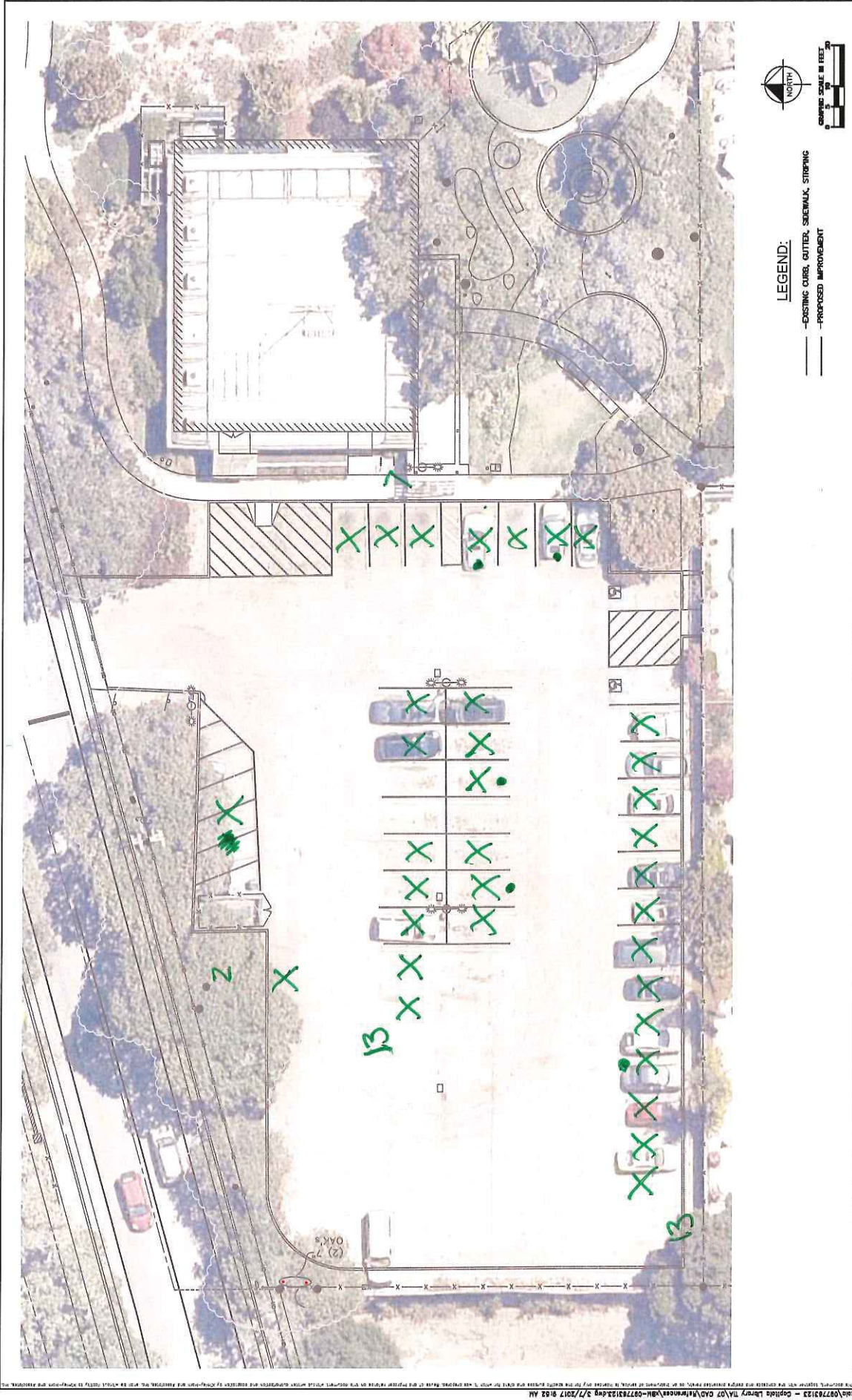
GRAPHIC SCALE IN FEET
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NORTH

<p>Kimley»Horn 100 F SAN FERNANDO ST. STE 250 SAN JOSE, CA 95113 PHONE: 650-400-4130 WWW.KIMLEY-HORN.COM</p>		<p>CLARE STREET LIBRARY RECONSTRUCTION PREPARED FOR CITY OF CAPITOLA CALIFORNIA</p>		<p>ALTERNATIVE 1 CONCEPT PLAN</p>		<p>SHEET NO. _____ OF _____ SHEETS L-X</p>	
<p>PROJECT DATE: 07/7/2012 DRAWN BY: JAS SHAW CHECKED BY: DM DESIGNED BY: DM DECISION BY: SC</p>		<p>NO. DATE BY</p>		<p>REVISIONS</p>		<p>NO.</p>	

Attachment: Library Parking&TIA Study Capitola Library (2005 Wharf Road)

12:30 PM



NO.	REVISIONS	DATE	BY

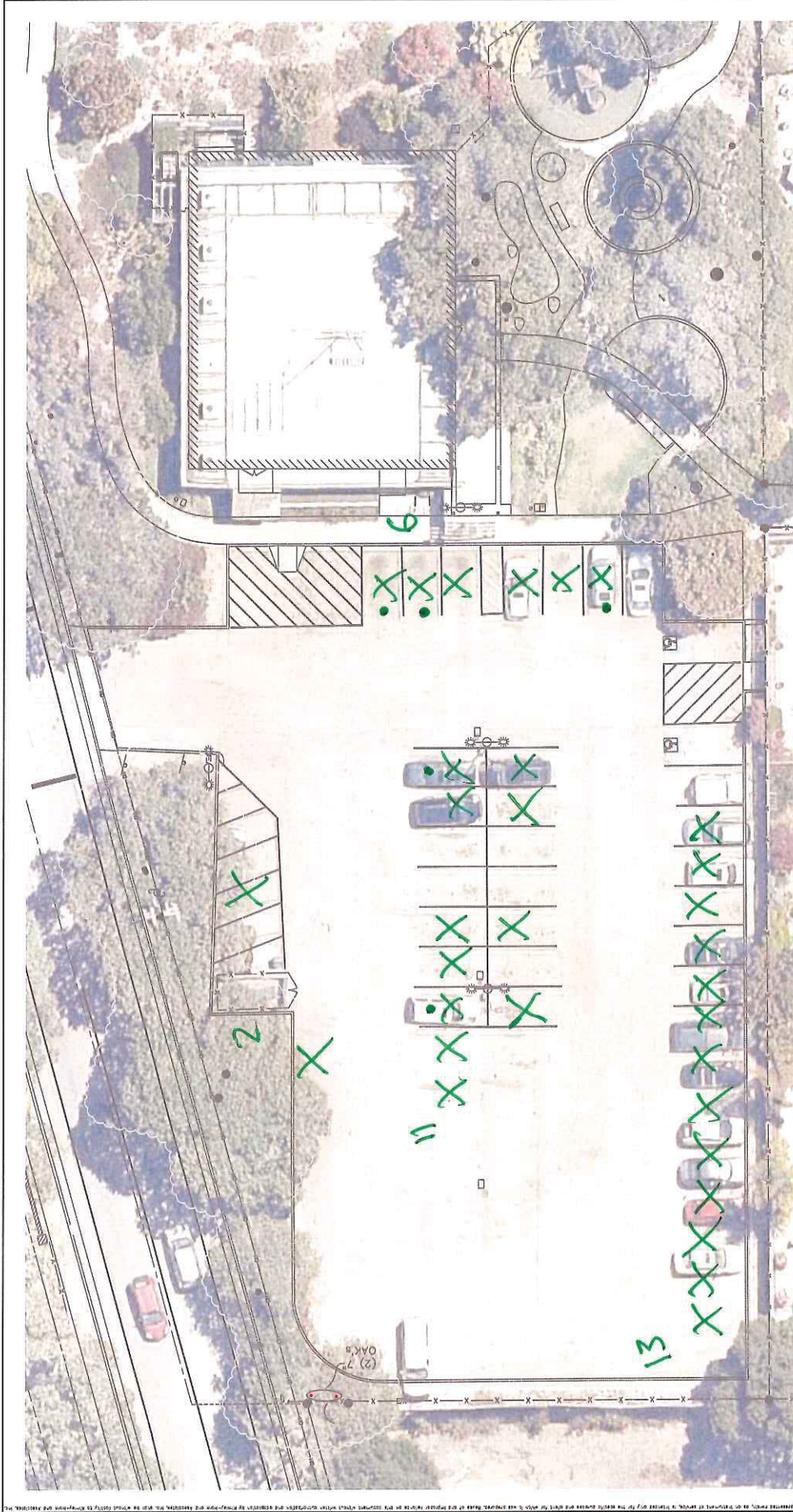
Kimley»Horn
 100 W SAN FERNANDO ST. STE. 400 SAN JOSE, CA 95113
 WWW.KIMLEY-HORN.COM
 PHONE: 408-900-4100

PROJECT: CAPITOLA LIBRARY RECONSTRUCTION
DATE: 07/26/2012
SCALE: AS SHOWN
DESIGNED BY: JCS
CHECKED BY: JCS
DATE: 07/26/2012
PROJECT NO.: 07783123
FILED BY: JCS

CAPITOLA LIBRARY RECONSTRUCTION
 CLARES STREET PRELIMINARY PARKING CONCEPTS
 PREPARED FOR
 CITY OF CAPITOLA
 CALIFORNIA


ALTERNATIVE 1 CONCEPT PLAN
 SHEET NO. L-X
 OF SHEETS L-X

1:00 PM



LEGEND:

- — — — — EXISTING CURB, CUTTER, SEWALK, STORING
- — — — — PROPOSED IMPROVEMENT

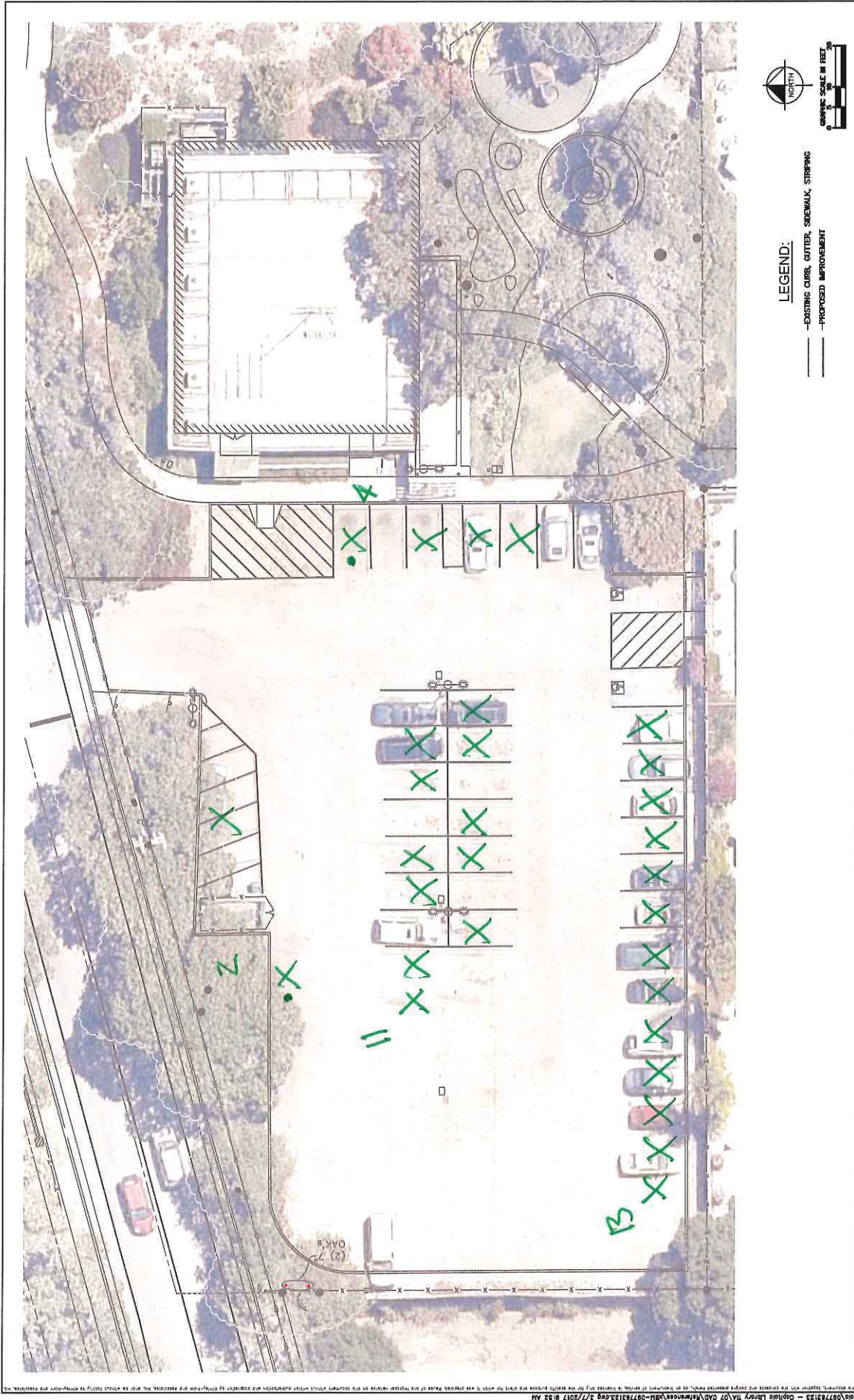
 NORTH
 GRAPHIC SCALE IN FEET
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<p>Kimley»Horn 100 W SAN FERNANDO ST, STE 250 SAN JOSE, CA 95113 TEL: 408.279.2000 WWW.KIMLEY-HORN.COM</p>		<p>USA PROJECT NO. 09778125 DATE 01-19-2017 SCALE AS SHOWN DRAWN BY EJP CHECKED BY JSM FOREMAN BY JSM</p>		<p>CAPITOLA LIBRARY RECONSTRUCTION CLARES STREET PRELIMINARY PARKING CONCEPTS PREPARED FOR CITY OF CAPITOLA CALIFORNIA</p>		<p>SHEET NO. _____ OF _____ SHEETS L-X</p>																																													
<p>ALTERNATIVE 1 CONCEPT PLAN</p>																																																			
<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 5%;">NO.</th> <th style="width: 15%;">REVISIONS</th> <th style="width: 10%;">DATE</th> <th style="width: 10%;">BY</th> </tr> </thead> <tbody> <tr><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td></tr> </tbody> </table>								NO.	REVISIONS	DATE	BY																																								
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Attachment: Library Parking&TIA Study Capitola Library (2005 Wharf Road)

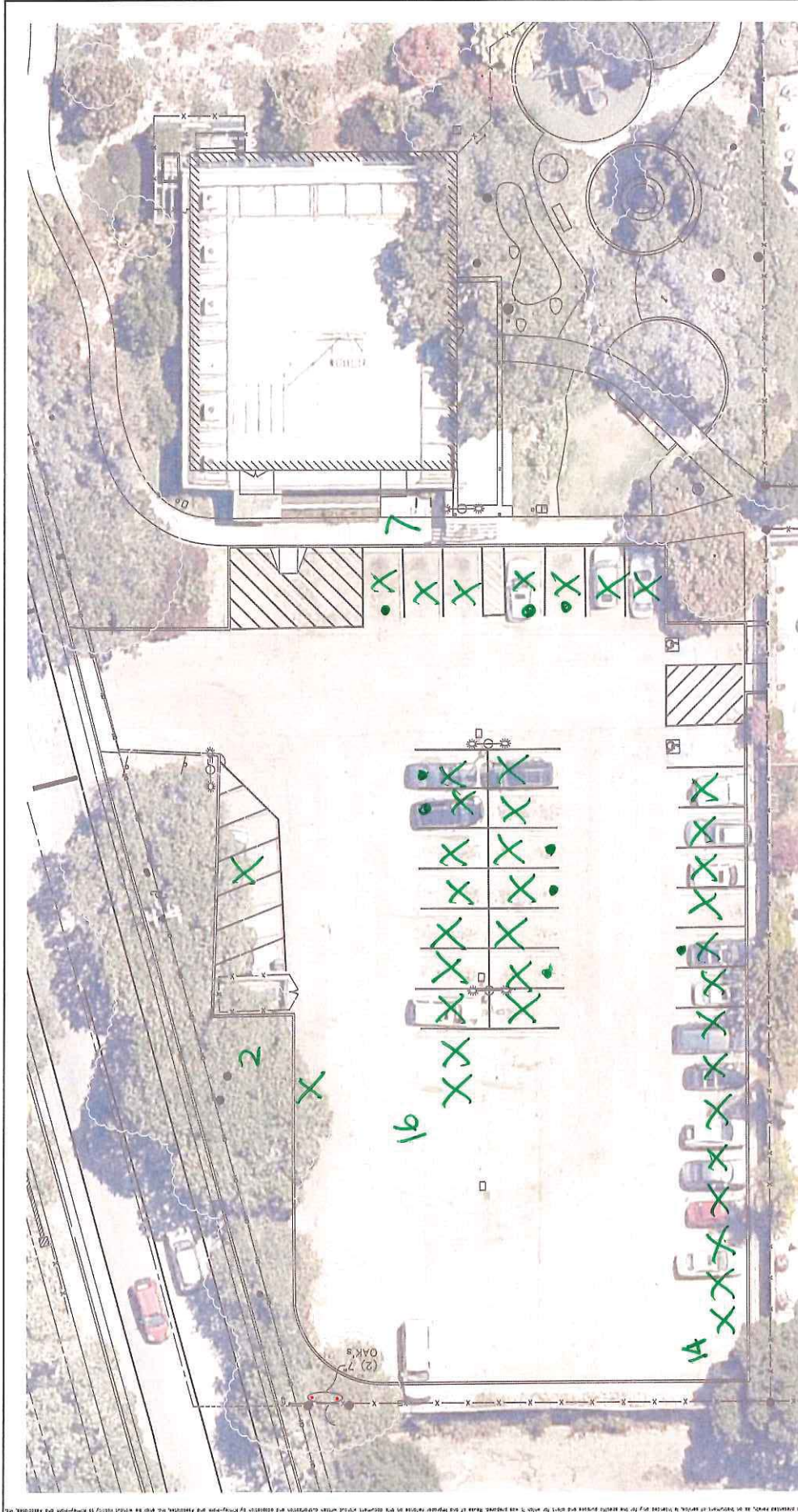
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SHEET NO. _____ OF _____ SHEETS L-X	
ALTERNATIVE 1 CONCEPT PLAN	
CAPITOLA LIBRARY RECONSTRUCTION CLARES STREET PRELIMINARY PARKING CONCEPTS PREPARED FOR CITY OF CAPITOLA CALIFORNIA	
PWA PROJECT NO. 097763123 DATE 01-19-2017 SCALE: AS SHOWN DRAWN BY [Name] CHECKED BY [Name] FORNED BY [Name]	CITY OF CAPITOLA CALIFORNIA
Kimley-Horn 100 W SAN FERNANDO ST., STE. 250 SAN JOSE, CA 95113 WWW.KIMLEY-HORN.COM	PREVIOUS DATE BY

1:45 PM



LEGEND:
 ———— EXISTING CURB, GUTTER, SIDEWALK, STRIPING
 - - - - - PROPOSED IMPROVEMENT

<p>NO. PROJECT: 007763023 DATE: 01-19-2017 SCALE: AS SHOWN DRAWN BY: DM CHECKED BY: JX CITY OF CAPITOLA</p>	<p>CAPITOLA LIBRARY RECONSTRUCTION CLARES STREET PRELIMINARY PARKING CONCEPTS PREPARED FOR CITY OF CAPITOLA</p>	<p>ALTERNATIVE 1 CONCEPT PLAN</p>	<p>SHEET NO. _____ OF _____ SHEETS L-X</p>
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Kimley-Horn
 100 W SAN FERNANDO ST., STE 250 SAN JOSE, CA 95113
 WWW.KIMLEY-HORN.COM

NO.	REVISIONS	DATE	BY

Attachment: Library Parking & TIA Study Capitola Library (2005 Wharf Road)

APPENDIX B: TRAFFIX ANALYSIS WORKSHEETS

Attachment: Library Parking&TIA Study Capitola Library (2005 Wharf Road)

 Level of Service Computation Report
 2000 HCM 4-Way Stop Method (Base Volume Alternative)

 Intersection #1 Wharf Road/ Clares St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.407
 Loss Time (sec): 0 Average Delay (sec/veh): 9.9
 Optimal Cycle: 0 Level Of Service: A

Street Name: Wharf Road Clares Street

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign							
Rights:	Include				Include				Include				Include							
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0

Volume Module:

Base Vol:	24	211	0	0	118	57	95	0	36	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	24	211	0	0	118	57	95	0	36	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76
PHF Volume:	32	278	0	0	155	75	125	0	47	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	278	0	0	155	75	125	0	47	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	32	278	0	0	155	75	125	0	47	0	0	0

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.10	0.90	0.00	0.00	0.67	0.33	0.73	0.00	0.27	0.00	0.00	0.00
Final Sat.:	78	682	0	0	522	252	484	0	183	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.41	0.41	xxxx	xxxx	0.30	0.30	0.26	xxxx	0.26	xxxx	xxxx	xxxx
Crit Moves:	****				****				****			
Delay/Veh:	10.6	10.6	0.0	0.0	9.3	9.3	9.6	0.0	9.6	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.6	10.6	0.0	0.0	9.3	9.3	9.6	0.0	9.6	0.0	0.0	0.0
LOS by Move:	B	B	*	*	A	A	A	*	A	*	*	*
ApproachDel:	10.6				9.3				9.6			
Delay Adj:	1.00				1.00				1.00			
ApprAdjDel:	10.6				9.3				9.6			
LOS by Appr:	B				A				A			
AllWayAvgQ:	0.6	0.6	0.6	0.4	0.4	0.4	0.3	0.3	0.3	0.0	0.0	0.0

Note: Queue reported is the number of cars per lane.

Attachment: Library Parking&TIA Study Capitola Library (2005 Wharf Road)

 Level Of Service Computation Report
 2000 HCM 4-Way Stop Method (Base Volume Alternative)

 Intersection #1 Wharf Road/ Clares St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.682
 Loss Time (sec): 0 Average Delay (sec/veh): 15.9
 Optimal Cycle: 0 Level Of Service: C

Street Name:	Wharf Road						Clares Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	0	0	1	0	0	1	0	0	0

Volume Module:

Base Vol:	26	277	0	0	219	179	203	0	53	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	26	277	0	0	219	179	203	0	53	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
PHF Volume:	31	330	0	0	261	213	242	0	63	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	330	0	0	261	213	242	0	63	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	31	330	0	0	261	213	242	0	63	0	0	0

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.09	0.91	0.00	0.00	0.55	0.45	0.79	0.00	0.21	0.00	0.00	0.00
Final Sat.:	55	583	0	0	382	312	460	0	120	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.57	0.57	xxxx	xxxx	0.68	0.68	0.53	xxxx	0.53	xxxx	xxxx	xxxx	
Crit Moves:	****			****			****			****			
Delay/Veh:	14.9	14.9	0.0	0.0	17.6	17.6	14.4	0.0	14.4	0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	14.9	14.9	0.0	0.0	17.6	17.6	14.4	0.0	14.4	0.0	0.0	0.0	
LOS by Move:	B	B	*	*	C	C	B	*	B	*	*	*	
ApproachDel:	14.9				17.6			14.4			xxxxxx		
Delay Adj:	1.00				1.00			1.00			xxxxxx		
ApprAdjDel:	14.9				17.6			14.4			xxxxxx		
LOS by Appr:	B				C			B			*		
AllWayAvgQ:	1.1	1.1	1.1	1.8	1.8	1.8	0.9	0.9	0.9	0.0	0.0	0.0	

Note: Queue reported is the number of cars per lane.

Attachment: Library Parking&TIA Study Capitola Library (2005 Wharf Road)

Level of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #1 Wharf Road/ Clares St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.412
Loss Time (sec): 0 Average Delay (sec/veh): 10.0
Optimal Cycle: 0 Level Of Service: B

Table with columns for Street Name (Wharf Road, Clares Street), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Stop Sign), Rights (Include), Min. Green, and Lanes.

Volume Module: Table with columns for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume across various movements.

Saturation Flow Module: Table with columns for Adjustment, Lanes, and Final Sat. across various movements.

Capacity Analysis Module: Table with columns for Vol/Sat, Crit Moves, Delay/Veh, Delay Adj, AdjDel/Veh, LOS by Move, ApproachDel, Delay Adj, ApprAdjDel, LOS by Appr, and AllWayAvgQ across various movements.

Note: Queue reported is the number of cars per lane.

Level of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #1 Wharf Road/ Clares St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.726
Loss Time (sec): 0 Average Delay (sec/veh): 17.3
Optimal Cycle: 0 Level Of Service: C

Table with columns for Street Name (Wharf Road, Clares Street), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Stop Sign), Rights (Include), Min. Green, and Lanes.

Volume Module: Table with columns for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume across various movements.

Saturation Flow Module: Table with columns for Adjustment, Lanes, and Final Sat. across various movements.

Capacity Analysis Module: Table with columns for Vol/Sat, Crit Moves, Delay/Veh, Delay Adj, AdjDel/Veh, LOS by Move, ApproachDel, Delay Adj, ApprAdjDel, LOS by Appr, and AllWayAvgQ across various movements.

Note: Queue reported is the number of cars per lane.

 Level of Service Computation Report
 2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #1 Wharf Road/ Clares St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.557
 Loss Time (sec): 0 Average Delay (sec/veh): 12.1
 Optimal Cycle: 0 Level Of Service: B

Street Name: Wharf Road Clares Street
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 -----|-----|-----|-----|
 Control: Stop Sign Stop Sign Stop Sign Stop Sign
 Rights: Include Include Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 0 1 0 0 0 0 0 0 1 0 0 0 0 0 0 0
 -----|-----|-----|-----|

Volume Module:
 Base Vol: 48 283 0 0 256 157 109 0 38 0 0 0
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 48 283 0 0 256 157 109 0 38 0 0 0
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
 PHF Volume: 51 298 0 0 269 165 115 0 40 0 0 0
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 51 298 0 0 269 165 115 0 40 0 0 0
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 51 298 0 0 269 165 115 0 40 0 0 0
 -----|-----|-----|-----|

Saturation Flow Module:
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.15 0.85 0.00 0.00 0.62 0.38 0.74 0.00 0.26 0.00 0.00 0.00
 Final Sat.: 105 620 0 0 484 297 442 0 154 0 0 0
 -----|-----|-----|-----|

Capacity Analysis Module:
 Vol/Sat: 0.48 0.48 xxxx xxxx 0.56 0.56 0.26 xxxx 0.26 xxxx xxxx xxxx
 Crit Moves: **** **** ****
 Delay/Veh: 12.0 12.0 0.0 0.0 12.8 12.8 10.2 0.0 10.2 0.0 0.0 0.0
 Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 12.0 12.0 0.0 0.0 12.8 12.8 10.2 0.0 10.2 0.0 0.0 0.0
 LOS by Move: B B * * B B B * B * * *
 ApproachDel: 12.0 12.8 10.2 xxxxxx
 Delay Adj: 1.00 1.00 1.00 xxxxxx
 ApprAdjDel: 12.0 12.8 10.2 xxxxxx
 LOS by Appr: B B B *
 AllWayAvgQ: 0.8 0.8 0.8 1.1 1.1 1.1 0.3 0.3 0.3 0.0 0.0 0.0

Note: Queue reported is the number of cars per lane.

Attachment: Library Parking&TIA Study Capitola Library (2005 Wharf Road)

 Level Of Service Computation Report
 2000 HCM 4-Way Stop Method (Base Volume Alternative)

 Intersection #1 Wharf Road/ Clares St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.824
 Loss Time (sec): 0 Average Delay (sec/veh): 22.5
 Optimal Cycle: 0 Level Of Service: C

Street Name: Wharf Road Clares Street

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign							
Rights:	Include				Include				Include				Include							
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0

Volume Module:

Base Vol:	40	481	0	0	288	156	270	0	57	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	481	0	0	288	156	270	0	57	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	481	0	0	288	156	270	0	57	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	481	0	0	288	156	270	0	57	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	481	0	0	288	156	270	0	57	0	0	0

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.08	0.92	0.00	0.00	0.65	0.35	0.83	0.00	0.17	0.00	0.00	0.00
Final Sat.:	49	584	0	0	412	223	452	0	96	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.82	0.82	xxxx	xxxx	0.70	0.70	0.60	xxxx	0.60	xxxx	xxxx	xxxx
Crit Moves:	****				****		****					
Delay/Veh:	28.4	28.4	0.0	0.0	19.5	19.5	17.1	0.0	17.1	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.4	28.4	0.0	0.0	19.5	19.5	17.1	0.0	17.1	0.0	0.0	0.0
LOS by Move:	D	D	*	*	C	C	C	*	C	*	*	*
ApproachDel:	28.4				19.5		17.1			xxxxxx		
Delay Adj:	1.00				1.00		1.00			xxxxxx		
ApprAdjDel:	28.4				19.5		17.1			xxxxxx		
LOS by Appr:	D				C		C			*		
AllWayAvgQ:	3.5	3.5	3.5	1.9	1.9	1.9	1.2	1.2	1.2	0.0	0.0	0.0

Note: Queue reported is the number of cars per lane.

Attachment: Library Parking&TIA Study Capitola Library (2005 Wharf Road)

Level of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #1 Wharf Road/ Clares St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.562
Loss Time (sec): 0 Average Delay (sec/veh): 12.2
Optimal Cycle: 0 Level Of Service: B

Street Name: Wharf Road Clares Street

Table with columns for Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, and Lanes.

Volume Module: Table with columns for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns for Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns for Vol/Sat, Crit Moves, Delay/Veh, Delay Adj, AdjDel/Veh, LOS by Move, ApproachDel, Delay Adj, ApprAdjDel, LOS by Appr, AllWayAvgQ.

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #1 Wharf Road/ Clares St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.853
Loss Time (sec): 0 Average Delay (sec/veh): 24.9
Optimal Cycle: 0 Level Of Service: C

Table with columns for Street Name (Wharf Road, Clares Street), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Stop Sign), Rights (Include), Min. Green, and Lanes.

Volume Module: Table with columns for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume across various movements.

Saturation Flow Module: Table with columns for Adjustment, Lanes, and Final Sat. across various movements.

Capacity Analysis Module: Table with columns for Vol/Sat, Crit Moves, Delay/Veh, Delay Adj, AdjDel/Veh, LOS by Move, ApproachDel, Delay Adj, ApprAdjDel, LOS by Appr, and AllWayAvgQ across various movements.

Note: Queue reported is the number of cars per lane.

Attachment: Library Parking&TIA Study Capitola Library (2005 Wharf Road)