City of Capitola
Planning Commission Meeting Agenda
Thursday, July 21, 2022 – 7:00 PM

City Council Chambers
420 Capitola Avenue, Capitola, CA 95010

Chairperson: Peter Wilk
Commissioners: Courtney Christiansen, Ed Newman, Susan Westman, Mick Routh

Please review the Notice of Remote Access for instructions on participating in the meeting remotely. The Notice of Remote Access is at the end of the agenda.

All correspondences received prior to 5:00 p.m. on the Wednesday preceding a Planning Commission Meeting will be distributed to Commissioners to review prior to the meeting. Information submitted after 5 p.m. on that Wednesday may not have time to reach Commissioners, nor be read by them prior to consideration of an item.

All matters listed on the Regular Meeting of the Capitola Planning Commission Agenda shall be considered as Public Hearings.

1. **Roll Call**

   Commissioners Mick Routh, Courtney Christiansen, Ed Newman, Susan Westman, Peter Wilk

2. **New Business**

3. **Oral Communications**

   A. Additions and Deletions to the Agenda

   B. Public Comments

   Please review the Notice of Remote Access for instructions. 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. Members of the public may speak for up to three minutes, unless otherwise specified by the Chair. Individuals may not speak more than once during Oral Communications. All speakers must address the entire legislative body and will not be permitted to engage in dialogue.

   C. Commission Comments

   D. Staff Comments

4. **Approval of Minutes**

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) Planning Commission Questions; 3) Public Comment; 4) Planning Commission Deliberation; and 5) Decision.

A. Blanket CDP and Design Permit for Prototype Street Dining Deck in Central Village

Permit Number: 22-0140

Location: Up to 25 public parking spaces in the Central Village

Blanket Coastal Development Permit and Design Permit for Capitola's prototype street dining deck design which may be utilized by Eating and Drinking Establishments in the Central Village.

Environmental Determination: Categorically Exempt

Property Owner: City of Capitola

Representative: Katie Herlihy, Community Development Director

B. 201 Monterey Avenue #C

Permit Number: #22-0125

APN: 035-185-06

Conditional Use Permit Amendment and Design Permit to allow beer and wine sales, sidewalk dining, and outdoor dining to an existing restaurant (Castagnola Deli & Cafe) located in the MU-V (Mixed Use Village) zoning district.

This project is in the Coastal Zone and requires a Coastal Development Permit.

Environmental Determination: Categorical Exemption 15301

Property Owner: Atlantis Properties

Representative: Daniel Castagnola Filed: 3.21.22

C. 1350 49th Avenue

Permit Number: #22-0035
APN: 034-068-14

Permit amendment for a Design Permit and Variance to construct first- and second-story additions on an existing single-family residence with a variance to the required side yard setback located at 1350 49th Avenue within the R-1 (Single-Family) zoning district.

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

Environmental Determination: Categorical Exemption

Property Owner: Rick Aberle

Representative: John Hofacre, Filed: 01.31.22

D. 720 Hill Street

Permit Number: #21-0122

APN: 036-011-28

Design Permit, Conditional Use Permit, and Tree Removal Permit for a new 42-room hotel located within the C-C (Community Commercial) zoning district and the AH (Affordable Housing) overlay zone ("Project").

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

Environmental Determination: CEQA Categorical Exemption Section 15332 (In-fill Development)

Property Owner: Dhanesh Patel

Representative: Gwen Jarick

7. **Director's Report**
8. **Commission Communications**
9. **Adjournment**

Notice of Remote Access

In accordance with California Senate Bill 361, the Planning Commission meeting is not physically open to the public and in person attendance cannot be accommodated.

Watch:

- Online: https://www.cityofcapitola.org/meetings or https://www.youtube.com/channel/UCJgSsB5qqoS7CcD8Iq9Yw1g/videos
- Spectrum Cable Television channel 8

Join Zoom by Computer or by Phone:

Click this Meeting
link: https://us02web.zoom.us/j/86348347925?pwd=WDczU0lUNUNRWmlUSmdJV0ZKOUlDZz09

Or Call one of the following Phone Numbers: - **1 (669) 900 6833 OR 1 (408) 638 0968 OR- 1 (346) 248 7799**

Meeting ID: 863 4834 7925

Meeting Passcode: 756420

To participate remotely and make public comment:

- Send email:

- As always, send additional materials to the Planning Commission via planningcommission@ci.capitola.ca.us by 5 p.m. the Wednesday before the meeting and they will be distributed to agenda recipients.

- During the meeting, send comments via email to publiccomment@ci.capitola.ca.us

- Identify the item you wish to comment on in your email's subject line.

- Emailed comments will be accepted during the Public Comments meeting item and for General Government / Public Hearing items.

- Emailed comments on each General Government/ Public Hearing item will be accepted after the start of the meeting until the Chairman announces that public comment for that item is closed.

- Emailed comments should be a maximum of 450 words, which corresponds to approximately 3 minutes of speaking time.

- Each emailed comment will be read aloud for up to three minutes and/or displayed on a screen.

- Emails received by publiccomment@ci.capitola.ca.us outside of the comment period outlined above will not be included in the record.

- Zoom Meeting (Via Computer or Phone):

If using computer: Use participant option to "raise hand" during the public comment period for the item you wish to speak on. Once unmuted, you will have up to 3 minutes to speak

If called in over the phone: Press ***6** on your phone to "raise your hand" when the Chairman calls for public comment. It will be your turn to speak when the Chairman unmutes you. You will hear an announcement that you have been unmuted. The timer will then be set to 3 minutes.

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: Design Permit, Conditional Use Permit, Variance, and Coastal Permit. 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/meetings. 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.

Capitola Planning Commission

Agenda Report

Meeting: July 21, 2022

From: Community Development Department

Subject: **Blanket CDP and Design Permit for Prototype Street Dining Deck in Central Village**

Permit Number: 22-0140

Location: Up to 25 public parking spaces in the Central Village
Blanket Coastal Development Permit and Design Permit for Capitola's prototype street dining deck design which may be utilized by Eating and Drinking Establishments in the Central Village.

Environmental Determination: Categorically Exempt

Property Owner: City of Capitola

Representative: Katie Herlihy, Community Development Director

Applicant Proposal:
The City of Capitola created prototype street dining deck plans that will be available at no cost to eating and drinking establishment in the Central Village. The street dining deck plans require a blanket Coastal Development Permit (CDP) and Design Permit approved by Planning Commission. Once permitted, the blanket CDP and design permit will be applicable to all eating and drinking establishments which choose to utilize the prototype design.

Background:
On December 9, 2021, the City Council approved an Outdoor Dining Ordinance which establishes a permitting process for street and sidewalk dining within the village.

On July 14, 2022, the Coastal Commission provided preliminary approval of the ordinance with two suggested modifications. The first modification was to require recertification of the CDPs three years after the initial program begins and then every five years thereafter. The second change was an agreement to remove the requirement that 50 percent of the funds acquired from leasing the spaces be dedicated to coastal access. The Coastal Commission recognized Capitola's ongoing monetary dedication to maintain and improve coastal access.

On June 23, 2022, the City Council accepted the Coastal Commission redlines.

On July 14, 2022, the Coastal Commission officially certified the ordinance as part of Capitola Local Coastal Plan (LCP).

Analysis:
In February of 2022, local landscape architecture firm, Michael Arnone + Associates, was contracted by the city to create the city's prototype design. The firm was instructed to produce a prototype street dining deck design which adds the coastal charm of the village, will create continuity along the street, and allows for some differentiation.

On April 7, 2022, the Planning Commission reviewed the first draft of the prototype design. The first design proposed two types of planters with options for two decking materials, two railing designs, string lights, two outdoor furniture options with multiple color options, and a variety of plants. The intent was to have one planter type and multiple options for the other design elements. Staff requested direction from the Commission on whether to utilize the concrete or fiberglass planters. The Commission provided the following feedback:

- Ensure wheel stop is not too high for bikes to get around
- Allow customized furniture
- Add separation between sidewalk and dining deck to avoid patrons from encroaching onto the sidewalks
- Prefer concrete planters for safety
- Have multiple options for railing
- Include one option for no railings and all planters
- Replace “parklet” with “street dining deck”
- Allow custom deck material.
- Add heaters
- Remove solid wood railing from railing options

On May 11, 2022, staff hosted a zoom meeting for the local eating and drinking establishments in the village to provide feedback on the proposed design. The following comments were received:

- Current design does not maximize patron occupancy. Would like to design incorporate counter height, bar seating around the edge.
- Make sure the design complies with Department of Alcohol and Beverage Control regulations.
- Concern with elevation of deck for drainage and car safety
- General support for uniform deck with planters, railings, and string lights
- Prefer to have options on furniture and umbrellas.
- Concern metal chairs could get hot.
- Include angled parking option for restaurants that chose to lease bicycle parking spaces from the City’s centralized bicycle parking option.

Michael Arnone and Associates modified the plans to incorporate the feedback from Planning Commission and the restaurants, as follows:

- Concrete planters rather than fiberglass to ensure safety of patrons. The planters come in three color options: sand acid wash, buff acid wash, and charcoal acid wash. Dimensions 36” high x 16” wide x 48” – 60” long.
- Added option for a wood planter with countertop bar and a wood planter option with a built in bench.
- Added stanchions with heavy duty ropes to create separation between street dining deck and sidewalk. Separation complies with the Department of Alcohol and Beverage Control regulations.
- Added six-foot-wide opening from sidewalk on to deck which complies with accessibility and building code.
- Added new color options for fabricated metal railings: aluminum or black. Removed solid wood option.
- Added new option of planters only with no railing.
- Added angled parking option for restaurants which lease bicycle parking spaces rather than having them on site.

- Added a third furniture option by BFM seating of synthetic teak and aluminum frame chairs and tables
- Added standard heaters

Staff received many comments regarding the prototype design furniture and umbrella options. For instance, Britannia Arms commented that they would like to be able to use their custom wine barrel table and the umbrellas they receive from product distributers with logo on them. Other comments were received from restaurants, such as Capitola Wine Bar, that invested in quality outdoor furniture during the pandemic which has little sign of wear and tear.

Extensive research was completed by Michael Arnone and Associates to identify commercial grade outdoor furniture. The three manufacturers included in the prototype design are Emu, Tolix, and BFM, all known for being high quality and cost effective.

Although many restaurants have requested greater flexibility related to furniture and umbrellas, staff has concerns with removing all oversight on furniture and umbrellas as the overall aesthetic of the village is impacted when quality control is not maintained. As the City transitions from the makeshift temporary emergency permits into a long-term program, the quality of the outdoor dining ambiance should enhance the overall look of the village. To ensure quality control, staff suggests allowing a waiver to the prototype outdoor furniture through Planning Commission approval.

The three furniture manufactures included in the prototype design are Emu, Tolix, and BFM. They produce many styles, colors, and materials of outdoor, commercial rated furniture. Staff suggest allowing restaurants to choose the style, color, and material. Condition of approval 18 states "18. Materials and Furniture. All infrastructure related to the street dining deck, including but not limited to tables, chairs, umbrellas, lights, heating equipment, etc. must be maintained. If signs of weathering (fading, rust, holes, etc.) are visible, the item(s) shall be replaced immediately. Faded umbrellas shall be replaced with a UV rated fabric and not include logos, labels, or advertising. The prototype design includes furniture option by Emu, Tolix, and BFM. The three furniture companies produce many styles, colors, and materials of commercial rated outdoor furniture. Restaurants may choose the style, color, and material of commercial rated outdoor furniture from either company."

Cost has also been considered throughout the development of the design. The prototype street dining deck design requires a considerable financial investment by businesses. The estimated cost for a three-space deck with onsite bicycle parking is $25,000. The majority of the cost is in the deck and planters. In discussion with other cities that have created prototypes, estimated cost has been around $40,000.

The prototype design concrete planter is currently being used at Southern Kitchen at 27 E Main Street in Los Gatos, California. A picture of the planter from this location is shown on page 16 of the prototype design.

Plans:
The prototype design plans were published on Tuesday July 19, 2022 as additional materials. Updates to the original staff report are shown in underline.

Recommendation:
Approve the Blanket Coastal Development Permit for the Prototype Street Dining Deck plans with the draft conditions.

Conditions of Approval:

1. The project approval consists of a blanket Coastal Development Permit and a Design Permit for a prototype street dining deck utilizing the design that has been authorized by the Planning Commission on July 21, 2022. The proposed prototype design is approved as indicated on the final plans reviewed and approved by the Planning Commission, except as modified through conditions imposed by the Planning Commission during the hearing.

2. Eating and drinking establishments within the mixed use village with parking spaces along the frontage may apply for an administrative permit for use of the blanket Coastal Development Permit and Design Permit approved by the Planning Commission. All administrative permits are subject to the conditions of approval of the blanket Coastal Development Permit and Design Permit. The administrative permit approval is transferable between owners so an approved street dining deck design and CDP may be conveyed or assigned by the applicant during a sale to the new property owner without losing the approval. The permit cannot be transferred off the parking space on which the approval was granted.

3. 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 prototype design plans approved by the Planning Commission. All construction and site improvements shall be completed according to the approved plans.

4. Prior to issuance of a building permit, the applicant shall complete a revocable encroachment agreement, in a form provided by the Public Works Department, for all approved privately installed improvements within the unutilized street right-of-way.

5. 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.

6. Prior to a certificate of occupancy, 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.

7. 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.

8. The street dining deck must be constructed consistent with a prototype design approved by the City and received all necessary permits and authorizations.

9. The street dining deck must comply with all applicable requirements of Capitola Municipal Code Section 17.96, the Zoning Code, and all other applicable laws, administrative policies, rules, and regulations.

10. The street dining deck is consistent with the Local Coastal Program and will not adversely impact coastal resources, coastal access, and coastal views.

11. The street dining deck must utilize high-quality, durable materials that are compatible with surrounding development and can withstand inclement weather.

12. The street dining decks must use the prototype street dining deck design authorized by a valid coastal development permit and shall be subject to the prototype street dining deck coastal development permit findings and conditions.

13. CDP Recertification Requirement. All CDPs issued for outdoor dining permits shall require recertification by the City Council no later than three years after the CDP is issued, and every five years thereafter. Recertification shall require a public hearing before the City Council. City staff will initiate the recertification process by providing notice to the Applicant of the hearing date, at least thirty (30) days in advance of the public hearing. For a CDP to be recertified, the City Council must find that the subject project is operating in compliance with the findings and conditions of the CDP and in compliance with the LCP. The City Council may recertify, modify, or revoke the CDP. The City Council's decision shall be a final action. The project applicant, any aggrieved person, or any two members of the Coastal Commission may appeal the City Council decision. Appeal procedures for coastal development permits shall be as specified in Section 17.44.150.

14. Signs. One business identification sign and one menu sign each not to exceed two square feet are allowed per street dining deck.

15. Stormwater Drainage. All street dining decks must allow for adequate stormwater drainage. Dining decks shall not block the drainage flow along the gutter line. Dining decks shall not block access into any drain inlet or other drainage/stormwater facility.

16. Utilities. All outdoor dining shall not interfere with utility boxes, water hydrants, storm drains, and all other related facilities.

17. Trash and Maintenance. An outdoor dining area in the public right-of-way shall be maintained in a clean and safe condition as determined by the City, including as follows:
    a. All trash shall be picked up and properly disposed of.
    b. All flower boxes and planters shall contain live, healthy vegetation.
    c. All tables, chairs, equipment, and structures must be kept clean and operational.

18. Materials and Furniture. All infrastructure related to the street dining deck, including but not limited to tables, chairs, umbrellas, lights, heating equipment, etc. must be maintained. If signs of weathering (fading, rust, holes, etc.) are visible, the item(s) shall be replaced immediately. Faded umbrellas shall be replaced with a UV rated fabric and not include logos, labels, or advertising. The prototype design includes furniture option by Emu, Tolix, and BFM. The three furniture companies produce many styles, colors, and materials of commercial rated outdoor furniture. Restaurants may choose the style, color, and material of commercial rated outdoor furniture from either company.

19. Sound. Music and amplified sound are not allowed in an outdoor dining area.

20. Bicycle Parking. A street dining deck that eliminates an on-street parking space must include a bicycle parking rack integrated in the street dining deck design or within the private property of the eating or drinking establishment. The bicycle parking rack must provide a minimum of two bicycle parking spaces for each eliminated vehicle parking space. As an alternative to providing the bicycle parking rack, the applicant may pay an in-lieu fee for a central bicycle parking location.

21. Hours of Operation. Outdoor dining may occur between 7 a.m. and 10 p.m. seven days a week. The city may allow extended hours for street dining decks for special events and holidays.

22. Open for Use. All outdoor dining in the public right-of-way must be open for use a minimum of five days per week, except in cases of inclement weather. "Open for use" means that the eating or drinking establishment must have tables ready for customers to use the outdoor dining area when the establishment is open for business.

23. All street dining facilities may be subject to inspection by the City on an annual basis or as needed to ensure compliance with this section, conditions of approval, and administrative procedures.

Design Permit Findings

A. The proposed project is consistent with the general plan, local coastal program, and any applicable specific plan, area plan, or other design policies and regulations adopted by the city council.

Community Development Staff and the Planning Commission have reviewed the project. The proposed prototype street dining deck complies with the development standards of the mixed use village zoning district. Specifically, all of the requirements of Capitola Municipal Code §17.74.060 have been met. The project secures the purpose of the General Plan, and Local Coastal Program, and design policies and regulations adopted by the City Council.

B. The proposed project complies with all applicable provisions of the zoning code and municipal code.

Community Development Staff and the Planning Commission have reviewed the application for the prototype street dining deck design. The project complies with all applicable provisions of the zoning code and municipal code.

C. The proposed project has been reviewed in compliance with the California Environmental Quality Act (CEQA).

Section 15305 (class 5) and 15311 (class 11) of the CEQA Guidelines exempts minor alterations in land use limitation in areas with an average slope of less than 20%, which do not result in any changes in land use or density and projects that consist of construction or placement of minor structures that are accessory to existing commercial facilities and is subject to Section 753.5 of Title 14 of the California Code of Regulations. This project involves street dining decks within the Mixed-Use Village zoning district. No adverse environmental impacts were discovered during review of the proposed project.

D. The proposed development will not be detrimental to the public health, safety, or welfare or materially injurious to the properties or improvements in the vicinity.
Community Development Staff and the Planning Commission have reviewed the project. The proposed prototype street dining deck will not be detrimental to the public health, safety, or welfare or materially injurious to the properties or improvements in the vicinity.

E. The proposed project complies with all applicable design review criteria in Section 17.120.070 (Design review criteria).
The Community Development Staff and the Planning Commission have reviewed the application. The proposed prototype street dining deck complies with all applicable design review criteria in Section 17.120.070.

F. For projects in residential neighborhoods, the proposed project maintains the character, scale, and development pattern of the neighborhood.
Community Development Staff and the Planning Commission have all reviewed the application for the prototype street dining deck. The design of the deck will fit in nicely with the existing mixed-use village neighborhood. The project will maintain the character, scale, and development pattern of the village.

Coastal Development Permit Findings

A. The project is consistent with the LCP land use plan, and the LCP implementation program.
The proposed development conforms to the City's certified Local Coastal Plan (LCP) land use plan and the LCP implementation program.

B. The project maintains or enhances public views.
The proposed project is located on within public parking spaces (maximum 25) within the mixed-use village. The project will not negatively impact public landmarks and/or public views.

C. The project maintains or enhances vegetation, natural habitats and natural resources.
The proposed project is located within public parking spaces in the mixed-use village zoning district. The prototype street dining deck provides coastal access. The protype street dining deck will maintain or enhance vegetation consistent with the allowed use and will not have an effect on natural habitats or natural resources.

D. The project maintains or enhances low-cost public recreational access, including to the beach and ocean.
The project involves a prototype street dining deck will not negatively impact low-cost public recreational access. For each parking space utilized for the street dining deck, two bicycle parking spaces are required.

E. The project maintains or enhances opportunities for visitors.
The project involves a prototype street dining deck and will not negatively impact visitor serving opportunities. The street dining deck will enhance the visitor experience providing additional opportunities for dining with views and addition bike parking spaces.

F. The project maintains or enhances coastal resources.
The project involves a prototype street dining deck and will not negatively impact coastal resources. On busy beach days, the additional seating will provide more opportunities for visitors to dine on a deck and take in the view and coastal feel of the village.

G. The project, including its design, location, size, and operating characteristics, is consistent with all applicable design plans and/or area plans incorporated into the LCP.

The proposed prototype street dining deck project complies with all applicable design criteria, design guidelines, area plans, and development standards. The project has been conditioned to ensure the operating characteristics are consistent with the outdoor dining regulations of the zoning code.

H. The project is consistent with the LCP goal of encouraging appropriate coastal development and land uses, including coastal priority development and land uses (i.e., visitor serving development and public access and recreation).

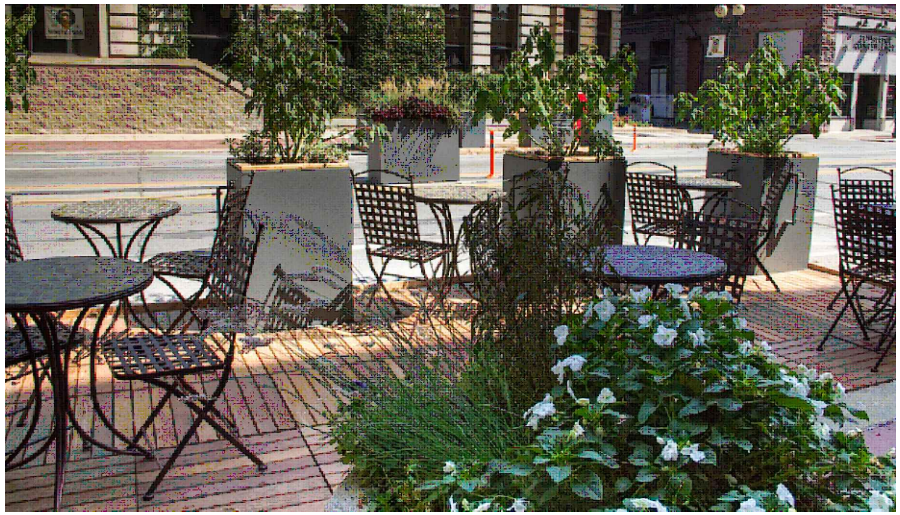
The project involves a protype street dining deck design for future development of up to 25 parking spaces within the mixed-use village zoning district. The project is consistent with the LCP goals for appropriate coastal development and land uses. The use is an allowed use consistent with the mixed-use village zoning district.

Attachments:

1. Prototype Street Dining Deck plan set **(Note: To be published as additional materials)**

Conceptual Design - Capitola Dining Decks

July 21st, 2022

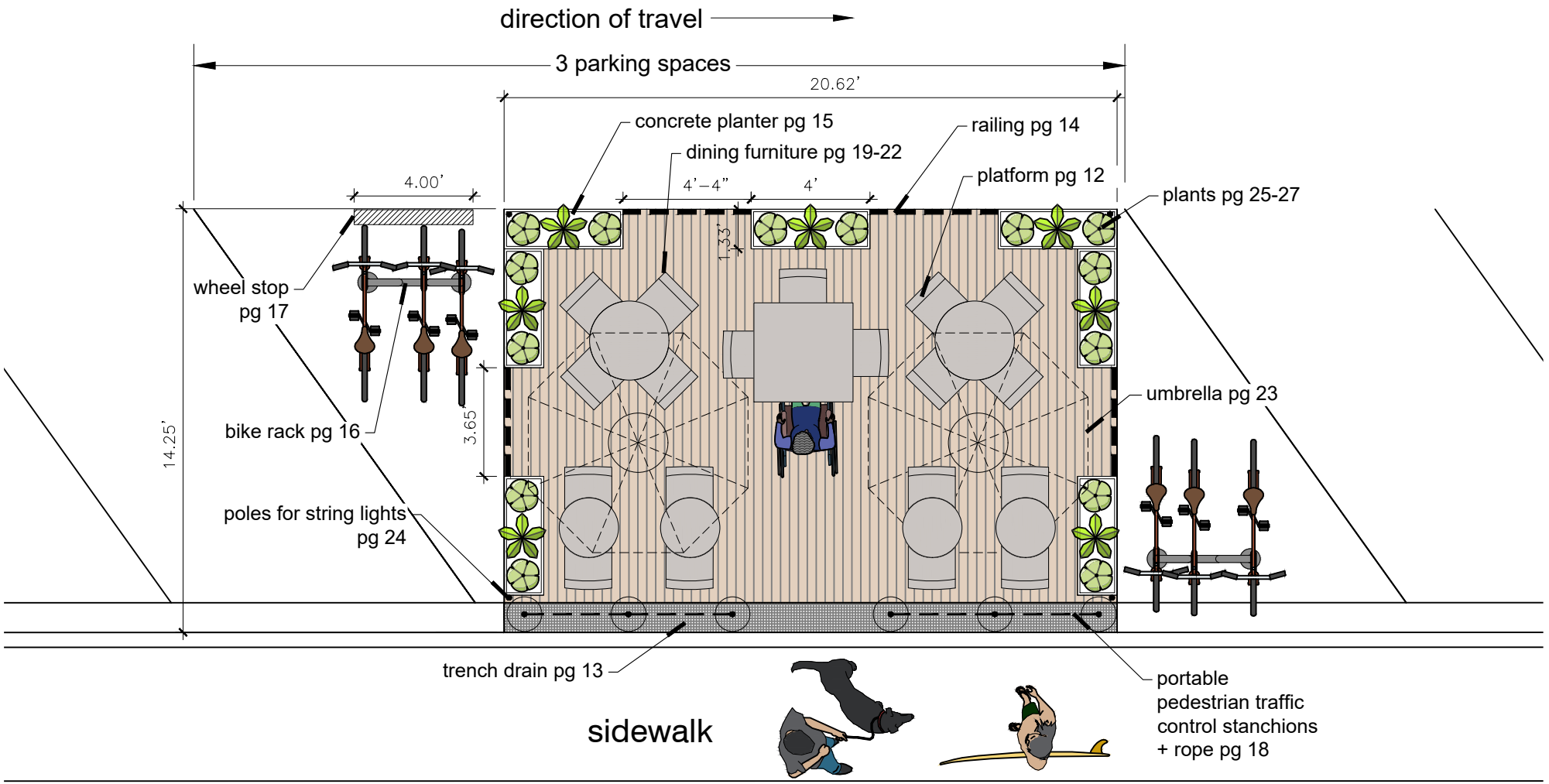


Deck photo by Bison Pedestal systems

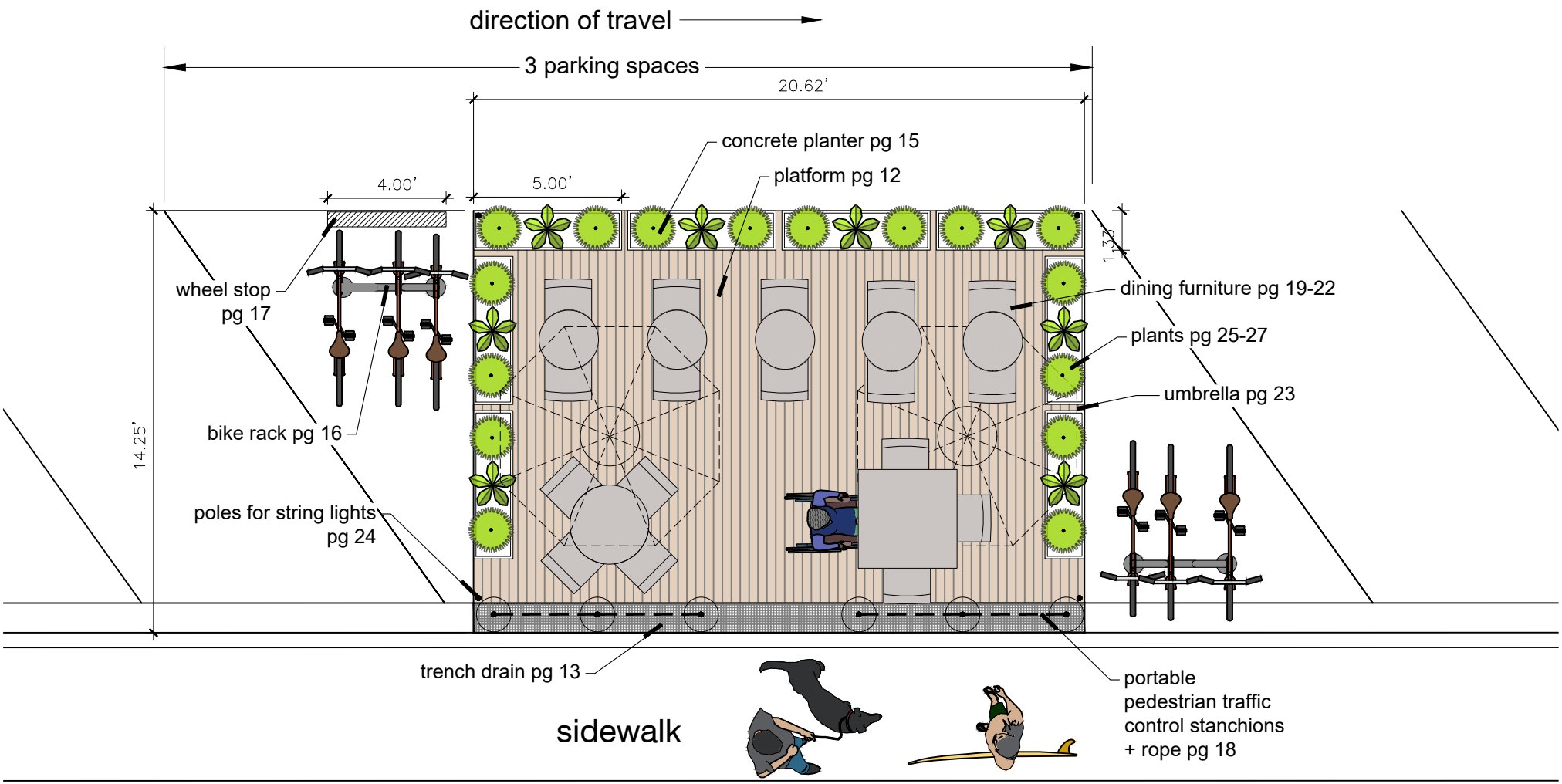
Michael Arnone + Associates
LANDSCAPE ARCHITECTURE

mike@arnonelandscape.com
www.arnonelandscape.com
831.462.4988

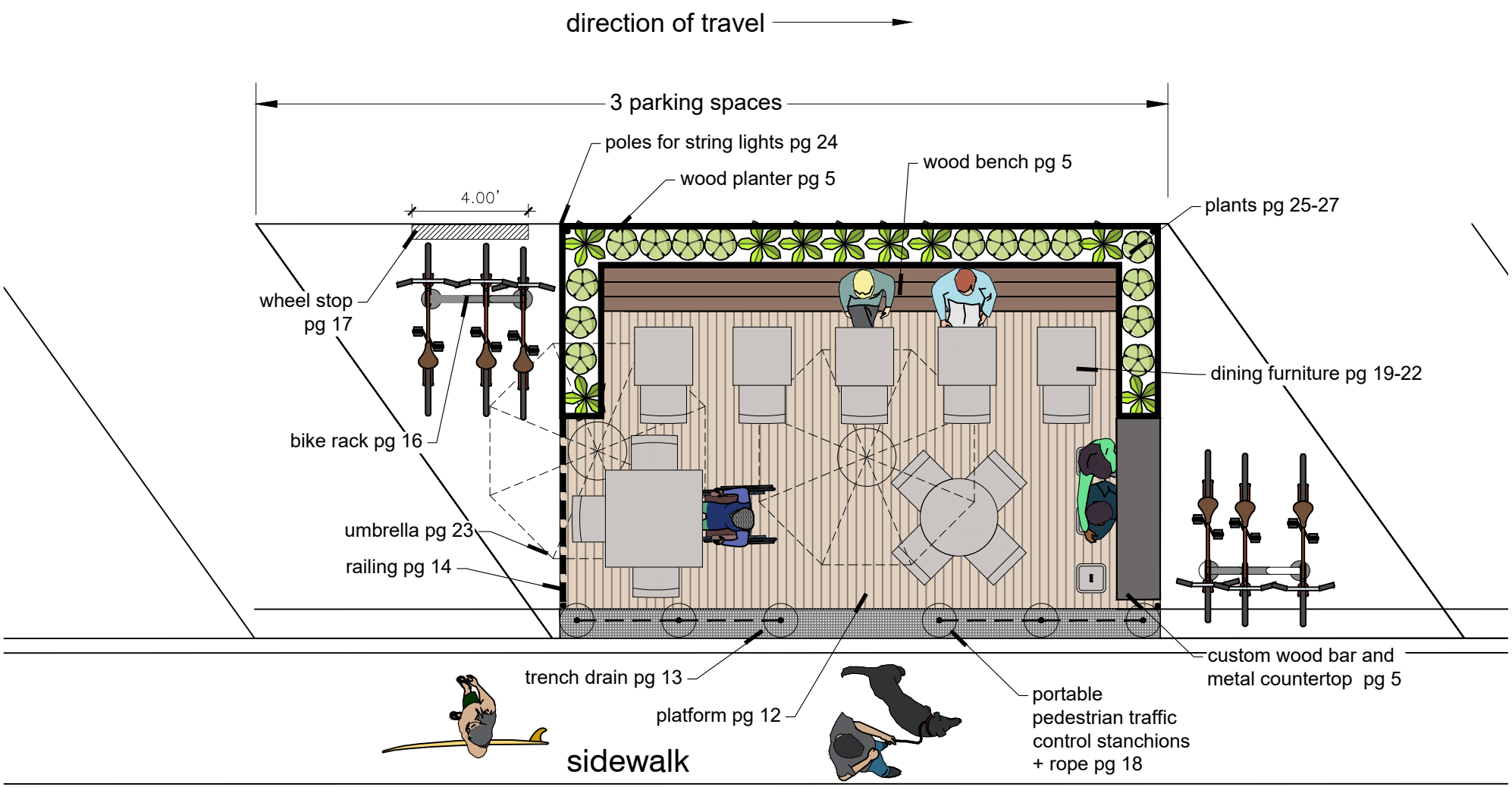
A1 Angled Parking Space Concrete Planters and Railing - Plan View

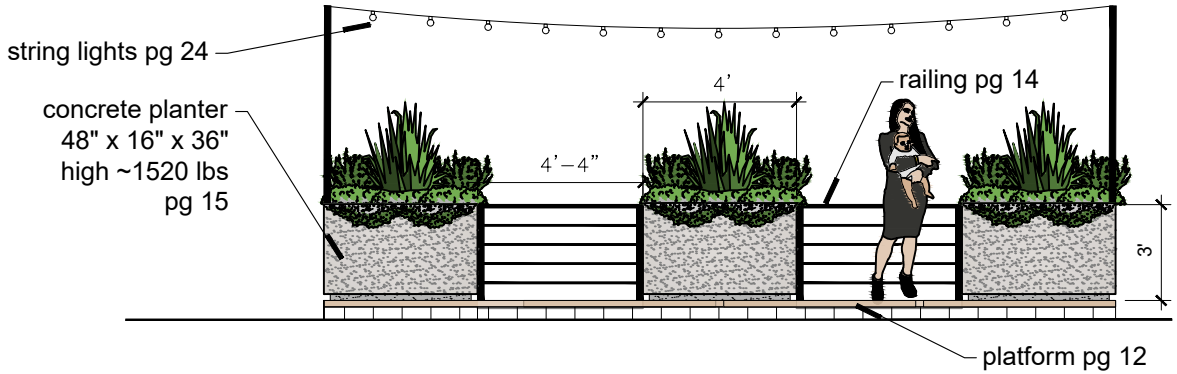


A2 Angled Parking Planters (concrete planter perimeter) - Plan View

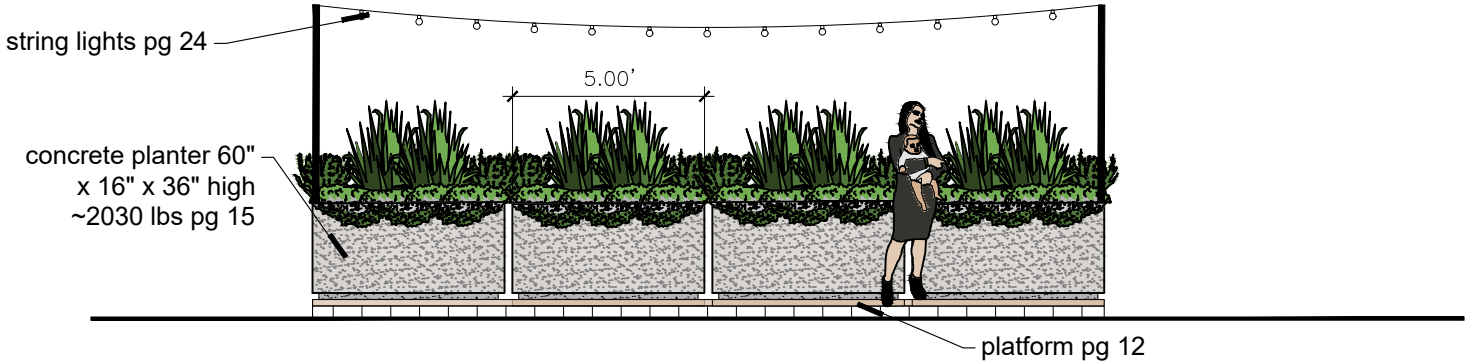


A3 Angled Parking Space - Wood Planter, Bench + Bar - Plan View



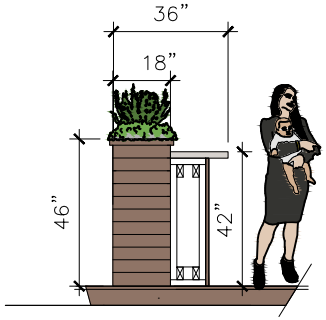


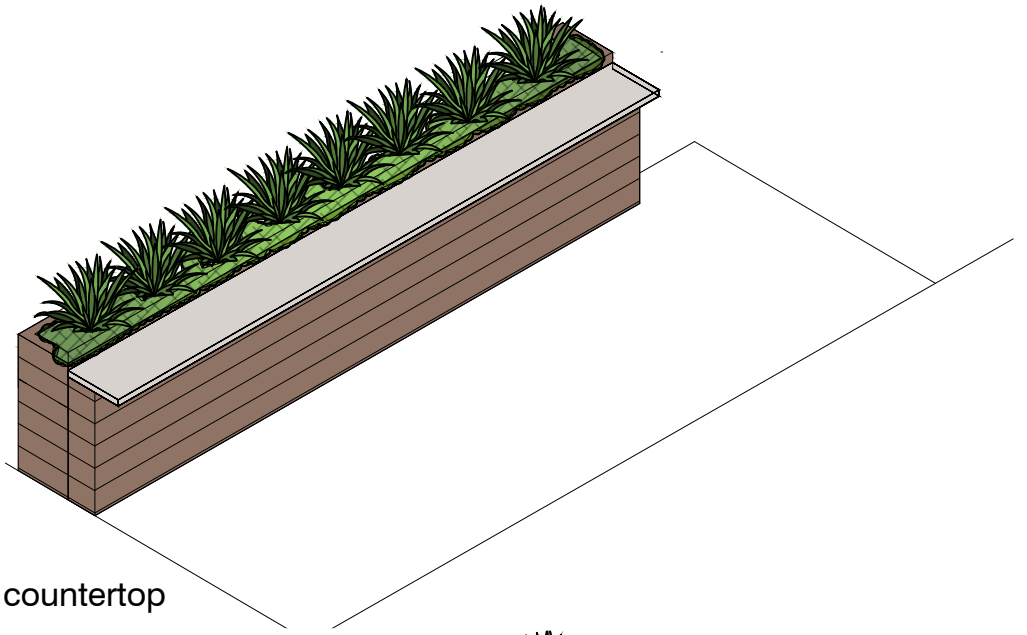
PLANTERS WITH RAILING - elevation



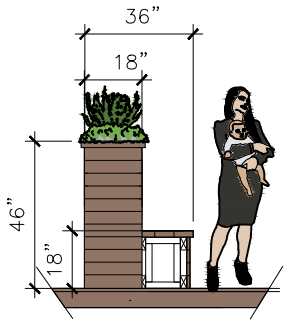
PLANTERS only (no railing) - elevation

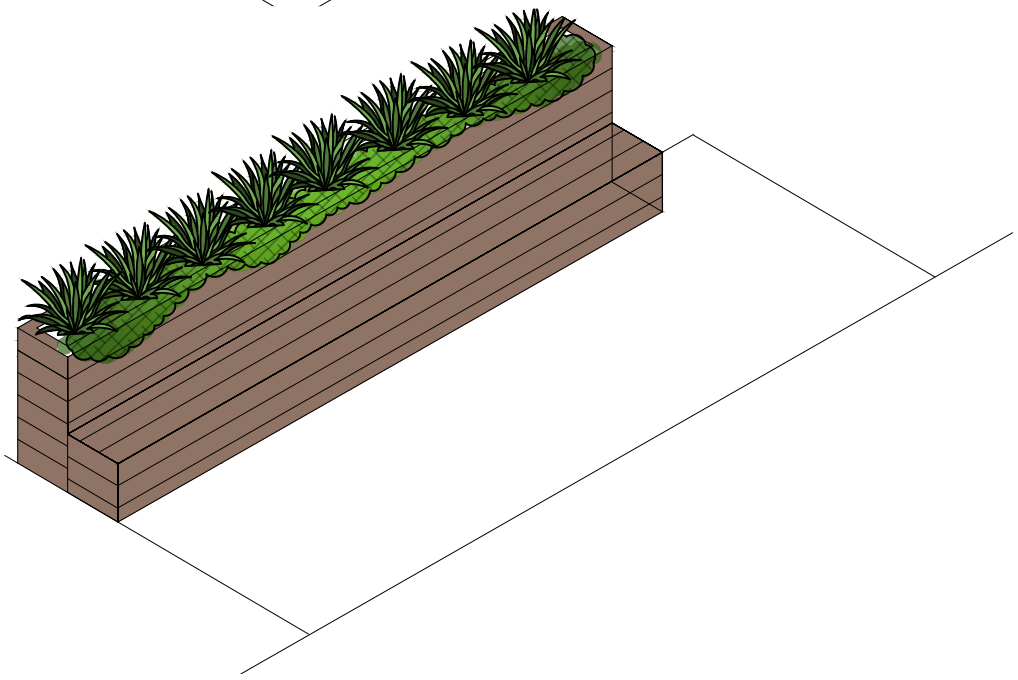
Angled Parking Space - Wood planter/Bar/Bench Options - Elevation View





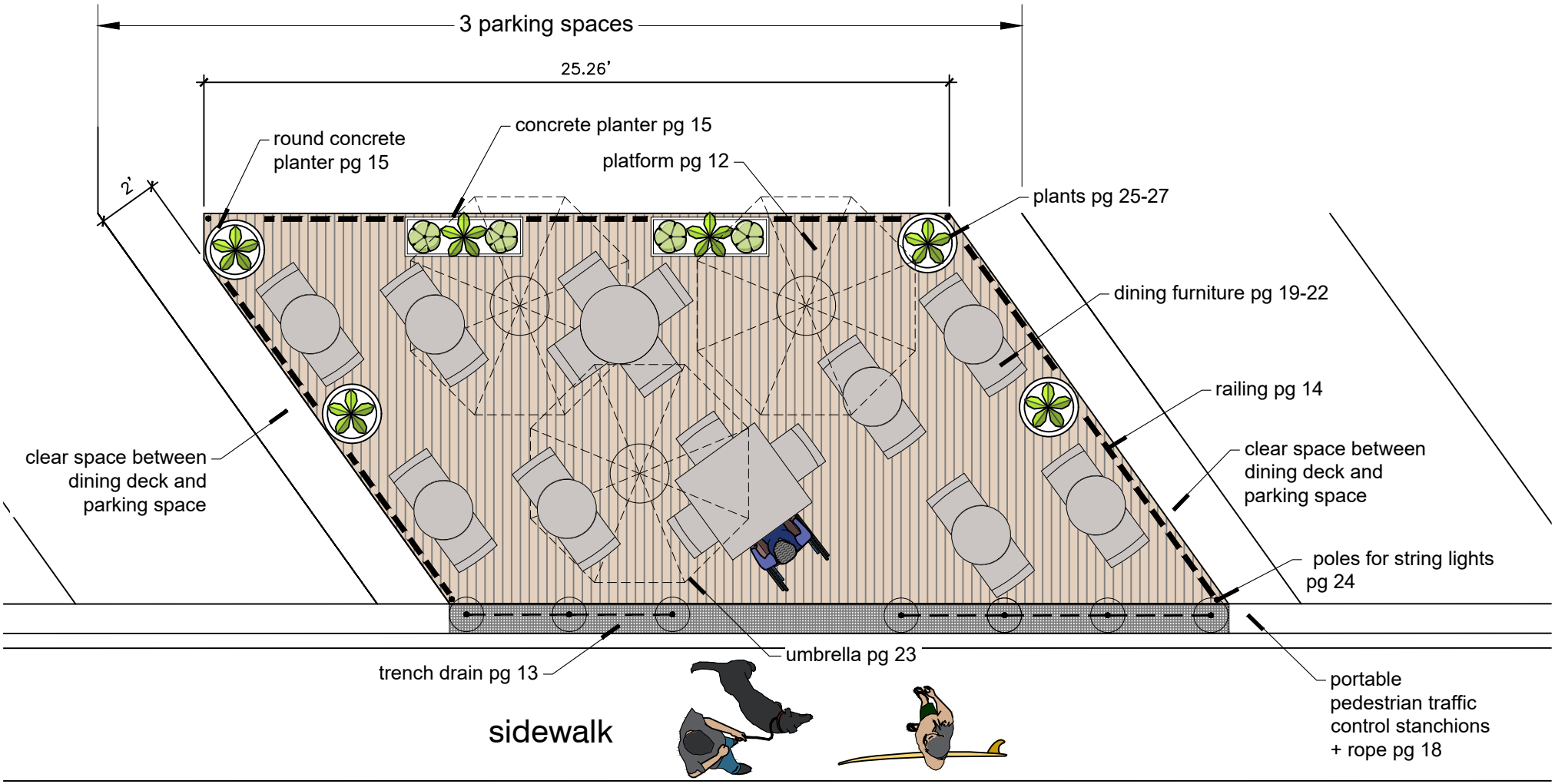
wood planter + bar with metal countertop



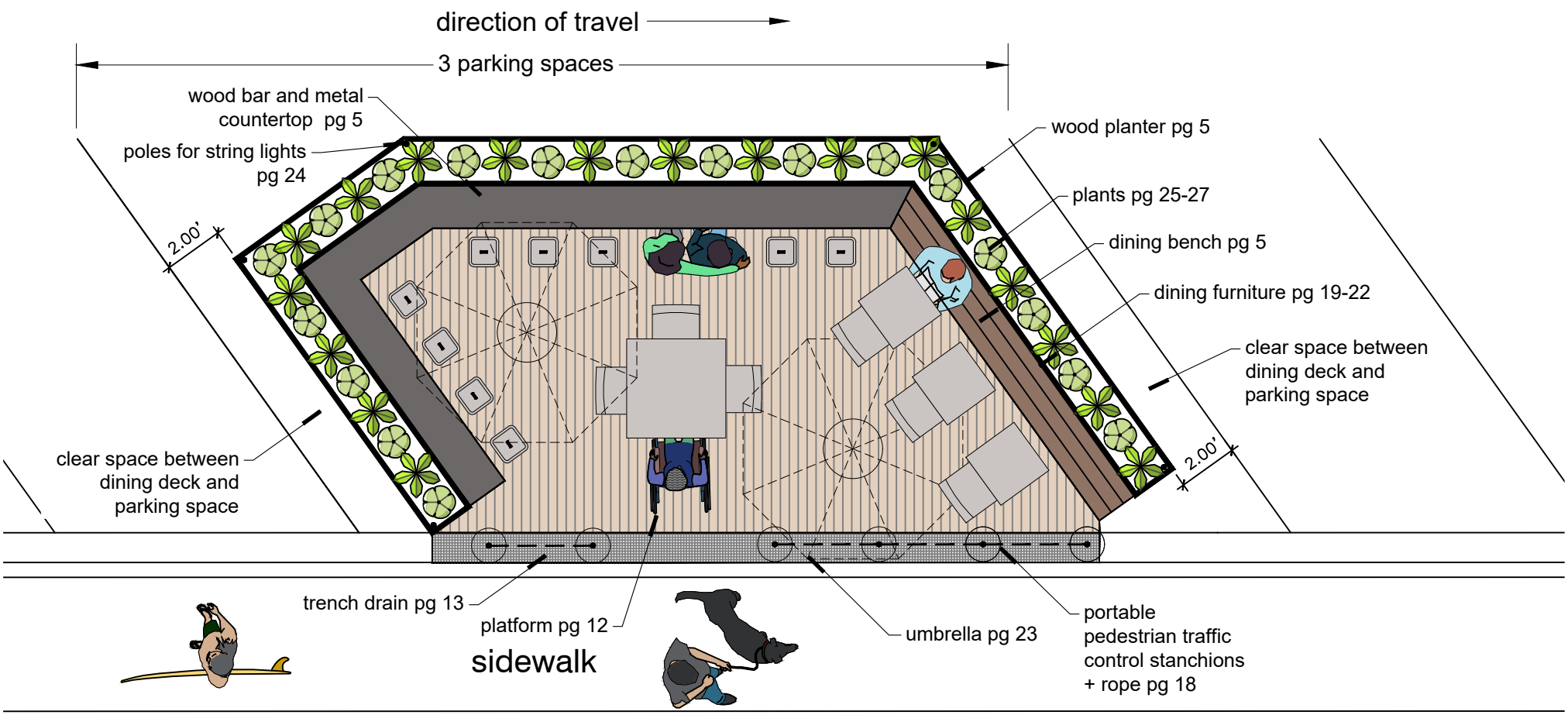


wood planter + bench

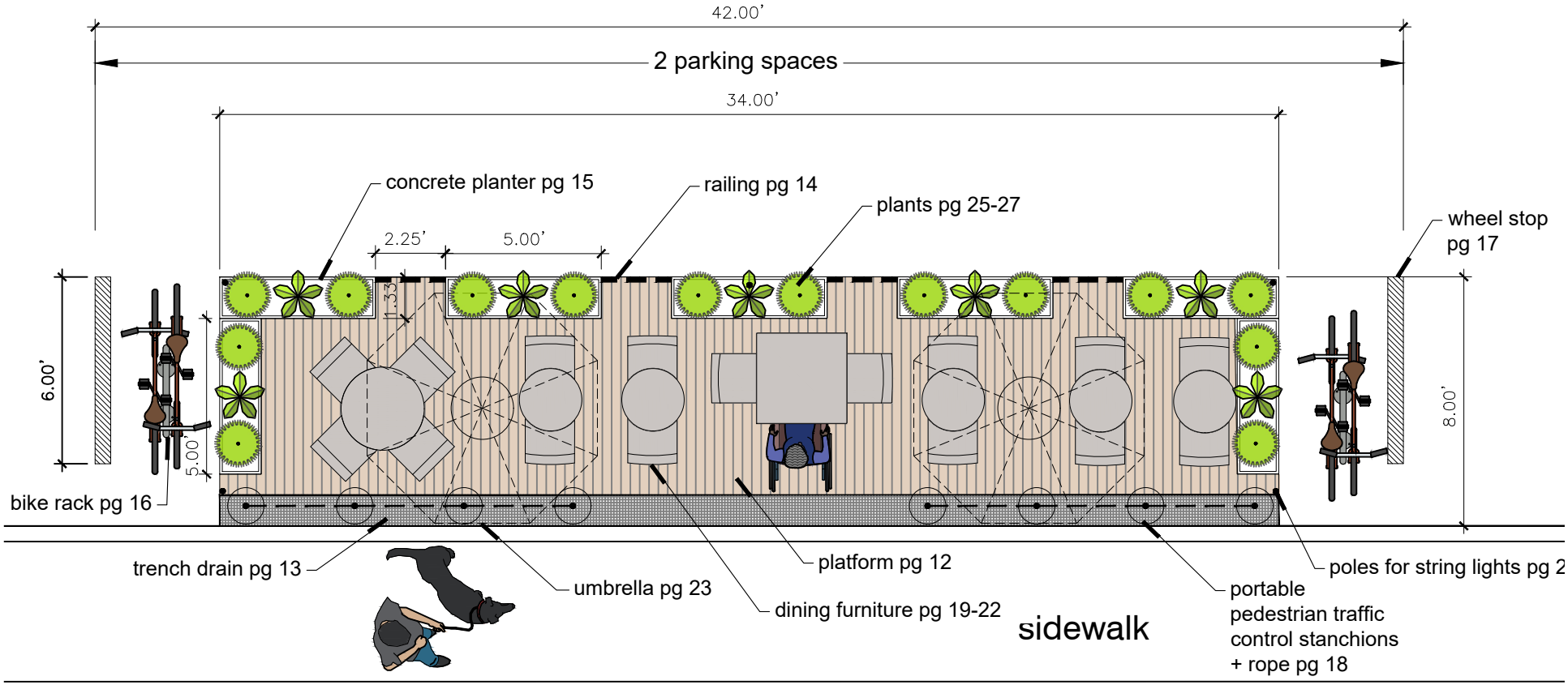
A4 Angled Parking Space - Concrete Planters and Railing (no bike parking) - Plan View



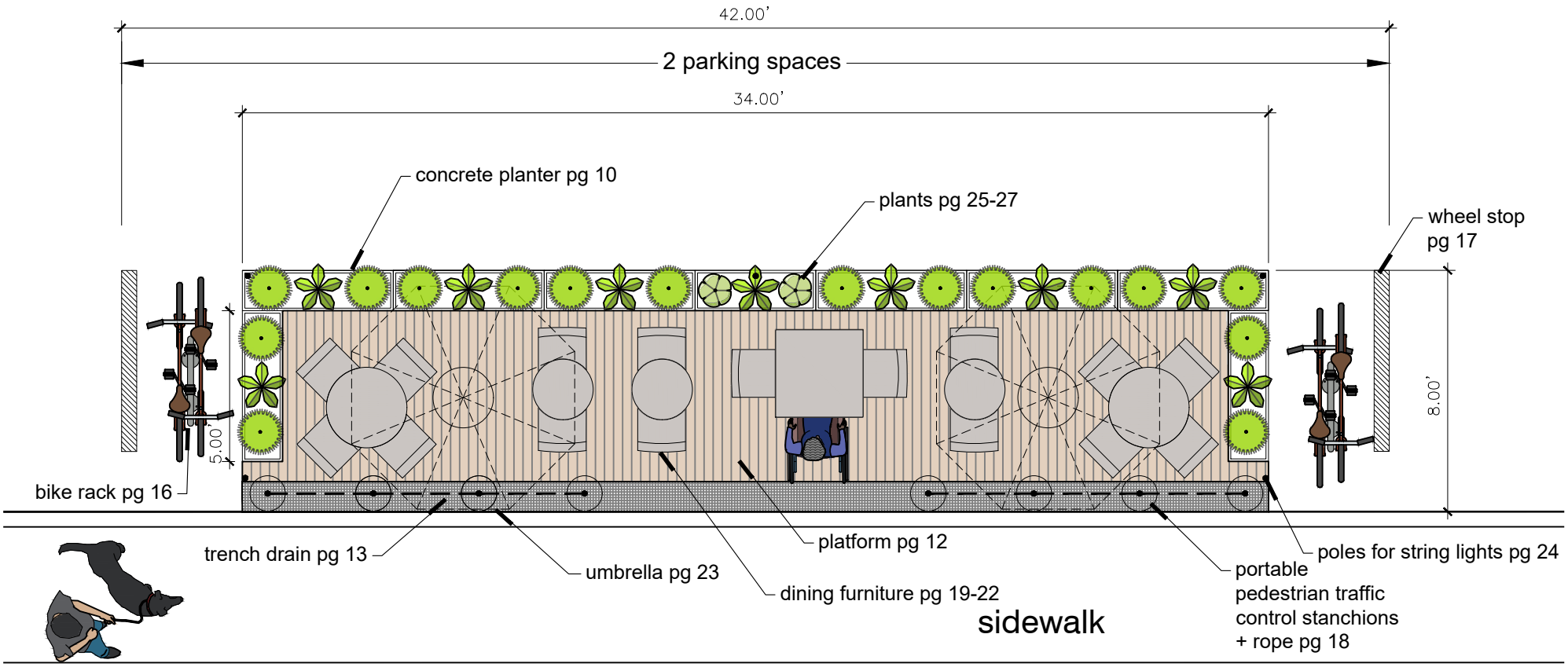
A5 Angled Parking Space - Wood Planter, Bench + Bar (no bike parking) - Plan View



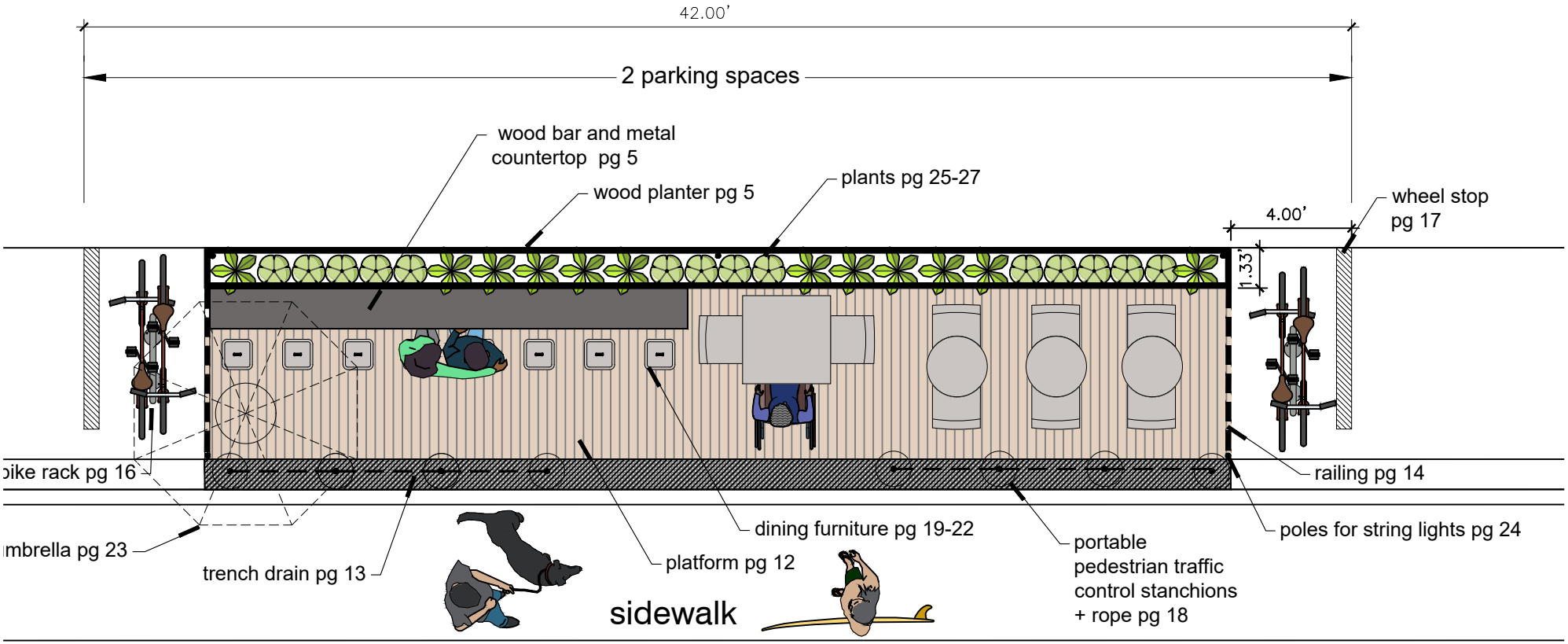
P1 Parallel Parking Space Planters and Railing - Plan View

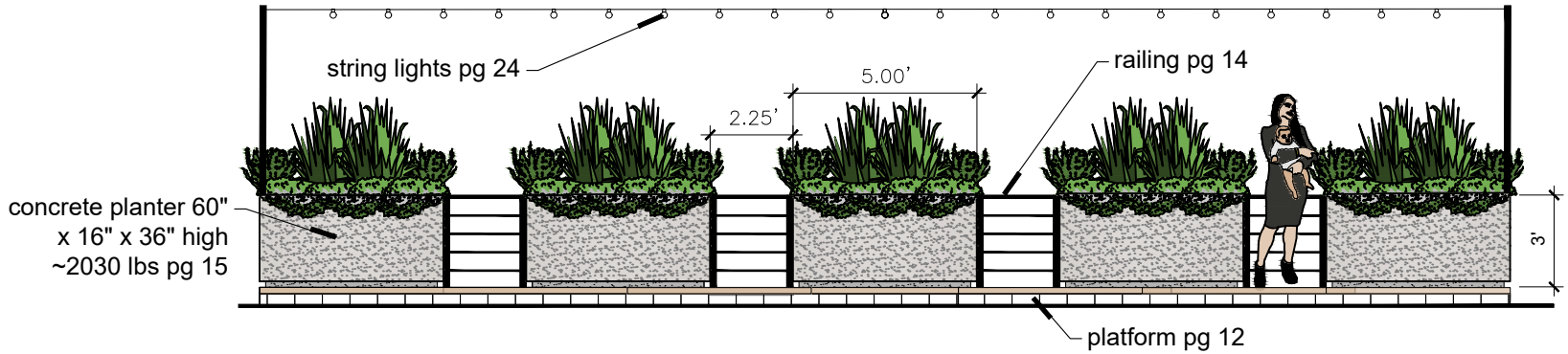


P2 Parallel Parking Space Planters (no railing) - Plan View

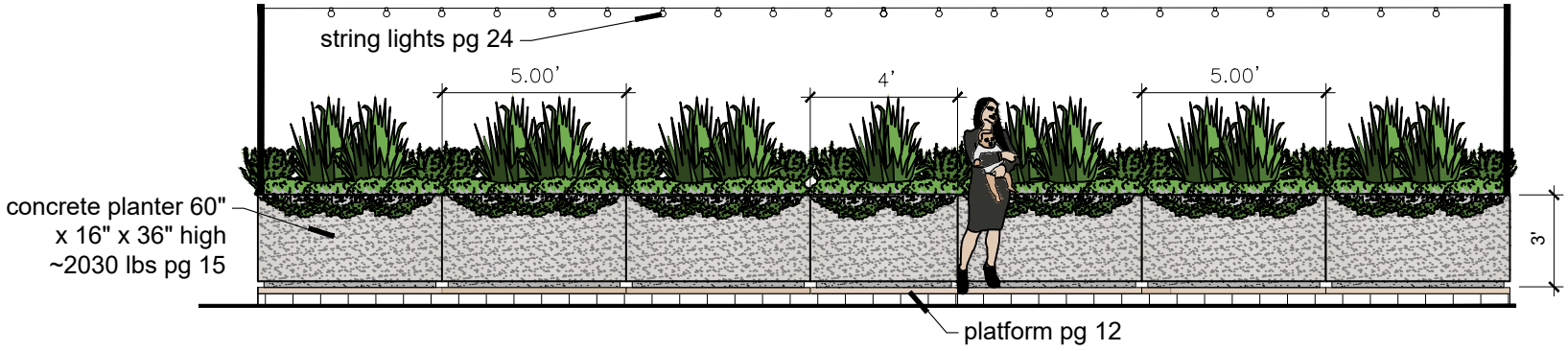


P3 Parallel Parking Space - Wood Planter + Bar - Plan View



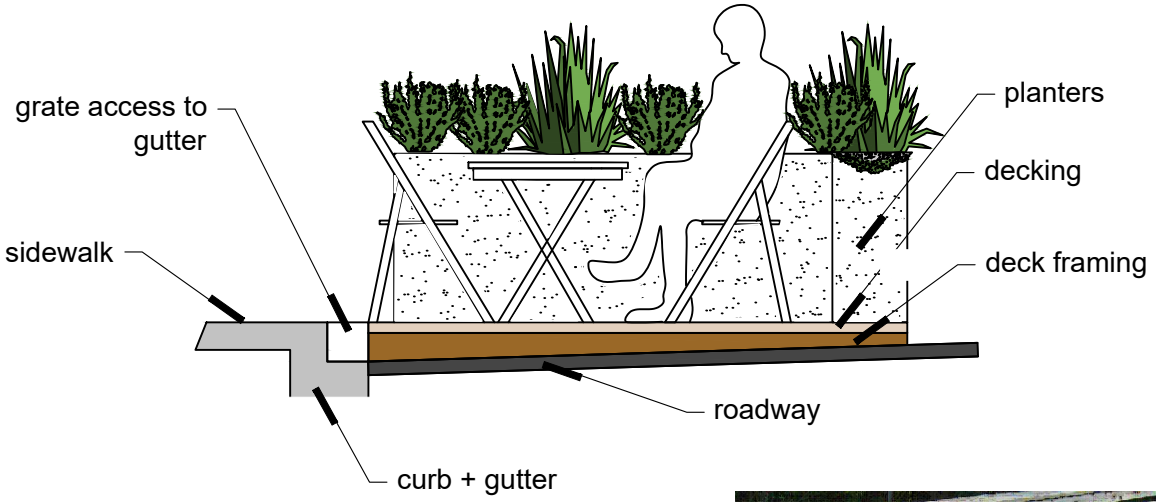


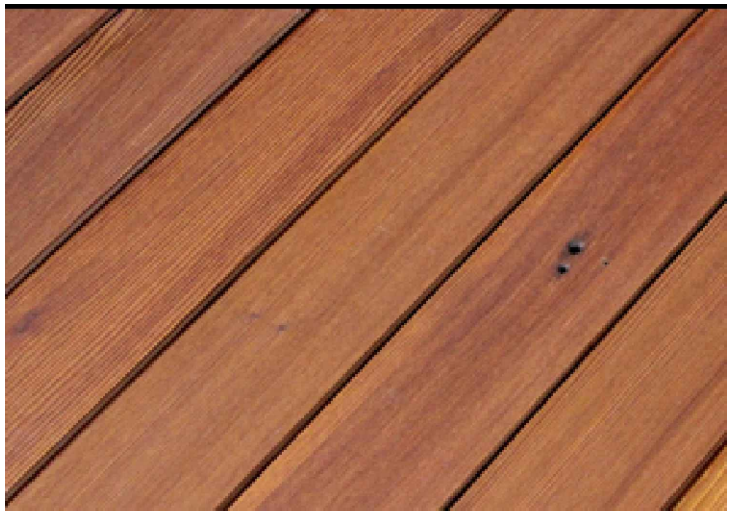
PLANTERS WITH RAILING - elevation



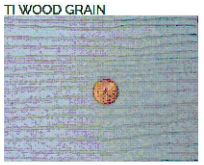
PLANTERS only (no railing) - elevation

Dining Deck Components - Platform - Wood framing with wood or composite wood decking

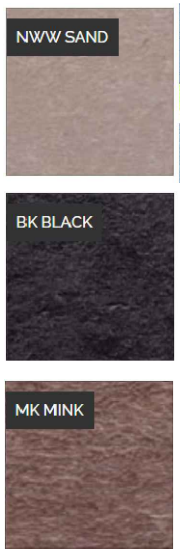




Natural wood decking: Redwood

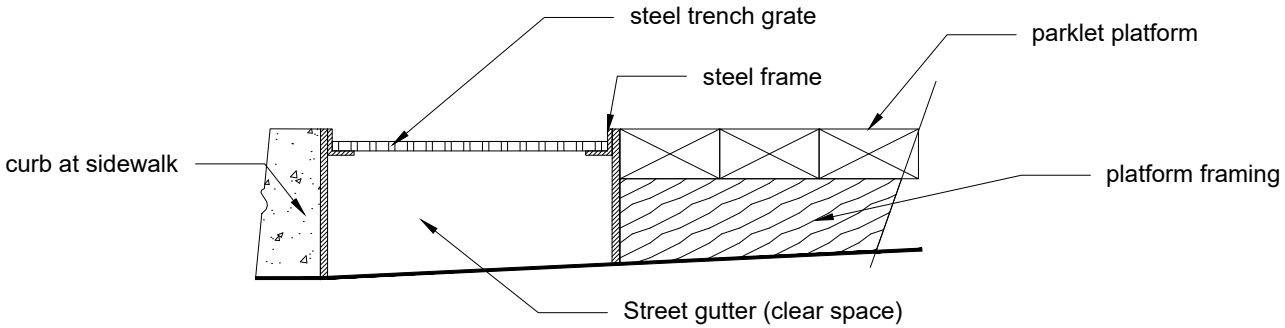


approved textures



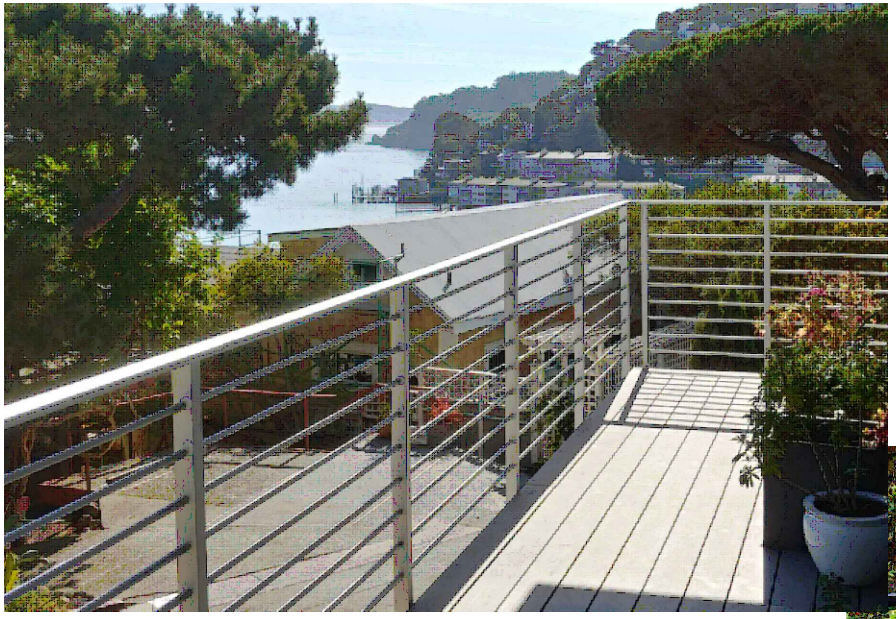
approved colors

Composite wood decking

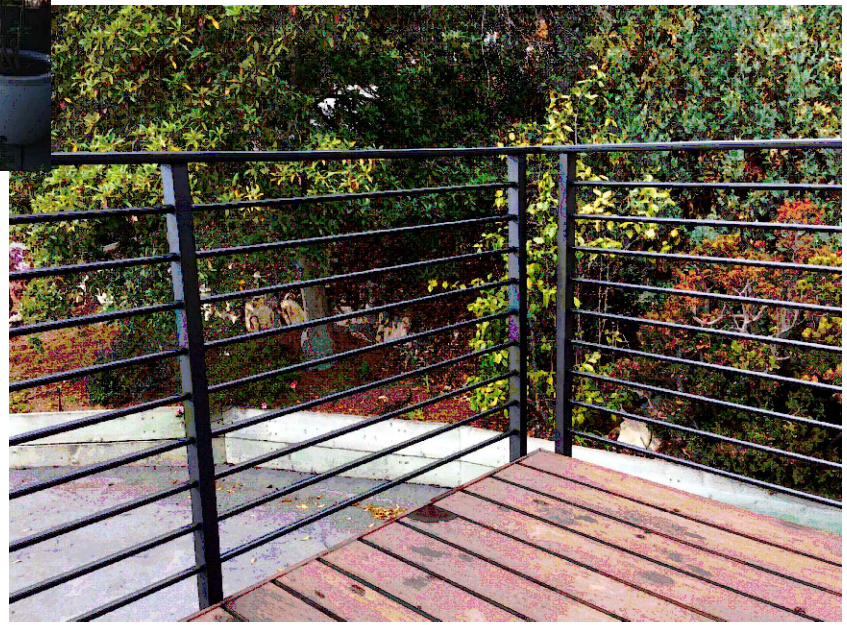


Trench Drain at curb and gutter to allow access to gutter

Perforated steel perimeter between platform and street to allow stormwater to flow from crown to gutter



Note:
Choose one railing color for a unified theme.



Custom fabricated metal railing with horizontal pickets
http://deck-rail.com/products/aluminum-round-picket/

Dining Deck Components - Concrete Planters

Approved colors and finishes. Choose one color for a unified theme.

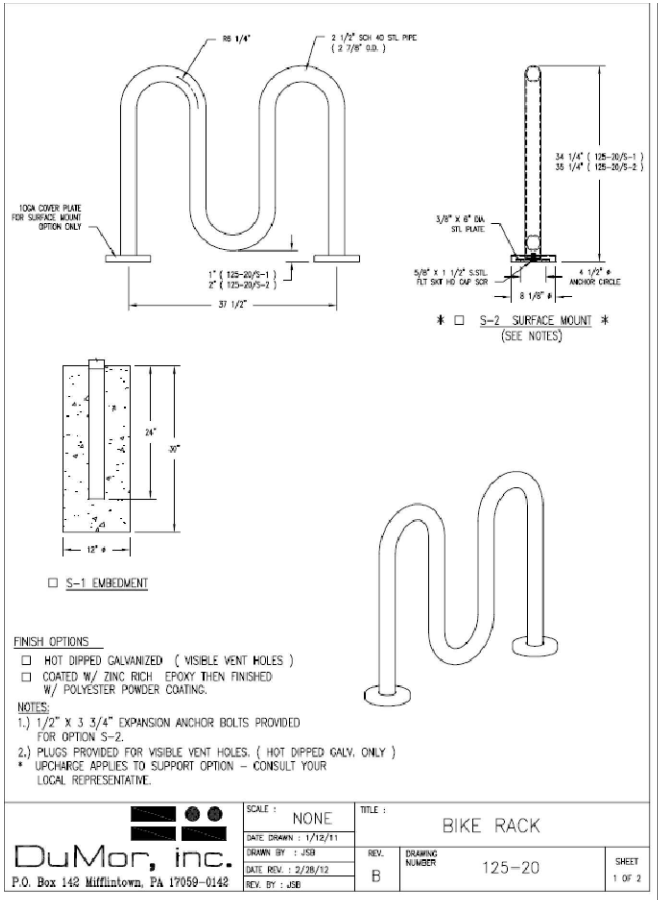
Sand Acid Wash

Charcoal Acid Wash

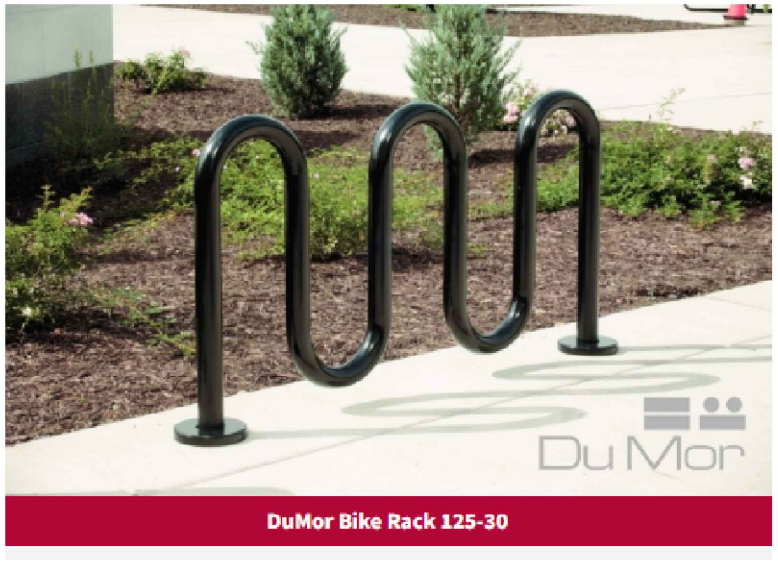
Buff Acid Wash

Concrete planter - rectangle: 16" wide x 48"-60" long x 36" high,1520- 2030 lbs with soil
round: 24" diameter x 36" high, 943 lbs with soil

https://www.markstaar.com/Concrete-Site-Amenities/Concrete-Planters/Concrete-Planter-TF4356.html



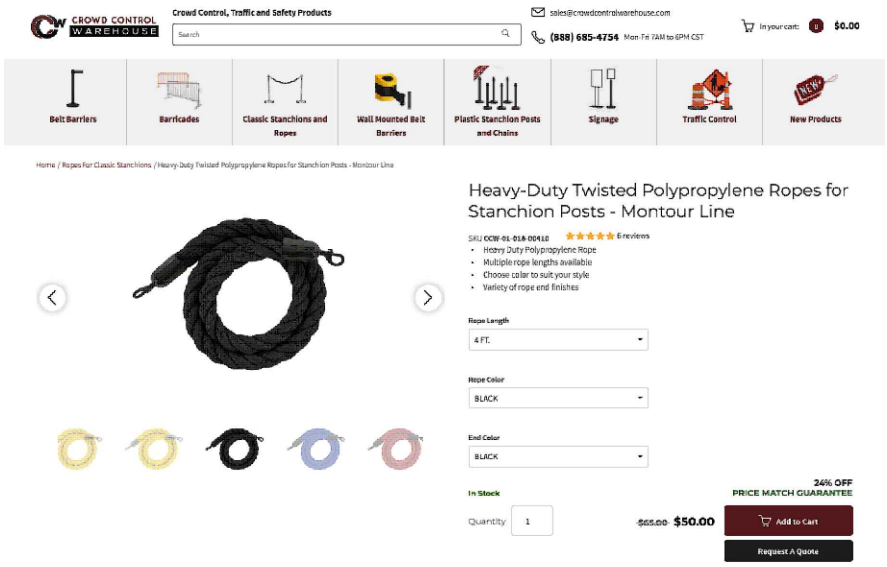
Bike Rack for three bikes - Dumor



Note: Two bike parking spaces are required for each parking stall used in parklet

Dining Deck Components - Wheel stop

4' and 6' long x 6" wide wheel stop
https://www.markstaar.com/parking-stops/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6 reviews
Heavy Duty Polypropylene Rope
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Choose color to suit your style
Variety of rope end finishes
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Rope Color
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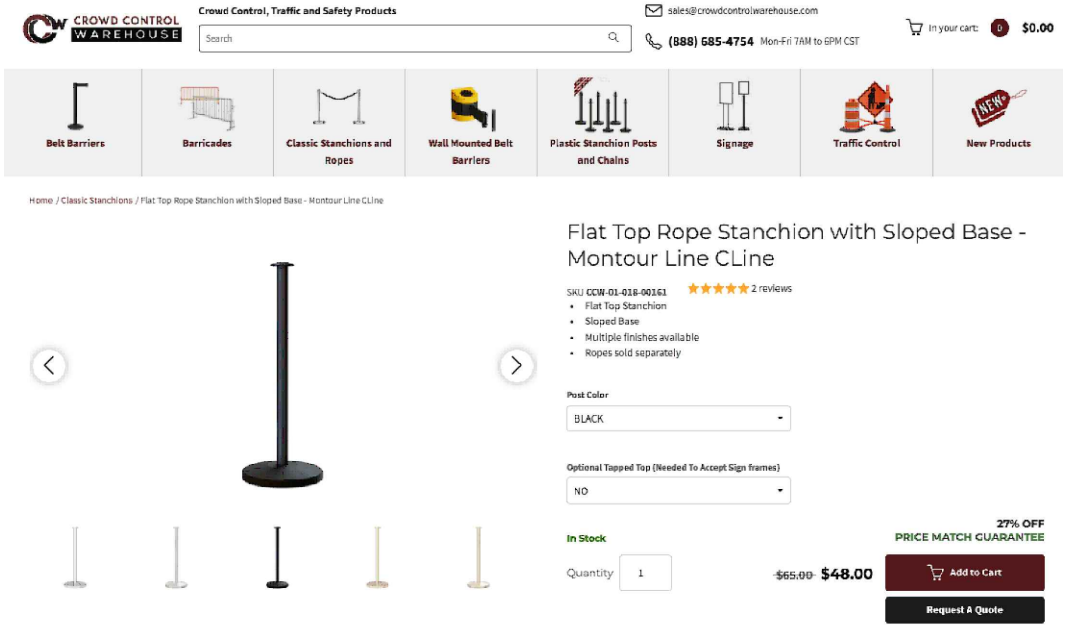
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Flat Top Rope Stanchion with Sloped Base - Montour Line CLine
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2 reviews
Flat Top Stanchion
Sloped Base
Multiple finishes available
Ropes sold separately
Post Color
BLACK
Optional Tapped Top (Needed To Accept Sign frames)
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In Stock
27% OFF
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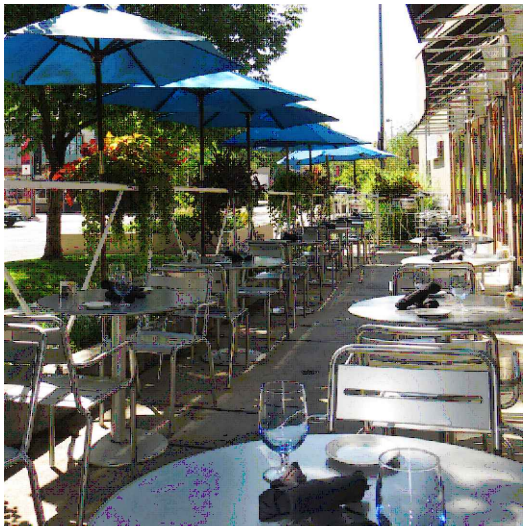
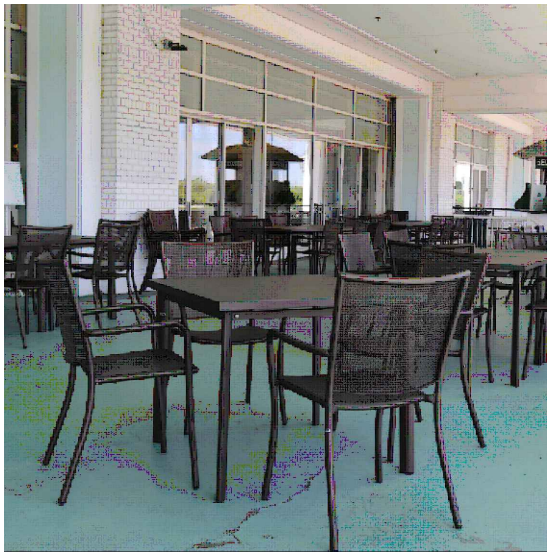
Dining Deck Furnishings - Dining Tables



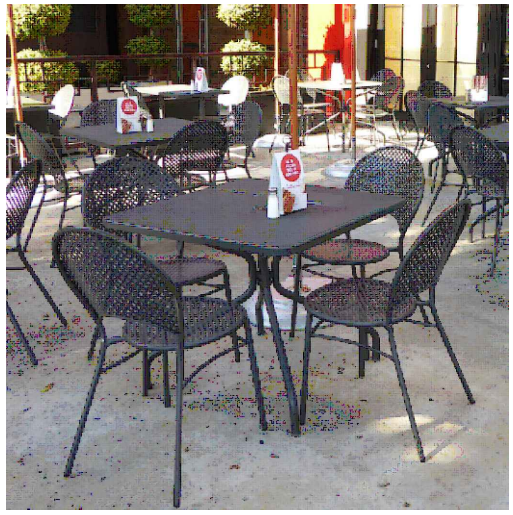
Note:
One ADA table required per dining deck

Emu Bistro Series: round and rectangular assorted sizes, includes bar height. https://emuamericas.com/products/tables/all_tables



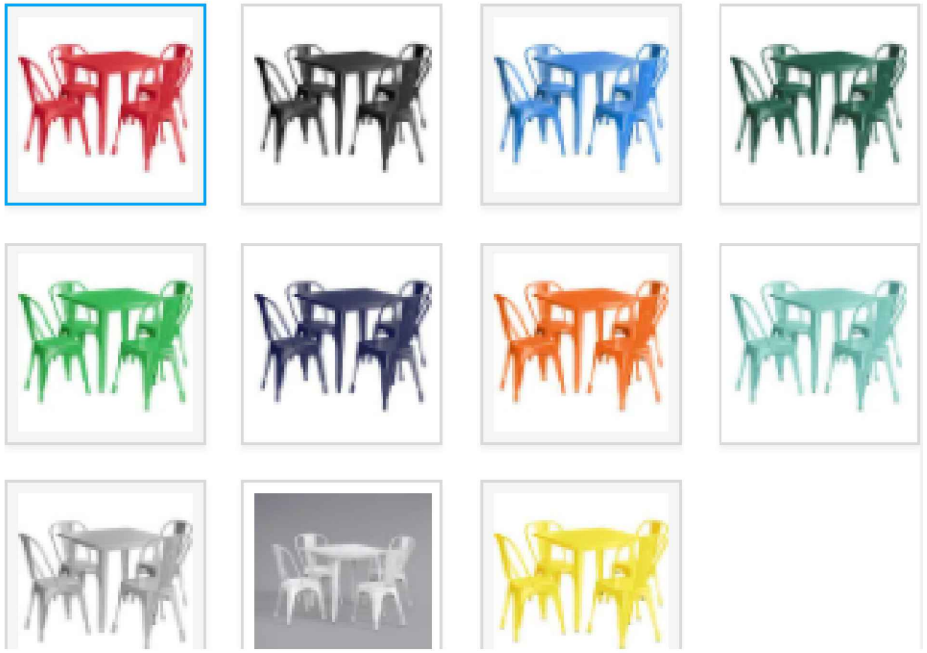
Emu Star Table Series: square and rectangular, assorted sizes, includes ADA https://emuamericas.com/products/tables/all_tables

Emu Star Chair https://emuamericas.com/products/side_chairs (also in bar height) https://emuamericas.com/products/barstools



Emu Rhonda Chair https://emuamericas.com/products/side_chairs (also in bar height) https://emuamericas.com/products/barstools

Note:
One ADA table required per dining deck, see pg 14 for ADA table



color options

Tolix style set: round and rectangular assorted sizes, also in bar height. www.webstaurantstore.com

Outdoor furniture

Seaside series

PRODUCT INFORMATION

PH201CGRTK+finish	armchair dimensions | h33 | w19.5 | sh17.5 | sd17.5 | armht24
PH202CGRTK+ finish	side chair dimensions | h33 | w16 | sh17.5 | sd17.5
PH201BGRTK+finish	arm barstool dimensions | h45 | w19.5 | sh29.5 | sd17.5 | armht36
PH202BGRTK+finish	side barstool dimensions | h45 | w15.5 | sh29.5 | sd17.5
frame finish	SG soft gray | BL black
materials	aluminum | powder coat | gray synthetic teak
feature	armchair and side chair stackable

16 | bfm seating.com

print or web page colors and overall dimensions are for reference only

Seaside tables

PRODUCT INFORMATION

PH+size+GRTK+finish	table top dimensions | 24 x 30 | 30 x 30 | 34 x 34 | 30 x 51
base options	alpha | bali | margate
PH4L+size+GR+finish	4-leg table dimensions | 31 x 31 |35 x 35 | 31 x 48 | 35 x 72 | dining height
PH4L+size+GR+finish+T	4-leg table dimensions | 31 x 48 | 35 x 72 bar height
frame finish	SG soft gray | BL black
materials	aluminum | powder coat | gray synthetic teak
features	ADA compliant sizes available | umbrella hole optional for 4-leg tables and margate base only | weighted umbrella base required, sold separately, see page 64 | 4-leg tables offer bolt-down capabilities

Attention: refracting sunlight from stemware or a concentrated heat source may cause damage to synthetic surface, voiding warranty.

bfm seating.com | 17

Outdoor furniture

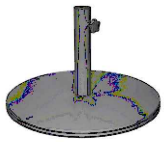
Synthetic teak and Aluminum frame: ectangular assorted sizes, also in bar height and ADA compliant. www.webstaurantstore.com

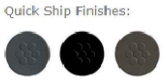
Dining Deck Furnishings - Umbrellas + Patio heaters

8.5' hexagon umbrella - Emu Shade #986
https://emuamericas.com/product/shade_986

6' square umbrella - Emu Shade #980
https://emuamericas.com/product/shade_980

Mushroom style commercial grade outdoor propane heater
https://www.bbqguys.com/fire-sense/commercial-series-46000-btu-propane-gas-patio-heater-with-electronic-ignition-stainless-steel-1775
https://www.bbqguys.com/fire-sense/commercial-series-46000-btu-propane-gas-patio-heater-with-electronic-ignition-stainless-steel-1775

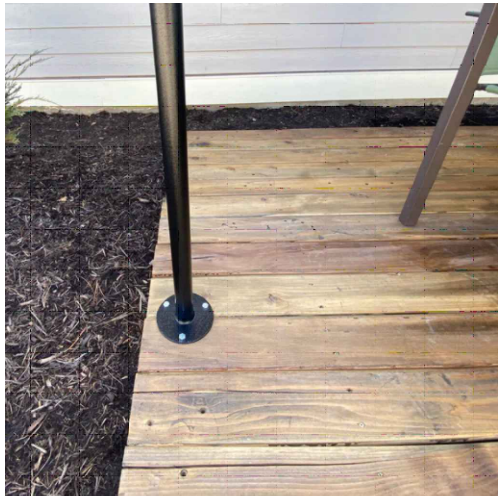




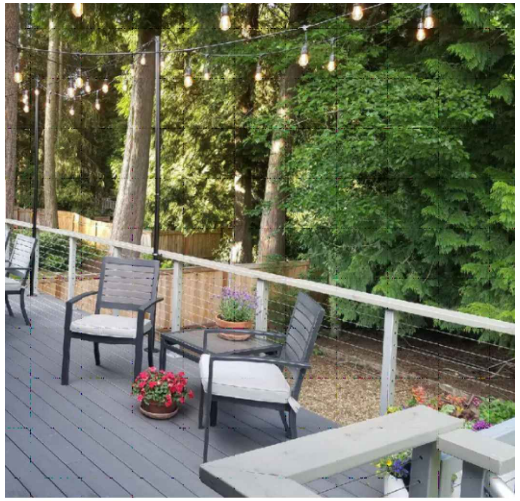
Stands - Emu shade base #925
https://emuamericas.com/product/shade_base_925

Note: Choose one color for umbrella for a unified theme.

Dining Deck Furnishings - String Lights



Deck mounted metal poles and LED string lights



https://iynstands.com/

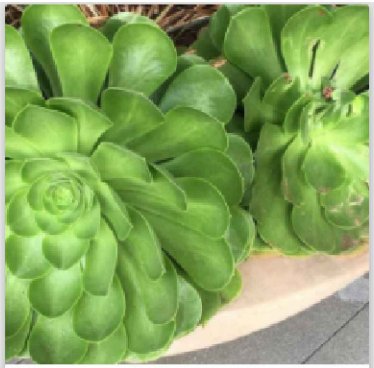
Dining Deck Suggested plants

BOTANICAL	COMMON	TYPE	HEIGHT	WIDTH	SUN	WATER
Achillea 'Anthea'	Anthea Yarrow	Ground cover, Perennial	2 ft.	2 ft.	Full, Half	Low, Extra in Summer
Achillea 'Firefly Peach Sky'	Firefly Peach SkyYarrow	Perennial	2-3 ft.	2-3 ft.	Full	Very Low, Low
Aeonium 'Mint Saucer'	Green Aeonium	Succulent	2-3 ft.	2-3 ft.	Full, Half, Shade	Low
Agastache 'Acapulco Orange'	Acapulco Orange Hummingbird Mint	Perennial	1.2-1.5 ft.	1.5 ft.	Full	Low, Medium
Aloe 'Blue Elf'	Blue Elf Aloe	Succulent	1-2 ft.	1-2 ft.	Full, Half	Very Low
Aloe 'Johnson's Hybrid'	Johnson's Aloe	Succulent	1.5 ft.	2-3 ft.	Full, Half	Very Low
Asparagus densiflorus 'Myers'	Myers Asparagus	Fern	1-2.5 ft.	2 ft	Full, Half, Shade	Low, Medium
Cordyline 'Festival Raspberry'	Festival Raspberry Cordyline	Shrub	3 ft.	3 ft.	Full, Half	Low, Medium
Correa pulchella 'Pink Eyre'	Pink Australian Fuchsia	Shrub	2-3 ft.	2-3 ft.	Full	Low
Dianella tasmanica 'Destiny'	Destiny Dianella	Perennial	1-2 ft.	2 ft.	Full, Half	Low, Medium, Extra in Summer
Dichondra argentea 'Silver Falls	Silver Falls Dichondra	Ground cover	Under 1'	6-12'	Half, Shade	Medium, Extra in Summer
Lomandra longifolia 'Breeze'	Dwarf Mat Rush	Grass	1-3'	1-3'	Full, Half	Low
Lomandra 'Platinum Beauty'	Platinum Beauty™ Lomandra	Grass	1-3'	1-3'	Full, Half	Low
Loropetalum Jazz Hands 'Dwarf Pink'	Jazz Hands Dwarf Pink Fringe Flower	Shrub	1-3'	1-3'	Half, Shade	Medium
Pittosporum tobira 'Shima'	Shima Dwarf Mock Orange	Shrub	1-3'	1-3'	Full, Half	Medium, Extra in Summer
Salvia microphylla 'San Carlos Festival'	Mexican Mint Sage, Cherry Sage	Shrub, Perennial	1-3', 3-6'	1-3', 3-6'	Full, Half	Very Low, Low, Extra in Summer
Salvia x 'Amistad'	Friendship Sage	Shrub	3-5 ft.	4-6 ft.	Full	Low
Senecio serpens	Dwarf Senecio	Ground cover, Succulent	1.5 ft.	2 ft.	Full, Half	Low

Dining Deck Suggested plants - photos

Achillea 'Anthea'
Anthea Yarrow
ACH ANT

Achillea 'Firefly Peach Sky'
Firefly Peach SkyYarrow
ACH PEA



Aeonium 'Mint Saucer'
Green Aeonium
AEO MIN

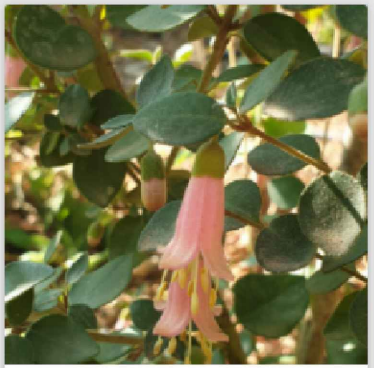
Agastache 'Acapulco Orange'
Acapulco Orange Hummingbird Mint
AGA ACA

Aloe 'Blue Elf'
Blue Elf Aloe
ALO ARB

Aloe 'Johnson's Hybrid'
Johnson's Aloe
ALO JOH

Asparagus densiflorus 'Myers'
Myers Asparagus
ASP DEN

Cordyline 'Festival Raspberry'
Festival Raspberry Cordyline
COR FER



Correa pulchella 'Pink Eyre'
Pink Australian Fuchsia
COR PIE

Dianella tasmanica 'Destiny'
Destiny Dianella
DIA DES

Dining Deck Suggested plants - photos

Dichondra argentea 'Silver Falls
Silver Falls Dichondra
DIC SIL

Lomandra longifolia 'Breeze'
Dwarf Mat Rush
LOM BRE

Lomandra 'Platinum Beauty'
Platinum Beauty™ Lomandra
LOM PLA

Loropetalum Jazz Hands 'Dwarf Pink'
Jazz Hands Dwarf Pink Fringe Flower
LOR JHA

Pittosporum tobira 'Shima'
Shima Dwarf Mock Orange
PIT TOB

Salvia microphylla 'San Carlos Festival'
Mexican Mint Sage, Cherry Sage
SAL MIC

Salvia x 'Amistad'
Friendship Sage
SAL AMI

Senecio serpens
Dwarf Senecio
SEN SER

Capitola Planning Commission

Agenda Report

Meeting: July 21, 2022

From: Community Development

Address: **201 Monterey Avenue #C**

Permit Number: #22-0125

APN: 035-185-06
Conditional Use Permit Amendment and Design Permit to allow beer and wine sales, sidewalk dining, and outdoor dining to an existing restaurant (Castagnola Deli & Cafe) located in the MU-V (Mixed Use Village) zoning district.
This project is in the Coastal Zone and requires a Coastal Development Permit.

Environmental Determination: Categorical Exemption 15301

Property Owner: Atlantis Properties

Representative: Daniel Castagnola Filed: 3.21.22

Applicant Proposal
The applicant submitted a request for an amendment to an existing Conditional Use Permit (CUP) #07-048 to allow beer and wine sales and outdoor dining within the private property on the side of the building. The applicant is also requesting a Design Permit to add sidewalk dining within the public right-of-way. Castagnola Deli & Cafe is located within the Mixed-Use Village (MU-V) zoning district at 201 Monterey Avenue #C. The proposed use is consistent with the General Plan, and Zoning Ordinance with the amendment of the Conditional Use Permit and recommended conditions.

Background
On September 6, 2007, the Planning Commission approved CUP #07-018 for a take-out deli to expand an existing deli into the adjacent tenant space within the building. The combination of these two units is now what comprises Castagnola Deli & Café. The final local action notice included seven conditions of approval that remain effective and are included for reference as Attachment 1 (Existing Conditions of Approval).

The applicant received a Covid-19 Temporary Use Agreement approval by city staff to use a portion of the public sidewalk along the frontage and the private property on the side patio as a Covid-19 relief measure. The agreement will expire on September 15, 2022. The current proposal is to permanently incorporate the two outdoor dining spaces for use by the business and add beer and wine service.

Discussion
The application requires a design permit and coastal development permit for the sidewalk dining and an amendment to the existing CUP for the onsite outdoor dining and sale of beer and wine.

<u>Sidewalk Dining</u>
A portion of the outdoor dining is located within the public sidewalk and is subject to the recently adopted and certified Outdoor Dining Ordinance 1050. Within the Outdoor Dining Ordinance, the

restaurant is subject to a Design Permit and Coastal Development Permit by the Planning Commission and compliance with the following development standards:

1. Location. Sidewalk dining may be permitted on Monterey Avenue, Capitola Avenue, and the Wharf. Sidewalk dining is allowed on the sidewalk directly adjacent to the eating establishment street frontage.
2. Sidewalk Width. Minimum 5 feet clearance within the sidewalk.
3. Dining Infrastructure. Sidewalk dining areas shall be limited to the placement of tables and chairs. In addition, design elements required for ABC permit compliance for separation may be included in the design but shall not exceed 36-inches in heigh.
4. Materials. The sidewalk dining deck area shall include high-quality, durable materials that are compatible with surrounding development and can withstand inclement weather.
5. Signs, one business identification sign and one menu sign each not greater than two square feet are permitted.
6. Utilities. All outdoor dining shall not interfere with utility boxes, water hydrants, storm drains, and all other related facilities.
7. Trash and Maintenance. Sidewalk Dining shall be maintained in a clean and safe condition as determined by the City, including as follows:
    a. All trash shall be picked up and properly disposed of.
    b. All flower boxes and planters shall contain live, healthy vegetation.
    c. All tables, chairs, equipment, and structures must be kept clean and operational.
8. Sound. Music and amplified sound are not allowed in an outdoor dining area.
9. Hours of Operation. Outdoor dining may occur between 7 a.m. and 10 p.m. seven days a week. The City may allow extended hours for street dining decks for special events and holidays.
10. Open for Use. The sidewalk dining must be open for use a minimum of five days per week, except in cases of inclement weather. Open for use means that the eating or drinking establishment must allow customers to use the outdoor dining areas when the establishment is open.
11. Good Standing. The applicant must be in good standing with no violations by the City or any other regulator or permitting agency over the past 24 months.

As conditioned, the proposed application complies with all the standards listed above. The applicant would like to retain the same furniture and configuration they utilized during the Covid-19 temporary permit. The sidewalk dining is proposed directly in front of the restaurant. The furniture includes three wrought iron tables, turquoise umbrellas, and eight wrought iron chairs. The wrought iron furniture is high-quality material that can withstand inclement weather. The applicant intends to replace the existing umbrellas with this permit. The new umbrellas will be high quality, include a UV rated material, and not include any logos or advertising per condition of approval #16. The layout complies with the required minimum sidewalk width of five feet but leaves no room for additional design infrastructure such as planters or stanchions and ropes between the tables and the sidewalk. Additionally, the table nearest the northern entry door can only accommodate two chairs parallel to the sidewalk in order to maintain proper clearance. No business signage is proposed in conjunction with the permit. Conditions of approval are included to ensure the requirements for utilities, trash and maintenance, sound, hours of operation, and quality materials are followed.

Amended Conditional Use Permit

The active CUP #07-018 for 201 Monterey Avenue Unit C combined two tenant spaces into the now existing 550 square foot Castagnola Deli & Café. Additionally, there were seven conditions of approval as follows:

1. The project approval consists of a Conditional Use Permit for a take- out deli to be located at 201- D Monterey Avenue.
2. There shall be no more than six seats provided.
3. No outdoor seating is permitted.
4. Any significant modifications to the size or exterior appearance of the structure must be approved by the Planning Commission. Similarly, any significant change to the use itself, or the site, must be approved by the Planning Commission.
5. The application shall be reviewed by the Planning Commission upon evidence of non-compliance with conditions of approval or applicable municipal code provisions.
6. Business hours will be limited to 7: 30AM — 8:30PM.
7. The applicant shall obtain a business license prior to operating the business.

Business hours are limited to 7:30 AM to 8:30 PM within the active CUP. The new outdoor dining ordinance allows outdoor dining in the village from 7 am to 10 pm. To create consistency throughout the village, staff modified the existing condition to align with the allowed hours for outdoor dining.

The prior zoning code allowed take-out restaurants with the provision that the use be limited to six seats. This allowed a limited scope of service for restaurants to establish and operate without providing additional parking. The current zoning code does not include a six-seat limit. Rather, take-out food and beverage establishments are permitted to have food and beverages that may be consumed on the premises, taken out, or delivered, but limits the area open to customers can be no more than 160 square feet. The interior customer space is approximately 220 square feet and legal nonconforming. The limitation for six interior seats still applies to the property.

The applicant is requesting an amendment to the active CUP to allow onsite outdoor dining and onsite sale of beer and wine. For the onsite outdoor dining, the applicant is proposing to utilize the patio space on the north side of the building. This space is 88 square feet and can accommodate four tables. The space is currently landscaped with planters and potted plants.

Regarding parking, Section 17.76.020.C.1.B, allows an eating and drinking establishment to expand up to 20 percent of the existing floor area to allow new outdoor dining areas without providing additional parking. The current tenant space is 550 square feet. The applicant is proposing to add 88 square feet (less than 20 percent) of outdoor dining for the private patio. The limitation of a maximum of six seats inside the restaurant remains. In addition, the state waived outdoor dining parking requirements under AB 61, through July 1, 2024 when the law sunsets. AB 61 also requires local adoption of an outdoor dining ordinance to reduce or eliminate parking requirements for outdoor dining. Capitola has adopted a local ordinance that allows street dining decks and sidewalk dining in the public right of way for qualifying properties and does not require additional parking for these installations.

Conditional Use Permit

The applicant's other request is for approval of an amendment to CUP #07-048 to allow beer and wine sales. The applicant has filed for a type 41 license with California Department of Alcohol and Beverage Control (ABC). ABC has provided conditions of approval that are incorporated in the recommended conditions below.

Pursuant to 17.124.060, when evaluating a CUP, the Planning Commission must consider the following characteristics of the proposed use:

A. Operating characteristics (hours of operation, traffic generation, lighting, noise, odor, dust, and other external impacts).
B. Availability of adequate public services and infrastructure.
C. Potential impacts to the natural environment.
D. Physical suitability of the subject site for the proposed use in terms of design, location, operating characteristics, shape, size, topography.

In review of the applicant's proposal, Planning staff consulted with the Police Department and found that no calls to Police have been made by or to Castagnola Deli & Cafe and there is no major code violation history. Planning staff also contacted representatives from ABC and inquired about delineation requirements for boundaries of the proposed consumption areas. The response was that ABC now defers the design specifics of delineation to local authorities but would require delineation of the consumption area at the sidewalk. With this application, the area of proposed sidewalk dining is only wide enough for the proposed two-foot-wide tables and the required five feet wide sidewalk. There is no space to add separation planters or stanchions and rope. Planning staff shared photos of the sidewalk dining area with ABC and they agreed that the space was not large enough to be delineated and properly controlled. Further, restaurants in Capitola which serve alcohol adjacent to a public sidewalk have a well-defined space for consumption, such as Cork and Fork and Britannia Arms. To maintain delineation, staff added the following conditions of approval to not allow alcohol consumption within the sidewalk dining.

8. Beer and wine consumption shall be limited to inside the restaurant and the patio area. No beer and wine consumption shall be allowed within the sidewalk dining.

9. Signage shall be maintained at the entry/exit to the restaurant and patio stating that "consumption of alcohol prohibited in sidewalk dining".

Pursuant to 17.124.070, the Planning Commission must make the following findings for approval for a CUP:

A. The proposed use is allowed in the applicable zoning district.
B. The proposed use is consistent with the general plan, local coastal program, zoning code, and any applicable specific plan or area plan adopted by the city council.
C. The location, size, design, and operating characteristics of the proposed use will be compatible with the existing and planned land uses in the vicinity of the property.
D. The proposed use will not be detrimental to the public health, safety, and welfare.
E. The proposed use is properly located within the city and adequately served by existing or planned services and infrastructure.

As conditioned, the findings for approval of the amended CUP can be made for the application.

CEQA
The project is categorically exempt under Section 15301 of the California Environmental Quality Act and is not subject to Section 753.5 of Title 14 of the California Code of Regulations. The proposed project involves minor changes to operations and amending a conditional use permit to an existing mixed-use space. No adverse environmental impacts were discovered during project review by either Planning Department Staff or the Planning Commission.

Recommendation
Staff recommends the Planning Commission approve the Coastal Development Permit, Design Permit, and the amendment to the Conditional Use Permit based on the following amended

Conditions of Approval and updated Findings. Staff recommends not permitting the sidewalk dining area for beer and wine consumption due to the limited sidewalk clearance and ability to create clear delineation to manage the space.

Attachments

1. Existing CUP conditions of approval
2. Site Plan
3. ABC draft conditional license

Amended Conditions of Approval from Permit #07-018

1. ~~The project approval consists of a Conditional Use Permit for a take-out deli to be located at 201 D Monterey Avenue.~~ The project approval consists of a Coastal Development Permit and Design permit for sidewalk dining and an amendment to a Conditional Use Permit for the sale of wine and beer and outdoor dining in the side patio dining. The original CUP application #07-048 was approved on September 6, 2007, by the Planning Commission. The amendment to the CUP application #22-0125 was approved by Planning Commission on July 21, 2022.

2. There shall be no more than six seats provided inside the restaurant.

3. ~~No outdoor seating is permitted~~. Outdoor dining is permitted in an eight foot by 11 foot space in the side patio located within 201 Monterey Avenue; and three, two foot by two foot bistro tables immediately adjacent to the building within the public sidewalk. The tables, chairs, and umbrellas shall not interfere with a required five-foot sidewalk clearance. The table nearest the north entrance shall be limited to two opposing chairs parallel to the sidewalk.

4. Any significant modifications to the size and appearance of the structure must be approved by the Planning Commission. Similarly, any significant change to the use itself, or site, must be approved by the Planning Commission.

5. The application shall be reviewed by the Planning Commission upon evidence of non-compliance with conditions of approval or applicable municipal code provisions.

6. ~~Business hours will be limited to 7:30AM – 8:30PM.~~ Outdoor dining may occur between 7 a.m. and 10 p.m. seven days a week.

7. The applicant shall ~~obtain~~ maintain a current business license ~~prior~~ to operate the business.

Additional Conditions of Approval for Conditional Use Permit

8. Beer and wine consumption shall be limited to inside the restaurant and the patio area. No beer and wine consumption shall be allowed within the sidewalk dining.

9. Signage shall be maintained at the entry/exit to the restaurant and patio stating that “consumption of alcohol prohibited in sidewalk dining”.

10. No new lighting or signs are approved with this permit.

11. Amplified sound is prohibited outside the building.

Sidewalk Dining Conditions of Approval

12. The Covid-19 temporary use permit for outdoor dining expires on September 15, 2022. To utilize the sidewalk dining after September 15, 2022, the applicant shall complete a revocable encroachment agreement, in a form provided by the Public Works Department, for all approved privately installed improvements within the street right-of-way.

13. Prior to use beyond September 15, 2022, 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.

14. The sidewalk dining shall comply with all applicable requirements of Capitola Municipal Code Section 17.96, the Zoning Code, the revocable encroachment permit, and all other applicable laws, administrative policies, rules, and regulations.

15. The outdoor dining shall be consistent with the Local Coastal Program and not adversely impact coastal resources, coastal access, and coastal views.

16. Materials and Furniture. The sidewalk dining must utilize high-quality, durable materials that are compatible with surrounding development and can withstand inclement weather. The application included black wrought iron tables and chairs, as well as two commercial grade umbrellas. The tables, chairs, and umbrellas approved within this permit must be well maintained. Any visible signs of weathering (fading, rust, holes, etc.) shall be addressed immediately through replacement or maintenance. Faded umbrellas shall be replaced with a UV rated fabric and not include logos, labels, or advertising. Upon Planning Commission approval, the property owner will order new umbrellas to replace the existing faded umbrellas.

17. CDP Recertification Requirement. All CDPs issued for outdoor dining permits shall require recertification by the City Council no later than three years after the CDP is issued, and every five years thereafter. Recertification shall require a public hearing before the City Council. City staff will initiate the recertification process by providing notice to the applicant of the hearing date, at least thirty (30) days in advance of the public hearing. For a CDP to be recertified, the City Council must find that the subject project is operating in compliance with the findings and conditions of the CDP and in compliance with the LCP. The City Council may recertify, modify, or revoke the CDP.

18. Signs. No new business signs are included in the application.

19. Stormwater Drainage. The sidewalk dining must allow for adequate stormwater drainage. Sidewalk dining areas shall not block the drainage flow along the gutter line. Sidewalk dining shall not block access into any drain inlet or other drainage/stormwater facility.

20. Utilities. The sidewalk dining shall not interfere with utility boxes, water hydrants, storm drains, and all other related facilities.

21. Trash and Maintenance. The outdoor dining shall be maintained in a clean and safe condition as determined by the City, including as follows:
    a. All trash shall be picked up and properly disposed of.

b. All flower boxes and planters shall contain live, healthy vegetation.
c. All tables, chairs, equipment, and structures must be kept clean and operational

22. Sound. Music and amplified sound are not allowed in an outdoor dining area.

23. Hours of Operation. Outdoor dining may occur between 7 a.m. and 10 p.m. seven days a week.

24. Open for Use. All outdoor dining in the public right-of-way must be open for use a minimum of five days per week, except in cases of inclement weather. "Open for use" means that the eating or drinking establishment must have tables ready for customers to use the outdoor dining area when the establishment is open for business.

25. All street dining facilities may be subject to inspection by the City on an annual basis or as needed to ensure compliance with this section, conditions of approval, and administrative procedures.

Conditional Use Permit Findings

A. The proposed use is allowed in the applicable zoning district.
Beer and wine sales are permitted through a conditional use permit in the MU-V zoning district.

B. The proposed use is consistent with the general plan, local coastal program, zoning code, and any applicable specific plan or area plan adopted by the city council.
The restaurant space with beer and wine sales, as conditioned, is consistent with the Zoning Ordinance, General Plan, and Local Coastal Plan.

C. The location, size, design, and operating characteristics of the proposed use will be compatible with the existing and planned land uses in the vicinity of the property.
Castagnola deli & cafe is compatible and appropriately located within the blend of land uses in the Capitola Village.

D. The proposed use will not be detrimental to the public health, safety, and welfare.
Sales of beer & wine offered by Castagnola deli & cafe until 8:30pm will not be detrimental to the public health, safety, and welfare. Similar services are currently operating in the Capitola Village.

E. The proposed use is properly located within the city and adequately served by existing or planned services and infrastructure.
Castagnola deli & cafe is properly located within the Capitola Village area and has been a business operating in good standing. The property is adequately served by services and infrastructure.

F. 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 of the CEQA Guidelines exempts the operation, repair, maintenance, permitting, leasing, licensing, or minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of use beyond that existing at the time of the lead agency's determination. This

project involves no new permanent physical improvements and does not require a Building permit. The permit will involve a minor change in operations and utilization of existing spaces. No adverse environmental impacts were discovered during review of the proposed project.

Design Permit Findings

A. The sidewalk dining area or street dining deck complies with all applicable requirements of this section, the Zoning Code, and all other applicable laws, administrative policies, rules, and regulations.

The proposed sidewalk dining area formalizes what the owner was allowed under the Covid-19 Temporary Use Agreement. The proposal complies with the zoning code and the owner is pursuing a license with ABC.

B. If located in the coastal zone, the sidewalk dining area or street dining deck is consistent with the Local Coastal Program and will not adversely impact coastal resources, coastal access, and coastal views.

The proposed sidewalk dining is required to maintain a five foot clearance for all associated furniture, tables, chairs, and umbrellas.

C. The design of the sidewalk dining area or street dining deck supports a safe, inviting, and lively public realm consistent with the purpose of the MU-V zoning district as provided in Section 17.20.040 (Purpose of the Mixed Use Zoning Districts).

The sidewalk dining area will allow the owner to expand the business under newer code sections that allow limited outdoor dining options without requiring parking upgrades. As conditioned, the sidewalk dining will not be permitted for beer and wine consumption.

D. The sidewalk dining area or street dining deck materials include high-quality, durable materials that are compatible with surrounding development and can withstand inclement weather.

The applicant has been using wrought iron style bistro tables and chairs painted black. These tables and chairs are classic and durable design.

Coastal Findings

1. **The project is consistent with the LCP land use plan, and the LCP implementation program.**

   The proposed project conforms to the City's certified Local Coastal Plan (LCP) land use plan and the LCP implementation program.

2. **The project maintains or enhances public views.**

   The proposed project has no impact on view or coastal access.

3. **The project maintains or enhances vegetation, natural habitats and natural resources.**

   The proposed project will have no impact on vegetation or habitat.

4. **The project maintains or enhances low-cost public recreational access, including to the beach and ocean.**

   The project has no impact on recreation access or cost and maintenance all required sidewalk clearances.

5. **The project maintains or enhances opportunities for visitors.**
   The project has no negative impact on visitors and opportunity.

6. **The project maintains or enhances coastal resources.**
   The proposed project has no impact on coastal resources.

7. **The project, including its design, location, size, and operating characteristics, is consistent with all applicable design plans and/or area plans incorporated into the LCP.**
   The proposed project complies, as conditioned, with local and state laws regarding outdoor dining, parking, beer and wine service, and parking.

8. **The project is consistent with the LCP goal of encouraging appropriate coastal development and land uses, including coastal priority development and land uses (i.e., visitor serving development and public access and recreation).**
   The project will not obstruct public access and has no impact on recreation or visitor opportunities and experiences.

Report prepared by: Brian Froelich

420 CAPITOLA AVENUE
CAPITOLA, CALIFORNIA 95010
TELEPHONE (831) 475-7300
FAX (831) 479-8879

ZONING PERMIT

13 November 2007

James and Barbara Reding
P.O. Box 755
Capitola, CA 95010

RE: Notice of Final Action on Application #07-048

201-D MONTEREY AVENUE - PROJECT APPLICATION #07-048
AMENDMENT TO A PREVIOSLY APPROVED CONDITIONAL USE-PERMIT TO EXPAND A TAKE-OUT DELI/SANDWICH SHOP INTO THE NEIGHBORING SPACE LOCATED IN THE CV (CENTRAL VILLAGE) ZONING DISTRICT. (APN 035-185-06) CATEGORICALLY EXEMPT. FILED 7/20/07

The above matter was presented to the Planning Commission on September 6, 2007 and was **approved,** with the following findings and conditions. Any modifications to the staff report (dated August 29, 2007, previously distributed) are indicated below in strikeout and underline notation. The Planning Commission decision on this project was not appealed to the City Council and the applicable City Council appeal period has now expired.

CONDITIONS

1. The project approval consists of a Conditional Use Permit for a take-out deli to be located at 201-D Monterey Avenue.

2. There shall be no more than six seats provided.

3. No outdoor seating is permitted.

4. Any significant modifications to the size or exterior appearance of the structure must be approved by the Planning Commission. Similarly, any significant change to the use itself, or the site, must be approved by the Planning Commission.

5. The application shall be reviewed by the Planning Commission upon evidence of non-compliance with conditions of approval or applicable municipal code provisions.

6. Business hours will be limited to 7:30AM – 8:30PM.

7. The applicant shall obtain a business license prior to operating the business.

FINDINGS

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

Planning Staff and the Planning Commission have reviewed the project and determined that the proposed business is an allowable use in the CV Zoning District with a Conditional Use Permit. Conditions of approval have been included to carry out the objectives of the Zoning Ordinance, General Plan and Local Coastal Plan.

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

Planning Department Staff and the Planning Commission have reviewed the project and determined that the proposed business will provide a much-needed service to Capitola and will not have a negative impact on the character and integrity of the neighborhood. 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 15301 and 15311(a) of the California Environmental Quality Act and is not subject to Section 753.5 of Title 14 of the California Code of Regulations.**

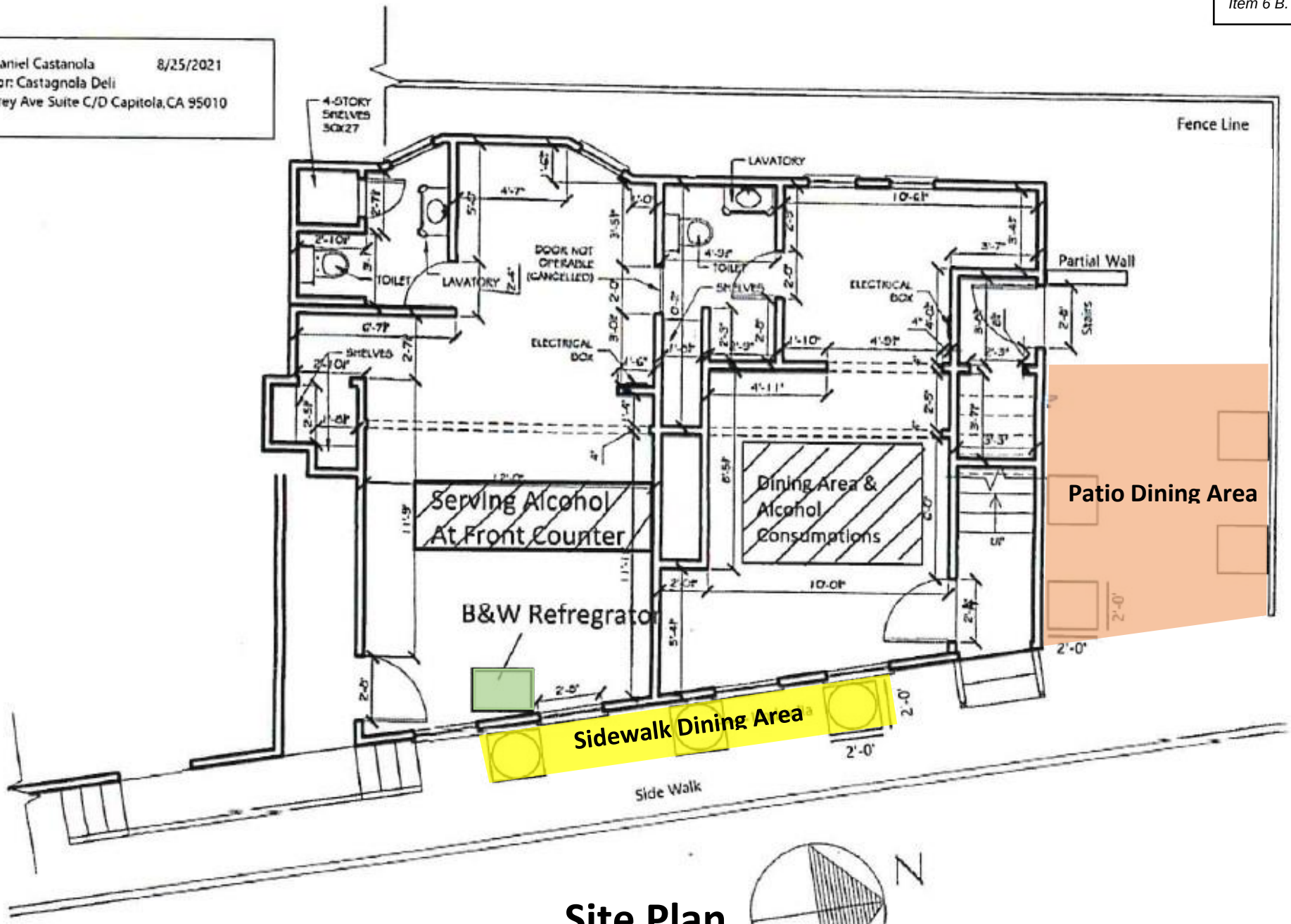
The proposed project involves leasing of a portion of an existing commercial space with no expansion of use beyond what has currently existed. No adverse environmental impacts were discovered during project review by either the Planning Department Staff or the Planning Commission.

This permit is issued to the owner of the property. In executing this permit, applicant /owner agrees to comply with all terms of permit(s), including conditions of approval, if any. Permit must be exercised within 24 months of date of issuance (September 6, 2009) unless otherwise indicated in conditions of approval. Should you have any questions on this matter, do not hesitate to call.

Sincerely,

Ryan Bane
Senior Planner
Cc: Filiz Erbektas

Preparer: Daniel Castanola 8/25/2021
Prepared For: Castagnola Deli
201 Monterey Ave Suite C/D Capitola,CA 95010



Site Plan

BEFORE THE
DEPARTMENT OF ALCOHOLIC BEVERAGE CONTROL
OF THE STATE OF CALIFORNIA

IN THE MATTER OF THE APPLICATION OF

DANIEL EDMUND CASTAGNOLA
CASTAGNOLA DELI & CAFE
201 MONTEREY AVE
STE C & D
CAPITOLA, CA 95010-3259

} FILE 41-625954
}
} REG.
}
}
}
}
} **PETITION FOR CONDITIONAL LICENSE**

For Issuance of an On-Sale Beer And Wine - Eating Place - License

Under the Alcoholic Beverage Control Act

WHEREAS, petitioner(s) has/have filed an application for the issuance of the above-referred-to license(s) for the above-mentioned premises; and,

WHEREAS, pursuant to Section 23958 of the Business and Professions Code, the Department may deny an application for a license where issuance would result in or add to an undue concentration of licenses; and

WHEREAS, the proposed premises are located in Census Tract #1218.00 where there presently exists an undue concentration of licenses as defined by Section 23958.4 of the Business and Professions Code; and,

WHEREAS, petitioner(s) intend to exercise privileges of the license in or on an exterior patio/terrace/other area; and,

WHEREAS, the proposed premises and/or parking lot, operated in conjunction therewith, are located within 100 feet of residences(s), and issuance of the applied-for license without the below-described conditions would interfere with the quiet enjoyment of the property by nearby residents and constitute grounds for the denial of the application under the provisions of Rule 61.4, of Chapter 1, Title 4, of the California Code of Regulations; and,

WHEREAS, the issuance of an unrestricted license would be contrary to public welfare and morals;

NOW, THEREFORE, the undersigned petitioner(s) do/does hereby petition for a conditional license as follows, to-wit:

1 Full and complete meals must be offered and made available at all times the premises is exercising the privileges of its alcoholic beverage license, with the exception of the last ½ hour of operation each day.

_____
Initials

2 Entertainment provided shall not be audible beyond the area under the control of the licensee(s) as depicted on the most recently certified ABC-257 and ABC-253.

3 Trash shall not be disposed of into outside trash or recycling containers between the hours of 10pm and 8am, each day of the week.

4 No alcoholic beverages shall be consumed on any property adjacent to the licensed premises under the control of the licensee(s) as depicted on the most recently certified ABC-257 and ABC-253.

5 When the said patio/terrace/other area of the premises is being utilized for the sales, service, and consumption of alcoholic beverages, a premises employee shall be in attendance and maintain continuous supervision at all times of said area.

This petition for conditional license is made pursuant to the provisions of Sections 23800 through 23805 of the Business and Professions Code and will be carried forward in any transfer at the applicant-premises.

Petitioner(s) agree(s) to retain a copy of this petition on the premises at all times and will be prepared to produce it immediately upon the request of any peace officer.

The petitioner(s) understand(s) that any violation of the foregoing condition(s) shall be grounds for the suspension or revocation of the license(s).

DATED THIS _____ DAY OF _____, 20_____.

_____ _____

Applicant/Petitioner Applicant/Petitioner

Capitola Planning Commission

Agenda Report

Meeting: July 21, 2022

From: Community Development Department

Topic: **1350 49th Avenue**

Permit Number: #22-0035

APN: 034-068-14

Permit amendment for a Design Permit and Variance to construct first- and second-story additions on an existing single-family residence with a variance to the required side yard setback located at 1350 49th Avenue within the R-1 (Single-Family) zoning district.

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

Environmental Determination: Categorical Exemption

Property Owner: Rick Aberle

Representative: John Hofacre, Filed: 01.31.22

Applicant Proposal:

The applicant is proposing an amendment to an approved design permit and variance from 2018 for first- and second-story additions to an existing single-story, single-family residence. The application includes numerous modifications including a new covered front porch, additional massing on the second story, structural changes within an encroachment area, and modifications to the roof, siding, windows, and doors. The residence is located at 1350 49th Avenue within the R-1 (Single-Family) zoning district.

Background:

On May 3, 2018, the Planning Commission approved Permit #18-0050 for a Design Permit application and Variance to remodel the existing home.

On January 31, 2022, the applicant submitted an application to amend the 2018 application.

On June 22, 2022, Development and Design Review Staff reviewed the application and provided the applicant with the following direction:

Public Works Representative, Danielle Uharriet: noted that an encroachment permit would likely be necessary for work within the public right of way.

Building Official, Robin Woodman: Commented on the improvements to the encroaching section of the structure.

Associate Planner, Sean Sesanto: stated that an encroachment agreement would likely be required prior to issuing a building permit since construction is proposed within the area that encroaches onto the neighboring lot.

Following the Development and Design Review meeting, staff confirmed that an access and encroachment agreement would be required for the application. Condition of approval #22 requires the applicant to obtain a written access agreement prior to issuance of a building permit.

Development Standards:
The following table outlines the zoning code requirements for a development in the R-1 (Single Family Residential) zoning district. The applicant is seeking a variance for development within the side setback.

Development Standards				
Building Height				
R-1 Regulation	**Existing**			**Proposed**
25 ft.	25 ft.			22 ft.
Floor Area Ratio (FAR)				
	Existing			**Proposed**
Lot Size	3,216 sq. ft.			3,216 sq. ft.
Maximum Floor Area Ratio	57% (Max 1,833 sq. ft.)			57% (Max 1,833 sq. ft.)
First Story Floor Area	1,152 sq. ft.			1,386 sq. ft.
Second Story Floor Area	N/A			446 sq. ft.
TOTAL FAR	35.8% (1,152 sq. ft.)			57% (1,832 sq. ft.)
Yards				
	R-1 Regulation		**Existing**	**Proposed**
Front Yard 1st Story	15 ft.		11 ft. 6 in.	11 ft. 6 in. **Existing Nonconforming**
Front Yard 2nd Story & Garage	20 ft.		N/A	2nd Story: 20 ft. 2 in. Garage: 20 ft.
Side Yard 1st Story	10% lot width	Lot width 67 ft. 7 in. 6 ft. 9 in. min.	North: 14 ft. South: 0 ft. **Existing Nonconforming**	North: 5 ft. 9 in. **Variance Requested** South: 0 ft. **Existing Nonconforming**
Side Yard 2nd Story	15% of width	Lot width 67 ft. 7 in. 10 ft. 2 in. min	N/A	North: 10 ft. 11 in. South: 33 ft. 7 in.
Rear Yard 1st Story	20% of lot depth	Lot depth 50 ft. 10 in. 10 ft. 2 in. min.	10 in. **Existing Nonconforming**	10 in. **Existing Nonconforming**
Rear Yard 2nd Story	20% of lot depth	Lot depth 50 ft. 10 in. 10 ft. 2 in. min	N/A	10 ft. 2 in.
Encroachments	Existing residence encroaches into the southern property at 1335 Prospect Avenue by 30 inches. Project would remove a section of the encroachment and reduce maximum extent to 29 inches.			
Parking				
	Required		**Existing**	**Proposed**
Residential (from 1,501 up to 2,000 sq. ft.)	2 spaces total 1 covered		1 spaces total 0 covered	2 spaces total 1 covered

	1 uncovered	1 uncovered	1 uncovered
Underground Utilities: required with 25% increase in area			Required

Discussion:
The existing residence at 1350 49th Avenue is a one-story, nonconforming, single-family home. The lot is located in the Jewel Box neighborhood at the intersection of Topaz Street and 49th Avenue. Residential structures in the area include one- and two-story single-family homes and the Surf and Sand Mobile Home Park.

Design Permit:
The proposed addition includes a new one-car garage and 446 square foot second-story living space, with new area to the home totaling 680 square feet. The second story living space includes a master bedroom, master bath, and closet. The remodel features stucco siding, and gabled roofs with standing metal seam instead of the current composite shingle. Attachment 1 are the plans for the current application. Attachment 2 are the plans from the previously approved application

A comprehensive list of alterations between the previously approved design and the proposed amendment have been included as attachment 3. These include:

1. A large covered front porch.
2. Relocation of massing to the second-story.
3. A number of structural changes for fire protection, specifically in the areas that currently encroach into the adjacent property.
4. Change in roof material.
5. Change in siding material.
6. Numerous changes to first- and second-story windows and doors.

When considering a design permit application, the Planning Commission shall evaluate applications to ensure the satisfy the *Design Review Criteria* (attachment 6) outlined in §17.120.070. Staff has reviewed the proposed amendment and found the design to be in compliance with the considerations to the extent they apply.

Non-Conforming Structure
The existing residence encroaches into the required first-story front, south-side, and rear setbacks and is therefore a legal non-conforming structure. Pursuant to code section 17.92.070, structural alterations to an existing non-complying structure may not exceed 80 percent of the present fair market value of the structure. Staff reviewed the submitted Construction Cost Breakdown and estimates the proposed alterations are approximately 78 percent of the present fair market value of the structure, therefore the alterations are permissible.

Variance
The applicant is seeking approval of a variance to allow a 13-inch encroachment into the side setback so that the garage can provide the required 10-foot by 20-foot covered parking space. Neither the variance request nor the circumstances under which they have been requested have changed from the previously approved application.

Pursuant to §17.128.060, the Planning Commission, on the basis of the evidence submitted at the hearing, may grant a variance permit when it finds:

A. There are unique circumstances applicable to the subject property, including size, shape, topography, location, or surroundings, that do not generally apply to other properties in the vicinity or in the same zone as the subject property.
Staff Analysis: The lot has an irregular shape as a four-sided polygon with no parallel sides. Typical lots in the Jewel Box neighborhood are rectangular in shape and measure approximately 40 feet wide by 80 feet deep. The subject lot is unique in that it is wide but lacks depth, ranging from 29 to 46 feet. The frontage is 60 feet wide, and the side lot lines are 30 feet deep on the south side and 71 feet deep on the north side. The required 15-foot front yard setback and 20 percent rear yard setback result in a limited and narrow building envelope. The unique lot shape provides an atypical area in which to locate a rectangular garage.

B. The strict application of the zoning code requirements would deprive the subject property of privileges enjoyed by other property in the vicinity or in the same zone as the subject property.
Staff Analysis: Most properties in the vicinity and zone in which the property is located area able to accommodate the required 10-foot by 20-foot covered parking space due to the fact they are regularly shaped.

C. The variance is necessary to preserve a substantial property right possessed by other property in the vicinity or in the same zone as the subject property.
Staff Analysis: Most R-1 properties within the vicinity possess covered parking spaces.

D. The variance will not be materially detrimental to the public health, safety, or welfare, or be injurious to the properties or improvements in the vicinity or in the same zone as the subject property.
Staff Analysis: The granting of a variance enables the property to provide on-site covered parking which is both required by residential development standards will reduce street parking demand. The variance will not be materially detrimental to the public health, safety, or welfare, or be injurious to the properties or improvements in the vicinity or in the same zone as the subject property.

E. The variance does not constitute a grant of special privilege inconsistent with the limitations upon other properties in the vicinity or in the same zone as the subject property.
Staff Analysis: The majority of properties within the neighborhood either possess garages, have lot shapes and sizes better able to accommodate the strict application of side setbacks, or both. Therefore, the variance does not constitute a grant of special privilege.

F. The variance will not have adverse impacts on coastal resources.
Staff Analysis: The variance will not negatively impact coastal resources.

CEQA:
Section 15332 of the CEQA Guidelines exempts projects characterized as in-fill development. The proposed project involves additions to an existing single-family residence located in the R-1 (Single-Family Residential) zoning district. The project meets all criteria of exemption 15332 and no adverse environmental impacts were discovered during review of the proposed project.

Recommendation:
Staff recommends the Planning Commission **approve** application #22-0035 with the following Conditions and Findings for Approval.

Attachments:

1. Proposed Plan Set
2. Previously Approved Plan Set
3. Project Description
4. Color and Information Board
5. Variance Letter
6. Design Permit Design Review Criteria

Conditions of Approval:

1. The project approval consists of a 680 square-feet of first- and second-story additions with a variance for the side yard setback. The maximum Floor Area Ratio for the 3,216 square foot property is 57% (1,883 square feet). The total FAR of the project is 57% with a total of 1,832 square feet, 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 July 17, 2022, 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 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.

5. 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.

6. Prior to issuance of building permit, a landscape plan shall be submitted and approved by the Community Development Department. The landscape plan can be produced by the property owner, landscape professional, or landscape architect. Landscape plans shall reflect the Planning Commission approval and shall identify type, size, and location of species and details of any proposed (but not required) irrigation systems.

7. Prior to issuance of a Certificate of Occupancy, the applicant shall complete landscape work to reflect the approval of the Planning Commission. Specifically, required landscape areas, all required tree plantings, privacy mitigations, erosion controls, irrigation systems, and any other required measures shall be addressed to the satisfaction of the Community Development Director.

8. Prior to issuance of building permit, all Planning fees associated with permit #22-0035 shall be paid in full.

9. Prior to issuance of building permit, the developer shall pay Affordable housing in-lieu fees as required to assure compliance with the City of Capitola Affordable (Inclusionary) Housing Ordinance.

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, 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 17.156.080.

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 placed out of public view on non-collection days.

21. 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.

22. Outdoor lighting shall comply with all relevant standards pursuant to Municipal Code Section 17.96.110, including that all outdoor lighting shall be shielded and directed downward.

23. Prior to issuance of a building permit, the applicant shall demonstrate that an access agreement has been made with the owner(s) of 1335 Prospect Avenue for the duration of work.

Design Permit Findings

A. The proposed project is consistent with the general plan, local coastal program, and any applicable specific plan, area plan, or other design policies and regulations adopted by the city council.

Community Development Staff and the Planning Commission have reviewed the proposed additions to an existing residence and new attached garage. With the granting of a variance to the side setback of the primary residence, the project secures the purpose of the General Plan, and Local Coastal Program, and design policies and regulations adopted by the City Council.

B. The proposed project complies with all applicable provisions of the zoning code and municipal code.

Community Development Staff and the Planning Commission have reviewed the application for additions to an existing residence and new attached garage. With the granting of a variance to the side setback of the primary residence, the project complies with all applicable provisions of the zoning code and municipal code.

C. The proposed project has been reviewed in compliance with the California Environmental Quality Act (CEQA).

Section 15332 of the CEQA Guidelines exempts projects characterized as in-fill development meeting the described conditions. The proposed project involves additions to an existing single-family residence located in the R-1 (Single-Family Residential) zoning district. The project meets all applicable general plan policies and zoning regulations; the project site does not have any identified habitat value; the project will not result in any significant effects relating to traffic, noise, air quality, or water quality; and the site is and can be adequately served by all required utilities and public services.

D. The proposed development will not be detrimental to the public health, safety, or welfare or materially injurious to the properties or improvements in the vicinity.

Community Development Staff and the Planning Commission have reviewed the reviewed the proposed additions. The proposed project will not be detrimental to the public health, safety, or welfare or materially injurious to the properties or improvements in the vicinity.

E. The proposed project complies with all applicable design review criteria in Section 17.120.070 (Design review criteria).

The Community Development Staff and the Planning Commission have reviewed the application. With the granting of a variance to the side setback of the primary residence, the proposed complies with all applicable design review criteria in Section 17.120.070.

F. The proposed project maintains the character, scale, and development pattern of the neighborhood.

Community Development Staff and the Planning Commission have all reviewed the application. The design of the remodeled residence will fit in nicely with the existing neighborhood. The project will maintain the character, scale, and development pattern of the neighborhood.

Variance Findings

A. There are unique circumstances applicable to the subject property, including size, shape, topography, location, or surroundings, that do not generally apply to other properties in the vicinity or in the same zone as the subject property.

Staff Analysis: The lot has an irregular shape as a four-sided polygon with no parallel sides. Typical lots in the Jewel Box neighborhood are rectangular in shape and measure approximately 40 feet wide by 80 feet deep. The subject lot is unique in that it is wide but lacks depth, ranging from 29 to 46 feet. The frontage is 60 feet wide, and the side lot lines are 30 feet deep on the south side and 71 feet deep on the north side. The required 15-foot front yard setback and 20 percent rear yard setback result in a limited and narrow building envelope. The unique lot shape provides an atypical area in which to locate a rectangular garage.

B. The strict application of the zoning code requirements would deprive the subject property of privileges enjoyed by other property in the vicinity or in the same zone as the subject property.

Staff Analysis: Most properties in the vicinity and zone in which the property is located area able to accommodate the required 10-foot by 20-foot covered parking space due to the fact they are regularly shaped.

C. The variance is necessary to preserve a substantial property right possessed by other property in the vicinity or in the same zone as the subject property.

Staff Analysis: Most R-1 properties within the vicinity possess covered parking spaces.

D. The variance will not be materially detrimental to the public health, safety, or welfare, or be injurious to the properties or improvements in the vicinity or in the same zone as the subject property.

Staff Analysis: The granting of a variance enables the property to provide on-site covered parking which is both required by residential development standards will reduce street parking demand. The variance will not be materially detrimental to the public health, safety, or welfare, or be injurious to the properties or improvements in the vicinity or in the same zone as the subject property.

E. The variance does not constitute a grant of special privilege inconsistent with the limitations upon other properties in the vicinity or in the same zone as the subject property.

Staff Analysis: The majority of properties within the neighborhood either possess garages, have lot shapes and sizes better able to accommodate the strict application of side setbacks, or both. Therefore, the variance does not constitute a grant of special privilege.

F. The variance will not have adverse impacts on coastal resources
Staff Analysis: The variance will not negatively impact coastal resources.

Coastal Development Permit Findings:

A. The project is consistent with the LCP land use plan, and the LCP implementation program.
The proposed development conforms to the City's certified Local Coastal Plan (LCP) land use plan and the LCP implementation program.

B. The project maintains or enhances public views.
The proposed project is located on private property at 1350 49th Avenue. The project will not negatively impact public landmarks and/or public views.

C. The project maintains or enhances vegetation, natural habitats and natural resources.
The proposed project is located at 1350 49th Avenue. The proposed project will maintain or enhance vegetation consistent with the allowed use and will not have an effect on natural habitats or natural resources.

D. The project maintains or enhances low-cost public recreational access, including to the beach and ocean.
The project will not negatively impact low-cost public recreational access.

E. The project maintains or enhances opportunities for visitors.
The project will not negatively impact visitor serving opportunities.

F. The project maintains or enhances coastal resources.
The project involves residential additions on private property and will not negatively impact coastal resources.

G. The project, including its design, location, size, and operating characteristics, is consistent with all applicable design plans and/or area plans incorporated into the LCP.
With the granting of a variance for the side setback of the primary residence the proposed residential project complies with all applicable design criteria, design guidelines, area plans, and development standards. The operating characteristics are consistent with the R-1 (Single-Family Residential) zone.

H. The project is consistent with the LCP goal of encouraging appropriate coastal development and land uses, including coastal priority development and land uses (i.e., visitor serving development and public access and recreation).
The project involves additions to an existing residence on a residential lot of record. The project is consistent with the LCP goals for appropriate coastal development and land uses. The use is an allowed use consistent with the R-1 zoning district.

Prepared by: Sean Sesanto

ABREVIATIONS

A.B.	ANCHOR BOLT	MIN.	MINIMUM
ALUM.	ALUMINUM	M.O.	MASONRY OPENING
APPROX.	APPROXIMATE	MTL.	METAL
BD.	BOARD	(N)	NEW
BLKG.	BLOCKING	N/A.	NOT APPLICABLE
BM.	BEAM	N.I.C.	NOT IN CONTRACT
BOT.	BOTTOM	N.T.S.	NOT TO SCALE
CAB.	CABINET	O/	OVER
C.J.	CONTROL JOINT	O.C.	ON CENTER
CLG.	CEILING	O.D.	OUTSIDE DIAMETER
CLR.	CLEAR	OPNG.	OPENING
C.M.U.	CONCRETE MASONRY UNIT	OSB	ORIENTED STRAND BOARD
COL.	COLUMN	P.A.F.	POWDER ACTUATED FASTENER
CONC.	CONCRETE	PL.	PLATE
CONT.	CONTINUOUS	PLYWD.	PLYWOOD
DBL.	DOUBLE	P.T.	PRESSURE TREATED
DIM.	DIMENSION	P.V.C.	POLY VINYL CHLORIDE
DN.	DOWN	QTR.	QUARTER
D.F.	DOUGLAS FIR	R.	RADIUS
D.W.	DISHWASHER	REF.	REFRIGERATOR
EA.	EACH	REINF.	REINFORCING
EL.	ELEVATION	REQ'D.	REQUIRED
EQ.	EQUAL	RM.	ROOM
EQUIP.	EQUIPMENT	RND.	ROUND
EXIST.	EXISTING	R.O.	ROUGH OPENING
(E)	EXISTING	RWD.	REDWOOD
EXT.	EXTERIOR	S.A.F.	SELF-ADHERING FLASHING
FDN.	FOUNDATION	S.C.	SOLID CORE
F.M.	FLOOR MATERIAL	SIM.	SIMILAR
F.O.B.	FACE OF BLOCK	SPEC.	SPECIFICATION
F.O.C.	FACE OF CONCRETE	SQ.	SQUARE
F.O.F.	FACE OF FINISH	S.S.	STAINLESS STEEL
F.O.S.	FACE OF STUD	STD.	STANDARD
FT.	FOOT OR FEET	STL.	STEEL
FTG.	FOOTING	STRUCT.	STRUCTURAL
GA.	GAUGE	S.W.	SYNTHETIC WOOD
GALV.	GALVANIZED	T&G	TONGUE & GROOVE
G.I.	GALVANIZED IRON	T.I.C.	TONGUE IN CHEEK
G.L.B.	GLUE LAM BEAM	THK.	THICK
G.S.M.	GALVANIZED SHEET METAL	T.O.C.	TOP OF CONCRETE
H.C.	HOLLOW CORE	T.O.P.	TOP OF PLATE
HDR.	HEADER	T.O.S.	TOP OF SLAB
H.M.	HOLLOW METAL	T.O.W.	TOP OF WALL
HORIZ.	HORIZONTAL	T.O.S.F.	TOP OF SUB-FLOOR
HT.	HEIGHT	TYP.	TYPICAL
I.D.	INSIDE DIAMETER	U.O.N.	UNLESS OTHERWISE NOTED
INSUL.	INSULATION	VERT.	VERTICAL
INT.	INTERIOR	W/	WITH
JT.	JOINT	W.C.	WATERCLOSET
K.D.	KILN DRIED	WD.	WOOD
LAM.	PLASTIC LAMINATE	WDW.	WINDOW
LAV.	LAVATORY	W.H.	WATER HEATER
MAX.	MAXIMUM	W/O	WITHOUT
M.B.	MACHINE BOLT	W.R.B.	WEATHER RESISTIVE BARRIER
MFR.	MANUFACTURER	WT.	WEIGHT
		W.W.M.	WELDED WIRE MESH

CONDITIONS OF APPROVAL

1. The project approval consists of a 666 sf. addition that includes a new 226 sf. one-car garage, a 379 sf. 2nd floor living space above the garage, and a 61 sf. addition to the first floor to accommodate a bathrm., stair well & stairway to a 2nd floor with a variance for a side yard setback at 1350 49th Ave. within the R-1 (single family Residential) zone district. The max. Floor Area Ratio for the 3,216 sf property is 57% (1,833 sf). The total FAR of the project is 57% with a total of 1,833 sf, compliant with the max. FAR within the zone. the proposed project is approved as indicated on the final plans reviewed & approved by the Planning Commission (PC) on May 3, 2018, except as modified through conditions imposed by the PC during the hearing.
2. Prior to construction, a building permit shall be secured for any new construction or modification to structures authorized by this permit. Final building plans shall be consistent with the plans approved by the PC. All construction & site improvements shall be completed according to the approved plans.
3. At time of submittal for a building permit review, the Conditions of Approval must be printed in full on the cover sheet of the construction plans.
4. At time of submittal for a building permit review, Public Works Standard Detail SMP STRUM shall be printed in full & incorporated as a sheet into the construction plans. All construction shall be done according with the Public Works Standard Detail SMP STRUM.
5. Prior to making changes to approved plans, modification must be specifically requested & submitted in writing to the Community Development Dept. (CDD) Any significant changes to the size or exterior appearance of the structure shall require Planning Commission approval.
6. Prior to issuance of building permit, a final landscape plan shall be submitted & approved by the CDD. Landscape plans shall be reflected the PC approval & shall identify type, size, and location of species and details of irrigation systems.
7. Prior to issuance of a building permit, all Planning fees of permit #18-0050 to be paid in full.
8. Prior to issuance of a building permit, Affordable housing fees shall be paid as required to assure compliance with the City of Capitola Affordable (Inclusionary) Housing Ordinance.
9. Prior to issuance of a building permit, the applicant must provide documentation of plan approval by the following entities: Santa Cruz County Sanitation Dept., Soquel Creek Water District, and Central Fire Protection District.
10. Prior to issuance of a building permit, 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 & Protection.
11. Prior to issuance of a building permit, the applicant shall submit a storm water 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.
12. Prior to any land disturbance, a pre-site inspection must be conducted by the grading official to verify compliance with the approved erosion & sediment control plan.
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. & seven-thirty a.m. on weekdays, Construction noise shall be prohibited on weekends with the exception of Saturday work between nine a.m. & 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 Dept. All replaced driveways 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 (CDD). Upon evidence of non-compliance with conditions of approval of applicable municipal code provisions, the applicant shall remedy the non-compliance to the satisfaction of the CDD or shall file an application for a permit amendment for PC 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 & 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 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 can not be transferred off site on which the approval was granted.
19. Upon receipt of certification of occupancy, garbage & recycling containers shall be placed out of public view on non-collection days. 20. 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.

PROJECT DATA

PROJECT ADDRESS: 1350 49th AVE., CAPITOLA CA

APN 034-068-14

PROJECT: NEW GARAGE AND 2nd FLOOR MASTER BEDRM & BATH

ZONING PERMIT: #18-0050

OWNER: RICK ABERLE
1350 49th AVE., CAPITOLA CA
rick@aberleconcrete.com

APPLICANT: STEPHEN LANG
1350 49th AVE., CAPITOLA CA 95010
stephen@aberleconcrete.com

DESIGN CONSULT: JOHN HOFACRE - ARCHITECT
Planning Approval 1375 49th AVE., CAPITOLA CA 95010 831-295-2468
jbhofacre@sbcglobal.net

SURVEY: BOWMAN AND WILLIAMS (ALAN BRODIE FRENCH)
3949 RESEARCH PARK COURT, SUITE 100, SOQUEL CA 95073
831-426-3560
brodiw@bowmanandwilliams.com

STRUCTURAL: DESIGN EVEREST INC (BRYCE WORD)
385 FLOWER LANE, MOUNTAINVIEW CA 94043
650-727-1060

ENERGY: A PLUS GREEN ENERGY SERVICES
41 HANGER WAY
WATSONVILLE, CA
831-728-8503

ARCHITECTURAL
A1.1 PROJECT DATA
A1.2 CAL-GREEN
A1.3 CAL-GREEN
A1.4 DRAINAGE
A1.5 SITE & LANDSCAPE PLAN
A2 EXISTING PLANS & ROOF
A2.2 EXISTING ELEVATIONS
A3 FLOOR PLANS
A3.1 SCHEDULES & SQ FT
A4 SECTIONS
A5 ELEVATIONS
A6.1 DETAILS
A6.2 DETAILS
A6.3 DETAILS
A7 WINDOW/DOOR PROTECTION
A8 SPECIFICATIONS

E1 ELECTRICAL

ENERGY
EN-1
EN-2

GB.1 CAL GREEN MANDITORY

BMP1 BEST MANAGEMENT

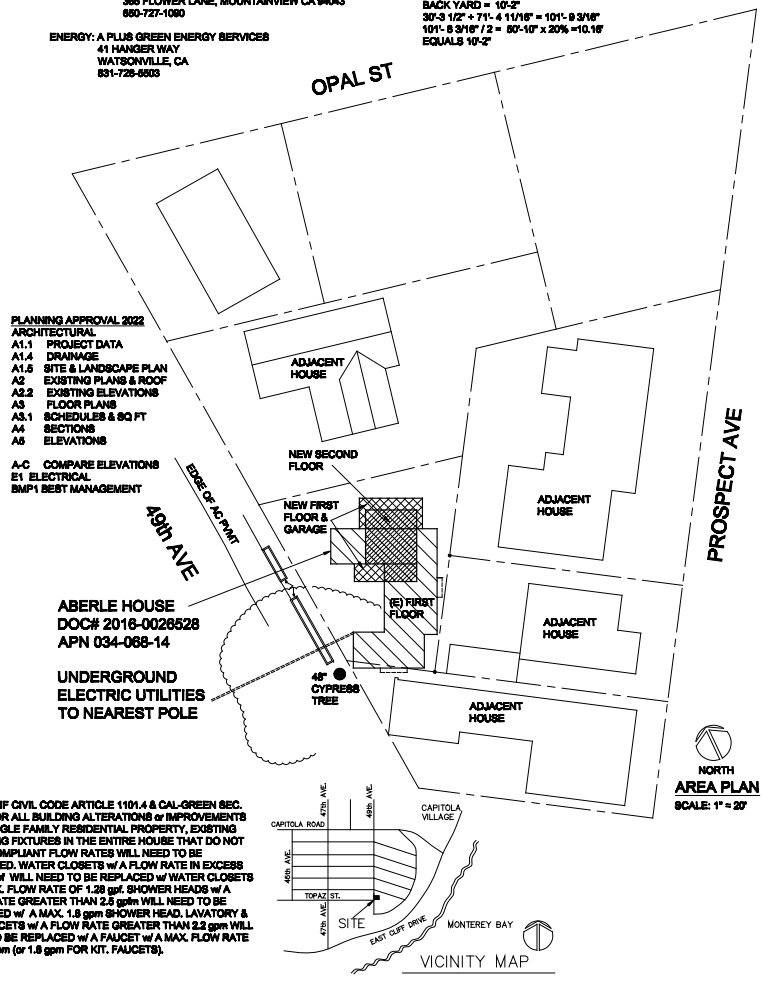
STRUCTURAL
S-1.0 GENERAL NOTES
S-2.0 FOUNDATION
S-2.1 ROOF FRAMING
S-2.2 ROOF FRAMING
S-3.0 DETAILS
S-3.1 DETAILS
S-4.0 DETAILS
S-4.1 DETAILS
S-4.2 DETAILS
S-5.0 STRONG WALL
S-5.1 STRONG WALL

SETBACKS

FRONT YARD
1st FLOOR 15'-0"
2nd FLOOR 20'-0"

SIDE YARD = 6'-0"
60'-11 1/16" + 74'- 2 5/8" = 135'- 1 11/16"
135'- 1 11/16" / 2 = 67'-7" x 10% = 6.75'
EQUALS 6'-0"

BACK YARD = 10'-2"
30'-3 1/2" + 71'- 4 11/16" = 101'- 8 3/16"
101'- 8 3/16" / 2 = 50'-10" x 20% =10.16'
EQUALS 10'-2"



PLANNING APPROVAL 2022
ARCHITECTURAL
A1.1 PROJECT DATA
A1.4 DRAINAGE
A1.5 SITE & LANDSCAPE PLAN
A2 EXISTING PLANS & ROOF
A2.2 EXISTING ELEVATIONS
A3 FLOOR PLANS
A3.1 SCHEDULES & SQ FT
A4 SECTIONS
A5 ELEVATIONS

A-C COMPARE ELEVATIONS
E1 ELECTRICAL
BMP1 BEST MANAGEMENT

ABERLE HOUSE
DOC# 2016-0026528
APN 034-068-14

UNDERGROUND ELECTRIC UTILITIES TO NEAREST POLE

AREA PLAN
SCALE: 1" = 20'

PER CALIF CIVIL CODE ARTICLE 1101.4 & CAL-GREEN SEC. 301.1, FOR ALL BUILDING ALTERATIONS or IMPROVEMENTS TO A SINGLE FAMILY RESIDENTIAL PROPERTY, EXISTING PLUMBING FIXTURES IN THE ENTIRE HOUSE THAT DO NOT MEET COMPLIANT FLOW RATES WILL NEED TO BE UPGRADED. WATER CLOSETS w/ A FLOW RATE IN EXCESS OF 1.6 gpf WILL NEED TO BE REPLACED w/ WATER CLOSETS w/ A MAX. FLOW RATE OF 1.28 gpf. SHOWER HEADS w/ A FLOW RATE GREATER THAN 2.5 gpm WILL NEED TO BE REPLACED w/ A MAX. 1.8 gpm SHOWER HEAD. LAVATORY & KIT. FAUCETS w/ A FLOW RATE GREATER THAN 2.2 gpm WILL NEED TO BE REPLACED w/ A FAUCET w/ A MAX. FLOW RATE OF 1.2 gpm (or 1.8 gpm FOR KIT. FAUCETS).

VICINITY MAP

GREEN PROGRAM CITY OF CAPITOLA

FIGURED ON HEATED AREA

1151 (EXISTING) + 61 (1st FLR ADD) + 393 (2nd FLR ADD) = 1,605 sf

FIRST 350 sf (REMAINING 1,255 sf) 5 POINT
1,255 sf (12.55 100'S) 13 x 1.1 = 14.3 15 POINTS
20 POINT REQUIRED

CATEGORY	INDEX	POINTS	LOCATION
B. COMMUNITY	B-4 MIN. DISRUPT PLANTS	1	SHT. A1.5 & A2.1
D. STRUCTURAL	D6a - OSB FLOOR	1	GREEN NOTES A3.1
	D6b - OSB SHEATH	1	GREEN NOTES A3.1
F. PLUMBING	F1 - INSUL HOT W PIPES	2	GREEN NOTES A3.1
	F3 - DUAL FLUSH WC	2	GREEN NOTES A3.1
	F- ELECTRICAL		
	F1 - CFL LIGHTS (6)	2	GREEN NOTES A3.1
	F3 - LIGHT CONTROLS(4)	2	GREEN NOTES A3.1
I. WINDOWS	I1a - DOUBLE PANE (NEW)	1	WINDOWS SHT A3.1
	L1c - LOW-E (NEW)	1	WINDOWS SHT A3.1
	I1c - NON-CONDUCT FRAME	2	WINDOWS SHT A3.1
M. INDOOR AIR	M2 - LOW/NO-VOC	1	GREEN NOTES A3.1
	M10 - TRIM FINGER-JOINT	1	GREEN NOTES A3.1
O. OTHER	O1 - GREEN on COVER SHEET	1	A1.1
		22	TOTAL

OWNER MAY NOT USE SOME FEATURES (POINTS) AS LONG AS THE MINIMUM OF 20 POINTS ARE ACHIEVED.

DATA (CONTINUE)

ZONE DISTRICT:	R1
BUILDING HEIGHT:	25' MAX. (+/-23'-0" PROPOSED)
OFF-STREET PARKING:	1 COVERED & 1 UNCOVERED
PARCEL AREA:	3,216 S.F. IRREGULAR (approx.)
GARAGE:	226 SF (NEW)
EXISTING FIRST FLOOR AREA:	1151 SF (FIRST FLOOR) EXISTING 1166 SF - 15 SF = 1151 SF (FIREPLACE & SOUTH PROJECTION REMOVED 15 sf)
ADDITION FIRST FLOOR AREA (TOTAL FIRST FLR = 1212 SF)	61 SF (1st FLR. ADD - BATHRM #1) 393 SF (2nd FLR. ADD)
TOTAL FLOOR AREA	1831 SF
FLOOR AREA (for parking allotment)	1831 SF

REFERENCE CODE: 2019 CGBC (CALIFORNIA GREEN BUILDING CODE)
2019 CALIFORNIA RESIDENTIAL CODE, 2019 CALIFORNIA ELECTRICAL CODE
2019 CALIFORNIA MECHANICAL CODE, 2019 CALIFORNIA PLUMBING CODE
2019 CALIFORNIA ENERGY CODE, 2019 CA GREEN BUILDING STANDARDS

NUMBER OF STORIES: ONE STORY CONSTRUCTION TYPES: TYPE V B

OCCUPANCY GROUPS: DWELLING UNIT: R-3 PRIVATE GARAGE: U

FIRE SPRINKLERS: NONE IN EXISTING HOUSE - ADDITION NOT REQUIRED

RICK ABERLE
1350 49TH AVE.
CAPITOLA, CA 95010

DRAWING DATE
6/12/19

REVISIONS

No.	DESCRIPTION	DATE
1	PLAN CHECK	9/12/19
2	PLAN CHECK	1/2/20

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3 NEW PLAN & 8/26/21

ABERLE RESIDENCE ADDITION/REMODEL (with REVISED FLOOR PLAN)

1350 49th AVE, CAPITOLA CA

COVER SHEET & PROJECT DATA

SHEET
A1.1

RICK
ABERLE
1350 49th AVE.
CAPITOLA, CA 95010

STORM WATER PERMIT INFORMATION

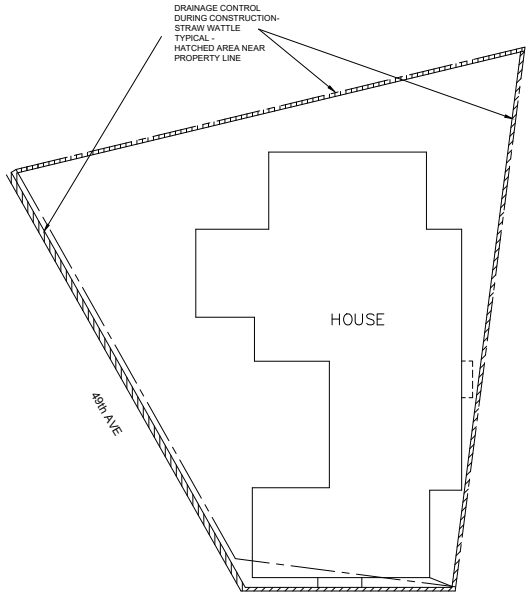
PARCEL SIZE: 3216 SF

EXISTING IMPERVIOUS SURFACE AREA
1152 SF EXISTING HOUSE
1029 SF PAVING AREA (LARGE HATCH)
2181 SF TOTAL

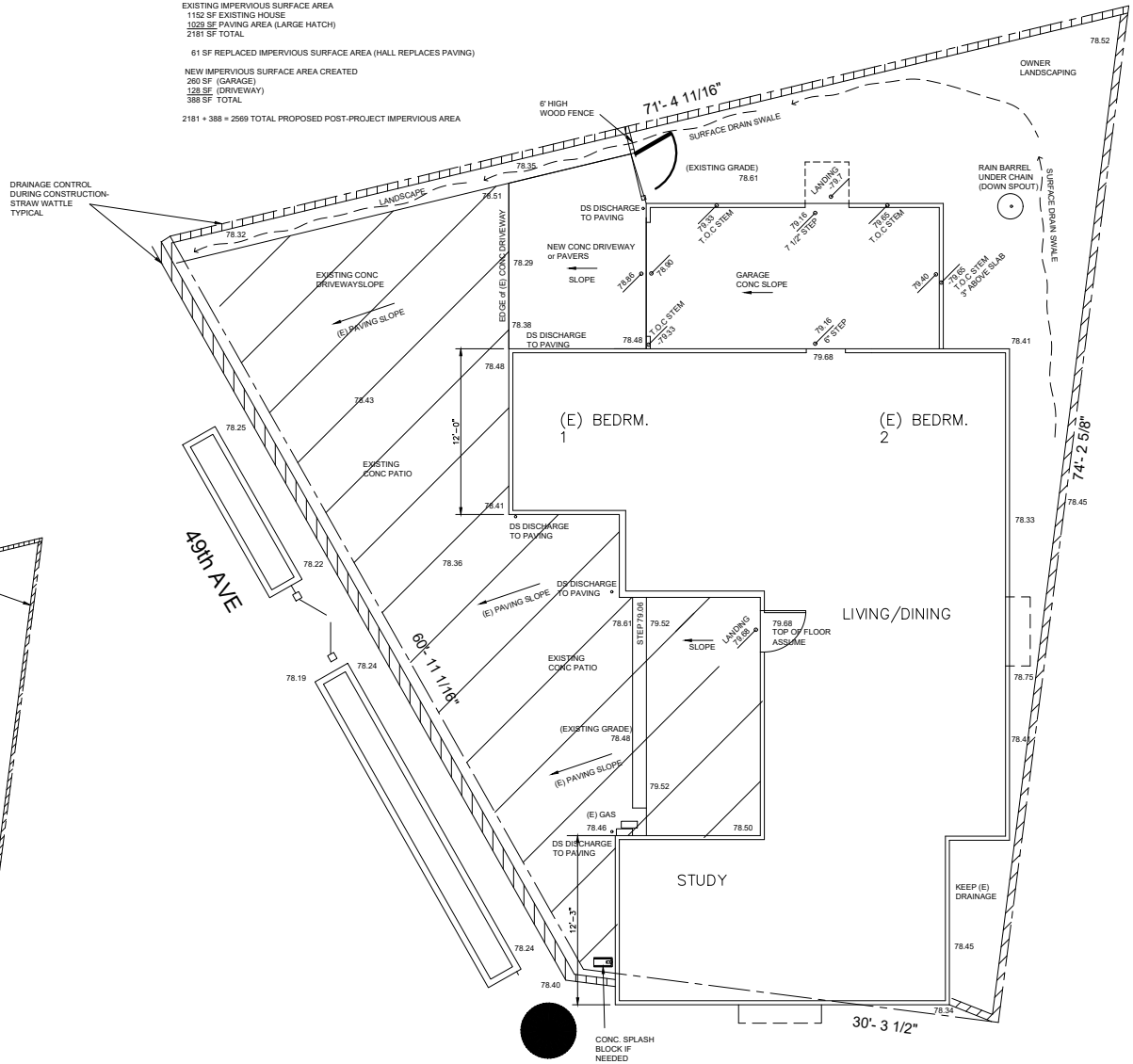
61 SF REPLACED IMPERVIOUS SURFACE AREA (HALL REPLACES PAVING)

NEW IMPERVIOUS SURFACE AREA CREATED
260 SF (GARAGE)
128 SF (DRIVEWAY)
388 SF TOTAL

2181 + 388 = 2569 TOTAL PROPOSED POST-PROJECT IMPERVIOUS AREA



2 EROSION CONTROL DURING CONSTRUCTION
SCALE: 1/8"=1'-0"



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

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SHEET
A1.4

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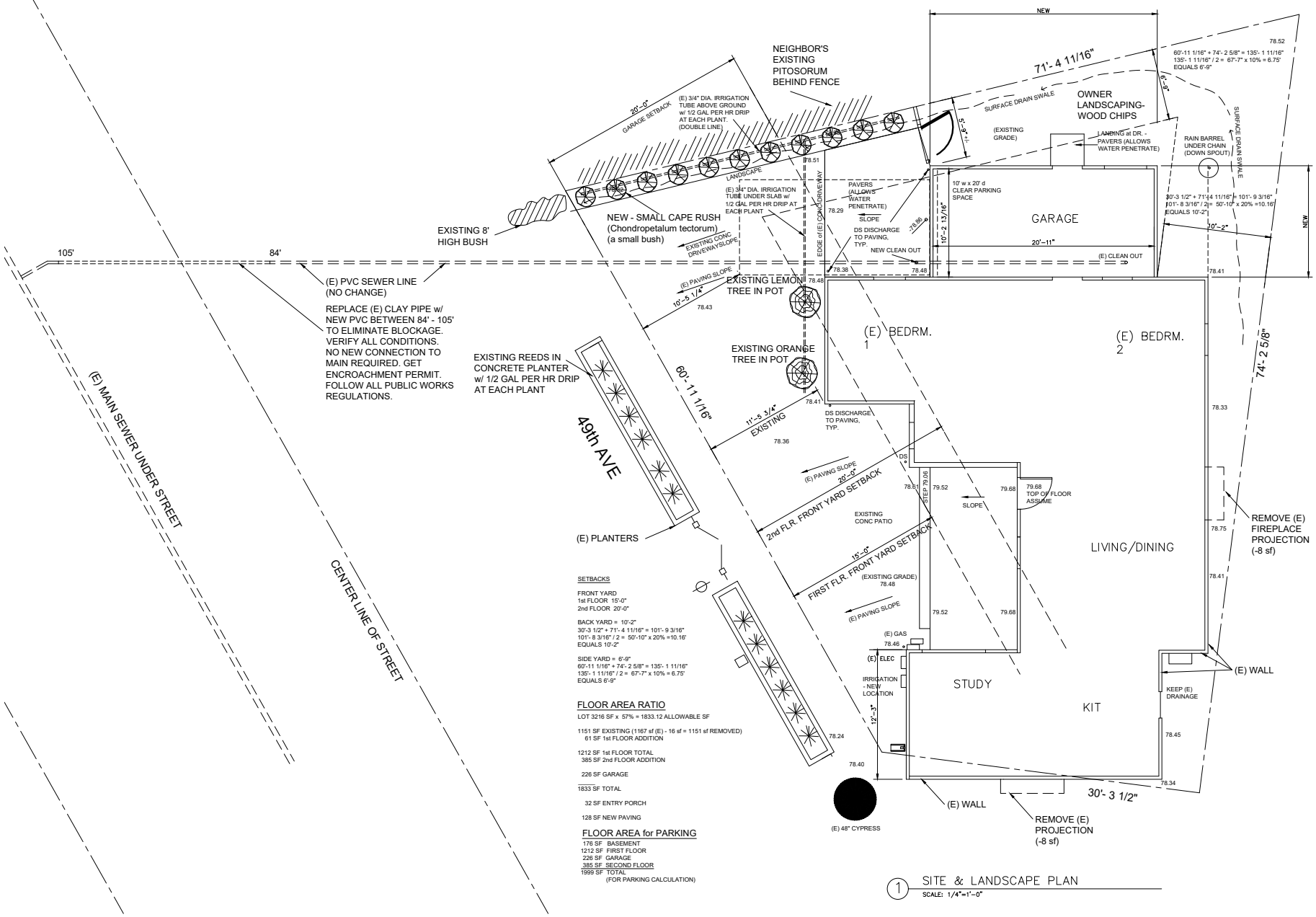

SETBACKS

FRONT YARD
1st FLOOR 15'-0"
2nd FLOOR 20'-0"

BACK YARD = 10'-2"
30'-3 1/2" + 71'- 4 11/16" = 101'- 9 3/16"
101'- 8 3/16" / 2 = 50'-10" x 20% = 10.16'
EQUALS 10'-2"

SIDE YARD = 6'-9"
60'-11 1/16" + 74'- 2 5/8" = 135'- 1 11/16"
135'- 1 11/16" / 2 = 67'-7" x 10% = 6.75'
EQUALS 6'-9"

FLOOR AREA RATIO

LOT 3216 SF x 57% = 1833.12 ALLOWABLE SF

1151 SF EXISTING (1167 sf (E) - 16 sf = 1151 sf REMOVED)
61 SF 1st FLOOR ADDITION

1212 SF 1st FLOOR TOTAL
385 SF 2nd FLOOR ADDITION

226 SF GARAGE

1833 SF TOTAL

32 SF ENTRY PORCH

128 SF NEW PAVING

FLOOR AREA for PARKING

176 SF BASEMENT
1212 SF FIRST FLOOR
226 SF GARAGE
385 SF SECOND FLOOR
1999 SF TOTAL
(FOR PARKING CALCULATION)

1 SITE & LANDSCAPE PLAN
SCALE: 1/4"=1'-0"

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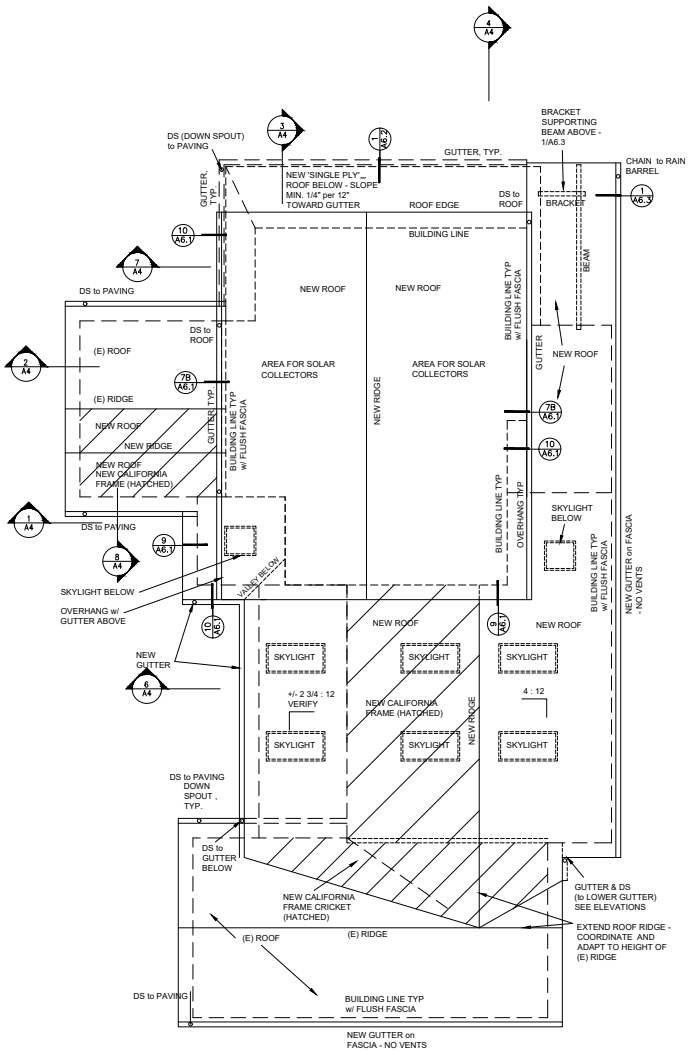
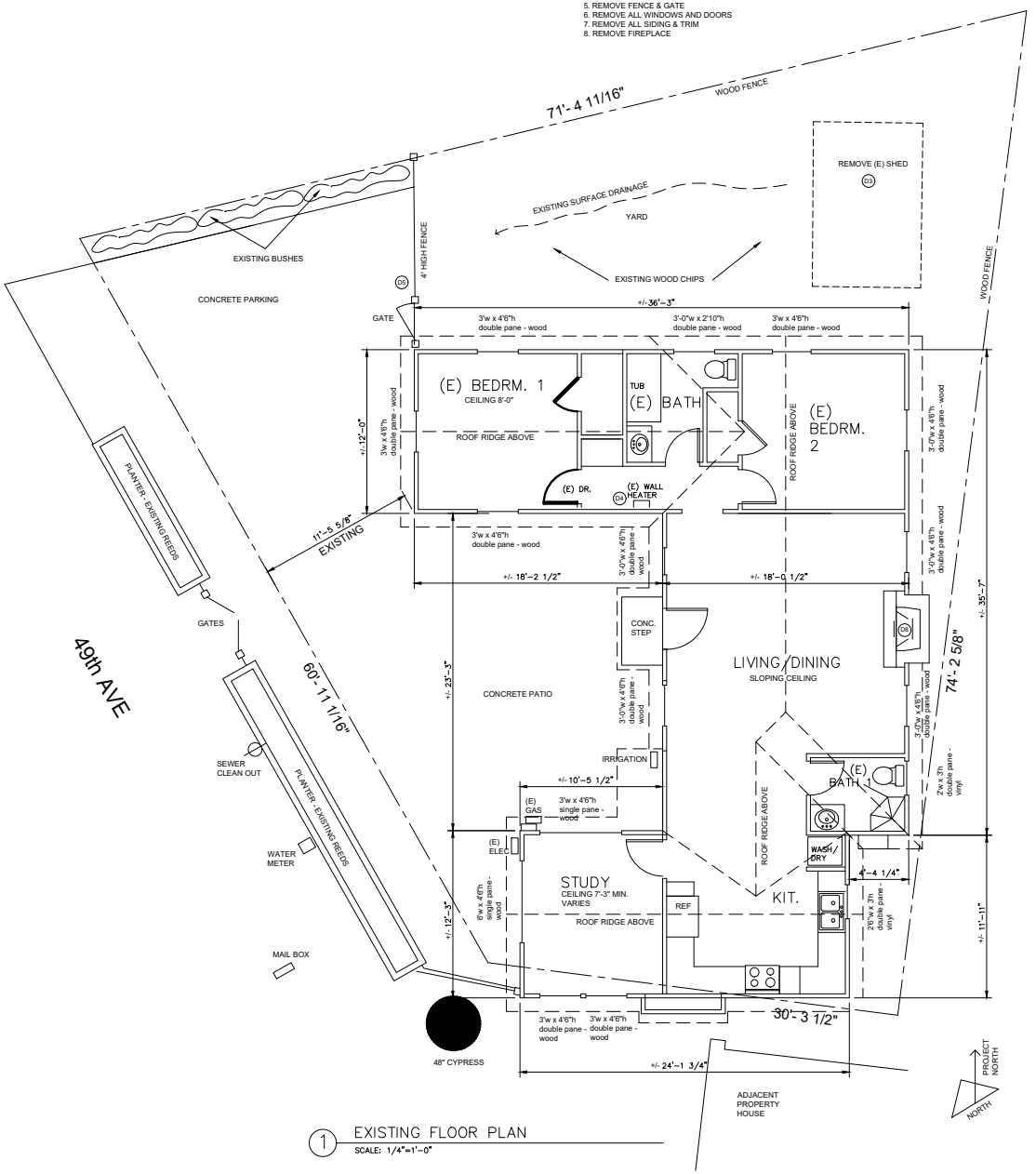
SHEET
A1.5



2 NEW ROOF PLAN
SCALE: 1/4"=1'-0"



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

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1350 49th AVE, CAPITOLA CA

SHEET
A2.1

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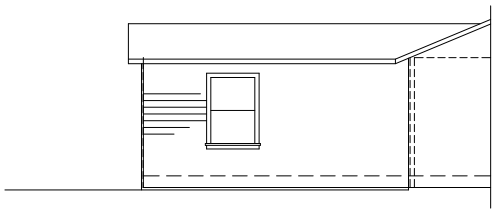
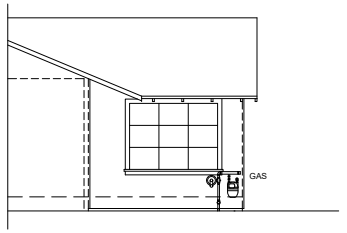


6 SOUTH – ENTRY
SCALE: 1/4"=1'-0"



5 NORTH – ENTRY
SCALE: 1/4"=1'-0"

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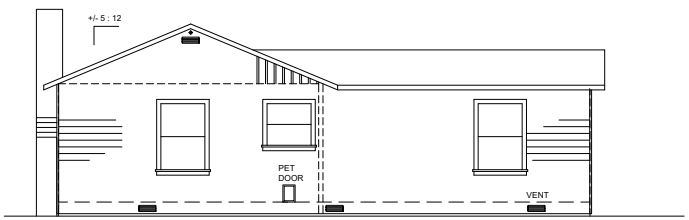
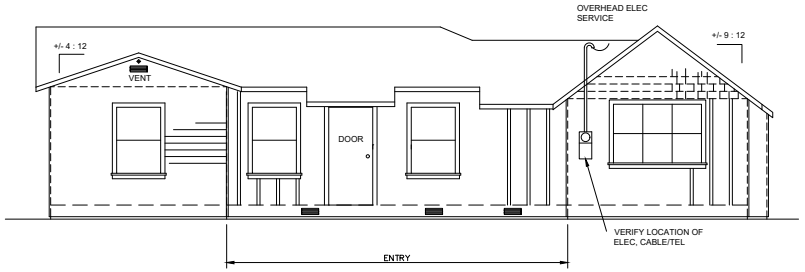
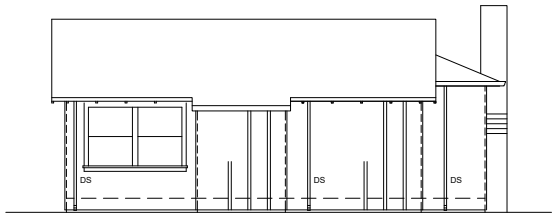


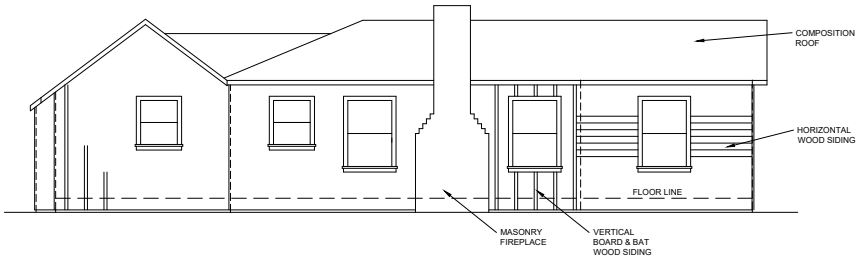
4 NORTH
SCALE: 1/4"=1'-0"



3 WEST – STREET SIDE
SCALE: 1/4"=1'-0"



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



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

ABERLE RESIDENCE ADDITION/REMODEL
(with REVISED FLOOR PLAN)
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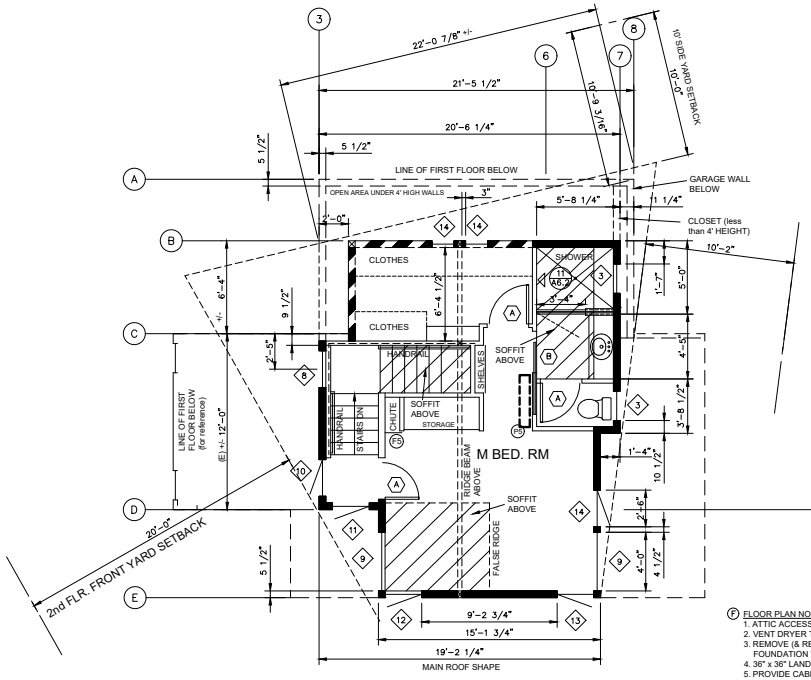
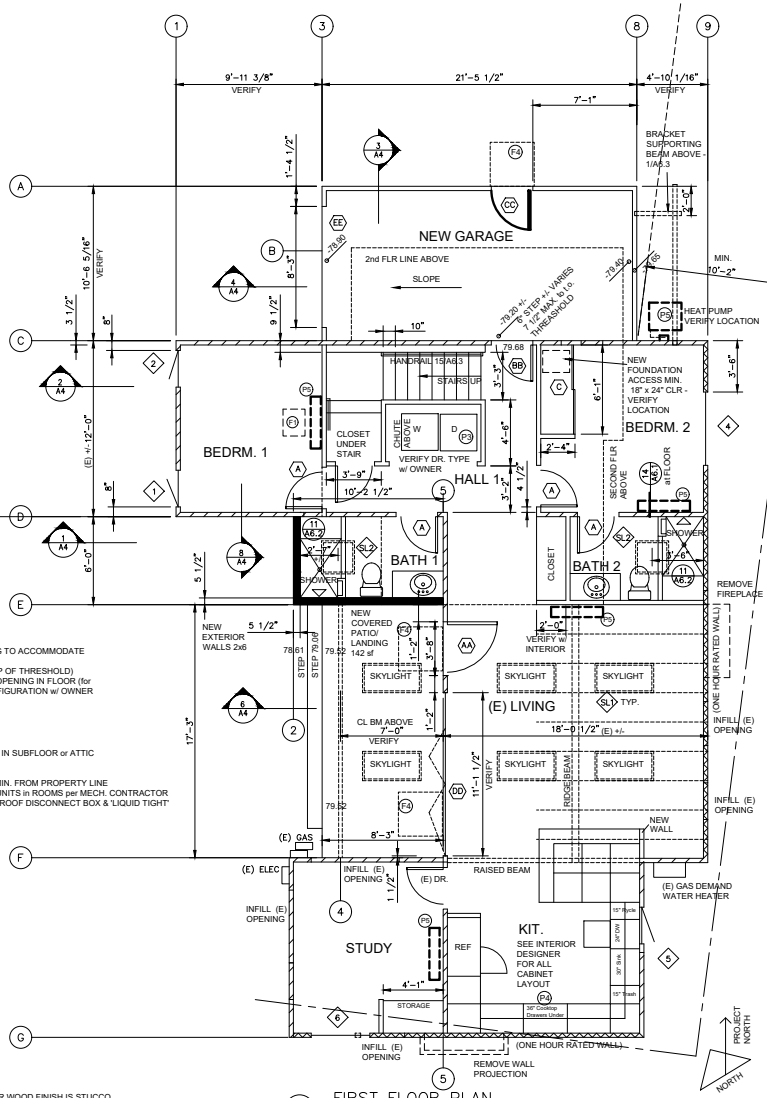
EXISTING ELEVATIONS

SHEET
A2.2



2 SECOND FLOOR PLAN

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



1 FIRST FLOOR PLAN

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

(F) FLOOR PLAN NOTES:
1. ATTIC ACCESS 22" x 30 CLEAR
2. VENT DRYER TO EXTERIOR - SEE 2/A5
3. REMOVE (& REPLACE) SUBFL. & FLOORING TO ACCOMMODATE FOUNDATION WORK.
4. 36" x 36" LANDING at DR. (MAX. 7 3/4" to TOP OF THRESHOLD)
5. PROVIDE CABINET w/ OPENING to CHUTE OPENING IN FLOOR (for CLOTHES CHUTE to LAUNDRY) VERIFY CONFIGURATION w/ OWNER

(P) PLUMBING/MECHANICAL NOTES:
1. FIXTURES CHOSEN BY OWNER
2. ALL WATER & GAS PIPING THRU FRAMING, IN SUBFLOOR or ATTIC (& NOT UNDER ANY CONC. SLAB)
3. VENT DRYER TO EXTERIOR
4. HOOD VENT DISCHARGE THRU ROOF - 3' MIN. FROM PROPERTY LINE
5. ELECTRIC HEAT PUMP w/ LINES TO HAVC UNITS in ROOMS per MECH. CONTRACTOR DESIGN BUILD. PROVIDE EXTERIOR WATERPROOF DISCONNECT BOX & 'LIQUID TIGHT' FLEXIBLE CONDUIT CONNECTION TO UNIT.

FIRE WALL OPTION 1: IF EXTERIOR WOOD FINISH IS STUCCO
STUCCO (CEMENT PLASTER) w/ UNDERLAYMENT OVER GYPSUM BD.
EXTERIOR RATED WALL (code CBC CHAPTER 7 Table 721.1(2) ITEM 15.1.3)
ONE HOUR RATED
2x4 STUDS at 16" oc w/ METAL LATH & 7/8" CEMENT PLASTER (STUCCO) on the EXTERIOR SURFACE. PLASTER MIX 1:4 FOR SCRATCH COAT, 1:5 FOR BROWN COAT, BY VOLUME, CEMENT TO SAND. INTERIOR SIDE 5/8 TYPE 'X' GYP BD. NAILED w/ 6d (or EQUAL SCREW) at 8" oc ATTACH DIRECTLY TO STUDS. 3" MIN. BATT INSULATION.

FIRE WALL OPTION 2: IF EXTERIOR WOOD FINISH IS WOOD SIDING
SIDING and WRM OVER GYPSUM BD.
GYPSUM ASSOCIATION GA FILE # WP 8105 ONE HOUR RATED
- GENERIC EXTERIOR - ONE LAYER 48" WIDE 5/8" TYPE X GYP SHEATHING APPLIED PARALLEL TO 2x4 WOOD STUDS 24" oc (MAX) w/ 1 3/4 GALV. ROOFING NAILS 4" oc AT VERTICAL JOINTS & 7" oc AT INTERMEDIATE STUDS AND TOP & BOTTOM PLATES. JOINTS OF GYP SHEATHING MAY BE LEFT UNTREATED. EXTERIOR SIDING TO BE ATTACHED THRU SHEATHING TO STUDS.
- INTERIOR SIDE: ONE LAYER TYPE X GYP WALLBOARD, WATER-RESISTANT GYPSUM BACKING BOARD, or GYPSUM VENEER BASE APPLIED PARALLEL TO OR AT RIGHT ANGLES TO STUDS w/ 6d COATED NAILS 1 7/8" LONG (.0915" SHANK). 1/4" HEADS, 7" oc (LOAD-BEARING)

EXISTING WALL
NEW 2x4 WALL
NEW 2x6 WALL
NEW 2x6 WALL ABOVE
EXISTING WALL (MODIFY TO ONE HOUR RATED) SEE OPTIONS 1 & 2

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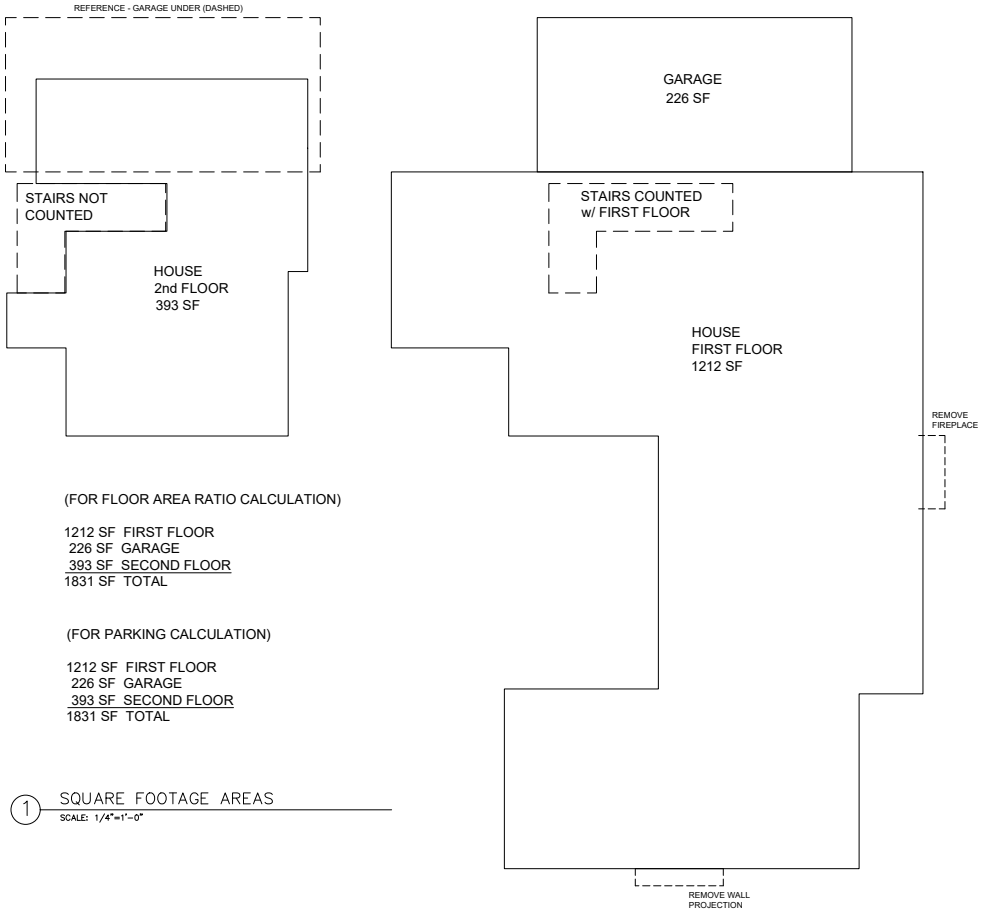
SHEET
A3



(FOR FLOOR AREA RATIO CALCULATION)

1212 SF FIRST FLOOR
226 SF GARAGE
393 SF SECOND FLOOR
1831 SF TOTAL

(FOR PARKING CALCULATION)

1212 SF FIRST FLOOR
226 SF GARAGE
393 SF SECOND FLOOR
1831 SF TOTAL

1 SQUARE FOOTAGE AREAS
SCALE: 1/4"=1'-0"

WINDOW SCHEDULE

KEY	ROUGH OPENING SIZE WIDTH	HEIGHT	FUNCTION	TYPE	NOTES
1	2'-6"	4'-0"	CASEM'T		MEET BEDRM ESCAPE REGS
2	2'-6"	4'-0"	CASEMT		MEET BEDRM ESCAPE REGS
3	2'-0"	2'-0"	CASEM'T		TEMPERED SAFETY GLASS IN SHOWER
4	5'-0"	3'-0"	SLIDE		MEET BEDRM ESCAPE REGS
5	2'-6"	3'-0"	CASEMT		
6	4'-0"	4'-0"	SLIDE		
7	4'-0"	5'-0"	SLIDE		TEMPERED SAFETY GLASS
8	2'-6"	4'-0"	FIX		
9	4'-0"	4'-0"	FIX		
10	2'-6"	4'-0"	CASEMT		TEMPERED SAFETY GLASS
11	2'-6"	4'-0"	CASEMT		
12	2'-6"	4'-0"	CASEMT		
13	2'-6"	4'-0"	CASEMT		
14	2'-6"	4'-0"	CASEMT		MEET BEDRM ESCAPE REGS
15	1'-6"	1'-6"	FIX		
SL1	2'-0"	4'-0"	OPEN/VENT		DOUBLE PANE CLEAR GLASS
SL2	2'-0"	2'-0"	OPEN/VENT		DOUBLE PANE CLEAR GLASS

WINDOW NOTES

1. WINDOWS SHALL BE MILGARD STYLELINE (VERITY) w/ NAIL FINS. NO EXTRA EXTERIOR OR INTERIOR EXTENSIONS. COLOR - VERIFY w/ OWNER
2. GLAZING SHALL BE CLEAR, DUAL GLAZED, w/ LOW 'E' PER TITLE 24 COMPLIANCE.
3. GLAZING IN HAZARDOUS LOCATIONS AS DEFINED PER 2019 CALIF. RESIDENTIAL CODE SHALL BE TEMPERED.
4. VERIFY ACTUAL ROUGH OPENING DIMENSIONS IN FIELD PRIOR TO ORDERING.
5. REFER TO PLANS & ELEVATIONS TO VERIFY ORIENTATION OF HANDING OR SLIDING DIRECTION.
6. ALL OPERABLE EXTERIOR WINDOWS SHALL HAVE REMOVABLE SCREENS BY WINDOW MANUFACTURER
7. INTERIOR TRIM SIM. TO (E)
8. WINDOW GLASS MAX. U-VALUE = 0.30.

EXTERIOR DOOR SCHEDULE

KEY	NOMINAL SIZE WIDTH	HEIGHT	THICK.	OPERATION	DESCRIPTION	NOTES
AA	3'-6"	6'-8"		SWING	THERMA- TRU	VERIFY STYLE w/ OWNER
BB	2'-8"	6'-8"		SWING	THERMA- TRU SMOOTH STAR	SEE NOTE #9
CC	3'-0"	6'-8"		SWING	THERMA- TRU SMOOTH STAR	SINGLE LITE FIXED UPPER PANE
DD	+/- 10'-0"	+/- 7'-0"		FOLDING		
EE	8'-0"	7'-0"			SECTIONAL ROLL-UP	VERIFY R/O, (AUTOMATIC DR. OPENER)

INTERIOR DOOR SCHEDULE

KEY	NOMINAL OPENING SIZE WIDTH	HEIGHT	THICK.	OPERATION	DESCRIP.	SCPCH = SOLID CORE PRIME COAT HARDBOARD
A	2'-8"	6'-8"	1 3/8"	SWING		SCPCH
B	2'-8"	6'-8"	1 3/8"	POCKET		SCPCH
C	(2) 3'-0"	6'-8"	1 3/8"	BI-PASS		SCPCH

DOOR NOTES

1. GLAZING SHALL BE CLEAR (UNLESS NOTED), DUAL GLAZED, PER TITLE 24 COMPLIANCE.
2. GLAZING FOR ENTRY, FOLDING & GARAGE SWING DR. SHALL BE TEMPERED.
3. VERIFY ACTUAL ROUGH OPENING DIMENSIONS IN FIELD PRIOR TO ORDERING.
4. REFER TO PLANS TO VERIFY PROPER ORIENTATION OF OPENING PORTION OF DOORS.
5. EXTERIOR DRS. TO HAVE FULL WEATHERSTRIPPING (w/ THRESHOLD).
6. HARDWARE FINISH (INCLUDING HINGES) TO BE SIM. TO (E).
7. EXTERIOR DOORS TO HOUSE TO HAVE A DEAD BOLT LOCK.
8. INTERIOR DOOR TRIM & WINDOW SILLS TO BE PAINT GRADE FINGER JOINTED WOOD SIM SHAPE/SIZE TO (E)
9. DR. BB TO BE SOLID CORE 1-3/8" THICK (or MIN. 20-min. FIRE RATED), TIGHT FITTING AND SELF LATCHING.

FINISH SCHEDULE

ROOM NAME	FLOOR: CARPET	WOOD	TILE or FLAGSTONE	VINYL	CONC.	WALLS: GYPSUM BD.	WATER RESIST G.B.	CEILING: GYPSUM BD.	BASE: WOOD	TILE	VINYL	NONE	NOTES
GARAGE					○	1		1				○	1 = FLAT WALL PAINT
LIVING/DINING		○				1		1	○				2 = SEMI-GLOSS PAINT
KIT		○				2		2	○				
STUDY	○					1		1	○				
HALL 1	○					1		1	○				
BEDRM 1 & CLOSET	○					1		1	○				
BEDRM 2 & CLOSET	○					1		1	○				
BATH 1			○			2		2	○				
BATH 2			○			2		2	○				
STAIR	○					1		1	○				
CLOSET UNDER STAIR	○					1		1	○				
M. BEDRM / CLOSET	○					1		1	○				
MASTER BATH			○			2	○	2	○				

FINISH SCHEDULE NOTES:

1. VERIFY ALL FINISHES WITH OWNER & INTERIOR DESIGNER
2. GYP. BD. FINISHED TO MATCH (E)
3. SHOWER AREA - USE CEMENT BD. (or MORTAR BED) UNDER TILE & WATER RESISTANT GYP. BD. ELSEWHERE. TUB/SHOWER WALLS TO HAVE A SMOOTH, HARD, NONABSORBENT SURFACE (e.g. CERAMIC TILE OF FIBERGLASS) OVER A MOISTURE RESISTANT UNDERLAYMENT (e.g. W.R. GYP. BD.) TO A HEIGHT OF 72" MIN. ABOVE THE DRAIN INLET. SEE DETAIL 11/A6.2
4. INTERIOR PAINT TO BE LOW or NO VOC.
5. FOAM INSULATION IN CATHEDRAL CEILING TO BE SWD QUICK-SHIELD 112 CLOSED CELL CODE COMPLIANCE RESEARCH REPORT CCRR-1011

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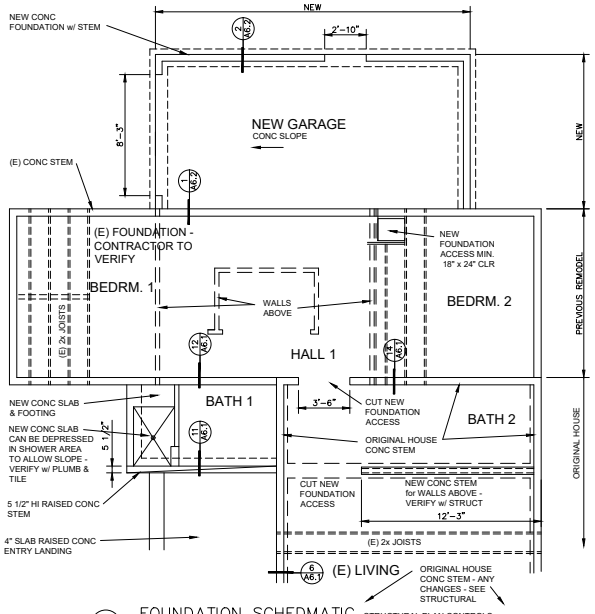
A3.1



5 FOUNDATION SCHEDMATIC
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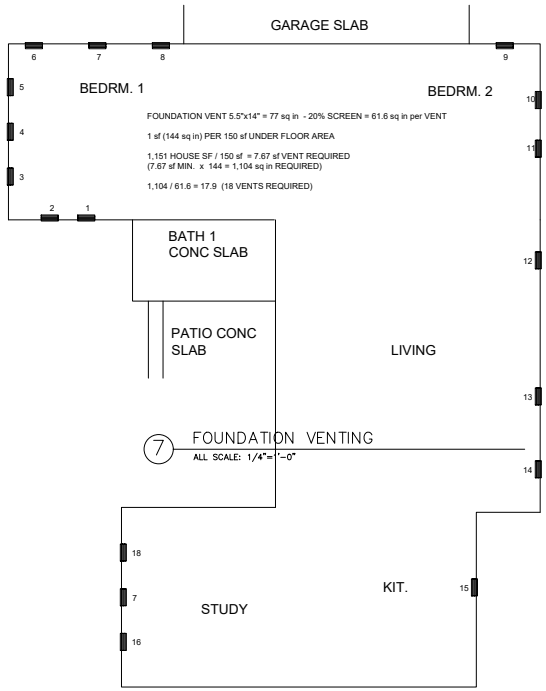
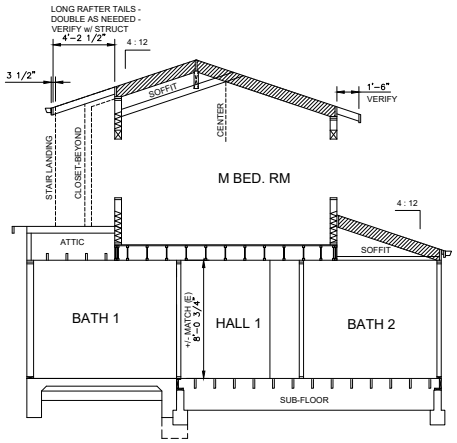
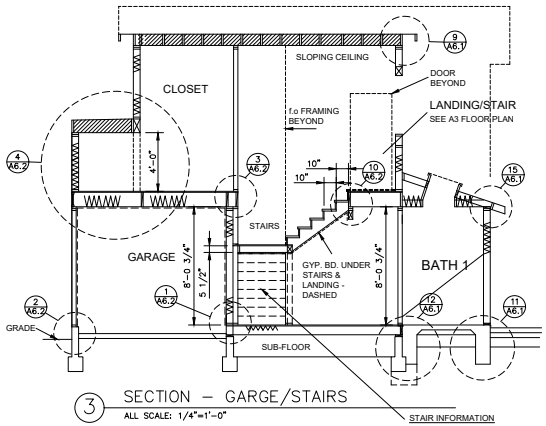


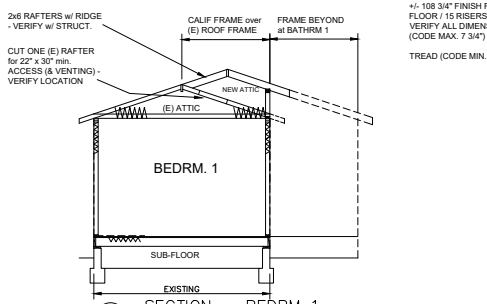
7 FOUNDATION VENTING
ALL SCALE: 1/4"=1'-0"



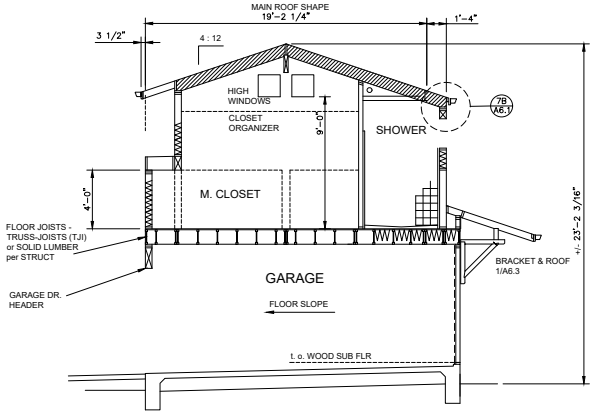
1 SECTION – BATHRMS & M.BED 'BAY'
SCALE: 1/4"=1'-0"



3 SECTION – GARGE/STAIRS
ALL SCALE: 1/4"=1'-0"



8 SECTION – BEDRM 1
SCALE: 1/4"=1'-0"



4 SECTION – GARAGE
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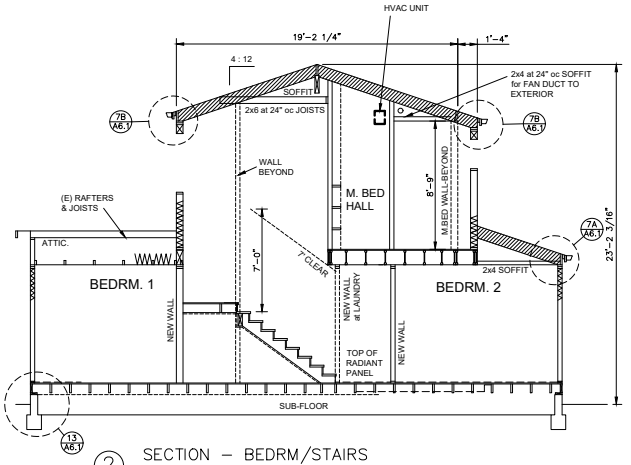

2 SECTION – BEDRM/STAIRS
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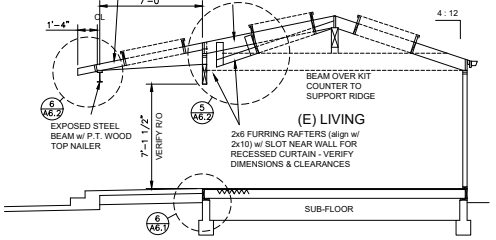


6 SECTION – LIVING RM
SCALE: 1/4"=1'-0"

RICK ABERLE
1350 49TH AVE.
CAPITOLA, CA 95010

DRAWING DATE
6/12/19

REVISIONS

No.	DESCRIPTION	DATE
1	PLAN CHECK	9/12/19
2	PLAN CHECK	1/2/20

ORIGINAL PLANS WERE APPROVED by PERMIT #20190298 (INCLUDED REVISIONS 1 & 2).

THESE ARE NEW PLANS INCLUDING MANY FLOOR PLAN CHANGES but THE SITE PLAN, SQ. FOOTAGE, BUILDING FOOTPRINT, BUILDING SHAPE & HEIGHT ARE SIMILAR TO THE ORIGINAL APPROVED PLANS. THESE PLANS ARE NOTED AS:

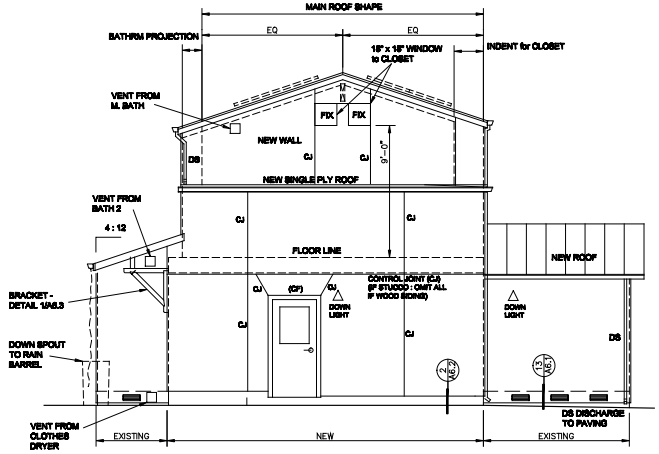
3 NEW PLAN & 8/26/21

ABERLE RESIDENCE ADDITION/REMODEL (with REVISED FLOOR PLAN)

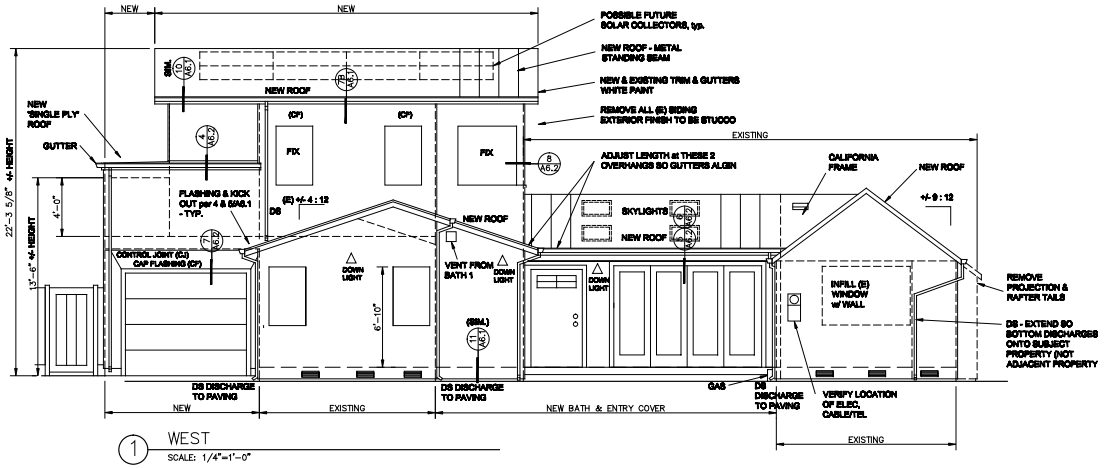
1350 49th AVE, CAPITOLA CA

SHEET
A4

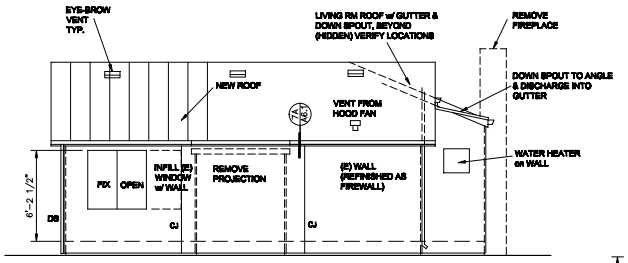
RICK
ABERLE
1350 49TH AVE.
CAPITOLA, CA 95010
Rick Aberle



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

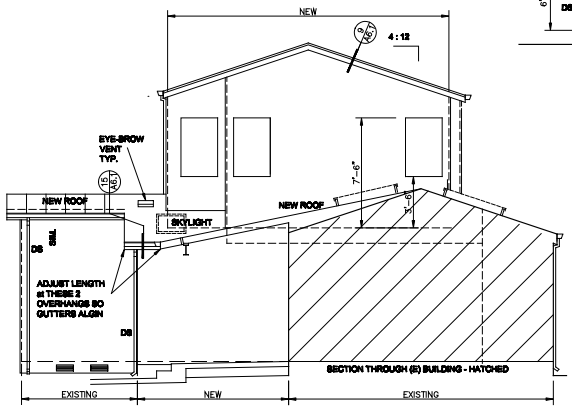


1 WEST
SCALE: 1/4"=1'-0"

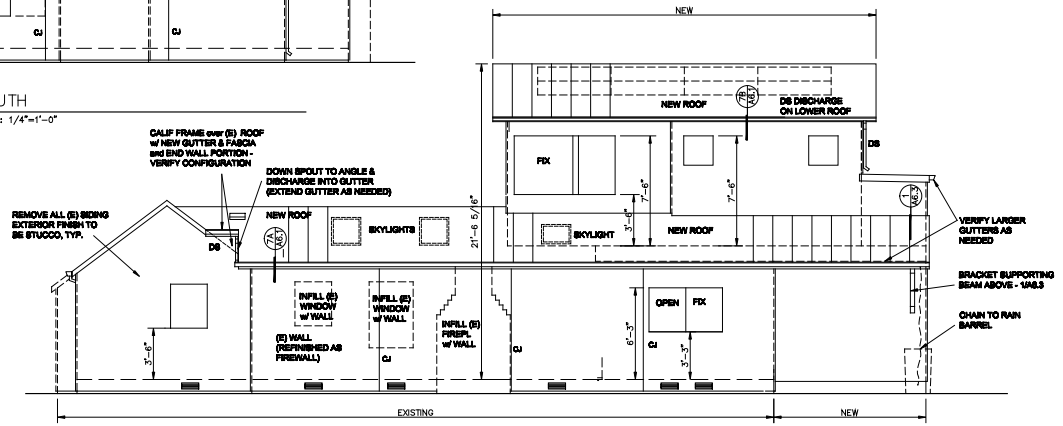


5 SOUTH
SCALE: 1/4"=1'-0"

EXTERIOR ELEVATIONS NOTES:
1. PAINT COLORS: SEE APPROVED COLOR BOARD
2. REMOVE (E) SIDING. PROVIDE NEW STUCCO FINISH - SAND FLOAT 'WHITE' COLOR
3. WINDOW TRIM TO MATCH (E).
4. ROOFING: METAL STANDING SEAM w/ UNDERLAYMENT per CODE



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



3 EAST – BACKYARD
SCALE: 1/4"=1'-0"

DRAWING DATE
6/12/19

REVISIONS

No.	DESCRIPTION	DATE
1	PLAN CHECK	9/12/19
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ABERLE RESIDENCE ADDITION/REMODEL
(with REVISED FLOOR PLAN)
1350 49th AVE, CAPITOLA CA

SHEET
A5

RICK
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1350 49TH AVE.
CAPITOLA, CA 95010

DRAWING DATE
6/12/19

REVISIONS

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ABERLE RESIDENCE ADDITION/REMODEL
(with REVISED FLOOR PLAN)
1350 49th AVE, CAPITOLA CA

SHEET
BMP1

Stormwater Pollution Prevention and Protection for Construction Projects

In the City of Capitola, water in streets, gutters, and storm drains flows directly to local creeks and Monterey Bay without any treatment. When debris, paint, concrete and other harmful pollutants from construction sites and home construction projects get spilled, leaked or washed into the street or storm drain they can damage sensitive creek habitats and end up polluting our bay and ocean.

In order to reduce the amount of pollutants reaching local storm drains and waterways, the City has developed "Best Management Practices" (BMPs) for construction work. All types of construction projects are required to abide by the following mandatory BMPs. These BMPs apply to both new and remodeled residential, commercial, retail, and industrial projects.

In addition to the following mandatory BMPs, the Central Coast Regional Water Quality Control Board (Regional Water Board) under the State Water Resources Control Board (State Water Board) requires coverage under and adherence to the Construction Activities Storm Water General Permit, or CGP, to regulate storm water runoff from construction sites. In general, any construction or demolition activity, including, but not limited to, clearing, grading, grubbing, or excavation, or any other activity that results in a land disturbance of equal to or greater than one acre, requires coverage under the CGP. Construction activities associated with Linear Underground Projects (LUPs) also require coverage under the CGP. It should be noted that SWPPP development and implementation (inspections, tracking) associated with sites subject to the CGP (excluding waiver sites) must be done by a qualified SWPPP developer (QSD), respectively. More information on the CGP and QSD/QSPs may be found at http://www.waterboards.ca.gov/water_issues/programs/stormwater/constpermits.shtml

◆General Construction & Site Supervision

All construction BMPS, sediment and erosion control must be installed prior to beginning construction and maintained throughout the project duration. Compliance with the CGP and below BMPs is required year round.

General Principles

- □ Keep an orderly site and ensure good housekeeping practices are used.
- □ Maintain equipment properly.
- □ Cover materials when they are not in use.
- □ Keep materials away from streets, gutters, storm drains and drainage channels.
- □ Ensure dust control water does not leave the site or discharge to storm drains.
- □ Train your employees on these BMPs and familiarize them with storm water issues prior to beginning work. Inform your subcontractors about storm water requirements and be sure that they also abide by these BMPs.
- □ Refer to the following approved references for BMP selection, implementation, and on-site management (most recent versions unless otherwise noted):
  - *Erosion & Sediment Control Field Manual*, California Regional Water Quality Control Board San Francisco Bay Region, Fourth Edition August 2002.
  - *Manuel of Standards for Erosion and Sediment Control Measures*, Association of Bay Area Governments (ABAG)
  - *Construction Best Management Practices (BMPs) Handbook*, California Stormwater Quality Association (CASQA)
  - *Construction Site Best Management Practices (BMPs) Manual*, Storm Water Quality Handbooks, Caltrans

Good Housekeeping Practices

- □ Designate one area of the site located away from storm drains, drainage swales, and creeks for auto parking and heavy equipment storage, vehicle refueling and routine equipment maintenance.
- □ To prevent off-site tracking of dirt, provide site entrances with stabilized aggregate surfaces or provide a tire wash area on the site, but away from storm inlets or drainage channels. Mud, dirt, gravel, sand and other materials tracked or dropped on city streets must be cleaned up to prevent washing into the storm drains.
- □ Keep materials and soil stockpiles out of the rain and prevent runoff contamination from the site. Store materials, stockpiles and excavation soils under cover and protected from wind, rain, and runoff. Cover exposed piles of construction materials or soil with plastic sheeting or temporary roofs. Before rainfall events, sweep and remove material from surfaces that drain to storm inlets and/or drainage channels.
- □ Place trash cans around the site to reduce litter. Dispose of non-hazardous construction wastes in covered dumpsters or recycling receptacles.
- □ Keep dumpster lids closed and secured. For dumpsters or bins that don't have a lid, cover them with tarps or plastic sheeting, secured around the exterior of the dumpster or place them under temporary roofs. Never clean out a dumpster by hosing it down on the construction site.

NOT TO SCALE	STANDARD DRAWINGS FOR STORMWATER POLLUTION PREVENTION AND PROTECTION FOR CONSTRUCTION PROJECTS	DRAWN: 2/14	REV:
DRAWN BY: M.P.			
CHECKED BY: S.E.J.		DRAWING No.	
	STEVEN JESBERG, PUBLIC WORKS DIRECTOR	STRM-BMP-1	

- □ Clean up leaks, drips and other spills immediately so that they do not contaminate the soil or runoff nor leave residue on paved surfaces. Use dry cleanup methods whenever possible. Water may only be used in minimum quantities to prevent dust.
- □ If portable toilets are used, ensure that the leasing company properly maintains the toilets and promptly makes repairs. Conduct visual inspections for leaks.
- □ Protect vegetation and trees from accidental damages from construction activities by surrounding them with fencing or tree armoring.

Advanced Planning

- □ Site development shall be fitted to the topography and soils in order to minimize the potential for erosion.
- □ Soil grading/clearing limits, easements, setback, sensitive or critical areas, trees, drainage courses, and buffer zones must be delineated on site to prevent excessive or unnecessary disturbances and exposure prior to construction.
- □ Schedule excavation and grading activities for dry weather periods. To reduce soil erosion, plant temporary vegetation or place other erosion controls before rain begins.
- □ Conduct grading operations in phases in order to reduce the amount of disturbed areas and exposed soil at any one time. Unless specifically approved on the project's drainage plan, grading, sediment and erosion control plan, clearing, excavation and grading shall not be conducted during rainy weather. All rainy season grading shall be in accordance with Capitola Municipal Code Chapter 15.28.
- □ Control the amount of runoff crossing your site especially during excavation by using berms or temporary drainage ditches or bio-swales to divert water flow around the site. Reduce stormwater runoff velocities by constructing temporary check dams or berms where appropriate.

Materials & Waste Handling

- □ Practice contaminant "Source Reduction" by estimating carefully and minimizing waste when ordering materials.
- □ Recycle excess materials such as concrete, asphalt, scrap metal, solvents, degreasers, paper, and vehicle maintenance materials whenever possible.
- □ Dispose of all wastes properly by ensuring that materials that cannot be recycled are taken to an appropriate land fill or disposed of as hazardous waste. Never bury waste materials or leave them in the street or near a creek or drainage channel.

◆Landscaping, Gardening & Ponds/Fountains/Pool/Spa Maintenance

Many landscaping activities and practices expose soils and increase the likelihood of water runoff that will transport earth, sediments and garden chemicals to the storm drain during irrigation or rain events. Other exterior amenities such as ponds, pools and spas require regular maintenance using chlorine and/or copper based algaecides. Water treated with these chemicals is toxic to aquatic life and should never be discharged to the storm drain.

Landscaping & Garden Maintenance

- □ Protect stockpiles and landscaping materials from wind and rain by storing them under tarps or secured plastic sheeting.
- □ Schedule grading and excavation during dry weather.
- □ Use temporary check drains or ditches to direct runoff away from storm drains or drainage channels.
- □ Protect storm drain inlets with sandbags, gravel filled bags, straw wattles, filter fabric or other sediment controls.
- □ Re-vegetation is an excellent form of erosion control for any site.
- □ Never dump or leave soil, mulch, or other landscape products in the street, gutter, or storm drain.

Ponds/Fountains/Pool/Spa Maintenance

- □ When draining a pond, fountain, pool or spa, any volumes in excess of 500 gallons must be reported in advance to the City of Capitola Public Works Department. The City will provide guidance on handling special cleaning waste, flow rate restrictions and backflow prevention.

◆Preventing Water & Sediment Runoff

Effective erosion and sediment control measures must be implemented and maintained on all disturbed areas in order to prevent a net increase of sediment in the site's storm water discharge relative to pre-construction levels. During the rainy season, erosion control measures must also be located at all appropriate locations along the site's perimeter and at all inlets to the storm drain system. Effective methods to protect storm drain inlets include sand bag barriers, heavy rubber mats to cover and seal the inlet, and sediment traps or basins. Refer to the Erosion & Sediment Control Field Manual, California Regional Water Quality Control Board San Francisco Bay Region, Fourth Edition August 2002; *and the most recent versions of the Manual of Standards for Erosion and Sediment Control Measures,* Association of Bay Area Governments (ABAG), *and Construction Best Management Practices (BMPs) Handbook,* California Stormwater Quality Association (CASQA).

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DRAWN BY: M.P.			
CHECKED BY: S.E.J.		DRAWING No.	
	STEVEN JESBERG, PUBLIC WORKS DIRECTOR	STRM-BMP-2	

- □ Effective filtration devices, barriers, and settling devices shall be selected, installed and maintained properly.
- □ Silt fences must be installed so that the drainage around each fence does not create additional erosion and rills down slope of the fence.
- □ If straw wattles are used to filter sediment runoff, ensure that the bales are actually filtering the water (and not just causing the water to travel around the bale) and that the straw pieces are not carried into the storm drain system.
- □ Whenever possible, use terracing, surface roughening (e.g. with a bulldozer), and energy dissipaters (such as riprap, sand bags and rocks) on slopes to reduce runoff velocity and trap sediments. Do not use asphalt rubble or other demolition debris for this purpose.
- □ All on-site erosion control measures and structural devices, both temporary and permanent, shall be properly maintained so that they do not become nuisances with stagnant water, odors, insect breeding, heavy algae growth, debris, and/or safety hazards
- □ A qualified person should conduct inspections of all on-site BMPs during each rainstorm and after a storm is over to ensure that the BMPs are functioning properly. For sites greater than one-acre, onsite inspections are required in accordance with the GCP.

◆Earth Moving Activities & Heavy Equipment

Soil excavation and grading operations loosen large amounts of soil that can be transported into storm drains when handled improperly. Effective erosion control practices reduce the amount of runoff crossing a site and slow the flow with check dams or roughened ground surfaces. Often, earth moving activities require use and storage of heavy equipment. Poorly maintained vehicles and heavy equipment that leak fuel, oil, antifreeze or other fluids onto the construction site are common sources of storm drain pollution.

Site Planning

- □ Maintain all heavy equipment, inspect frequently for leaks, and repair leaks immediately upon discovery.
- □ Perform major auto or heavy equipment maintenance, repair jobs and vehicle or equipment washing off-site.
- □ If you must drain and replace motor oil, radiator coolant or other fluids on site, use drip pans, plastic sheeting or drop cloths to catch drips and spills. Collect all spent fluids, store in separate containers and properly dispose as hazardous waste. Recycle whenever possible.
- □ Do not use diesel oil to lubricate equipment parts or clean equipment. Only use water for onsite cleaning.
- □ Cover exposed fifth wheel hitches and other oily or greasy equipment during all rain events.

Practices During Construction

- □ Remove existing vegetation only when absolutely necessary. Plant temporary vegetation for erosion control on slopes or where construction is not immediately planned.
- □ Protect down slope drainage courses, creeks and storm drains with wattles or temporary drainage swales.
- □ Use check dams or ditches to divert runoff around excavations. Refer to the Erosion & Sediment Control Field Manual, California Regional Water Quality Control Board San Francisco Bay Region, Fourth Edition August 2002; and the most recent versions of the *Manual of Standards for Erosion and Sediment Control Measures,* Association of Bay Area Governments (ABAG), and *Construction Best Management Practices (BMPs) Handbook,* California Stormwater Quality Association (CASQA).
- □ Cover stockpiles and excavated soil with secured tarps or plastic sheeting.

Spill Clean Up

- □ Maintain a spill clean-up kit on site.
- □ Clean up spills immediately. Use dry cleanup methods if possible.
- □ Never hose down dirty pavement or impermeable surfaces where fluids have spilled. Use dry cleanup methods (absorbent materials, cat litter and/or rags) whenever possible and properly dispose of absorbent materials.
- □ Sweep up spilled dry materials immediately. Never attempt to wash them away with water or bury them.
- □ Use as little water as possible for dust control. If water is used, ensure it does not leave silt or discharge to storm drains.
- □ Call 911 for significant spills. If the spill poses a significant hazard to human health and safety, you must also report it to the State Office of Emergency Services.

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	STEVEN JESBERG, PUBLIC WORKS DIRECTOR	STRM-BMP-3	

◆Painting, Varnish & Application of Solvents & Adhesives

Paints, varnish, solvents and adhesives contain chemicals that are harmful to wildlife and aquatic life in our community. Toxic chemicals may come from liquid or solid products or from cleaning residues or rags. Paint materials and wastes, adhesives and cleaning fluid should be recycled when possible or properly disposed to prevent these substances from entering the storm drains and watercourses.

Handling of Surface Coatings

- □ Keep paint, varnish, solvents and adhesive products and wastes away from the gutter, street and storm drains. Wastewater or runoff containing paint or paint thinner must never be discharged into the storm drain system.
- □ When there is a risk of a spill reaching the storm drain, nearby storm drain inlets must be protected prior to starting painting.

Removal of Surface Coatings

- □ Non-hazardous paint chips and dust from dry stripping and sand blasting may be swept up or collected in plastic drop cloths and disposed of as trash.
- □ Chemical paint or varnish stripping residue, chips and dust from marine paints or varnishes, or paints containing lead, mercury or tributyltin must be disposed of as hazardous wastes. Lead based paint removal requires a state-certified contractor. Paint may be tested for lead by taking paint scrapings to a local, state-certified laboratory.
- □ When stripping or cleaning building exteriors with high-pressure water, block storm drains to prevent flow to creeks and the Monterey Bay.
- □ Wash water from painted buildings constructed pre-1978 can contain high amounts of lead even if paint chips are not present. Before stripping paint or cleaning a pre-1978 building's exterior with water under high pressure, test paint for lead by taking paint scrapings to a local, state-certified laboratory.

Clean Up of Surface Coatings

- □ Never clean brushes or rinse paint or varnish containers into a gutter, street, storm drain, French drain or creek.
- □ For water based paints, paint out brushes to the extent possible and rinse into an interior sink drain that goes to the sanitary sewer.
- □ For oil based paints, paint out brushes to the extent possible and clean with thinner or solvent. Filter and reuse thinners and solvents where possible. Dispose of excess liquids and residue as hazardous waste.
- □ When thoroughly dry, empty paint cans, used brushes, rags and drop cloths may be disposed of as garbage.

Disposal of Surface Coatings

- □ Recycle, return to supplier, or donate unwanted water-based (latex) paint. Oil-based paint may be recycled or disposed of as hazardous waste. Varnish, thinners, solvents, glues and cleaning fluids must be disposed of as hazardous waste.
- □ When the job is completed, collect all unused or waste materials and dispose of properly. Never leave or abandon materials onsite, and ensure that nothing has drifted toward the street, gutter, or catch basin.

◆Roadwork & Paving

- □ Protect nearby storm drain inlets and adjacent water bodies prior to breaking up asphalt or concrete.
- □ The discharge of saw cut slurry to the storm drain system is prohibited. Take measures to contain the slurry and protect nearby catch basins or gutters. If slurry enters the storm drain system, remove material immediately.
- □ Dried, saw cut slurry must be cleaned up and properly disposed so that it will not be carried into the storm drain system by wind, traffic, or rainfall.
- □ After breaking up old pavement, sweep up materials and recycle as much as possible. Properly dispose of non-recyclable materials.
- □ Cover and seal nearby storm drain inlets and manholes before applying seal coat, slurry seal, etc. Leave covers in place until the oil sealant is dry.
- □ In the event of rain during construction, divert runoff around work areas and cover materials.
- □ Park paving machines over drip pans or absorbent materials.
- □ Never wash sweepings from exposed aggregate concrete into a street or a storm drain inlet. Collect and return to aggregate base stockpile or dispose of in the trash.
- □ Remove and clean up material stockpiles (i.e. asphalt and sand) by the end of each week or, if during the rainy season, by the end of each day. Stockpiles must be removed by the end of each day if they are located in a public right-of-way.

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CHECKED BY: S.E.J.		DRAWING No.	
	STEVEN JESBERG, PUBLIC WORKS DIRECTOR	STRM-BMP-4	

◆Concrete, Cement, & Masonry Products

- □ Concrete, cement, masonry products, sediment or pollutant laden water shall never be discharged into or allowed to reach the storm drain system.
- □ Avoid mixing excess amount of fresh concrete or cement mortar on-site.
- □ During tile cutting, ensure that the slurry water does not run off into the street or storm drain system. The discharge of slurry to the storm drain system is prohibited. Dried slurry must be cleaned up and disposed of properly.
- □ Concrete, cement, and masonry mixing containers may not be washed or rinsed into the street or storm drain system. If a concrete transit mixer is used, a suitable washout box, excavation or self-washing mixer able to contain waste material shall be provided on-site.
- □ Never wash or rinse mixing containers and tools into the gutter, street, storm drain inlet, drainage ditches or water body.
- □ If conducting sidewalk work, material stockpiles must be removed and cleaned up by the end of each day. Sweep or collect unused materials and debris that remain on pavement and dispose of properly.
- □ When the job is completed, collect all unused or waste materials and dispose of properly. Never leave or abandon materials onsite. Ensure that nothing has drifted towards the street, gutter or catch basin.

◆Site Clean Up

- □ Clean up by sweeping instead of hosing down whenever possible. Dispose of litter and debris in the garbage.
- □ The street, sidewalk and other paved areas may not be cleaned by washing or by directing sediment, concrete, asphalt, or other particles into the storm drain system. If water is used to flush sediment or particles from pavement, the water must be directed to a landscaped or grassy area large enough to absorb all the water.
- □ If conducting road or sidewalk work, materials stockpiles must be removed and cleaned up by the end of each work day.
- □ Discarded building materials and demolition wastes must never be left in a street, gully, or waterway. Dispose of all wastes properly including leftover paint and chemicals. Materials that cannot be reused or recycled must be taken to the landfill or disposed of as hazardous waste.

Signed and Agreed to by:
Project Owner or General Contractor

Signed: _____ Date: _____

Print Name: _____

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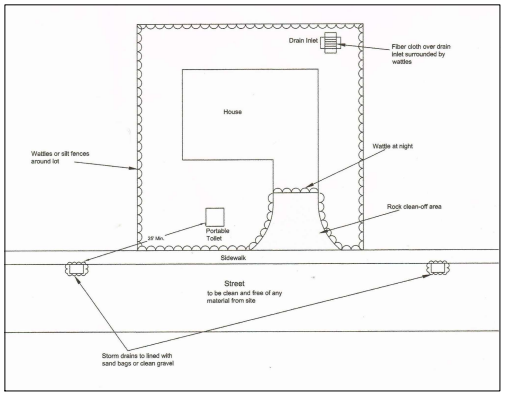

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TABLE 150.0-A
CLASSIFICATION OF HIGH-EFFICACY LIGHT SOURCES
Light sources shall comply with one of the columns below:

Light sources in this column, other than those installed in ceiling recessed downlight luminaires, are classified as high efficacy & are NOT required to comply with Reference Join Appendix JA8	Light sources in this column are only considered to be high efficacy if they are certified to the Commission a High Efficacy Light sources in accordance with Reference Join Appendix JA8 & marked as required by JA8
1. Pin-based linear fluorescent or compact fluorescent light sources using electronic ballasts. 2. Pulse-start metal halide light sources. 3. High pressure sodim light sources. 4. Luminaires with hardwire high frequency generator & induction lamp. 5. LED light sources installed outdoors. 6. Inseparable SSL luminaires containing colored light sources that are installed to provide decorative lighting.	8. All light sources installed in ceiling recessed downlight luminaires. Note that ceiling recessed downlight luminaires shall not have screw bases regardless of lamp type as described in section 150.0(k)1C. 9. Any light source not otherwise listed in this table.

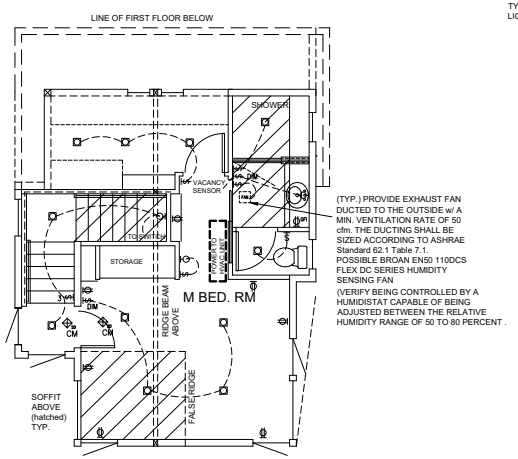
ENERGY CODE 150(k)11 Luminaire requirements
A. Luminaire efficacy. All installed luminaires shall meet the requirements in Table 150.0-A.
B. Blank electrical boxes. The number of electrical boxes that are more tha 5 feet above the finished floor & do not contain a luminaire or other device shall be no greater than the number of bedrooms. these electrical boxes must be served by a dimmer, vacncy senor control, or fan speed control.
C. Recessed downlight luminaires in ceilings, In addition to complying with 150(k)1A, luminaires recessed into ceilings shall meet all of the following:
i. Belisted, as defined in Section 100.1, for zero clearance insulation contact (IC) by Underwriters Lab or other nationally recognized testing/rating laboritory; and
ii. Have a lable that certifies the luminaire is airtight with air leakage less than 2.0 CFM at 75 pascals when tested in accordance with ASTM E283. An exhaust fan housing shall not be reauired to be certified airtight and
iii. Be sealed with a gasket or caulk between the luminaire housing & ceiling, and have all air leak paths between conditioned & unconditioned spaces sealed with a gasket or caulk and
iv. for luminaires with hardwired ballasts or drivers allow ballast or driver maintenance & replacement to be readily accessible to building occupants from below the ceiling without requiring the cutting of holes in the ceiling; and
v. Shall not contain crew based sockets.
D. Electronic ballasts for fluorescent lamps. Ballasts for fluorescent lamps rated 13 watts or greater shall be electronic and shall have an output frequency no less than 20 kHz.
E. Night lights, step lights & path lights. Night lights, step lights & path lights shall not be required to comply with table 150.0-A or be controlled by vacancy sensors provided they are rated to consume no more than 5 watts of power & emit no more than 150 lumens.
F. Lighting integral to exhaust fans. Lighting integral to eahaust fans shall meet the applicable requirements of Section 150(k).
Exception to 150.0(k)1G: Luminaires shall contain lamps for high intesity discharge lamps.
H. Light sources in enclosed or recessed luminaires. Lamps and other separable light sources that are not compliant with JA8 elevated temperature requirements, including marking requirements, shall not be installed in enclosed or recessed luminaires.
I. Light sources in drwers, cabineets & linen closets. Light sources internal to drawers, cabinetry or linen closets shall not be required to comply with Table 150.0-A or be controlled by vacancy sensors provided they are rated to cansume no more than 5 watts of power & emit no more than 150 lumens and are equiped with controls that automatically turn the lighting off when the drawer, cabinet or linen closet is closed.

TITLE 24 ENERGY NOTES

SEE SHEET EN2 FOR 2016 LOW RISE RESIDENTIAL MANDATORY MEASURES

ELECTRICAL SYMBOLS

- DUPLEX WALL OUTLET
- FOUR-PLEX WALL OUTLET
- DUPLEX FLOOR OUTLET
- 220 VOLT WALL OUTLET
- GROUND FAULT INTERUPT CIRCUIT
- SWITCHED OUTLET
- WATERPROOF GFI OUTLET
- SINGLE POLE SWITCH
- THREE-WAY SWITCH
- FOUR-WAY SWITCH
- DIMMER SWITCH
- TIMER SWITCH
- RECESSED LIGHT FIXTURE
- PENDANT OR SURFACE LIGHT FIXTURE
- PENDANT OR SURFACE LIGHT FIXTURE W/ PULL CHAIN
- FLUORESCENT
- CABLE TV OUTLET
- CM 110 V. SMOKE DETECTOR w/ BATTERY BACK UP w/ CARBON MONOXIDE SENSOR/ALARM
- LIGHT/EXHAUST FAN COMBINATION
- EXHAUST FAN
- MOISTURE FIXTURES APPROVED BY MANUFACTURES FOR MOIST ENVIRONMENTS
- MAIN PNL ELECTRICAL MAIN PANEL
- SUB PNL ELECTRICAL SUB PANEL
- SP SPEAKER LOCATION
- WALL MOUNTED LIGHT FIXTURE
- FLUORESCENT LIGHT FIXTURE, CEILING MOUNTED
- UNDER CABINET STRIP FIXTURE
- TRACK LIGHTING
- JUNCTION BOX
- TELEPHONE OUTLET
- DUAL RUN CAT 5 RG6 CABLE DATA PLUS CONDUIT FOR FUTURE FIBER OPTIC
- CEILING FAN
- TC TIME CLOCK
- WALL MOUNTED MOTION SENSOR



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

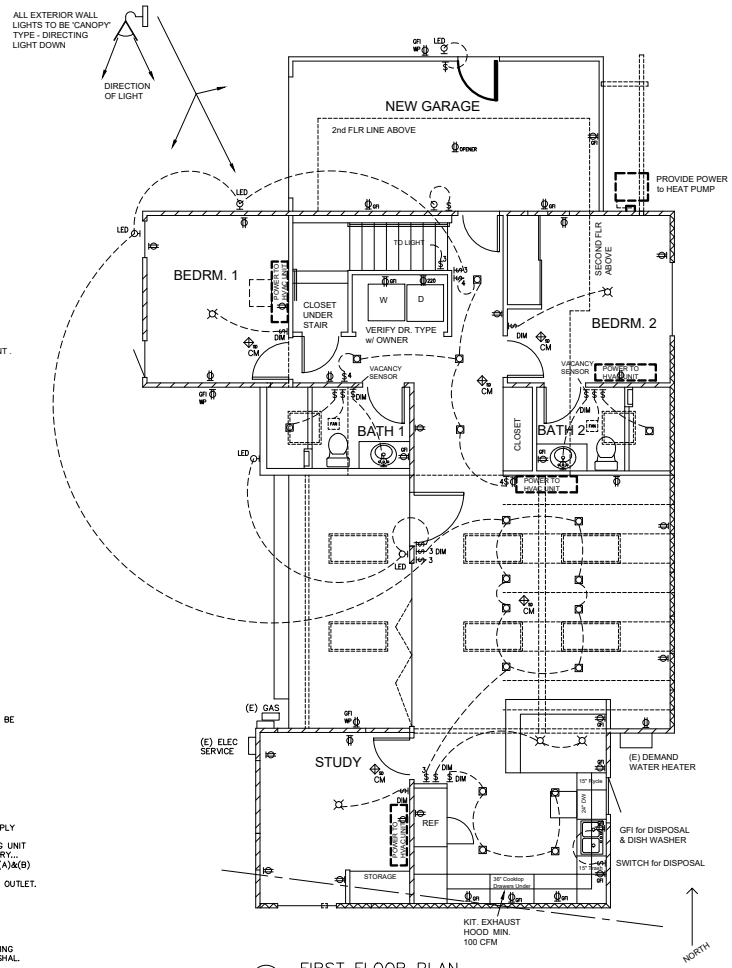
ELECTRICAL NOTES

GENERAL

G1. VERIFY THE LOCATION OF ALL FIXTURES w/ OWNER PRIOR TO ROUGH-IN. FIXTURE TYPE & FINISHES SHALL BE SELECTED BY THE OWNER.
G2. THESE DRAWINGS ARE DIAGRAMMATIC AND MAY NOT REFLECT ACTUAL FIELD CONDITIONS.
G3. PROVIDE ELECTRICAL SERVICE AS REQUIRED TO ALL MECHANICAL UNITS & APPLIANCES.

OUTLETS, SWITCHES & CIRCUITS

1. INTERIOR OUTLET HEIGHTS TO BE 15" MIN ABOVE FLOOR. WALL SWITCH HEIGHT TO BE 44", UNLESS NOTED.
2. ALL EXTERIOR OUTLETS MUST BE WITHIN 78" OF FINISHED GRADE AND GFCI PROTECTED.
3. MINIMUM BRANCH CIRCUITS PER CEC ART. 210-11(c), SHALL BE INSTALLED (KITCHEN, BATHRM).
4. A DEDICATED 20 AMP CIRCUIT SHALL SUPPLY THE REQUIRED BATHROOM OUTLETS, THIS CIRCUIT CANNOT SUPPLY ANY OTHER RECEPTACLES, LIGHTS, FANS, ETC.
5. ALL BRANCH CIRCUITS THAT SUPPLY 120 VOLT, SINGLE PHASE,15 & 20 AMP OUTLETS INSTALLED IN DWELLING UNIT FAMILY ROOMS, DINING ROOMS, LIVING ROOMS, DENS, BEDROOMS, CLOSETS, HALLWAYS, KITCHENS & LAUNDRY... OR SIMILAR RMS OR AREAS SHALL BE ARC-FAULT CIRCUIT INTERRUPTER (AFCI) PROTECTED PER CEC 210.12(A)&(B)
6. ALL 125-VOLT, 15 AND 20 AMP RECEPTACLES SHALL BE TAMPER RESISTANT PER CEC 406.12
7. DRYERS & COOKING UNITS REQUIREMENT: HAVE CONDUCTOR WIRES w/ INSULATED NEUTRAL & A FOUR PRONG OUTLET.
8. ALL BATH FANS SHALL BE EQUIPPED WITH A MOISTURE SENSOR SWITCH.
9. SEPARATE CIRCUIT FOR DISHWASHER & SEPARATE CIRCUIT FOR DISPOSAL.
10. PROVIDE GFI PROTECTION FOR ALL RECEPTACLES SERVING KITCHEN COUNTER TOP SURFACES. ADDITIONAL LOCATIONS OF GFIC PROTECTION e) WITHIN 6 ft. OF ANY SINK, b) LAUNDRY AREAS
11. RECESSED FIXTURES TO BE AIRTIGHT INSULATION COMPATIBLE FOR CFLS.
12. ALL EXTERIOR LIGHTS TO BE LED.
13. SMOKE DETECTORS SHALL BE 110V w/ BATTERY BACKUP WHICH ARE AUDIBLE IN ALL BEDRMS & HALLS LEADING TO BEDROOMS AND SHALL BE LISTED IN ACCORDANCE WITH UL 217 AND APPROVED BY THE STATE FIRE MARSHAL.
14. APPROVED CARBON MONOXIDE ALARMS SHALL BE INSTALLED IN THE IMMEDIATE VICINITY OF BEDRMS.
15. LUMINARIES LOCATED WITHIN 3 ft. OF THE SHOWER (or SHOWER/TUB) COMPARTMENT SHALL BE LISTED FOR USE IN DAMP LOCATIONS. LUMINARIES INSTALLED WITHIN THE SHOWER COMPARTMENT ITSELF, or SUCH THAT IT SHALL BE SUBJECT TO SHOWER SPRAY SHALL BE LISTED FOR USE IN WET LOCATIONS.
16. PROVIDE A UFER GROUNDING ELECTRODE BONDED TO WATER LINES. PROVIDE IF NOT EXISTING.
17. LIGHT FIXTURES IN CLOSETS TO BE MIN. 6" FROM FACE OF SHELF IF FLUORESCENT OR RECESSED.
18. SMOKE DETECT SHALL NOT BE LOCATED WITH 20' OF COOKING APPLIANCE OR WITH 3' OF A DR. TO A BATHRM.
19. IN THE AREAS OF NEW CONSTRUCTION or EXISTING ROOMS WHERE THE AREA ABOVE THE CEILING IS ACCESSIBLE, THE SMOKE AND CO DETECTION ALARMS SHALL BE INTERCONNECTED & POWERED BY AN A/C POWER SOURCE w/ BATTERY BACK-UP. ALARMS, IN EXISTING AREAS WHERE ACCESS TO THE AREA ABOVE THE CEILING IS NOT POSSIBLE, MAY BE POWERED BY A D/C BATTERY SOURCE.
20. PROVIDE GFI ELEC. OUTLET FOR ANY MICROWAVE IN AN ISLAND. VERIFY LOCATION w/ OWNER
21. PROVIDE GFI ELEC. OUTLET UNDER SINK
22. BATHRM FANS & RANGE HOOD TO HAVE DUCT TO EXTERIOR. EXHAUST MIN. 36" FROM OPENING TO HOUSE, ie WINDOW
23. NOT USED
24 LIGHTING CONTROLS: INSTALL TITLE 20 COMPLIANT DIMMER or VACANCY SENSOR
25. USE ONLY ICAT RATED RECESSED LIGHT FIXTURES per GREEN PROGRAM ITEM G-M1c
26. ALL NEW LIGHTING TO BE HIGH-EFFICACY per 2019 CALIFORNIA ENERGY CODE.
27. ONE LIGHT IN EACH BATHROOM TO HAVE AN OCCUPANCY SENSOR SWITCH.
28. PROVIDE MIN. 2 - 20 AMP SMALL APPLIANCE CIRCUITS FOR KIT. COUNTER TOPS. SUCH CIRCUITS SHALL HAVE NOT OTHER OUTLETS. LOADS SHALL BE BALANCED.
29. ALL EXTERIOR LIGHTS TO BE HIGH-EFFICACY & INCLUDE A MANUAL ON/OFF SWITCH AS WELL AS ONE OF THE FOLLOWING: PHOTOCONTROL & MOTION SENSOR, PHOTO CONTROL & AUTOMATIC TIME SWITCH CONTROL, OR, ENERGY MANAGEMENT CONTROL SYSTEM per CEnC 150.0(k)(3)



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

DRAWING DATE
6/12/19

REVISIONS

No.	DESCRIPTION	DATE
1	PLAN CHECK	9/12/19
2	PLAN CHECK	1/2/20

ORIGINAL PLANS WERE APPROVED by PERMIT #20190298 (INCLUDED REVISIONS 1 & 2).

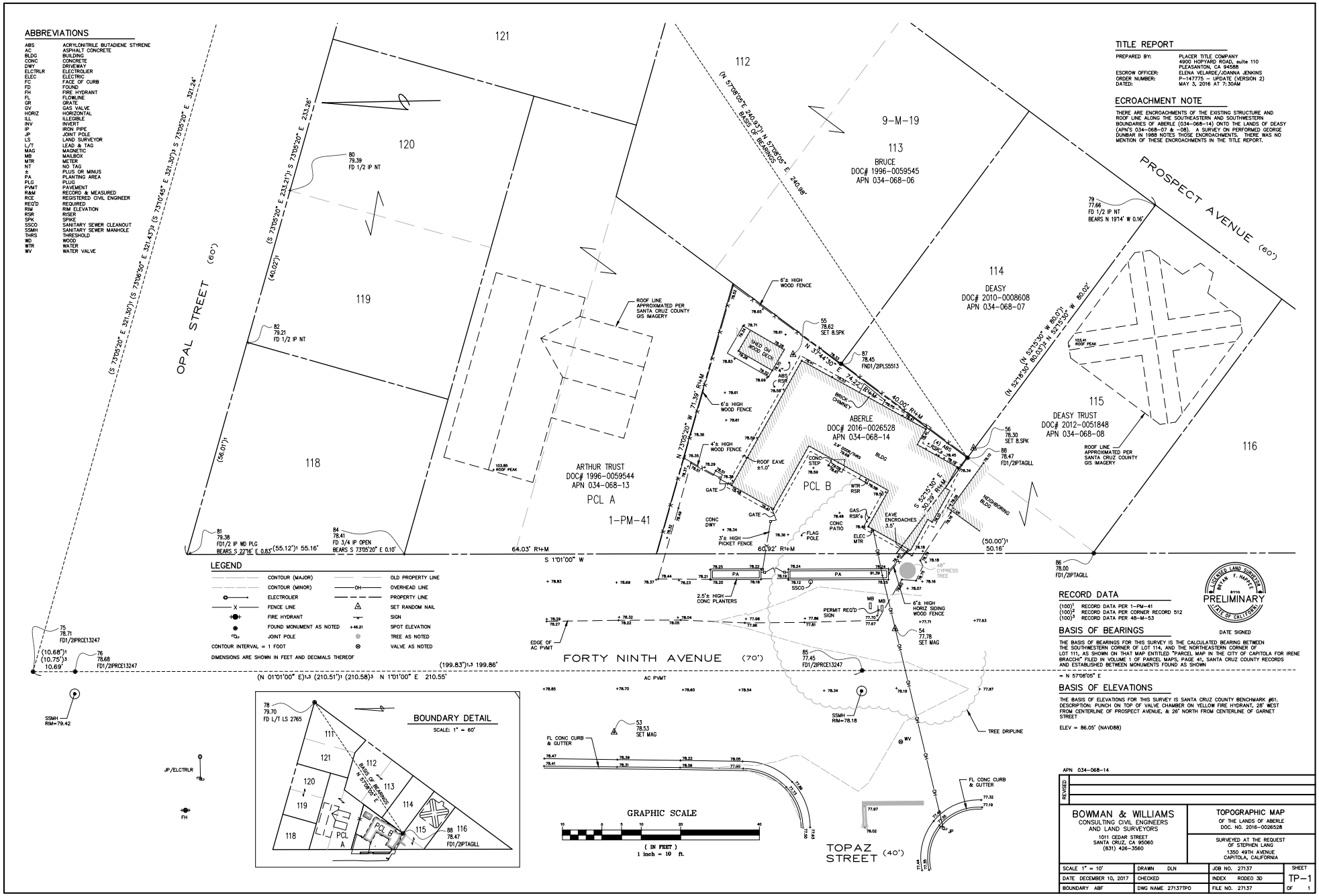
THESE ARE NEW PLANS INCLUDING MANY FLOOR PLAN CHANGES but THE SITE PLAN, SQ. FOOTAGE, BUILDING FOOTPRINT, BUILDING SHAPE & HEIGHT ARE SIMILAR TO THE ORIGINAL APPROVED PLANS. THESE PLANS ARE NOTED AS:

3 NEW PLAN & 8/26/21

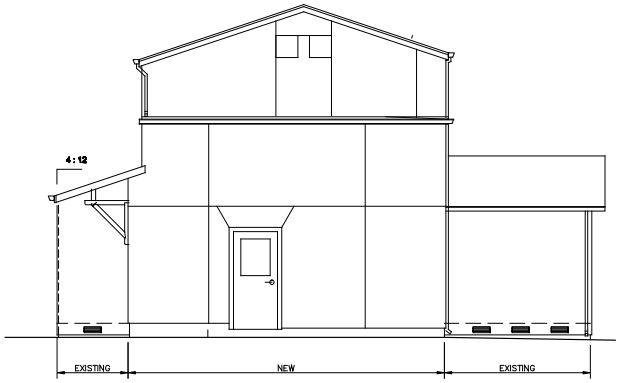
ABERLE RESIDENCE ADDITION/REMODEL (with REVISED FLOOR PLAN)

1350 49th AVE, CAPITOLA CA

SHEET
E1


ABBREVIATIONS
ABS ACRYLONITRILE BUTADIENE STYRENE
AC ASPHALT CONCRETE
BLDG BUILDING
CONC CONCRETE
DWY DRIVEWAY
ELCTRLR ELECTROLIER
ELEC ELECTRIC
FC FACE OF CURB
FD FOUND
FH FIRE HYDRANT
FL FLOWLINE
GR GRATE
GV GAS VALVE
HORIZ HORIZONTAL
ILL ILLEGIBLE
INV INVERT
IP IRON PIPE
JP JOINT POLE
LS LAND SURVEYOR
L/T LEAD & TAG
MAG MAGNETIC
MB MAILBOX
MTR METER
NT NO TAG
± PLUS OR MINUS
PA PLANTING AREA
PLG PLUG
PVMT PAVEMENT
R&M RECORD & MEASURED
RCE REGISTERED CIVIL ENGINEER
REQ'D REQUIRED
RIM RIM ELEVATION
RSR RISER
SPK SPIKE
SSCO SANITARY SEWER CLEANOUT
SSMH SANITARY SEWER MANHOLE
THRS THRESHOLD
WD WOOD
WTR WATER
WV WATER VALVE
TITLE REPORT
PREPARED BY: PLACER TITLE COMPANY 4900 HOPYARD ROAD, suite 110 PLEASANTON, CA 94588
ESCROW OFFICER: ELENA VELARDE/JOANNA JENKINS
ORDER NUMBER: P-147775 - UPDATE (VERSION 2)
DATED: MAY 3, 2016 AT 7:30AM
ECROACHMENT NOTE
THERE ARE ENCROACHMENTS OF THE EXISTING STRUCTURE AND ROOF LINE ALONG THE SOUTHEASTERN AND SOUTHWESTERN BOUNDARIES OF ABERLE (034-068-14) ONTO THE LANDS OF DEASY (APN'S 034-068-07 & -08). A SURVEY ON PERFORMED GEORGE DUNBAR IN 1988 NOTES THOSE ENCROACHMENTS. THERE WAS NO MENTION OF THESE ENCROACHMENTS IN THE TITLE REPORT.
OPAL STREET (60')
PROSPECT AVENUE (60')
FORTY NINTH AVENUE (70')
TOPAZ STREET (40')
ARTHUR TRUST DOC# 1996-0059544 APN 034-068-13 PCL A 1-PM-41
ABERLE DOC# 2016-0026528 APN 034-068-14
PCL B
BRUCE DOC# 1996-0059545 APN 034-068-06
DEASY DOC# 2010-0008608 APN 034-068-07
DEASY TRUST DOC# 2012-0051848 APN 034-068-08
LEGEND
CONTOUR (MAJOR)
CONTOUR (MINOR)
ELECTROLIER
FENCE LINE
FIRE HYDRANT
FOUND MONUMENT AS NOTED
JOINT POLE
CONTOUR INTERVAL = 1 FOOT
DIMENSIONS ARE SHOWN IN FEET AND DECIMALS THEREOF
OLD PROPERTY LINE
OVERHEAD LINE
PROPERTY LINE
SET RANDOM NAIL
SIGN
SPOT ELEVATION
TREE AS NOTED
VALVE AS NOTED
BOUNDARY DETAIL
SCALE: 1" = 60'
GRAPHIC SCALE
(IN FEET)
1 inch = 10 ft.
RECORD DATA
(100)1 RECORD DATA PER 1-PM-41
(100)2 RECORD DATA PER CORNER RECORD 512
(100)3 RECORD DATA PER 48-M-53
BASIS OF BEARINGS
THE BASIS OF BEARINGS FOR THIS SURVEY IS THE CALCULATED BEARING BETWEEN THE SOUTHWESTERN CORNER OF LOT 114, AND THE NORTHEASTERN CORNER OF LOT 111, AS SHOWN ON THAT MAP ENTITLED "PARCEL MAP IN THE CITY OF CAPITOLA FOR IRENE BRACCHI" FILED IN VOLUME 1 OF PARCEL MAPS, PAGE 41, SANTA CRUZ COUNTY RECORDS AND ESTABLISHED BETWEEN MONUMENTS FOUND AS SHOWN
= N 57°08'05" E
BASIS OF ELEVATIONS
THE BASIS OF ELEVATIONS FOR THIS SURVEY IS SANTA CRUZ COUNTY BENCHMARK #61. DESCRIPTION: PUNCH ON TOP OF VALVE CHAMBER ON YELLOW FIRE HYDRANT, 28' WEST FROM CENTERLINE OF PROSPECT AVENUE, & 26' NORTH FROM CENTERLINE OF GARNET STREET
ELEV = 86.05' (NAVD88)
LICENSED LAND SURVEYOR BRIAN T. RAPPE 8750 PRELIMINARY STATE OF CALIFORNIA
DATE SIGNED
APN 034-068-14
REVISED
BOWMAN & WILLIAMS CONSULTING CIVIL ENGINEERS AND LAND SURVEYORS 1011 CEDAR STREET SANTA CRUZ, CA 95060 (831) 426-3560
TOPOGRAPHIC MAP OF THE LANDS OF ABERLE DOC. NO. 2016-0026528
SURVEYED AT THE REQUEST OF STEPHEN LANG 1350 49TH AVENUE CAPITOLA, CALIFORNIA
SCALE 1" = 10' | DRAWN DLN | JOB NO. 27137 | SHEET TP-1
DATE DECEMBER 10, 2017 | CHECKED | INDEX RODEO 3D
BOUNDARY ABF | DWG NAME 27137TPO | FILE NO. 27137 | OF 1

RICK
ABERLE
1350 49TH AVE.
CAPITOLA, CA 95010



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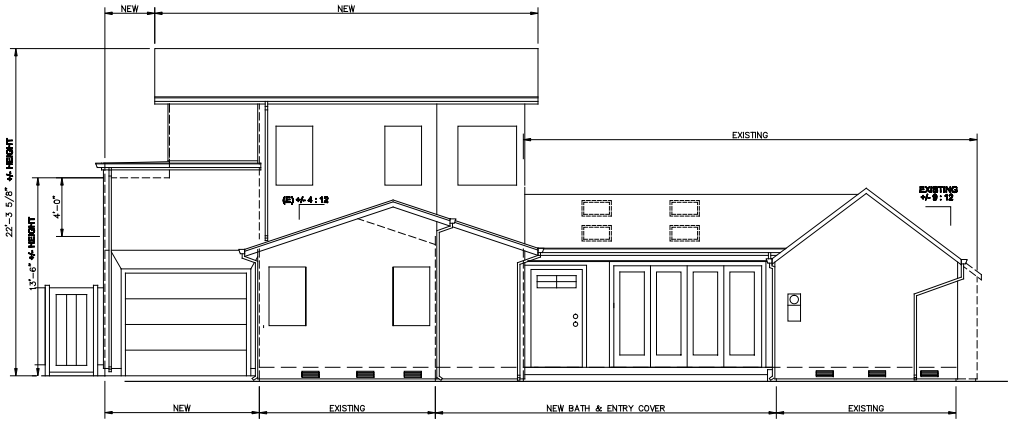
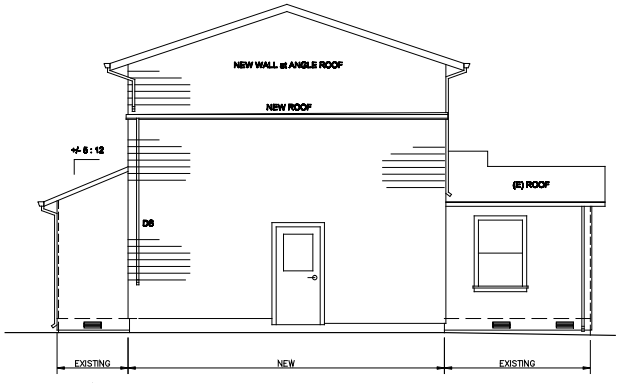


1 WEST
SCALE: 1/4"=1'-0"

PROPOSED DESIGN



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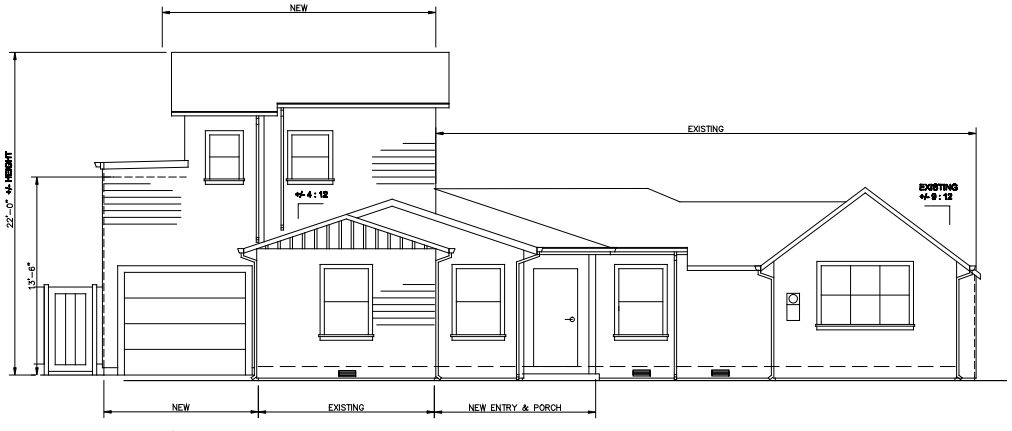


1 WEST
SCALE: 1/4"=1'-0"

PERMITTED DESIGN

DRAWING DATE
6/12/19

REVISIONS

No.	DESCRIPTION	DATE
1	PLAN CHECK	9/12/19
2	PLAN CHECK	1/2/20

ORIGINAL PLANS WERE APPROVED by PERMIT #2019-0298 (INCLUDED REVISIONS 1 & 2).

THESE ARE NEW PLANS INCLUDING MANY FLOOR PLAN CHANGES but THE SITE PLAN, SQ. FOOTAGE, BUILDING FOOTPRINT, BUILDING SHAPE & HEIGHT ARE SIMILAR TO THE ORIGINAL APPROVED PLANS. THESE PLANS ARE NOTED As:

3 NEW PLAN & 8/26/21

ABERLE RESIDENCE ADDITION/REMODEL
(with REVISED FLOOR PLAN)
1350 49th AVE, CAPITOLA CA

SHEET
A – C

PROJECT ADDRESS: 1350 49th AVE,. CAPITOLA CA

APN 034-068-14

PROJECT: NEW GARAGE AND 2nd FLOOR MASTER BEDRM & BATH

OWNER: RICK ABERLE
1350 49th AVE,. CAPITOLA CA
rick@aberleconcrete.com

APPLICANT: STEPHEN LANG
1350 49th AVE,. CAPITOLA CA 95010
stephen@aberleconcrete.com

DESIGN CONSULT: JOHN HOFACRE - ARCHITECT
1375 49th AVE,. CAPITOLA CA 95010 831-295-2468
jbbhofacre@sbcglobal.net

SURVEY: BOWMAN AND WILLIAMS (ALAN BRODIE FRENCH)
3949 RESEARCH PARK COURT, SUITE 100, SOQUEL CA 95073
831-426-3560
brodjw@bowmanandwilliams.com

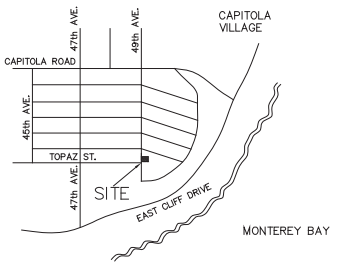
SETBACKS

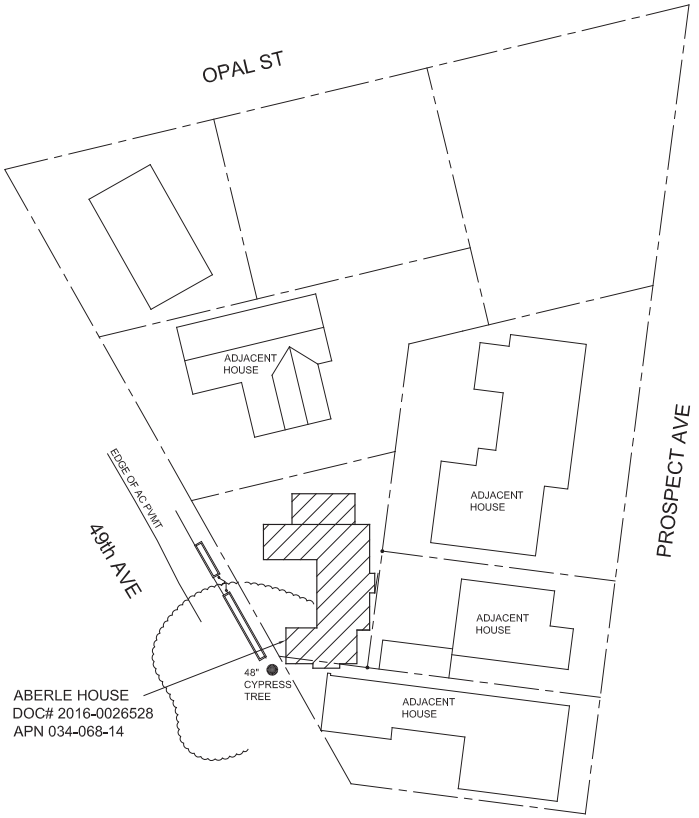
FRONT YARD
1st FLOOR 15'-0"
2nd FLOOR 20'-0"

BACK YARD = 10'-2"
30'-3 1/2" + 71'- 4 11/16" = 101'- 9 3/16"
101'- 8 3/16" / 2 = 50'-10" x 20% =10.16'
EQUALS 10'-2"

SIDE YARD = 6'-9"
60'-11 1/16" + 74'- 2 5/8" = 135'- 1 11/16"
135'- 1 11/16" / 2 = 67'-7" x 10% = 6.75'
EQUALS 6'-9"

VICINITY MAP





AREA PLAN
SCALE: 1" = 20'
NORTH

RICK ABERLE
1350 49TH AVE.
CAPITOLA, CA 95010

DESIGN CONSULTANT
JOHN HOFACRE
ARCHITECT
1375 49TH AVE.
CAPITOLA, CA 95010
831-295-2468

DRAWING DATE
3/1/18

REVISIONS

No.	DESCRIPTION	DATE

ABERLE RESIDENCE ADDITION/REMODEL
1350 49th AVE, CAPITOLA CA
COVER SHEET & PROJECT DATA

SHEET
1

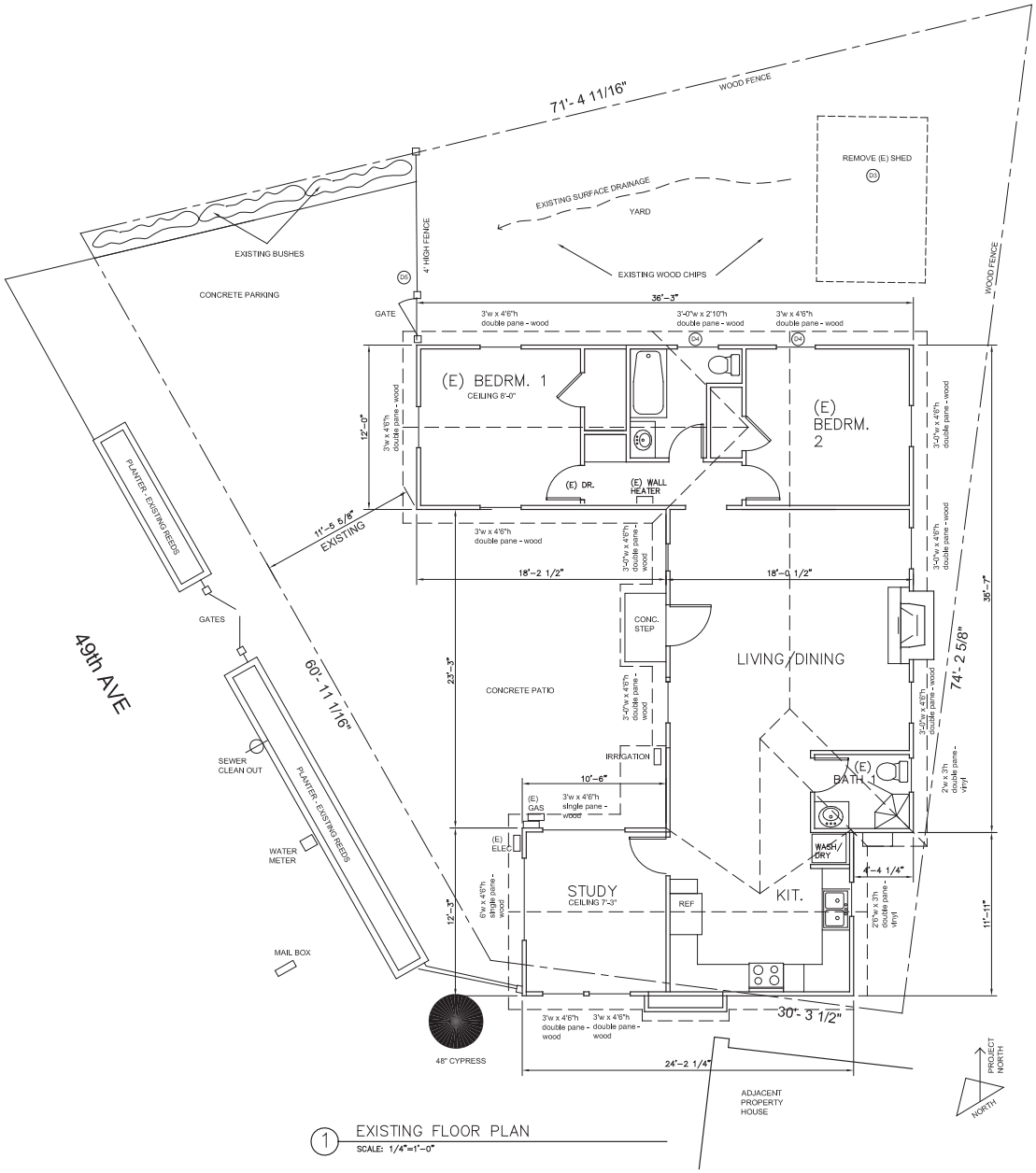
RICK
ABERLE
1350 49TH AVE.
CAPITOLA, CA 95010

DESIGN CONSULTANT
JOHN HOFACRE
ARCHITECT
1375 49TH AVE.
CAPITOLA, CA 95010
831-295-2468

DRAWING DATE
3/1/18

REVISIONS

No.	DESCRIPTION	DATE



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

ABERLE RESIDENCE ADDITION/REMODEL
1350 49th AVE, CAPITOLA CA

SHEET
2

RICK
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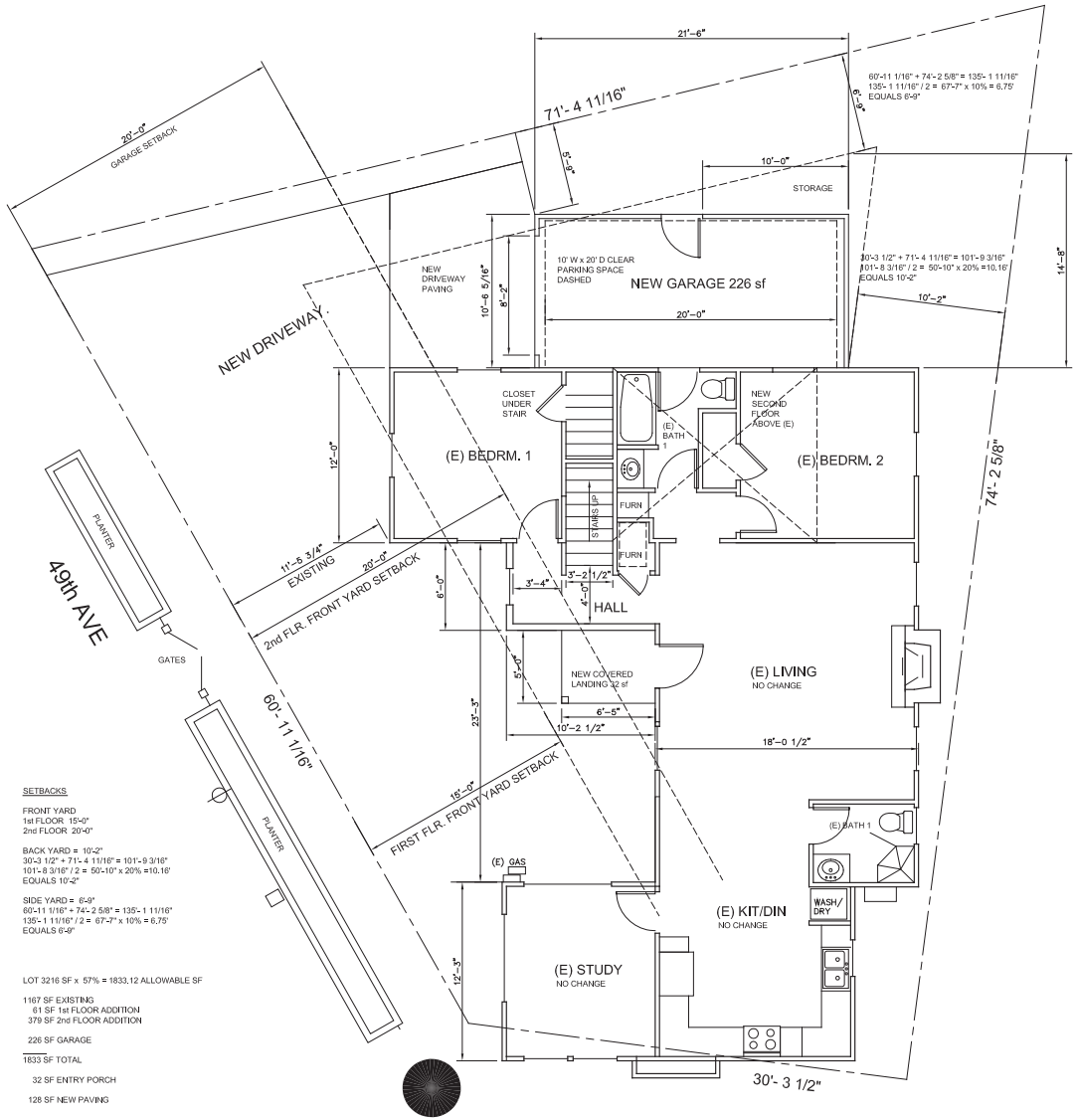
DRAWING DATE
3/1/18

REVISIONS

No.	DESCRIPTION	DATE



SETBACKS

FRONT YARD
1st FLOOR 15'-0"
2nd FLOOR 20'-0"

BACK YARD = 10'-2"
30'-3 1/2" + 71'- 4 11/16" = 101'- 9 3/16"
101'- 8 3/16" / 2 = 50'-10" x 20% = 10.16'
EQUALS 10'-2"

SIDE YARD = 6'-9"
60'-11 1/16" + 74'- 2 5/8" = 135'- 1 11/16"
135'- 1 11/16" / 2 = 67'-7" x 10% = 6.75'
EQUALS 6'-9"

LOT 3216 SF x 57% = 1833.12 ALLOWABLE SF

1167 SF EXISTING
61 SF 1st FLOOR ADDITION
379 SF 2nd FLOOR ADDITION

226 SF GARAGE

1833 SF TOTAL

32 SF ENTRY PORCH

128 SF NEW PAVING

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

PROJECT NORTH
NORTH

ABERLE RESIDENCE ADDITION/REMODEL
1350 49th AVE, CAPITOLA CA

SHEET
3

RICK
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831-295-2468

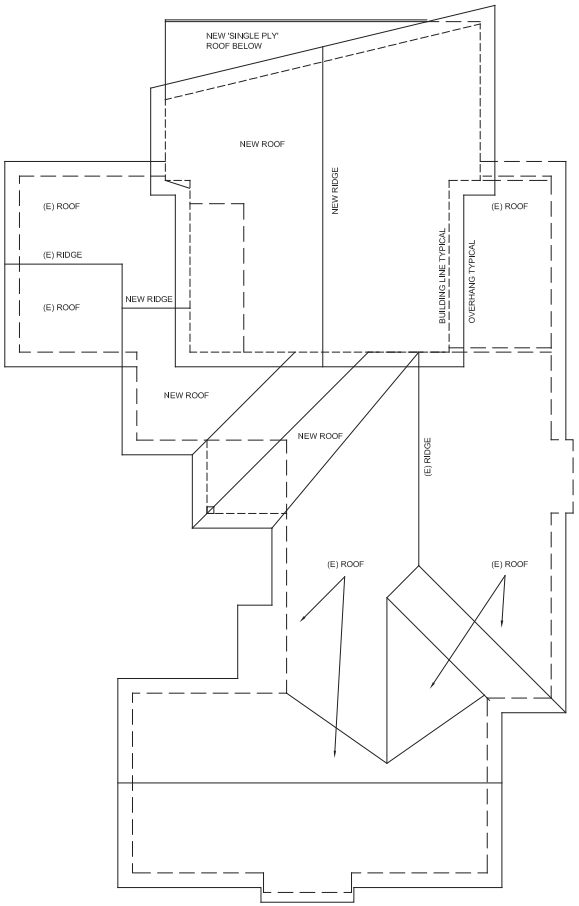
DRAWING DATE
3/1/18

REVISIONS

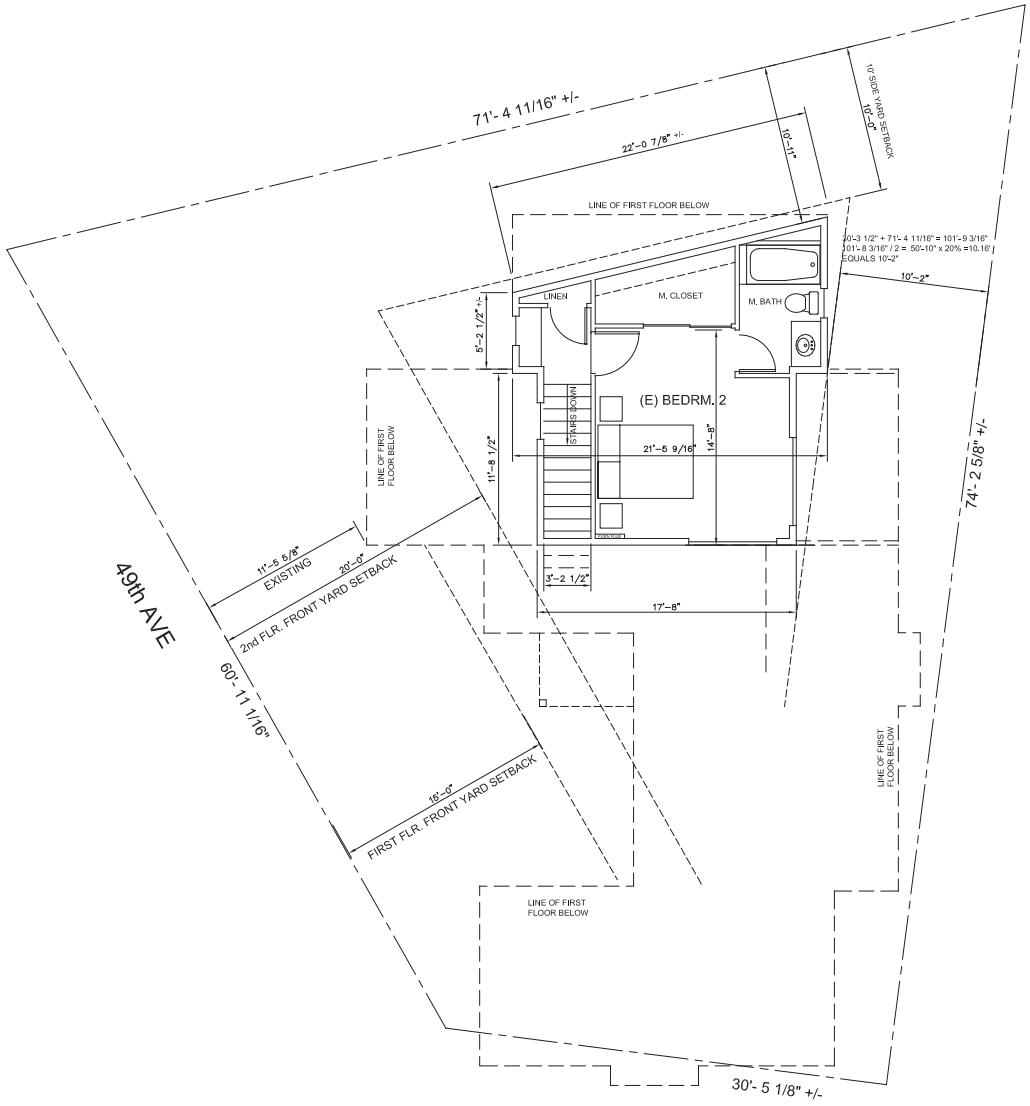
No.	DESCRIPTION	DATE

ABERLE RESIDENCE ADDITION/REMODEL

1350 49th AVE, CAPITOLA CA



2 ROOF PLAN
SCALE: 1/4"=1'-0"



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

SHEET
4

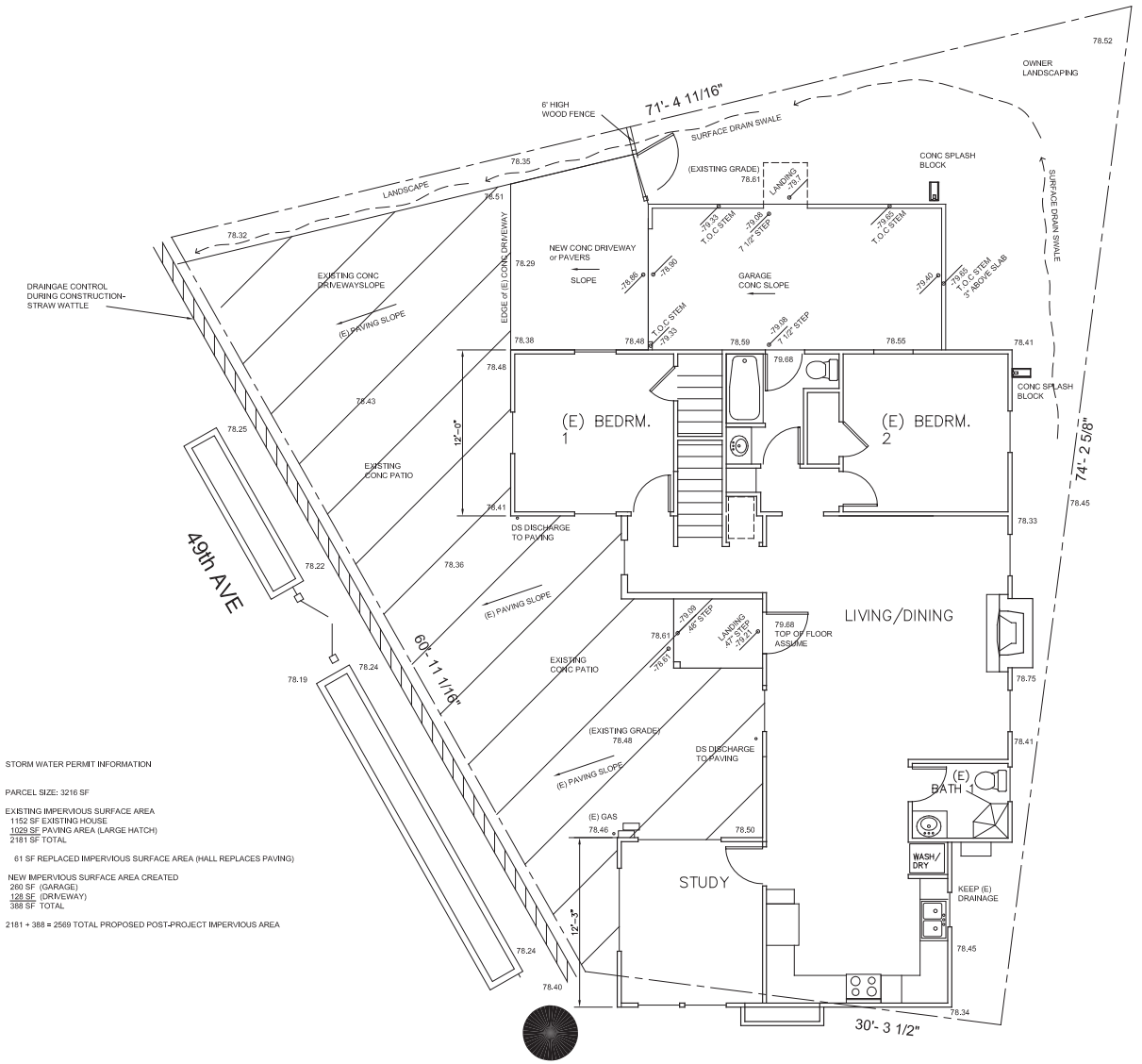
RICK
ABERLE
1350 49TH AVE.
CAPITOLA, CA 95010

DESIGN CONSULTANT
JOHN HOFACRE
ARCHITECT
1375 49TH AVE.
CAPITOLA, CA 95010
831-295-2468

DRAWING DATE
3/1/18

REVISIONS

No.	DESCRIPTION	DATE



STORM WATER PERMIT INFORMATION

PARCEL SIZE: 3216 SF

EXISTING IMPERVIOUS SURFACE AREA
1152 SF EXISTING HOUSE
1029 SF PAVING AREA (LARGE HATCH)
2181 SF TOTAL

61 SF REPLACED IMPERVIOUS SURFACE AREA (HALL REPLACES PAVING)

NEW IMPERVIOUS SURFACE AREA CREATED
260 SF (GARAGE)
128 SF (DRIVEWAY)
388 SF TOTAL

2181 + 388 = 2569 TOTAL PROPOSED POST-PROJECT IMPERVIOUS AREA

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

ABERLE RESIDENCE ADDITION/REMODEL
1350 49th AVE, CAPITOLA CA

SHEET
5

RICK
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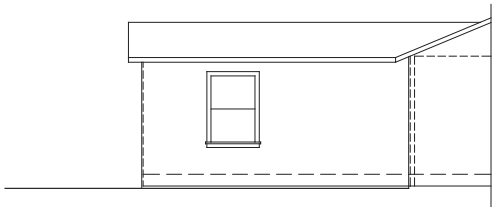
CAPITOLA, CA 95010
831-295-2468

DRAWING DATE
3/1/18

REVISIONS

No.	DESCRIPTION	DATE



6 SOUTH – ENTRY
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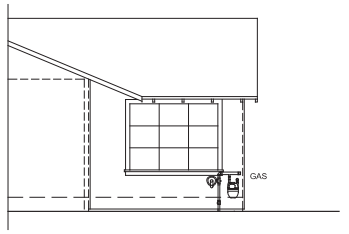
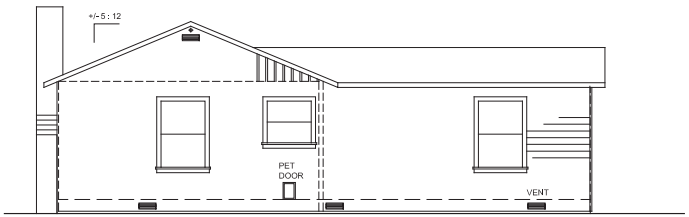
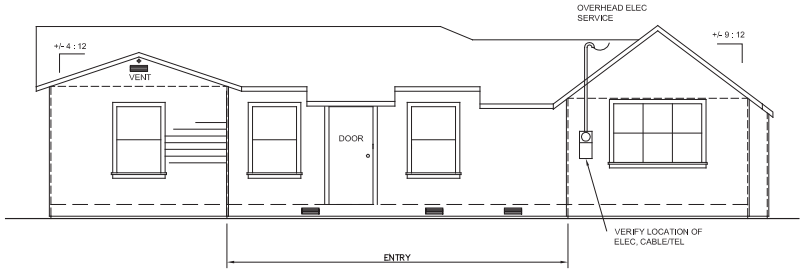


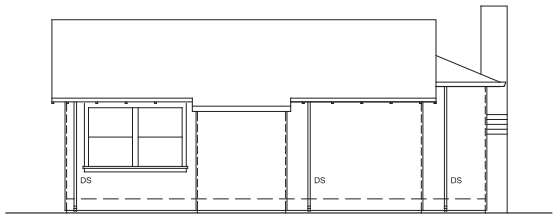
5 NORTH – ENTRY
SCALE: 1/4"=1'-0"



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



3 WEST – STREET SIDE
SCALE: 1/4"=1'-0"



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

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

ABERLE RESIDENCE ADDITION/REMODEL
1350 49th AVE, CAPITOLA CA

EXISTING ELEVATIONS

SHEET
6

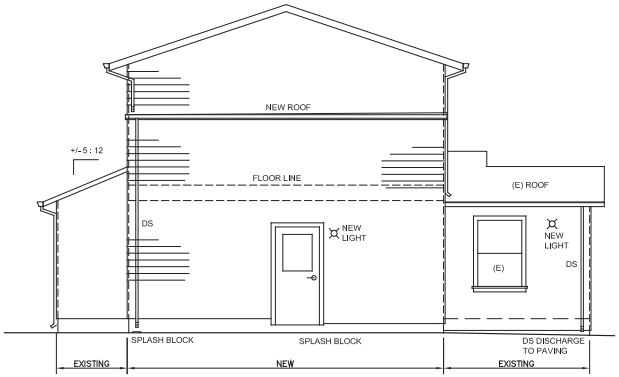
RICK
ABERLE
1350 49TH AVE.
CAPITOLA, CA 95010

DESIGN CONSULTANT
JOHN HOFACRE
ARCHITECT
1375 49TH AVE.
CAPITOLA, CA 95010
831-295-2468

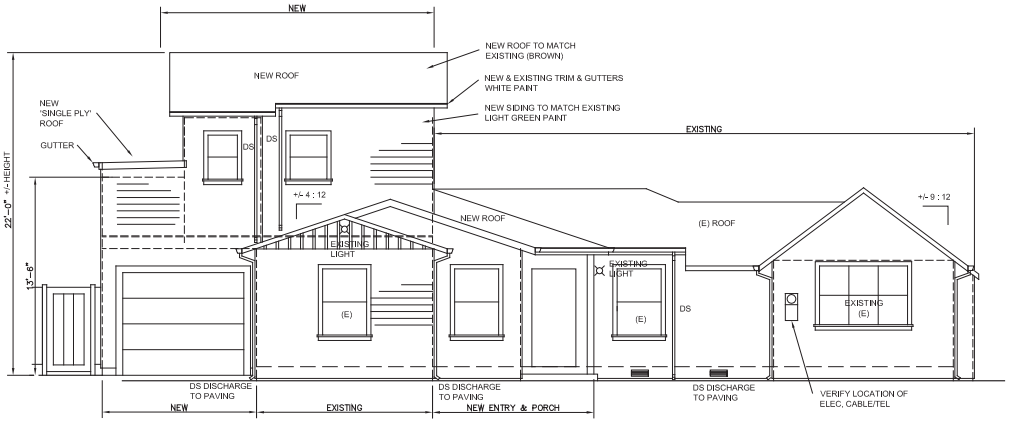
DRAWING DATE
3/1/18

REVISIONS

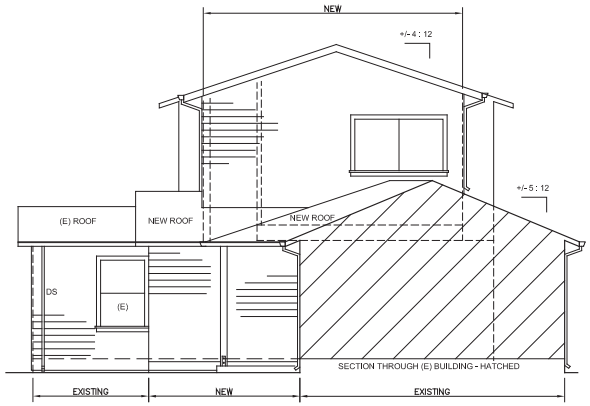
No.	DESCRIPTION	DATE



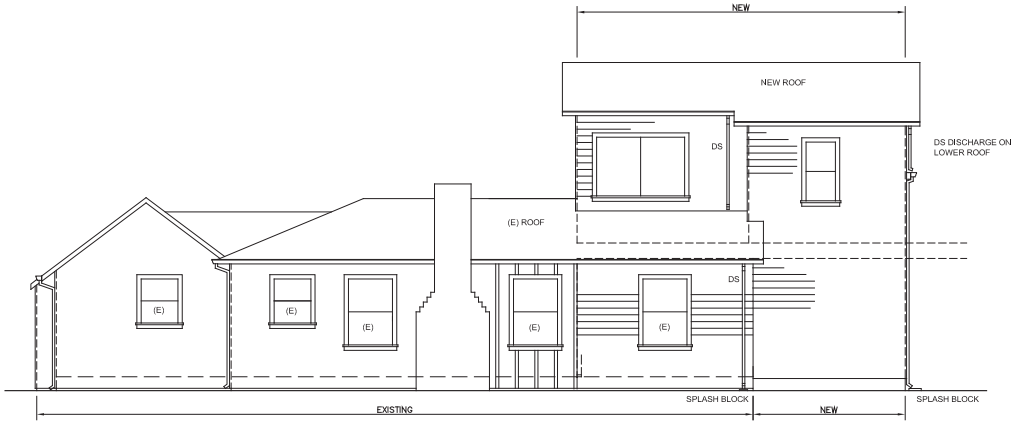
2 NORTH
SCALE: 1/4"=1'-0"



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



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



3 EAST – BACKYARD
SCALE: 1/4"=1'-0"

EXTERIOR ELEVATIONS NOTES:
1. PAINT COLORS: SEE COLOR BOARD
2. SIDING TO MATCH (E) HORIZONTAL WOOD
3. WINDOW TRIM TO MATCH (E).
4. ROOFING TO MATCH (E)

ABERLE RESIDENCE ADDITION/REMODEL
1350 49th AVE, CAPITOLA CA

PROPOSED ELEVATIONS

SHEET
7

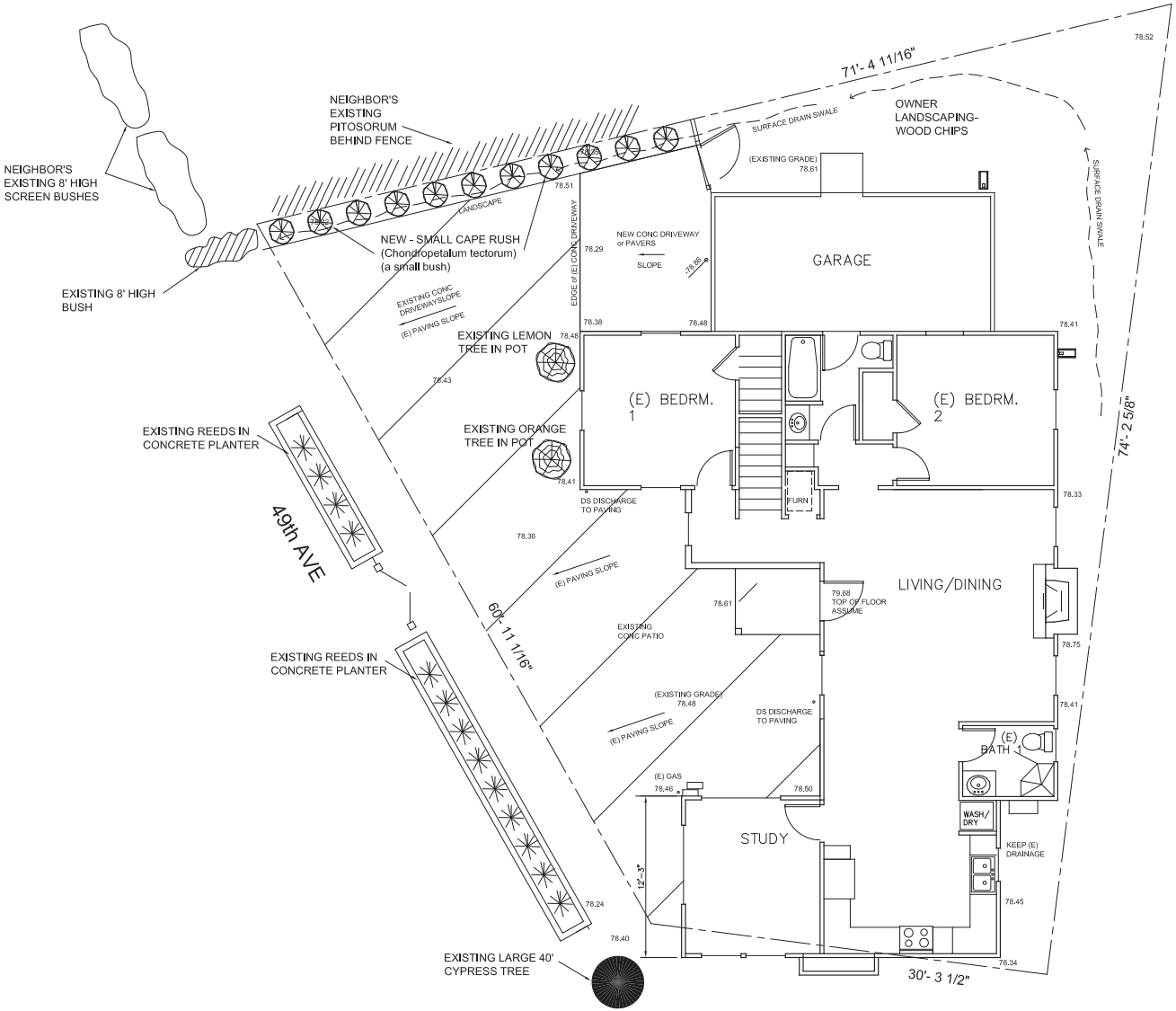
RICK
ABERLE
1350 49TH AVE.
CAPITOLA, CA 95010

DESIGN CONSULTANT
JOHN HOFACRE
ARCHITECT
1375 49TH AVE.
CAPITOLA, CA 95010
831-295-2468

DRAWING DATE
3/1/18

REVISIONS

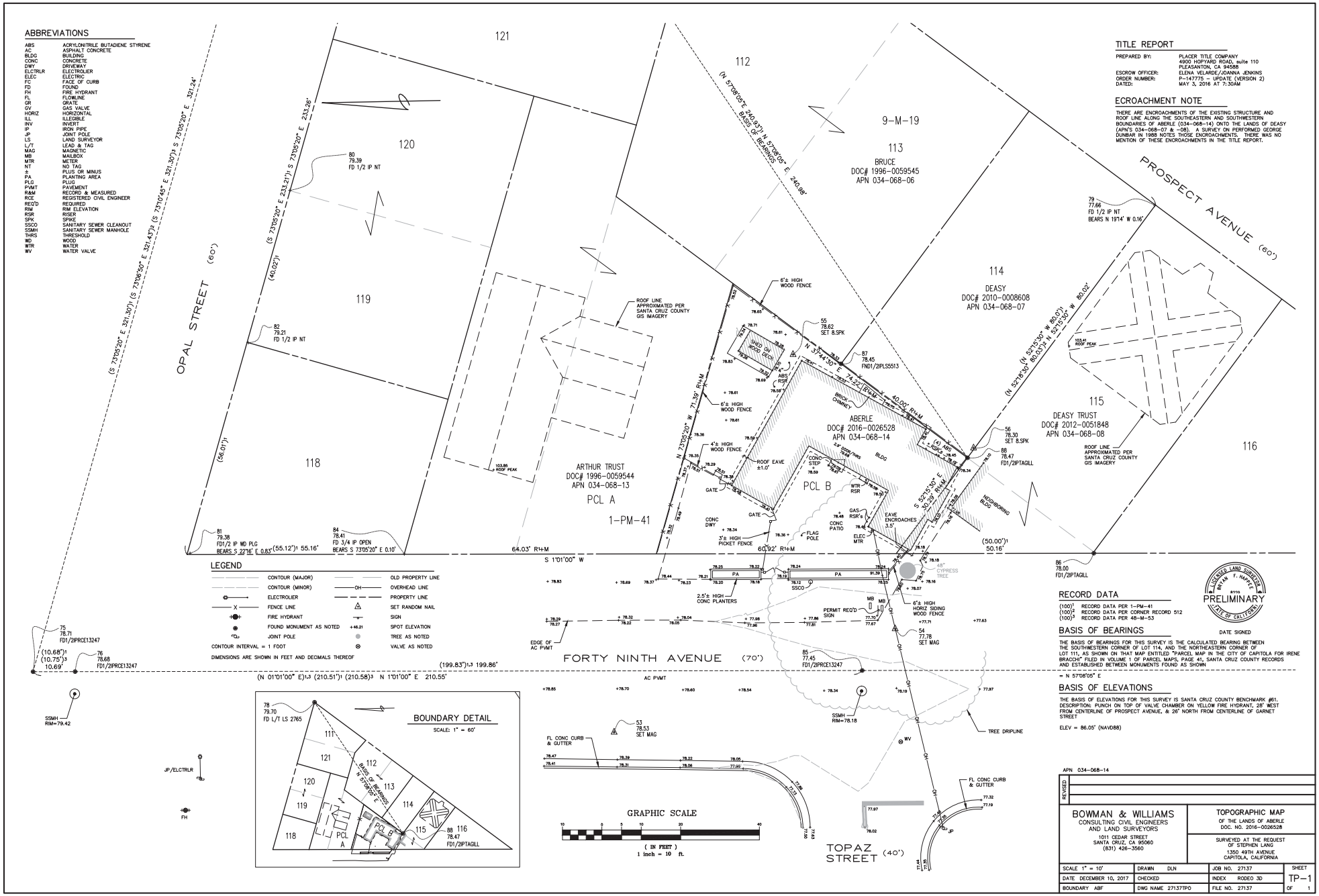
No.	DESCRIPTION	DATE



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

ABERLE RESIDENCE ADDITION/REMODEL
1350 49th AVE, CAPITOLA CA

SHEET
8


ABBREVIATIONS
ABS ACRYLONITRILE BUTADIENE STYRENE
AC ASPHALT CONCRETE
BLDG BUILDING
CONC CONCRETE
DWY DRIVEWAY
ELCTRLR ELECTROLIER
ELEC ELECTRIC
FC FACE OF CURB
FD FOUND
FH FIRE HYDRANT
FL FLOWLINE
GR GRATE
GV GAS VALVE
HORIZ HORIZONTAL
ILL ILLEGIBLE
INV INVERT
IP IRON PIPE
JP JOINT POLE
LS LAND SURVEYOR
L/T LEAD & TAG
MAG MAGNETIC
MB MAILBOX
MTR METER
NT NO TAG
± PLUS OR MINUS
PA PLANTING AREA
PLG PLUG
PVMT PAVEMENT
R&M RECORD & MEASURED
RCE REGISTERED CIVIL ENGINEER
REQ'D REQUIRED
RIM RIM ELEVATION
RSR RISER
SPK SPIKE
SSCO SANITARY SEWER CLEANOUT
SSMH SANITARY SEWER MANHOLE
THRS THRESHOLD
WD WOOD
WTR WATER
WV WATER VALVE
TITLE REPORT
PREPARED BY: PLACER TITLE COMPANY 4900 HOPYARD ROAD, suite 110 PLEASANTON, CA 94588
ESCROW OFFICER: ELENA VELARDE/JOANNA JENKINS
ORDER NUMBER: P-147775 – UPDATE (VERSION 2)
DATED: MAY 3, 2016 AT 7:30AM
ECROACHMENT NOTE
THERE ARE ENCROACHMENTS OF THE EXISTING STRUCTURE AND ROOF LINE ALONG THE SOUTHEASTERN AND SOUTHWESTERN BOUNDARIES OF ABERLE (034-068-14) ONTO THE LANDS OF DEASY (APN'S 034-068-07 & -08). A SURVEY ON PERFORMED GEORGE DUNBAR IN 1988 NOTES THOSE ENCROACHMENTS. THERE WAS NO MENTION OF THESE ENCROACHMENTS IN THE TITLE REPORT.
OPAL STREET (60')
PROSPECT AVENUE (60')
FORTY NINTH AVENUE (70')
TOPAZ STREET (40')
121
120
119
118
112
113
BRUCE
DOC# 1996-0059545
APN 034-068-06
9-M-19
114
DEASY
DOC# 2010-0008608
APN 034-068-07
115
DEASY TRUST
DOC# 2012-0051848
APN 034-068-08
116
ABERLE
DOC# 2016-0026528
APN 034-068-14
PCL B
ARTHUR TRUST
DOC# 1996-0059544
APN 034-068-13
PCL A
1-PM-41
(N 57°08'05" E 240.93') N 57°08'05" E 240.98' BASIS OF BEARINGS
(S 73°05'20" E 233.26')
(S 73°05'20" E 233.21')1 S 73°05'20" E 233.24'
(40.02')1
(S 73°05'20" E 321.30')1 (S 73°06'50" E 321.43')2 (S 73°10'45" E 321.30')3 S 73°05'20" E 321.24'
(56.01')1
N 73°05'20" W 71.39' R1+M
64.03' R1+M
S 1°01'00" W
60.92' R1+M
S 52°15'30" E 30.29' R1+M
(N 52°15'30" W 80.01')1 N 52°15'30" W 80.02'
(50.00')1 50.16'
(199.83')1,3 199.86'
(N 01°01'00" E)1,3 (210.51')1 (210.58')3 N 1°01'00" E 210.55'
= N 57°08'05" E
(10.68')1 (10.75')3 10.69
75 78.71 FD1/2IPRCE13247
76 78.68 FD1/2IPRCE13247
80 79.39 FD 1/2 IP NT
82 79.21 FD 1/2 IP NT
81 79.38 FD1/2 IP WD PLG BEARS S 22°16' E 0.83'
84 78.41 FD 3/4 IP OPEN BEARS S 73°05'20" E 0.10'
79 77.66 FD 1/2 IP NT BEARS N 19°14' W 0.16'
86 78.00 FD1/2IPTAGILL
87 78.45 FND1/2IPLS5513
88 78.47 FD1/2IPTAGILL
55 78.62 SET 8.5PK
56 78.30 SET 8.5PK
54 77.78 SET MAG
85 77.45 FD1/2IPRCE13247
53 78.53 SET MAG
78 79.70 FD L/T LS 2765
SSMH RIM=79.42
SSMH RIM=78.18
6'± HIGH WOOD FENCE
ROOF LINE APPROXIMATED PER SANTA CRUZ COUNTY GIS IMAGERY
WOOD DK
ABS RSR
BRICK CHIMNEY
4'± HIGH WOOD FENCE
ROOF EAVE ±1.0'
CONC STEP
GATE
CONC DWY
3'± HIGH PICKET FENCE
FLAG POLE
WTR RSR
GAS RSR's
CONC PATIO
ELEC MTR
EAVE ENCROACHES 3.5'
NEIGHBORING BLDG
103.89 ROOF PEAK
103.41 ROOF PEAK
48" CYPRESS TREE
2.5'± HIGH CONC PLANTERS
SSCO
MB
PERMIT REQ'D SIGN
6'± HIGH HORIZ SIDING WOOD FENCE
EDGE OF AC PVMT
AC PVMT
TREE DRIPLINE
FL CONC CURB & GUTTER
WV
JP/ELCTRLR
FH
LEGEND
CONTOUR (MAJOR)
CONTOUR (MINOR)
ELECTROLIER
FENCE LINE
FIRE HYDRANT
FOUND MONUMENT AS NOTED
JOINT POLE
CONTOUR INTERVAL = 1 FOOT
DIMENSIONS ARE SHOWN IN FEET AND DECIMALS THEREOF
OLD PROPERTY LINE
OVERHEAD LINE
PROPERTY LINE
SET RANDOM NAIL
SIGN
SPOT ELEVATION
TREE AS NOTED
VALVE AS NOTED
BOUNDARY DETAIL
SCALE: 1" = 60'
BASIS OF BEARINGS N 57°08'05" E
GRAPHIC SCALE
(IN FEET)
1 inch = 10 ft.
RECORD DATA
(100)1 RECORD DATA PER 1-PM-41
(100)2 RECORD DATA PER CORNER RECORD 512
(100)3 RECORD DATA PER 48-M-53
BASIS OF BEARINGS
THE BASIS OF BEARINGS FOR THIS SURVEY IS THE CALCULATED BEARING BETWEEN THE SOUTHWESTERN CORNER OF LOT 114, AND THE NORTHEASTERN CORNER OF LOT 111, AS SHOWN ON THAT MAP ENTITLED "PARCEL MAP IN THE CITY OF CAPITOLA FOR IRENE BRACCHI" FILED IN VOLUME 1 OF PARCEL MAPS, PAGE 41, SANTA CRUZ COUNTY RECORDS AND ESTABLISHED BETWEEN MONUMENTS FOUND AS SHOWN
BASIS OF ELEVATIONS
THE BASIS OF ELEVATIONS FOR THIS SURVEY IS SANTA CRUZ COUNTY BENCHMARK #61. DESCRIPTION: PUNCH ON TOP OF VALVE CHAMBER ON YELLOW FIRE HYDRANT, 28' WEST FROM CENTERLINE OF PROSPECT AVENUE, & 26' NORTH FROM CENTERLINE OF GARNET STREET
ELEV = 86.05' (NAVD88)
LICENSED LAND SURVEYOR BRIAN T. RAPPE 8750 PRELIMINARY STATE OF CALIFORNIA
DATE SIGNED
APN 034-068-14
REVISED
BOWMAN & WILLIAMS
CONSULTING CIVIL ENGINEERS AND LAND SURVEYORS
1011 CEDAR STREET
SANTA CRUZ, CA 95060
(831) 426-3560
TOPOGRAPHIC MAP
OF THE LANDS OF ABERLE
DOC. NO. 2016-0026528
SURVEYED AT THE REQUEST OF STEPHEN LANG
1350 49TH AVENUE
CAPITOLA, CALIFORNIA
SCALE 1" = 10'
DRAWN DLN
JOB NO. 27137
DATE DECEMBER 10, 2017
CHECKED
INDEX RODEO 3D
BOUNDARY ABF
DWG NAME 27137TPO
FILE NO. 27137
SHEET TP-1 OF 1

1350 49th Ave., Capitola CA 1/7/2022 page 1 of 2
APN 034-068-14
Original Zoning Permit #18-0050 approved 5/3/2018 (included a variance)

Proposal Summary
Seek approval of proposed design features which are similar to the permitted design (Permit #18-0050). Many items improve the design such as… less total building square footage, smaller building footprint, better drainage, better fire protection… etc.
The similarities and differences are noted as follows:

Setbacks - same
All original new elements and proposed new elements fit within the setbacks.
The permitted design garage was granted a 13" variance into the side yard.
The proposed design garage is requesting the same 13" variance into the side yard.

Garage footprint – same as permitted plan
The proposed garage footprint is the same as the permitted plan

House footprint – smaller than permitted plan
- The proposed building footprint (square footage) is less than the permitted design.
- The 15 sf total… south facing rectangle projection & an inefficient fireplace projection have been removed.

Building square footage – 2 sf less than permitted plan
- The proposed total building square footage is 1831 sf. This is a 2 sf reduction from than the permitted design (1833 sf). The delta square footage that is removed from the first floor is relocated to the second floor.

Wall protection close to property lines – more protection than permitted plan
- The permitted plan had no wall fire protection,
- The proposed walls on the south and east locations (near property lines) are noted as one-hour fire rated.
- Overhangs are removed (in those areas). Only a fascia and a metal gutter are proposed.
- No attic venting (between rafters) is proposed,
- The proposed wall finish is a non-combustible cement plaster (stucco) instead of the original wood siding.
- The proposed window square footage is less. Proposed is one window, 4' x 4' (16 sf) (double pane glass) which replaces the existing two windows, 3' x 4.5' (27 sf) (single pane glass).

Lot coverage and drainage – less lot coverage & better drainage than permitted plan
- The surface drain swale and landscape areas remain the same.
- The square footage that is removed from the first floor creates less lot coverage by the building.
- The new gutters proposed on the south and east roof edges (near property lines) will now discharge water to the Owner's property whereas some of the existing & permitted down spouts drain on to an adjacent property.

Building height – proposed is 3 5/8" higher than permitted plan
(Measured from low point grade to top of second floor.)
- Both permitted & proposed designs are well under the 25' maximum height.
- The original elevation height was +/- 22'- 0" The proposed height is +/- 22'-3 5/8"
- The one story roof height & configuration along the south property line is unchanged.

Second floor size & massing. The proposed design is larger than permitted plan.
- The proposed second floor is 14 sf larger than the permitted plan.
- The proposed master bed room extends 5 feet longer towards the south to accommodate a 'bay' form and corner view windows. The permitted plan has corner windows in that location. The proposed second floor design is slightly larger but it's still in a similar proportion to the overall building mass.

Windows
- There are numerous window changes on each elevation.
- The proposed windows have similar shape and sizes as the permitted windows
- Some skylights are added.

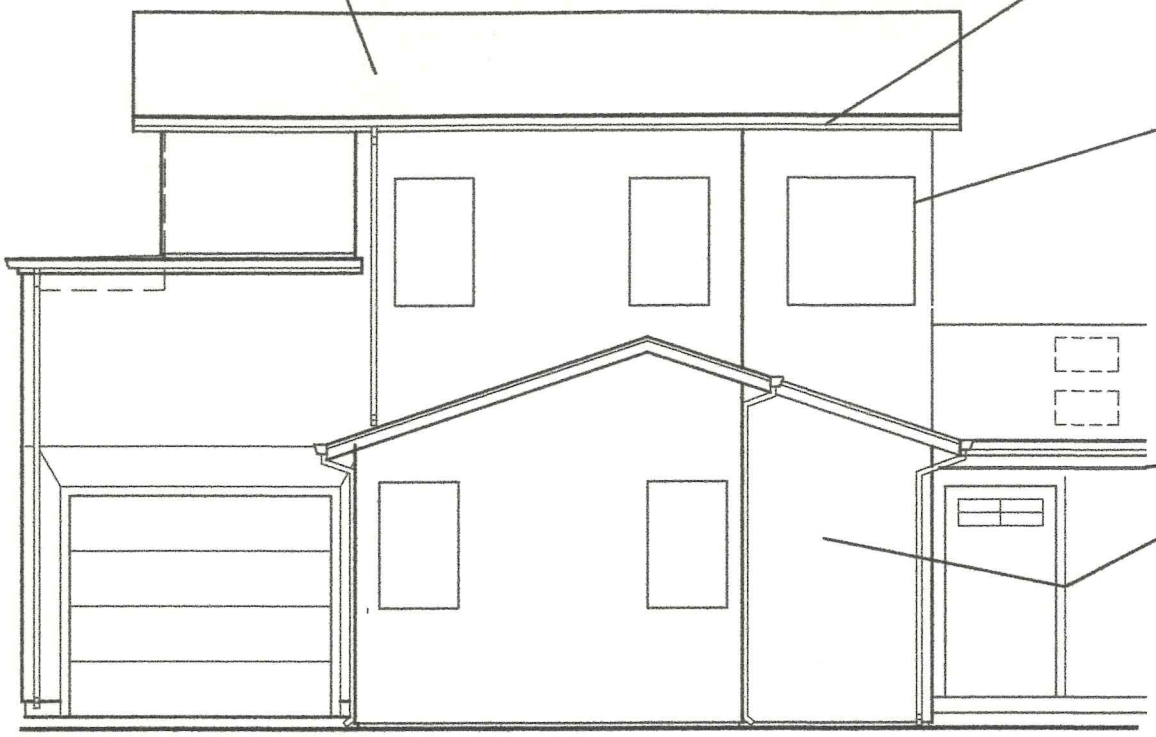
Patio overhang – the proposed is larger than the permitted plan
- The proposed living room includes a folding exterior door. The roof was extended (at a low slope) to provide a small covered patio and to protect the folding door from weather.

Living Room – first floor ridge – same as permitted plan
The permitted Living Room roof pitch is 5 to 12 and the proposed roof pitch was lowered to 4 to 12 so the ridge height will be the same… while adding required insulation.

Material & Color
- Most all is the same except the proposed design has stucco (with no trim) instead of wood siding… ant all the roofing will be new.

STANDING SEAM
METAL BLUE/GREY
(MARINE BLUE)

'OGEE' GUTTER &
DOWN SPOUTS–COPPER



FRAME VINYL
WINDOWS – WHITE

PAINTED STUCCO,
TRIM/FASCIA/EAVES
KELLY–MOORE
(FRANK LLOYD WHITE)
or similar

ABERLE ADDITION REMODEL
1350 49th AVE., CAPITOLA CA
APN 034-068-14

JOHN HOFACRE
ARCHITECT
CAPITOLA, CA
1/7/22

City of Capitola
Variance Application Form

Variance Summary

Please explain your Variance request and the development standard(s) which you would like to modify.

Allow a 13-inch 'wedge' shaped encroachment into one side yard setback to allow a required 10' x 20 clear area in the proposed garage.

Refer to Variance Request 'Exhibit A' dated 1/7/22

Required Findings

Please provide the reasons you believe the following findings can be made to support your Variance request. Note any special circumstances related to your property, including lot size, dimensions, shape, structure, topography, and/or a historic structure. Attach additional pages as necessary.

A. There are unique circumstances applicable to the subject property, including size, shape, topography, location, or surroundings, that do not generally apply to other properties in the vicinity or in the same zone as the subject property.

The small irregular polygon lot and the existing house location doesn't allow enough space to fit the required garage. Adjacent regular shaped lots (with same zoning) have space for the required garage.

B. The strict application of the zoning code requirements would deprive the subject property of privileges enjoyed by other property in the vicinity or in the same zone as the subject property.

Most of the vicinity lots have at least a one car garage (or room for a garage)... some have a 2 car garage.

1350 49th Ave Capitola CA
1/24/22
sheet 1 of 2

C. The variance is necessary to preserve a substantial property right possessed by other property in the vicinity or in the same zone as the subject property.

Most of the vicinity lots have at least a one car garage (or room for a garage)... some have a 2 car garage.

D. The variance will not be materially detrimental to the public health, safety, or welfare, or be injurious to the property or improvements in the vicinity or in the same zone as the subject property.

The encroachment is small... only 2 to 3 SF. It doesn't block light, air or access to adjacent lots. The encroachment is part of a garage with no hazardous uses or activities.

E. The variance does not constitute a grant of special privilege inconsistent with the limitations upon other properties in the vicinity or in the same zone as the subject property.

Most of the vicinity lots have at least a one car garage (or room for a garage)... some have a 2 car garage.

F. The variance will not have adverse impacts on coastal resources.

The encroachment is small... only 2 to 3 SF. The impact on area drainage, light, air and use is minimal.

1350 49th Ave Capitola CA
1/24/22
sheet 2 of 2

Design Permit Design Review Criteria

17.120.070 Design review criteria**.** When considering design permit applications, the city shall evaluate applications to ensure that they satisfy the following criteria, comply with the development standards of the zoning district, conform to policies of the general plan, the local coastal program, and any applicable specific plan, and are consistent with any other policies or guidelines the city council may adopt for this purpose. To obtain design permit approval, projects must satisfy these criteria to the extent they apply.

A. Community Character. The overall project design including site plan, height, massing, architectural style, materials, and landscaping contribute to Capitola's unique coastal village character and distinctive sense of place.

B. Neighborhood Compatibility. The project is designed to respect and complement adjacent properties. The project height, massing, and intensity is compatible with the scale of nearby buildings. The project design incorporates measures to minimize traffic, parking, noise, and odor impacts on nearby residential properties.

C. Historic Character. Renovations and additions respect and preserve existing historic structure. New structures and additions to non-historic structures reflect and complement the historic character of nearby properties and the community at large.

D. Sustainability. The project supports natural resource protection and environmental sustainability through features such as on-site renewable energy generation, passive solar design, enhanced energy efficiency, water conservation measures, and other green building techniques.

E. Pedestrian Environment. The primary entrances are oriented towards and visible from the street to support an active public realm and an inviting pedestrian environment.

F. Privacy. The orientation and location of buildings, entrances, windows, doors, decks, and other building features minimizes privacy impacts on adjacent properties and provides adequate privacy for project occupants.

G. Safety. The project promotes public safety and minimizes opportunities for crime through design features such as property access controls (e.g., placement of entrances, fences), increased visibility and features that promote a sense of ownership of outdoor space.

H. Massing and Scale. The massing and scale of buildings complement and respect neighboring structures and correspond to the scale of the human form. Large volumes are divided into small components through varying wall planes, heights, and setbacks. Building placement and massing avoids impacts to public views and solar access.

I. Architectural Style. Buildings feature an architectural style that is compatible with the surrounding built and natural environment, is an authentic implementation of appropriate established architectural styles, and reflects Capitola's unique coastal village character.

J. Articulation and Visual Interest. Building facades are well articulated to add visual interest, distinctiveness, and human scale. Building elements such as roofs, doors, windows, and

porches are part of an integrated design and relate to the human scale. Architectural details such as trim, eaves, window boxes, and brackets contribute to the visual interest of the building.

K. Materials. Building facades include a mix of natural, high quality, and durable materials that are appropriate to the architectural style, enhance building articulation, and are compatible with surrounding development.

L. Parking and Access. Parking areas are located and designed to minimize visual impacts and maintain Capitola's distinctive neighborhoods and pedestrian-friendly environment. Safe and convenient connections are provided for pedestrians and bicyclists.

M. Landscaping. Landscaping is an integral part of the overall project design, is appropriate to the site and structures, and enhances the surrounding area.

N. Drainage. The site plan is designed to maximize efficiency of on-site drainage with runoff directed towards permeable surface areas and engineered retention.

O. Open Space and Public Places. Single-family dwellings feature inviting front yards that enhance Capitola's distinctive neighborhoods. Multifamily residential projects include public and private open space that is attractive, accessible, and functional. Nonresidential development provides semi-public outdoor spaces, such as plazas and courtyards, which help support pedestrian activity within an active and engaging public realm.

P. Signs. The number, location, size, and design of signs complement the project design and are compatible with the surrounding context.

Q. Lighting. Exterior lighting is an integral part of the project design with light fixtures designed, located, and positioned to minimize illumination of the sky and adjacent properties.

R. Accessory Structures. The design of detached garages, sheds, fences, walls, and other accessory structures relates to the primary structure and is compatible with adjacent properties.

S. Mechanical Equipment, Trash Receptacles, and Utilities. Mechanical equipment, trash receptacles, and utilities are contained within architectural enclosures or fencing, sited in unobtrusive locations, and/or screened by landscaping.

Capitola Planning Commission

Agenda Report

Meeting: July 21, 2022

From: Community Development Department

Address: **720 Hill Street**

Permit Number: #21-0122

APN: 036-011-28
Design Permit, Conditional Use Permit, and Tree Removal Permit for a new 42-room hotel located within the C-C (Community Commercial) zoning district and the AH (Affordable Housing) overlay zone ("Project").
This project is outside of the Coastal Zone and does not require a Coastal Development Permit.

Environmental Determination: CEQA Categorical Exemption Section 15332 (In-fill Development)

Property Owner: Dhanesh Patel

Representative: Gwen Jarick

Applicant Proposal
The applicant proposes to construct and operate a three-story, 18,261 square foot hotel with 42 guest rooms at 720 Hill Street in the Community Commercial (C-C) zoning district. Hotels require a Design Permit and Conditional Use Permit (CUP) in the C-C zone. The project includes removal of eight trees and an expansion to the existing surface parking lot. The existing Quality Inn and Suites will remain in operation and has the same ownership as the proposed hotel (Attachment 1—Hotel Project Plans).

Project Description
The 3.08 acre project site is located on the northeast corner of Hill Street and Crossroads Loop in the C-C (Community Commercial) Zoning District. The site is partially developed with the existing two-story, 55 guestroom Quality Inn and Suites and a surface parking lot with 73 parking spaces. Surrounding structures include a mix of one and two-story buildings with a mix of uses including: Post Office, medical and business office, and single and multi-family homes. The proposed hotel is on a portion of the site that is undeveloped and contains a grassy field that slopes up gently to moderately to the southwest. The owner is not proposing to subdivide the site.

The proposed hotel building will be facing the property frontage of Crossroads Loop, with the surface parking located behind the hotel and connecting into the existing parking lot. Vehicular arrival to the property would be from a drive-through porte cochere drop off with the front entry and lobby spaces immediately accessible.

The ground floor will include a lobby and lounge space, 440 square foot meeting space, fitness room, a food prep kitchen and buffet counter, laundry, restrooms, and office space. The hotel will offer a buffet style breakfast served in the lounge area. An 821 square foot roof top deck with a catering counter, shade structure, and landscaping is also proposed to offer a unique guest amenity and will operate between 8 A.M. and 10 P.M. Guest rooms will be located on the second and third floors. The second and third floors will be identical and stack with a room mix of five single king rooms and 16 double queen rooms per floor. The guest floors will be equipped with elevator lobbies, housekeeping closets, and ice rooms, and the second floor will have a guest laundry room.

Access to the parking lot would be provided from the existing two-way driveway off of Crossroads Loop and shared with Quality Inn and Suites. Once parked, guests will enter the hotel on the second floor

through a secondary rear entrance that faces the parking lot.

Background
On January 16, 1978, the Planning Commission approved use permit #1145, which included a 96-room hotel within six buildings. Four of the six building were constructed with a total of 55 hotel rooms, which is the existing Quality Inn and Suites. Two of the six approved buildings were not constructed.

On April 21, 1989, the Planning Commission approved Design Permit/Conditional Use Permit #88-189, which included the addition of 30 units plus conference and office space. On May 17, 1990, the Planning Commission approved a one-year extension of AS/CUP #88-189. The approval was never acted upon, so on June 8, 1991, the permit expired.

On June 6, 2002, the Planning Commission approved a new larger porte cochere and a remodel of the existing hotel under permit AS #02-014. The porte cochere that was approved was not constructed.

On April 20, 2005, the City Council and Planning Commission jointly reviewed a Preliminary Development Plan for the demolition of the Capitola Inn Hotel and a proposed planned development rezoning for a 34-lot subdivision and construction of 34 single-family residences and unanimously agreed that housing was not appropriate for this site.

Conceptual Design Review: PC and CC
On September 2, 2021, the Planning Commission heard a conceptual review of the current project and provided the following comments:

- There was general support for the use of the property as visitor serving.
- Follow guidance provided by RRM design regarding design permit criteria.
- Mitigate impacts to neighbors through landscaping, lighting, improvements to the fence/wall, and limiting hours to the rooftop patio.
- Integrate the new and existing hotel through landscaping and pathways.

On September 9, 2021, the City Council heard a conceptual review of the project and concurred with the direction provided by the Planning Commission. The City Council asked the applicant to consider mitigation to potential impacts to Village parking such as providing a beach shuttle or bikes for guest use. The City Council also supported the use of the site as visitor serving.

Development and Design Review
On July 6, 2022, Development and Design Review staff reviewed the application and provided the applicant with the following direction:

Public Works Representative, Kailash Mozumder: Commented that the storm drainage plan check was under final review and the consultant would provide final conditions of approval.

Building Official, Robin Woodman: Commented that the accessible rooms need to be labeled on the plans for Building permit plan check.

Senior Planner, Brian Froelich: Commented that additional landscaping was needed at the property boundary and the final parking count needed to be coordinated between drawings.

Following the meeting, the applicant updated the plans for consistency with the parking calculations throughout. Conditions are included to ensure storm drainage and accessibility are addressed prior to issuance of a building permit. The proposed hotel design was reviewed by RRM Design as required for all new nonresidential projects. The findings of the review are included within the design review section of the report.

Development Standards

The following table outlines the zoning code requirements for development in the Community Commercial (CC) Zoning District. The proposed hotel complies with all development standards of the C-C zone.

	C-C	Existing	Proposed
Site Requirements			
Floor Area Ratio, Maximum	1.0 134,426 sf	0.26 34,492 sf	0.39 52,753 sf
Parking and Loading	One space for each guest room plus 1 per 300 sq. ft. of office area	55 rooms 88 sf. Office 56 spaces required 73 spaces exist	42 rooms, 97 total 438 sf. office space 99 spaces required 103 spaces proposed
Structure Requirements			
Setbacks			
Front	15 ft. and building placement allows for min. 10-foot sidewalk	32 ft.	15 ft. from face of curb
Rear	20 ft. adjacent to a residential zoning district	52 ft.	52 ft.
Interior Side	15 ft.	40 ft.	42 ft.
Street Side	Min: 0 ft. Max: 15 ft.	15 ft.	15 ft.
Height, Maximum	40 ft.	30 ft.	40 ft.
Residential Transition Standards – Daylight Plane	No structure shall extend above or beyond a daylight plane having a height of twenty-five feet at the setback (15 ft.) from the residential property line and extending into the parcel at an angle of forty-five degrees.	Complies	Complies
Landscaped Open Space	5%		29%

Discussion

This report outlines the project's consistency with the zoning ordinance and further describes the proposed development; evaluates the project architecture, landscaping, trees, transportation; and provides a summary of the environmental review process that was completed for the project.

Zoning

The project site is in the Community Commercial zone (C-C) and within Affordable Housing Overlay (AHO) zone. The purpose of the C-C zoning district is to provide areas for a variety of commercial uses serving Capitola residents and visitors. The C-C zoning district allows for retail, restaurants, and services that meet the daily needs of the community. The scale, intensity, and design of development in the C-C zoning district shall be compatible with adjacent neighborhoods and contribute to Capitola's unique coastal village character.

Affordable Housing Overlay

The property at 720 Hill Street is located in the Affordable Housing Overlay zone. Within the Capitola Housing Element, the site was assigned 46 Low Income Units and 15 Moderate Income Units. Under state law, the City must make a finding of no net loss in order to develop a site identified within the housing element with a use other than housing. A finding of no net loss can be made with existing development of affordable ADUs during the current housing element cycle and consideration for two parcels in Capitola which can accommodate the housing under existing zoning. At 4401 Capitola Road, the city has received an application for an affordable housing development with 36 very low income housing units. Also, within this housing element, six very low and two moderate income ADUs have been constructed. The remaining obligation for the site is four low income units and 13 moderate income units. These units can be accommodated within the site at 1098 38th Avenue. The site is zoned multi-family residential which allows one unit per 2,900 square feet. The site is 1.977 acres in size or 86,118 square feet. 29 residential units can be accommodated at 1098 38th Avenue. The two parcels were not previously identified as opportunity sites and therefore satisfy the no net loss finding.

Conditional Use Permit Considerations

Pursuant to Section 17.124.060 of the Capitola Municipal Code, when evaluating a CUP, the Planning Commission shall consider the following characteristics of the proposed use:

A. Operating characteristics (hours of operation, traffic generation, lighting, noise, odor, dust, and other external impacts).

   Staff Analysis: Hotels are open 24 hours per day with varied employee shifts that revolve around guest activity. The hotel does not have any amenity spaces that will independently bring customers to the property, such as a restaurant or convention space. The rooftop patio has the potential to create noise in an area close to sensitive receptors (residential zone). Per Section 9.12.10 of the Municipal Code, excessive noise is prohibited within 200 feet of a residence between 10pm and 8am. Staff has included a condition of approval that the rooftop patio be closed between 10pm and 8am (Condition #11).

B. Availability of adequate public services and infrastructure.

   Staff Analysis: Public services and infrastructure are available at the site. The property owner and/or City staff have been in contact with Soquel Creek Water District, County Sanitation, and Central Fire District to ensure adequate public services and infrastructure for the use. Prior to issuance of building permit, the applicant must provide will serve letters from the water district and sanitation (condition #25).

C. Potential impacts to the natural environment.

   Staff Analysis: The proposed project is exempt under California Environmental Quality Act (CEQA) Section 15332, which is described in the CEQA section below.

D. Physical suitability of the subject site for the proposed use in terms of design, location, operating characteristics, shape, size, topography.

   Staff Analysis: The proposed hotel is cut into a moderate upslope from Crossroads Loop. The siting of the building on a cut pad allows the three-story building to maintain a 40-foot height and mitigates the visible bulk from adjacent properties. The site currently facilitates the Quality Inn, which is also a limited-service hotel. Existing roads and driveways serving the property are sufficient to facilitate the new hotel. Routine deliveries of operating supplies and laundry arrive in vans or box trucks and the architect has demonstrated sufficient loading zones that can accommodate delivery vehicles more than 50 feet from residential property boundaries (plan sheet A103). The proposed hotel meets or exceeds all measurable development standards.

Height and Residential Transitions Standards

Pursuant to Municipal Code Section 17.48.020.A, height is measured as the vertical distance from the assumed ground surface to the highest point of the building. The hotel is proposed on a hillside; therefore, the height must be measured around the perimeter wall to ensure compliance as the grade changes. The hotel complies with the forty-feet maximum height. The commercial use is located next to residential uses and therefore is required to comply with residential transition standards for daylight plane, setbacks, landscaping, and loading. The current design complies with the transitional standards as outlined below.

Standard: Daylight Plane. No structure shall extend above or beyond a daylight plane having a height of twenty-five feet at the setback from the residential property line and extending into the parcel at an angle of forty-five degrees.

Staff Analysis: At the conceptual review the egress staircase located toward the south end of the hotel extended above the daylight plane. The architect has relocated the staircase to comply, and the overall building height has been lowered by one foot.

Standard: Setbacks. The minimum setback from the residential property line shall be fifteen feet for interior side yards and twenty feet for rear yards. A landscaped planting area, extending a minimum of ten feet from the property line, shall be provided along all residential property lines. A tree screen shall be planted in this area with trees planted at a minimum interval of fifteen feet.

Staff Analysis: This standard is met within the new parking lot as designed and conditioned. The landscape plan includes a ten-foot-wide landscape buffer for all proposed parking lot areas and a combination of trees are proposed to be planted at intervals parallel to the property line. The existing concrete block wall that serves as a buffer between the existing parking lot and adjacent residential properties encroaches onto the hotel property four to six feet. This encroachment eliminates the ability to install 24” box trees. The applicant is proposing to leave the wall in place and plant vines that will climb a seven-foot-tall trellis in this area in-lieu of trees due to the reduced area for planting. The residential side of the wall, that is partially the hotel property, is currently well landscaped by the residential neighbors. The vine will reach the bottom of the existing tree canopies and add another layer of screening to buffer parking lot impacts. Additionally, staff is recommending a condition of approval requiring the replacement of six proposed 15-gallon pittosporum shrubs with three 24 inch box evergreen screening trees, as shown in the red clouded box on plan sheet L-1.1 (condition #42).

Standard: Loading. Loading and unloading shall be designed to have the least amount of impact on neighboring residential uses. When feasible, loading and unloading shall be provided from the commercial frontage rather than from areas adjacent to residential uses.

Staff Analysis: The applicant is providing three 10 foot by 25 foot loading spaces on the property. All loading spaces are more than 25 feet away from residential property boundaries. Additionally, condition #13 limits deliveries hours from 8 A.M. to 10 P.M., Monday through Friday.

Parking

The proposed parking lot adds 30 new parking spaces for use by employees and guests. The zoning ordinance requires one parking space per guestroom and one parking space per 300 square feet of office space. The applicant is proposing 103 total parking spaces for the site, which is shared between both hotels and collectively complies with the standard. Other amenity spaces within the hotel do not require additional parking because they are designed to be internally facing/guest serving and are not a source of additional vehicular trips to a hotel property. Further, peak parking demand for hotel guest parking is typically between 10pm and 6am when the amenity spaces are not in use.

The project will also provide four EV charging stations, 10 short-term bicycle parking spaces in racks and a secured storage enclosure for five bikes in the parking lot for long-term bicycle parking shown on the site plan (plan sheet A100).

At the time of conceptual review, City Council suggested that the hotel consider offering traffic mitigation through a beach shuttle or property bikes. The applicant is proposing to provide six bikes for use by guests and employees (condition #16).

Design Permit

The proposed architectural design is modern in style, with materials consisting of white stucco walls, resin wall panels that resemble a weathered grey wood, an adhered stone tile, exposed concrete columns at the arrival area, and laser cut decorative metal at the front door and rear stair rail. The hotel building is rectangular in shape with the upper stories projecting over the vehicle drop off and front door area creating an arcade type arrival. The soffit of the arrival area has a unique pattern of lighting and aluminum paneling, and the concrete has a stained color pattern to enhance the arrival experience.

Other key architectural features include an artistic mural treatment at the northwest corner of the building that will resemble kelp vines. The applicant intends to commission this element to be done by a local artist. At the (primary) west façade, the architect has used rounded edges and wall articulation to define the transition between the resin paneling and stucco walls. Guestroom windows will be black framed with three total panels and one operable. The windows will also include a louvered grill to match the window frame and sit flush with the window frame to mask the guestroom HVAC units. Ground floor windows are a clear glass, black framed storefront system with a laser cut decorative metal surrounding the main entry. Materials for the new surface parking will be permeable pavers.

The proposed hotel requires review of the design by a city-contracted design professional and issuance of a design permit by the Planning Commission. RRM Design was contracted by city staff to complete the third-party review of the hotel. In September of 2021, RRM Design provided initial comments of the design related to the design review criteria outlined in §17.120.070(A-S). RRM originally provided direction on the following items:

- Incorporate unique paving, pedestrian lighting, and enhanced arrival experience.
- Enhance primary entrance design and materials.
- Provide adequate signage and enhance design of rear entrance.
- Add articulation to vertical and horizontal massing.
- Explore opportunities to vary roof height.
- Address blank walls within elevations.
- Enhance materials at rear staircase.
- Consider selecting higher quality operable windows.
- Integrate A/C grills with window frames.

At the time of the formal planning application submittal, RRM Design performed a follow up review of the updated plans and provided comments to the applicant. Most of the items identified during the conceptual review were addressed and four outstanding design concerned were identified related to signage, public art, treatment of blank walls, and enhanced rear entry. Signage and public art will be addressed with separate submittals and are conditions of approval. The applicant then made another resubmittal adding an artistic mural to the blank wall and adding an awning to the rear entry. RRM then prepared a final memo noting general compliance with the prior comments but noted a few final suggestions for further consideration that did not prompt a final review. After receiving the final memo from RRM, the applicant has since modified the plans to add a further enhanced awning at the rear entry. RRM's final memo is attachment #4.

Public Art

Nonresidential development projects which exceed a total building permit valuation of $250,000 are subject to the City's Public Art Ordinance (Chapter 2.58 of the Capitola Municipal Code). Per the ordinance, the developer has two options in which to contribute public art. The first option is to incorporate

public art into the project or the general vicinity, which costs a minimum of two percent of the total project budget. Within this option, the final design, display, and location of the public art shall be brought before the Art and Cultural Commission and City Council for review and approval. The owner shall install the approved public art prior to certificate of occupancy and provide a cash deposit for the value of the public art, prior to issuance of building permit. Alternatively, the owner may, with city council approval, offer in lieu of incorporating public art in their project, deposit an amount equal to one percent of the total building permit valuation with the city, to be used for public art elsewhere in the city. With this option, the in-lieu payment shall also be made to the issuance of building permit. The applicant is in the process of deciding which option they will utilize to fulfill the public art requirement. A condition of approval is included which requires the applicant to submit an application for the public art requirement prior to building permit issuance and comply with the standards of the public art ordinance.

Signs

The application does not include signs. A separate application for signage will be submitted by the applicant for Planning Commission review.

Landscaping

Under CMC 17.24.030, parcels within the Community Commercial zoning district must have a minimum of five percent landscaped open space (6,721 square feet). The proposed overall site plan includes 39,252 square feet of landscaped area, so it complies with the landscaped open space requirement. The new planting area total is 8,909 square feet. The landscape irrigation system is required to be on a separate dedicated water meter (Section 17.72.050 B2)

The applicant is proposing a water feature at the center of the traffic circle in front of the Quality Inn porte cochere. The water feature is a 29 square foot fountain. Pursuant to §17.72.060.A.7, water features must be approved by the Planning Commission and shall be run by a recirculating pump and cannot be directly connected to the domestic or landscape water system. The proposed water feature complies with this standard.

The applicant demonstrated compliance with the Soquel Creek Water District's Maximum Allowable Water Use as required by Section 17.72.060 B1 (plan sheet L-3.2)

The new parking lot adds 30 new parking spaces and is required to be 10% landscaped with one shade tree per every five parking spaces (24" box). The applicant is proposing six Arbutus Marina trees to meet this requirement. Additionally, the new parking lot area is 7,928 square feet and requires a 50% shading to meet the standard of Section 17.76.070 D4. The applicant is proposing trees in the new parking lot area that will provide 7,056 square feet of canopy at maturity, exceeding the requirement.

Trees

The project includes a proposal to remove eight trees as follows:

- Three pepper trees near the Quality Inn driveway entrance at Crossroads Loop
- One Mayten Tree at the Crossroads Loop frontage
- Three palm trees across from the Quality Inn porte cochere
- One stone pine in the traffic circle

The trees proposed for removal are in locations critical to the project feasibility (circulation and drainage) and are not particularly unique specimens per the Public Works Inspector. Mitigation planting is typically a 2:1 ratio of 24" box trees, which is addressed by the proposed landscape plan. Staff has suggested (not required) that the applicant consider transplanting the three palm trees proposed for removal. Palm trees can be transplanted with a high rate of success even when mature.

Drainage

The project is categorized as a Tier 3 project, per the City's Stormwater Technical Guide. Tier 3 development projects include new/replaced impervious area between 15,000 square feet and 22,500 square feet. Requirements for a Tier 3 projects include:

- Treat runoff onsite with an appropriately sized retention system.
- Prevent any offsite discharge for 95th percentile rainfall events.
- Low Impact Design, which directs runoff from impervious surface to bio retention and landscape areas.

The project was plan checked by consultant, HydroScience Engineers Inc. to ensure compliance with Tier 3 requirements. The design incorporates three primary storm drainage installations:

- Primary Bioretention basin that captures the new parking lot surface drainage and approximately 60% of the roof drainage.
- Secondary Bioretention basin that captures impervious surface drainage from the porte couchere handscape and approximately 40% of the roof drainage.
- A riprap lined swale that treats subsurface drainage from the new parking lot and any overflow from the primary bioretention basin

HydroScience Inc. concluded that the design meets Tiers 3 standards and provided recommended conditions of approval.

Traffic Study

A site-specific traffic analysis was prepared by Kimley Horn. The project was evaluated in accordance with the standards of the City of Capitola and the County of Santa Cruz. Transportation analysis prepared by Kimley Horn comprises an evaluation of Vehicle Miles Traveled (VMT) and Level of Service (LOS). VMT is a newer methodology (following SB 743) for evaluating traffic impacts of a project based on greenhouse gas impacts rather than the traditional method of evaluating intersection Level of Service (LOS). CEQA no longer focuses on LOS-based analyses because such analyses tend to result in mitigation measures calling for new or expanded roadways, which leads to more VMT and Greenhouse Gas (GHG) emissions.

The results of the traffic analysis concluded that the VMT and LOS related impacts of the proposed hotel would be less than significant. Per VMT analysis, infill hotels meet existing consumer demands, serve existing needs, and reduce regional travel. While not required for CEQA, Kimley Horn also prepared a traditional LOS analysis of the five most impacted traffic intersections. Kimley Horn concluded that based on City and Caltrans intersection operation threshold criteria, the project is not anticipated to generate an adverse effect to the studied intersections. See the full transportation study in attachment #3.

Sustainability Features

The hotel proposes to incorporate the following sustainability features into the project:

- Four EV chargers
- Solar Panels
- Guest and employee bikes
- Ultra-high efficiency toilets
- Waterless urinals
- Low flow shower heads
- Greywater plumbing for irrigation

CEQA

Section 15332 of the CEQA Guidelines exempts infill development projects that meet certain criteria.

The city contracted with environmental consultant Dudek to prepare a detailed environmental analysis under CEQA for the proposed project (attachment #5). The project is consistent with both the general plan and zoning ordinance. The site is within city limits and is surrounded by developed sites and urban uses. No known habitat or rare or threatened species have been identified on the subject site. Potential for traffic, noise, air quality, water quality, and cultural resources impacts were all evaluated and will be effectively mitigated by following current City codes and the recommended project conditions of approval. The site is well served by available public utilities and services.

Therefore, the City has documented that the project qualifies for the Categorical Exemption found in CEQA Guidelines section 15332, the infill exemption, and that none of the potential exceptions to the use of a categorical exemption apply to this project or the project site.

Recommendation
Staff recommends that the Planning Commission take the following actions:

1. Find that the Project is exempt from the California Environmental Quality Act (CEQA) pursuant to State CEQA Guidelines Section 15332 (In-Fill Development);

2. Approve the Conditional Use Permit pursuant to the findings and analysis included in this Staff Report and subject to the included Conditions of Approval;

3. Approve the Design Permit including the proposed water feature, pursuant to the findings and analysis included in this Staff Report and subject to the included Conditions of Approval;

   And;

4. Approve the Tree Removal Permit pursuant to the findings and analysis included in this Staff Report

Public Noticing
The meeting agenda and Planning Commission report were posted on the city website and announced in the Santa Cruz Sentinel. All property owners and tenants within a 300 foot radius and other interested stakeholders were notified of this meeting.

Recommended Conditions of Approval
<u>General Conditions</u>

1. The project approval consists of a Conditional Use Permit, Design Permit, and Tree Removal Permit for the construction and operation of a hotel at 720 Hill Street. The CUP, Design Permit, and Tree Removal Permit application #21-0122 was approved by Planning Commission on July 21, 2022.

2. Prior to construction, a building permit shall be secured for any new construction or modifications to structures authorized by this conditional use 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. 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.

5. 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.

6. This permit shall expire 24 months from the date of issuance. The applicant shall have obtained an approved building permit commenced construction before this date to prevent permit expiration. Applications for extension may be submitted by the applicant prior to expiration.

7. 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.

8. The project applicant shall designate a “disturbance coordinator” who will be responsible for responding to any local complaints regarding construction noise. The coordinator (who may be an employee of the general contractor) will determine the cause of the complaint and will require that reasonable measures warranted to correct the problem be implemented. A telephone number of the noise disturbance coordinator shall be conspicuously posted at the construction site fence and on the notification sent to neighbors adjacent to the site. The sign must also list an emergency after-hours contact number for emergency personnel.

9. Green Waste is the City’s exclusive hauler for recycling and disposal of construction and demolition debris. For all debris boxes, contact Green Waste. Using another hauler may violate City Code Section 8.04 and result in Code Enforcement action.

<u>Conditional Use Permit Conditions</u>

10. The application shall be reviewed by the Planning Commission upon evidence of non-compliance with conditions of approval or applicable municipal code provisions.

11. The rooftop patio shall be closed for all use between 10pm and 8am.

12. The applicant shall obtain a business license prior to operating the new hotel.

13. Hours for deliveries to the hotel shall be limited to 8:00 A.M. – 8:00 P.M. Monday through Friday, to minimize noise impacts to neighboring residents. Delivery vehicles shall not be permitted to remain at idle, shall utilize the loading zones, and shall not stop or park within 50 feet of the residential property boundaries.

14. Upon receipt of certificate of occupancy, garbage and recycling containers shall be placed out of public view and inside the trash enclosure on non-collection days.

15. Bicycle parking is required to be accommodated with 10 short term bike parking spaces and five long term bike parking spaces. The design and specifications of the bike parking spaces shall be included in the plans for Building Permit plan check.

16. The property shall maintain and make available to guests and employees, six property bikes. The applicant shall have the bikes onsite prior to certificate of occupancy.

17. Amplified sound is limited to interior areas only.

18. Alcohol service is not approved with this permit.

Planning Department Conditions

19. 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.

20. Prior to issuance of building permit, all Planning fees associated with permit #21-0122 shall be paid in full.

21. Air-conditioning equipment or other roof top equipment shall be screened from view and fall within allowable city permitted decibel levels.

22. The trash enclosure shall be covered, gated, and maintained to provide a clean and sanitary area. The trash enclosure construction shall be completed, prior to final inspection.

23. Outdoor luminaires shall be energy-efficient fixtures controlled by motion sensors and incorporate cut-off controls and outdoor lighting controls. All building and parking lot lighting shall be shielded to prevent light from shining in the neighboring properties and be Dark Sky compliant. The applicant shall provide a lighting plan and photometric plan with the submittal of plans for building permit plan check.

24. No rooftop equipment is to be visible to the general public. Any necessary roof screening is to match the color of the building as closely as possible. Plans for any necessary screening shall be submitted to the Community Development Department prior to, or in conjunction with the building permit submittal.

25. 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.

26. Prior to the issuance of any building permits, the applicant shall agree, in writing, to defend, indemnify, and hold harmless the City and its officers, agents, and employees in any action brought by a third party to void this Conditional Use Permit, Design Permit, or Tree Removal. The agreement shall be in a form satisfactory to the City Attorney and Community Development Director and executed, prior to issuance of building permits. It shall run with the land and shall not be amended without prior City consent.

27. 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.

28. The owner shall consult the members and/or managers of the Road and Utility Maintenance Agreement to obtain any necessary approvals regarding the design and location of road, sidewalk, and utility improvements associated with this project, prior to start of work. The owner shall further coordinate with the managers of the Road and Utility Maintenance Agreement and adjacent property owners to ensure that appropriate access is maintained throughout the duration of the project. Permit approval does not supersede any obligations of the owner to comply with private agreements.

29. Prior to occupancy, the Landscape Architect shall certify in writing the landscaping and irrigation has been installed in accordance with all aspects of the approved landscape plans, subject to final approval by the Community Development Director.

30. If prehistoric or historic-period cultural materials are unearthed during ground-disturbing activities, it is recommended that all work within 100' of the find be halted until a qualified archaeologist and Native American representative can assess the significance of the find. Prehistoric materials might include obsidian and chert-flaked stone tools (e.g., projectile points, knives, scrapers) or tool-making debris; culturally darkened soil ("midden") containing heat-affected rocks and artifacts; stone milling equipment (e.g., mortars, pestles, handstones, or milling slabs); and battered-stone tools, such as hammerstones and pitted stones. Historic-period materials might include stone, concrete, or adobe footings and walls; filled wells or privies; and deposits of metal, glass, and/or ceramic refuse. If the find is determined to be potentially significant, the archaeologist, in consultation with the Native American representative, will develop a treatment plan that could include site avoidance, capping, or data recovery.

31. In the event of the discovery of human remains during construction or demolition, there shall be no further excavation or disturbance of the site within a 50' radius of the location of such discovery, or any nearby area reasonably suspected to overlie adjacent remains. The Santa Clara County Coroner shall be notified and shall make a determination as to whether the remains are Native American. If the Coroner determines that the remains are not subject to his/her authority, he/she shall notify the Native American Heritage Commission, which shall attempt to identify descendants of the deceased Native American. If no satisfactory agreement can be reached as to the disposition of the remains pursuant to this State law, then the landowner shall reinter the human remains, and items associated with Native American burials on the property in a location not subject to further subsurface disturbance. A final report shall be submitted to the City's Community Development Director prior to release of a Certificate of Occupancy. This report shall contain a description of the mitigation programs and its results, including a description of the monitoring and testing resources analysis methodology and conclusions, and a description of the disposition/curation of the resources. The report shall verify completion of the mitigation program to the satisfaction of the City's Community Development Director.

32. In the event that a fossil is discovered during construction of the project, excavations within 50' of the find shall be temporarily halted or delayed until the discovery is examined by a qualified paleontologist, in accordance with Society of Vertebrate Paleontology standards. The City shall include a standard inadvertent discovery clause in every construction contract to inform contractors of this requirement. If the find is determined to be significant and if avoidance is not feasible, the paleontologist shall design and carry out a data recovery plan consistent with the Society of Vertebrate Paleontology standards.

33. To the extent practicable, tree removal shall be performed from September 1 through January 31 to avoid the general nesting period for birds. If tree removal cannot be performed during this period, precutting surveys will be performed no more than two days prior to beginning work activities to locate any active nests as follows: The owner/applicant shall be responsible for the retention of a qualified biologist to conduct a survey of the project site and surrounding 300' for active nests—with particular emphasis on nests of migratory birds—if tree cutting will begin during the bird nesting season, from February 1 through August 31. If active nests are observed on either the project site or the surrounding area, the project owner/applicant, in coordination with the appropriate city staff, shall establish no-disturbance buffer zones around the nests, with the size to be determined in consultation with the California Department of Fish and Wildlife (usually 100' for perching birds and 300' for raptors). The no-disturbance buffer will remain in place until the biologist determines the nest is no longer active or the nesting season ends. If construction ceases for three days or more and then resumes during the nesting season, an additional survey will be necessary to avoid impacts on active bird nests that may be present.

34. This project requires the approval of the Santa Cruz County Environmental Health Department prior to issuance of Building Permits.

35. No signs are approved as part of this application. A Sign Permit application shall be submitted incompliance with Chapter 17.80 of the zoning ordinance and shall include all signage proposed for the project site.

36. The Water Feature shall not be directly connected to water utility source and shall be equipped with a recirculation pump.

37. Inspections by the Planning Department are required for the foundation, final framing, prefinal after application of exterior materials, and final inspection.

38. Separate containers for recyclables, organics, and waste shall be placed in all common areas, including all gathering areas, such as eating areas and break rooms.

39. A separate water service and water meter for irrigation will be required.

40. The applicant shall submit an application to meet the public art requirement prior to building permit issuance. The proposed conceptual mural at the northwest corner of the building shall be incorporated into the project in any case; even if it does not qualify or is otherwise not accepted to satisfy the public art requirement. A cash deposit for the value of the public art shall be paid prior to issuance of building permits.

41. The applicant shall provide four electric vehicle charging stations with the plans for building permit plan check.

42. The landscape plans for Building Permit plan check shall replace the six, 15-gallon pittosporum shrubs at the south end of the new parking lot with three, 24 inch box evergreen trees.

Public Works Department Conditions

43. Prior to issuance of building permits, any improvements that interface with the public right of way, e.g., sidewalks, crosswalks, curb, gutter and sidewalks, shall submit plans for review and approval by the Public Works Department.

44. 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.

45. Prior to a project final, all cracked or broken driveway approaches, curb, gutter, or sidewalk in the City Road right of way 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.

46. 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.

47. 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.

48. Applicant shall notify the Public Works Department 24 hours in advance of the commencement of work. A pre-construction inspection must be conducted to verify compliance with the approved temporary erosion and sediment control plan

49. Prior to issuance of building permits, a drainage plan, grading, sediment and erosion control plan (Temporary Construction BMPs) 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 13.16.100 Construction Site Storm Water Runoff Control. All improvements shall be installed prior to the start of construction and shall be maintained throughout project duration.

50. 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. The revisions specified in the HydroScience Preliminary Stormwater Control Plan Review dated July 11, 2022, including subsequent updates, shall be completed to the satisfaction of the Public Works Director.

51. 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.

52. 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 the stormwater treatment BMPs.

53. Prior to final occupancy approval the Engineer of Record shall inspect construction of stormwater management improvements and certify to the City that the construction meets the intent of the approved design drawings, Stormwater Control Plan, and the City Post Construction Requirements.

54. Prior to final occupancy approval the Engineer of Record shall provide final record drawings of the constructed stormwater management improvements.

Conditional Use Permit Findings

A. The proposed use is allowed in the applicable zoning district.

Hotels are a conditional use in the Community Commercial zone. The design and use incorporate mitigations and conditions to result in a hotel that has an appropriate transition and limited impact on surrounding residential uses. The property has an Affordable Housing Overlay that is assigned 61 units under the current Housing Element. The City has identified new sites and progress toward RHNA goals that result in No Net Loss.

B. The proposed use is consistent with the general plan, local coastal program, zoning code, and any applicable specific plan or area plan adopted by the city council.

The proposed use, as conditioned, is consistent with local long range and implementation planning documents.

C. The location, size, design, and operating characteristics of the proposed use will be compatible with the existing and planned land uses in the vicinity of the property.

The project will have a beneficial effect on traffic and provide a support service to local business. The design incorporates appropriate residential transition measures and involves only a 40% buildout of the site. The rooftop patio is regulated by appropriate hours.

D. The proposed use will not be detrimental to the public health, safety, and welfare.
The proposed hotel will not have an impact to public, health, safety, and welfare. The building provides for required parking, will be fire sprinkled, and will be served by all necessary public utilities.

E. The proposed use is properly located within the city and adequately served by existing or planned services and infrastructure.
The proposed use is appropriately located and well mitigated from impacts to adjacent residential uses. The project is with a quarter mile to SR1 and a bus route. The property will be served by all utilities.

Design Permit Findings

A. The proposed project is consistent with the general plan, local coastal program, and any applicable specific plan, area plan, or other design policies and regulations adopted by the city council.
Community Development staff, the Development and Design Review Committee, consultant RRM and the Planning Commission have all reviewed the project. The proposed project, as conditioned, is consistent with local long range and implementation planning documents. The project meets the Design Review Criteria.

B. The proposed project complies with all applicable provisions of the zoning code and municipal code.
Community Development Staff, the Design and Development Review Committee, and the Planning Commission have all reviewed the project. The proposed 18,261 square foot hotel complies with all development standards of the C-C (Community Commercial) zoning district.

C. The proposed project has been reviewed in compliance with the California Environmental Quality Act (CEQA).
Section 15332 of the CEQA Guidelines exempts infill development projects that meet certain criteria.

The city contracted with environmental consultant Dudek to prepare a detailed environmental analysis under CEQA for the proposed project (attachment #5). The project is consistent with both the general plan and zoning ordinance. The site is within city limits and is surrounded by developed sites and urban uses. No known habitat or rare or threatened species have been identified on the subject site. Potential for traffic, noise, air quality and water quality were all evaluated and will be effectively mitigated by following current City codes and the recommended project conditions of approval. The site is well served by available public utilities and services.

D. The proposed development will not be detrimental to the public health, safety, or welfare or materially injurious to the properties or improvements in the vicinity.
The proposed hotel will not have an impact to public, health, safety, and welfare. The building provides for required parking, will be fire sprinkled, and will be served by all necessary public utilities. Condition #22 requires the applicant to work with the Road and Utility Maintenance Agreement members to ensure compliance with the property's underlying private contracts.

E. The proposed project complies with all applicable design review criteria in Section 17.120.070 (Design review criteria).
Community Development Staff, the Architectural and Site Review Committee, design consultant RRM and the Planning Commission have all reviewed the project. The proposed 18,261 square foot hotel and supporting improvements comply with the applicable design review criteria as described in the staff report.

F. For projects in residential neighborhoods, the proposed project maintains the character, scale, and development pattern of the neighborhood.
The project site is not in a residential neighborhood but adjacent to single family and multi family zoning. The design incorporated all required transitional standards and conditions of approval further mitigate impacts of operating hours, privacy, and noise.

Report prepared by: Brian Froelich

Attachments:

1. Hotel Project Plans - July 8, 2022
2. CEQA Analysis prepared by Dudek - July 8, 2022
3. Transportation Study prepared by Kimley Horn – June 2022
4. RRM Design Review Memo – May 16, 2022
5. Design Review Criteria

TEAM
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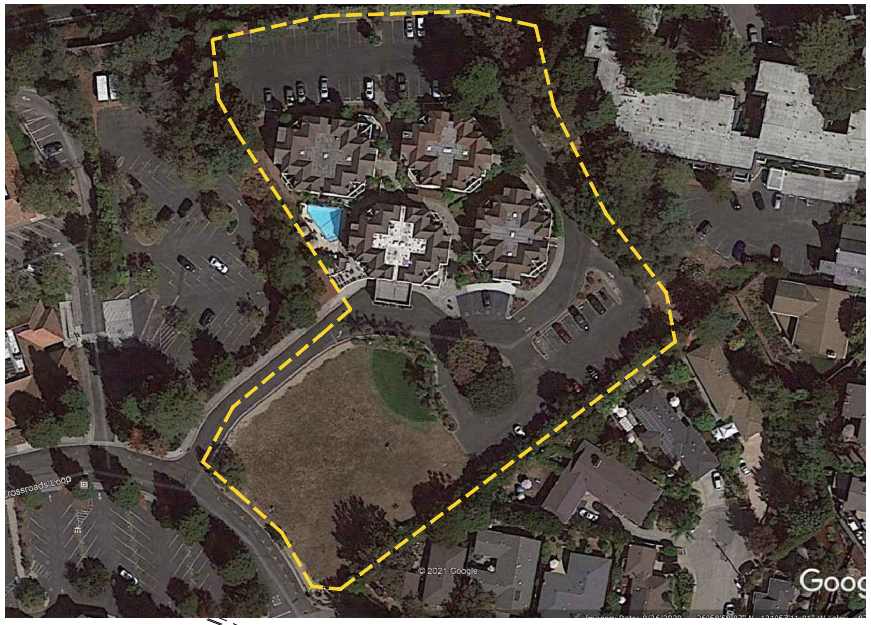
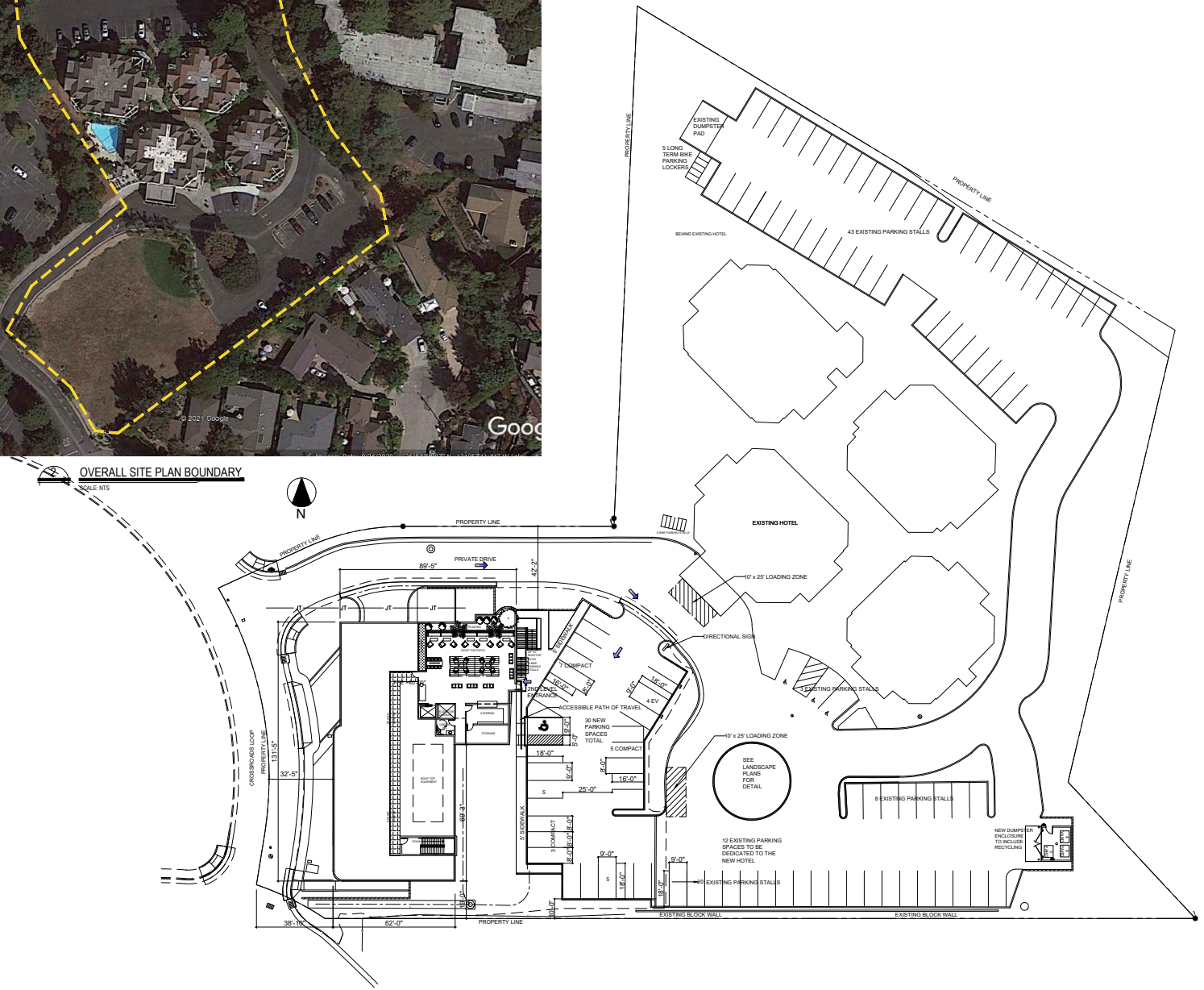
Bowman & Williams
Consulting Civil Engineers
3949 Research Park Court, Ste 100
Soquel, CA 95073-2094
831.426.3560

Michael Arnone + Associates
Landscape Architect
mike@arnonelandscape.com
831.462.4988



2 OVERALL SITE PLAN BOUNDARY
SCALE: NTS



1 OVERALL SITE PLAN
SCALE:NTS

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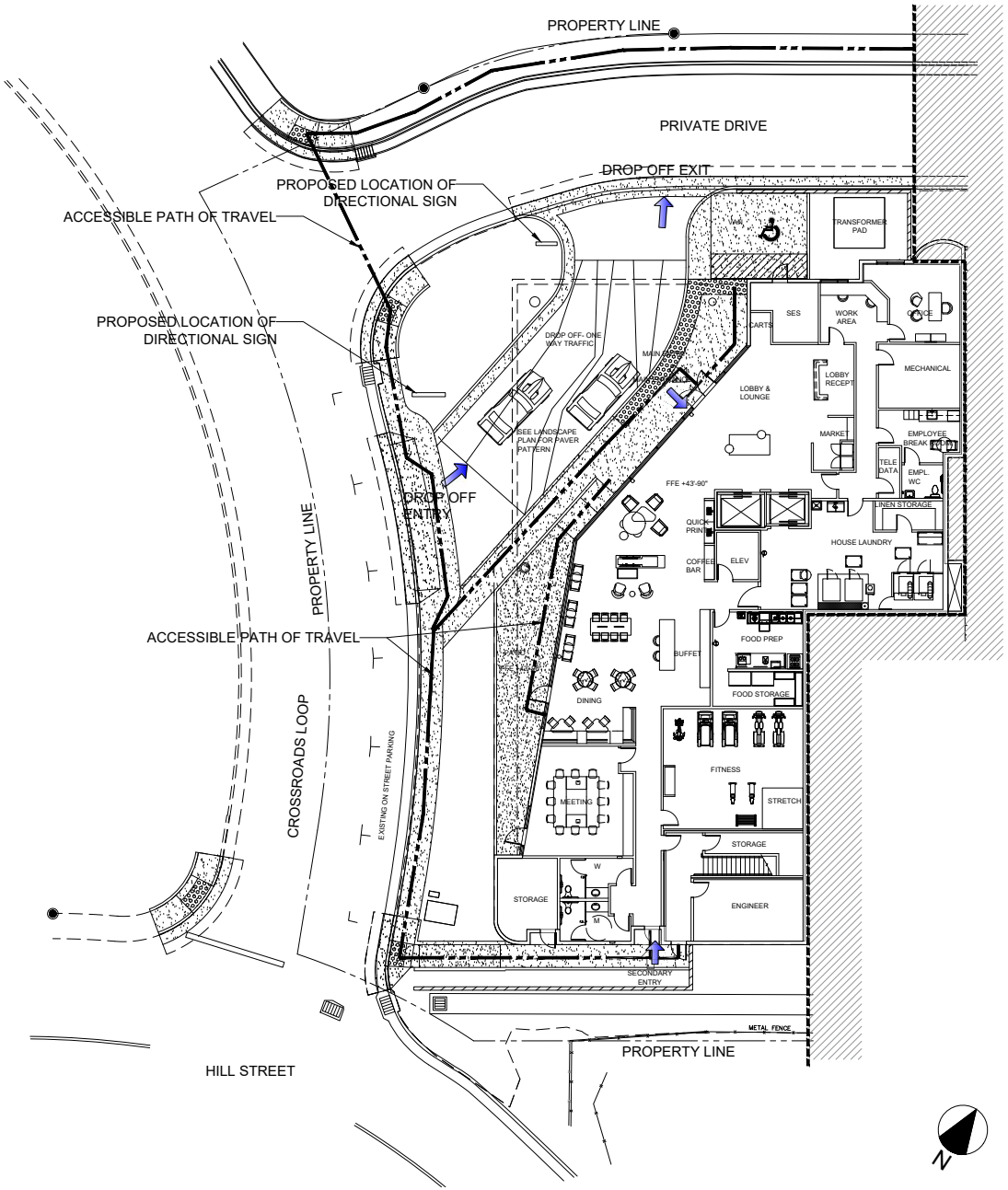
BOUTIQUE HOTEL
720 Hill Street Capitola, CA

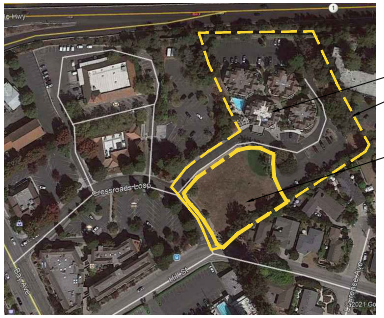
ISSUE DATE: 7/8/2021
REVISION DATE:
GENERATION:
DECOR:

OVERALL SITE PLAN

A100

NOT FOR CONSTRUCTION





LOCATION MAP
APN #: 036-011-28

SITE PLAN DATA	
New 3-Story Hotel, 42 Guestrooms	
Site	134,426 sf/ 3.086 Acres
New Parking Prov	30 Parking Spaces (2 H.C. Spaces, 5 Compact)
Existing Parking	73 Parking Spaces (3 H.C. Spaces)
Total Parking Prov	103 Parking Spaces
Existing Guestroom Count	55
Total Guestrooms	97
Zoning	C-C
Total Lot Coverage	16.6%
Total FAR	.39
Building GBA EX.	34,492 sf
Building GBA New	18,261 sf
1st Floor	7,650 sf
2nd Floor	9,895 sf
3rd Floor	9,895 sf
Roof	821 sf

1 SITE PLAN- LEVEL 1
SCALE: 3/32" = 1'-0"

ARCHITECTURE PLANNING DESIGN
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BOUTIQUE HOTEL
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LEVEL 1 SITE PLAN

A102

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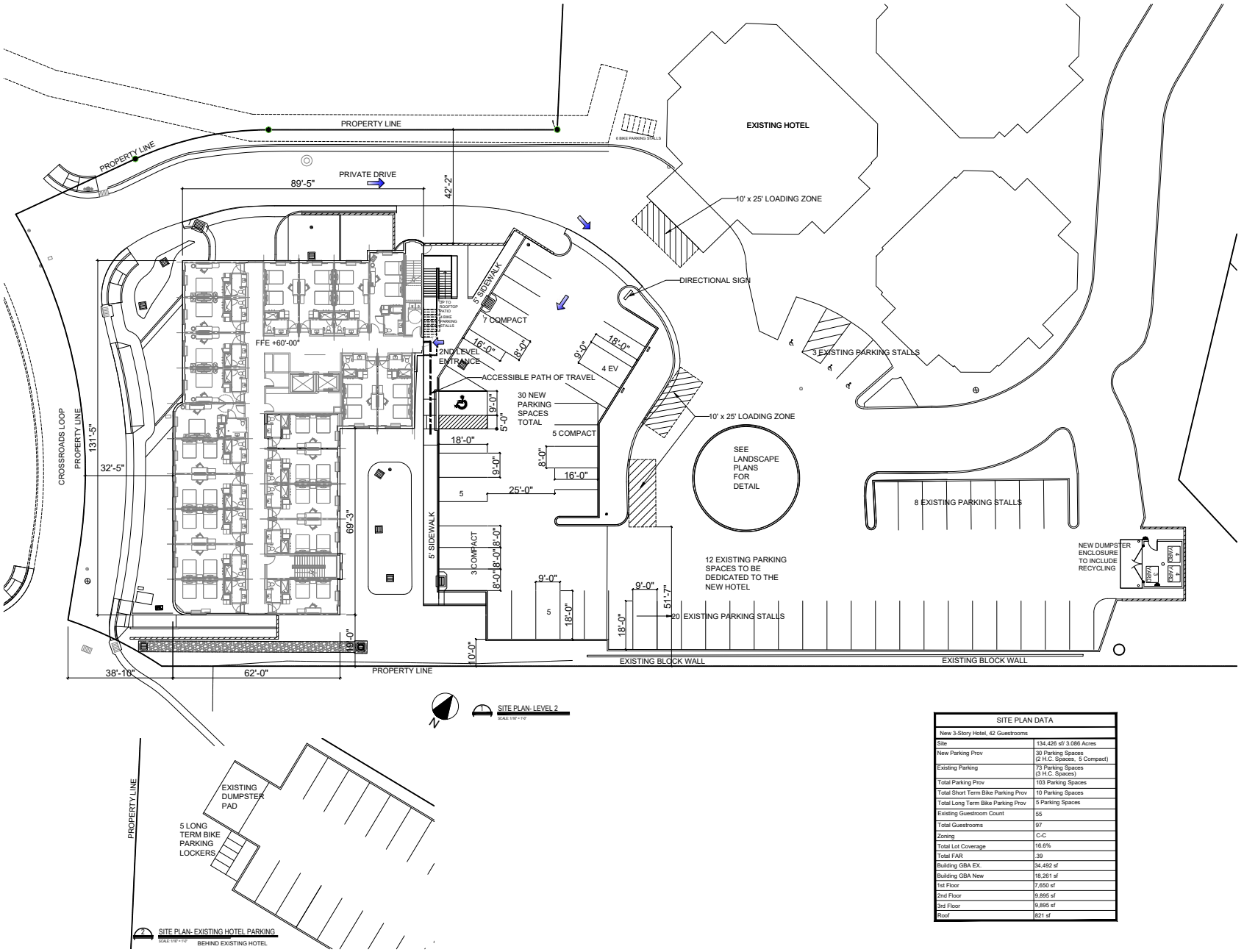

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Existing Parking	73 Parking Spaces (3 H.C. Spaces)
Total Parking Prov	103 Parking Spaces
Total Short Term Bike Parking Prov	10 Parking Spaces
Total Long Term Bike Parking Prov	5 Parking Spaces
Existing Guestroom Count	55
Total Guestrooms	97
Zoning	C-C
Total Lot Coverage	16.6%
Total FAR	.39
Building GBA EX.	34,492 sf
Building GBA New	18,261 sf
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3rd Floor	9,895 sf
Roof	821 sf

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LEVEL 2 SITE PLAN

A103

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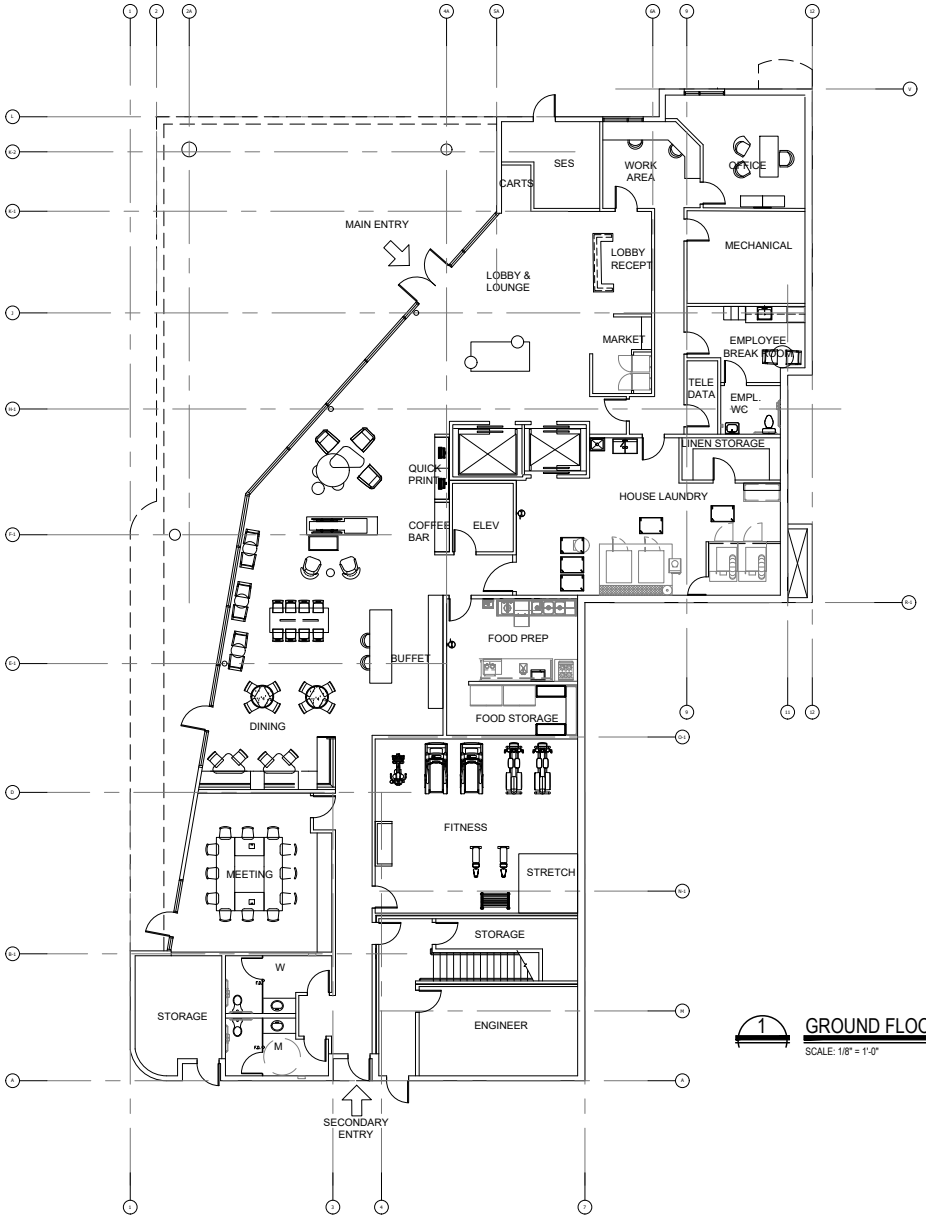

1 GROUND FLOOR PLAN

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

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GROUND FLOOR PLAN

A201

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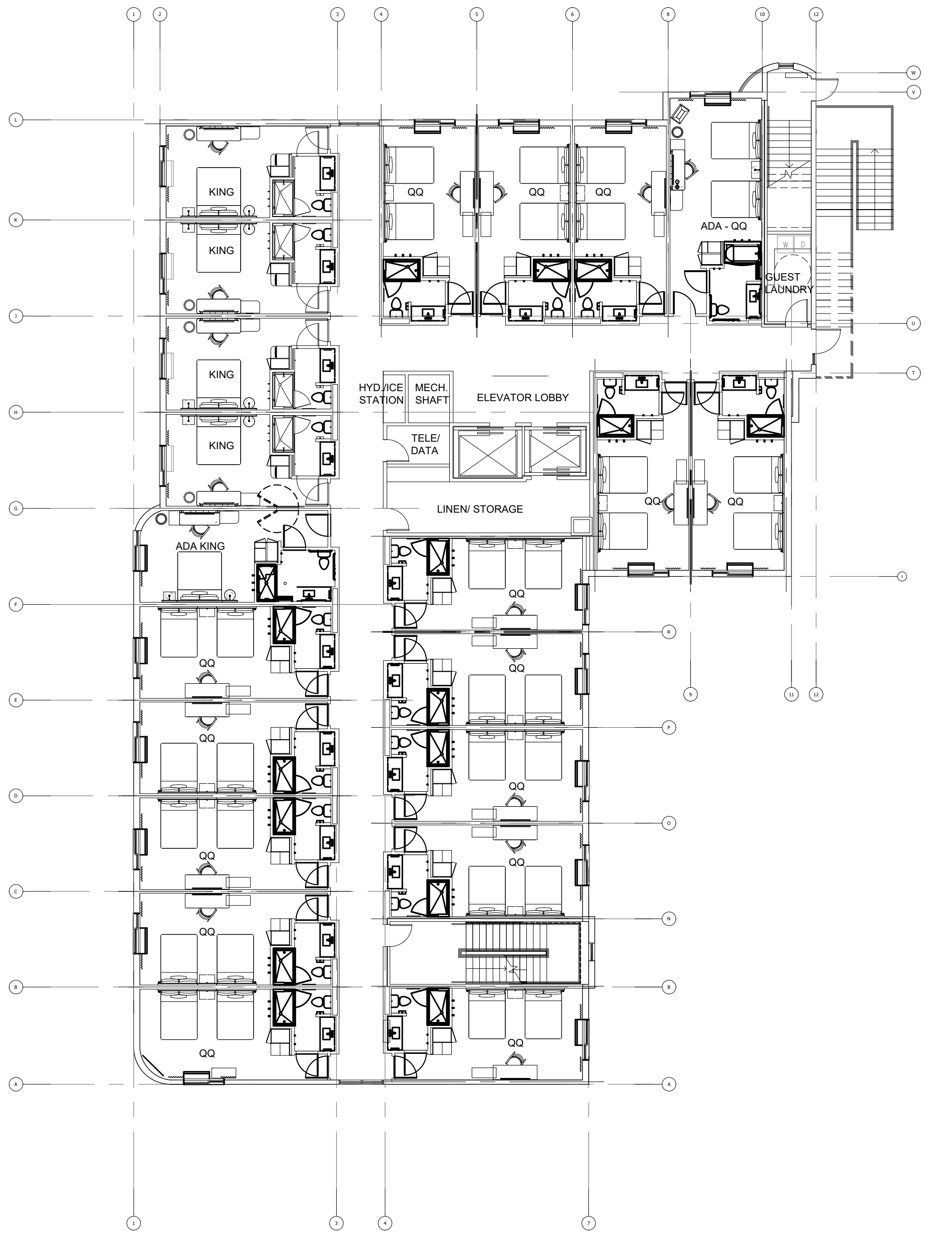
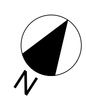


1 LEVEL 2 FLOOR PLAN

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



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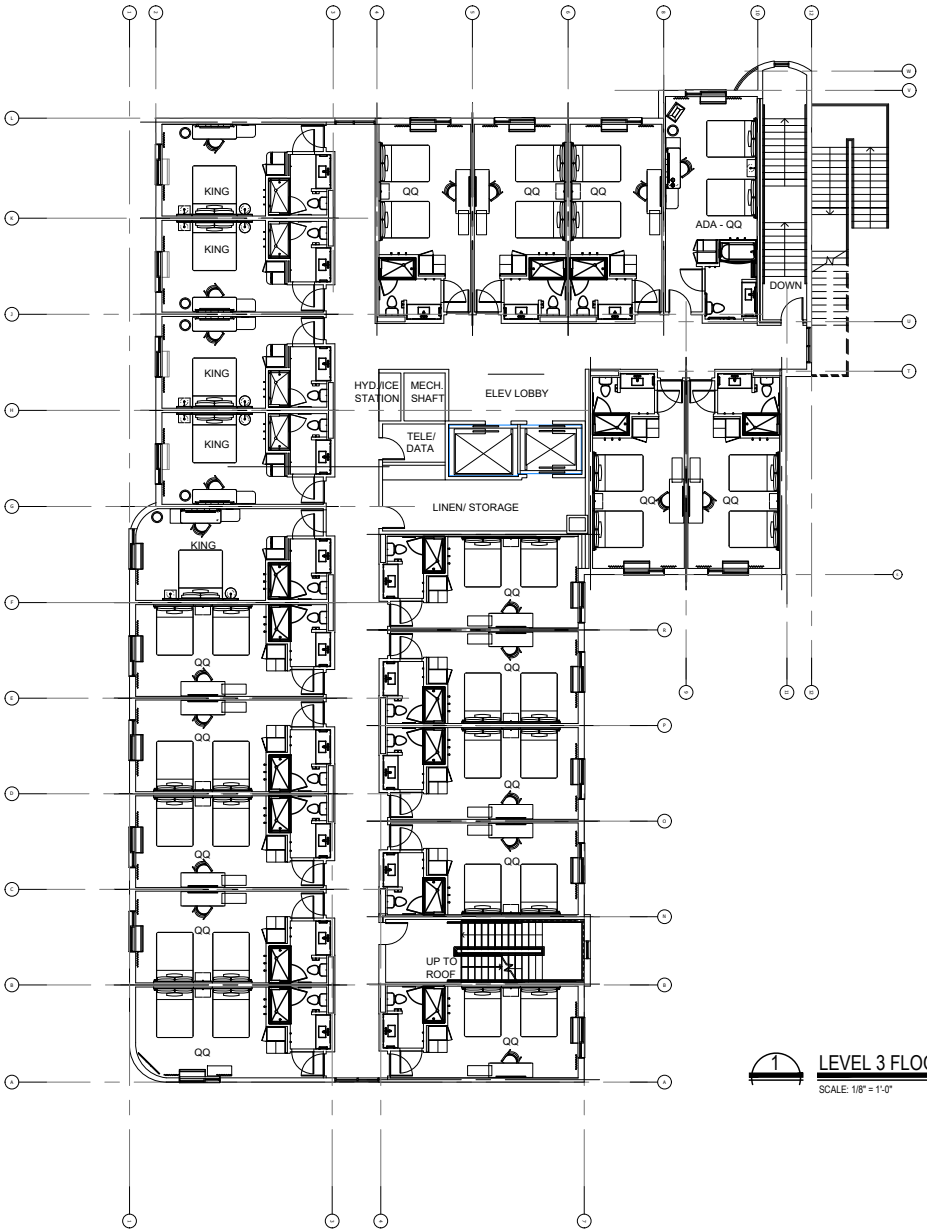
LEVEL 2 FLOOR PLAN

A202

NOT FOR CONSTRUCTION



1 LEVEL 3 FLOOR PLAN

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

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LEVEL 3 FLOOR PLAN

A203

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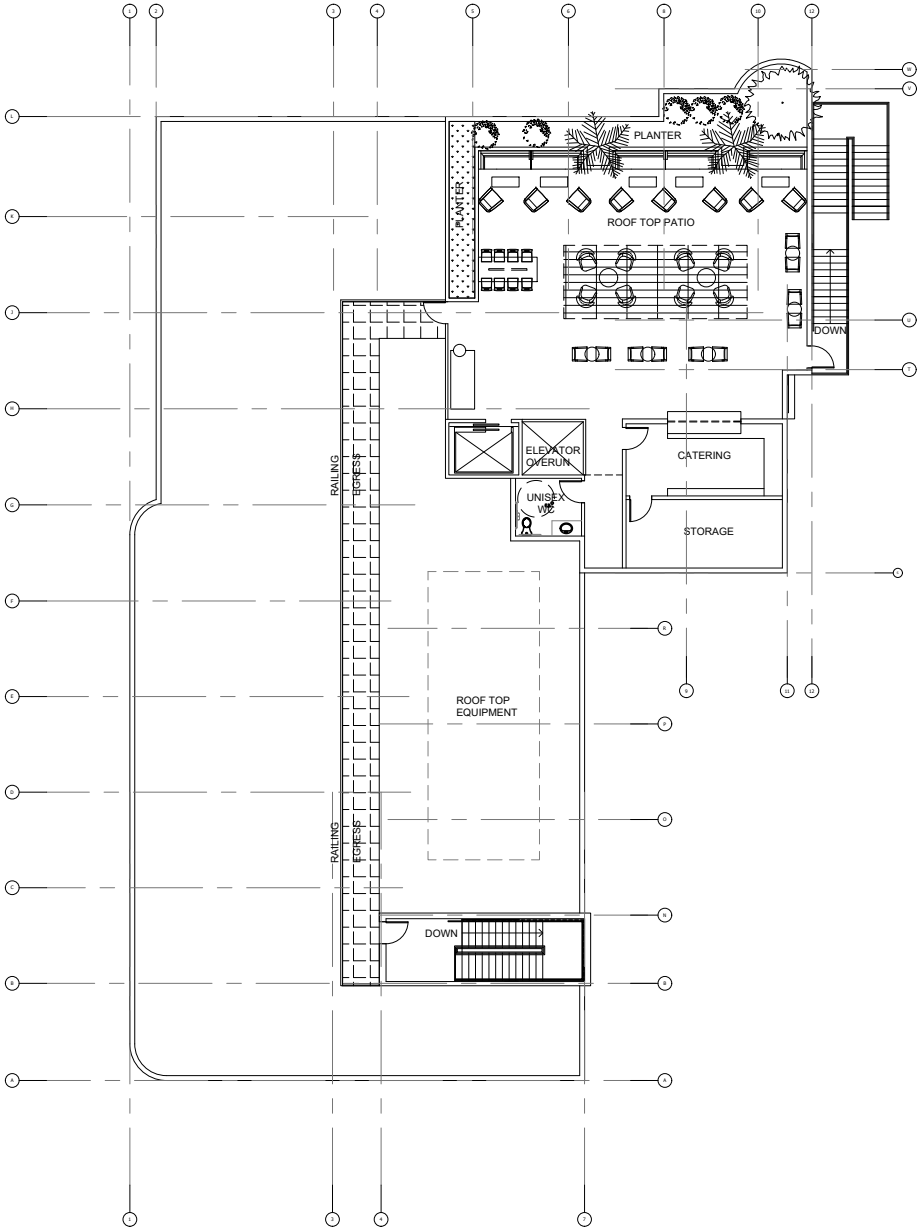

1 ROOF TOP PATIO
SCALE: 1/8" = 1'-0"

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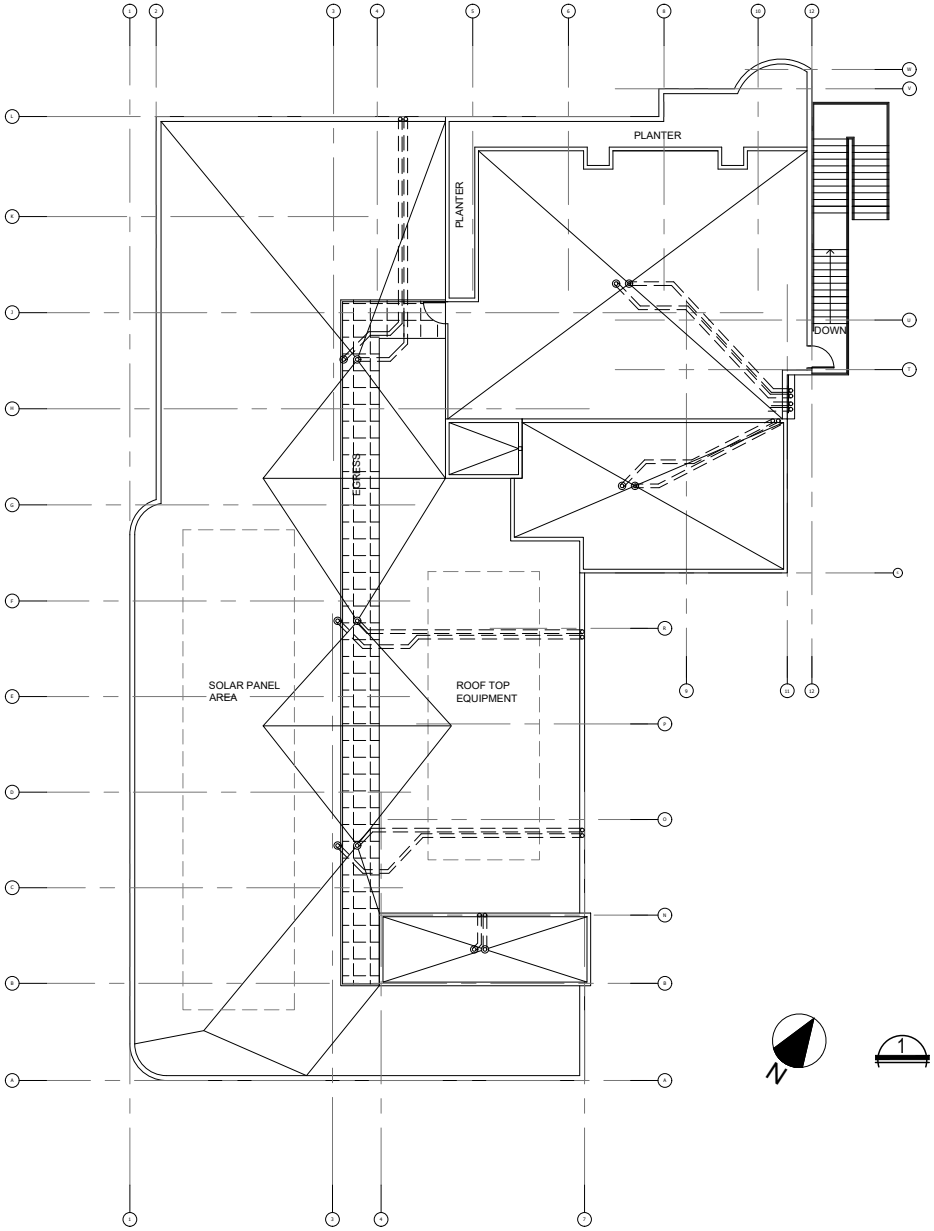
ROOF TOP PATIO PLAN

A204

NOT FOR CONSTRUCTION



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

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ROOF PLAN

A205

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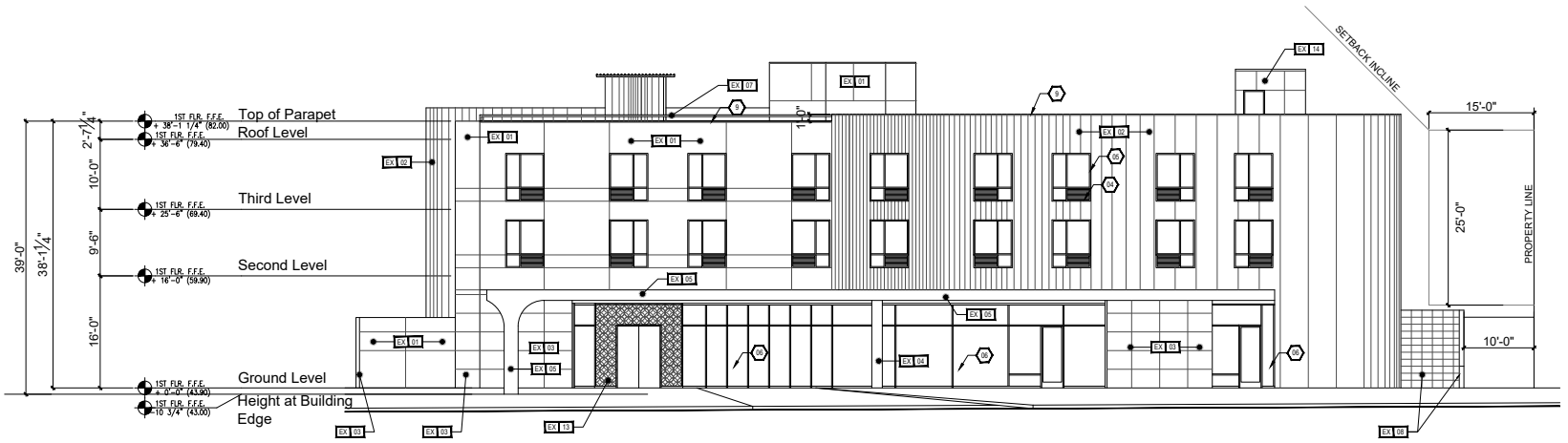
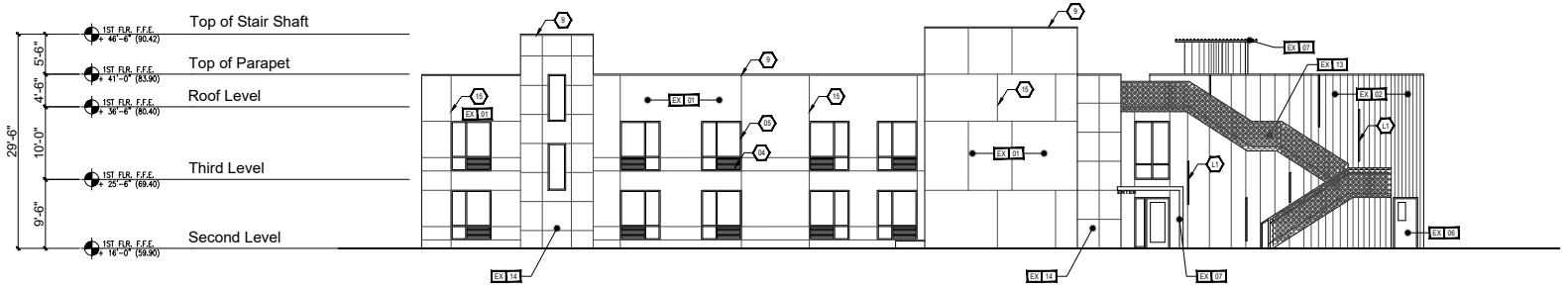


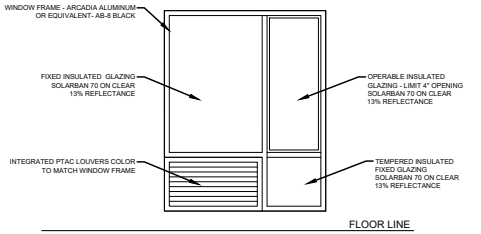
1 WEST BUILDING ELEVATION

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



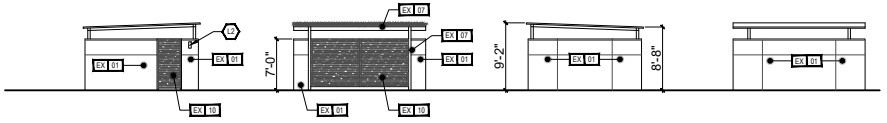
2 EAST BUILDING ELEVATION

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



4 ENLARGED WINDOW DETAIL

SCALE: 1/2" = 1'-0"



3 DUMPSTER ELEVATIONS

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

KEY NOTES:

1 APPROXIMATE LINE OF GRADE
2 ABOVE GRADE EXPOSED FOUNDATION WALL
3 CONCRETE FOOTING AND FOUNDATION WALL AS REQUIRED PER LOCAL FROST DEPTHS
4 ALUMINUM FIXED WINDOW W/ THERMAL BROKEN FRAME, INSULATED GLAZING WITH INTEGRAL ALUMINUM LOUVER AT PTAC UNITS
5 ALUMINUM FIXED WINDOW PANEL AND CASEMENT PANEL LIMITED TO 4" OPENING W/ THERMAL BROKEN FRAME, INSULATED GLAZING
6 ALUMINUM STOREFRONT SYSTEM W/ THERMAL BROKEN FRAME AND INSULATED GLAZING
7 ALUMINUM PTAC LOUVER - COLOR TO MATCH ADJACENT MATERIAL
8 ALUMINUM AUTOMATIC SLIDING ENTRY DOOR W/ INSULATED GLAZING
9 ALUMINUM METAL PARAPET CAP - COLOR TO MATCH ADJACENT MATERIAL
10 SIGNAGE - NAME OF HOTEL TO BE DETERMINED
11 KYNAR FINISH ALUMINUM COPING/ GRAVEL STOP SYSTEM – COLOR TO MATCH ADJACENT MATERIAL
12 REVIEW ALL VIEWS AROUND PROPERTY BEFORE LOCATING ALL ROOF TOP MECHANICAL UNITS - VERIFY ALL EQUIPMENT IS ADEQUATELY SCREENED
13 EXPANSION JOINT @ FLOOR LINE W/ BACKER ROD AND SEALANT
14 NOT USED
15 ACCENT "V" JOINT- CONTROL JOINT
16 DOWNLIGHT & IN-GROUND UPLIGHT TO ACCENT MULIT-COLORED BUILDING RECESSES
17 ELECTRICAL CONDUIT FOR THE BUILDING SIGNS MUST BE ROUTED FROM THE ROOF PARAPET OR CONTAINED WITHIN THE EXTERIOR WALL ASSEMBLY. EXPOSED CONDUIT OR OTHER ELECTRICAL DEVICES WILL NOT BE PERMITTED IN THE ADJACENT STAIRWELL OR GUESTROOM. PROVIDE TWO (2) ELECTRICAL STUB OUTS
18 ALUMINUM LOUVER - COLOR TO MATCH ADJACENT WALL MATERIAL
19 POSSIBLE LOCATION OF ART WORK

ARCHITECTURAL LIGHTING LEGEND:

L-1 LINEAR LED IN COVE
L-2 WALL SCONCE AT DOOR

BUILDING SIGNAGE:

ALL SIGNAGE SHOWN FOR ILLUSTRATIVE PURPOSES ONLY - LOCATION SIZE, ETC. TO BE DETERMINED

MINIMUM 3/4" PLYWOOD BACKER BOARD REQUIRED AT SIGN LOCATIONS- AREA SHOULD COVER ENTIRE LENGTH AND HEIGHT OF FASCIA OR SPACE AVAILABLE FOR SIGN

ELECTRICAL AND FINAL CONNECTION BY CONTRACTOR - ELECTRICAL REQUIREMENTS MAY BE OBTAINED FROM SIGN COMPANY - TYPICAL 120V REQUIREMENT

NO RACEWAYS/ WIREWAYS

PERMANENT ACCESS DOORS TO INTERIOR OF ALL PARAPETS WHERE SIGNS ARE LOCATED TO BE PROVIDED BY CONTRACTOR - CONTRACTOR TO FURNISH AND CONNECT PRIMARY ELECTRICAL SERVICE INSIDE PARAPET WALL

GUESTROOMS OR PUBLIC SPACES WITH SIGNAGE ON EXTERIOR WALLS MUST HAVE ELECTRICAL PENETRATIONS AND OR INSTALLED PRIOR TO CLOSING UP THE WALL - PENETRATION LAYOUT MAY BE OBTAINED FROM SIGN COMPANY

FINISH LEGEND:

EIFS CLADDING SYSTEM (EX) - BASIS OF DESIGN - "OUTSULATION PLUS MD EIFS" BY DRYVIT SYSTEMS, INC.

PROVIDE EIFS HIGH IMPACT MESH ASSEMBLY FOR LOWER 8'-0" OF WALL AREAS AT GRADE: BASIS OF DESIGN - DRYVIT "STANDARD" MESH OVER "PANZER 20 OZ. " HIGH IMPACT MESH

COORDINATE FOR MINIMUM EXTERIOR CONTINUOUS INSULATION THICKNESS / R-VALUE REQUIREMENTS IN ACCORDANCE WITH ADOPTED ENERGY CODE REQUIREMENTS FOR ALL CLADDING AREAS.

EX 01 DRYVIT SYSTEMS: DRYVIT #310ST CHINA WHITE - FINE SAND
EX 02 RESIN PANEL RAINSCREEN SYSTEM: TRESPA METEON OR EQUIVALENT-WOOD DECORS WK09 HALMSTAD MATT- VARYING WIDTHS - RANDOM LENGTHS
EX 03 ADHERED STONE: SOLTICE STONE- ANDALUSIAN- FINE COMBED- 16"X24"
EX 04 EXPOSED CONCRETE COLUMNS
EX 05 ALUMINUM COMPOSITE PANEL- REYNOBOND ALCOA - CHAMPAGNE
EX 06 PAINT TO MATCH SURROUNDING MATERIAL
EX 07 MISCELLANEOUS METAL: SW 6993 BLACK OF NIGHT
EX 08 DECORATIVE CMU: TRENDSTONE - TREMWYTH BY ECHELON MISSION WHITE - WEST
EX 09 WINDOW FRAMES: ARCADIA AB-8 BLACK
EX 10 PERFORATED METAL - MONICHOLS SLOTTED - IN METAL FRAME PAINTED EX-07
EX 11 METAL SCREEN - METAL LOUVERS
EX 12 GREEN SCREEN - STAINLESS STEEL VINE TRELLIS SYSTEM
EX 13 LASER CUT DECORATIVE METAL - POWDER COATED FINISH
EX 14 DRYVIT SYSTEMS: TERRANEO- COLOR: EVEREST 209

ARCHITECTURE PLANNING DESIGN
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BOUTIQUE HOTEL
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ELEVATIONS

A301

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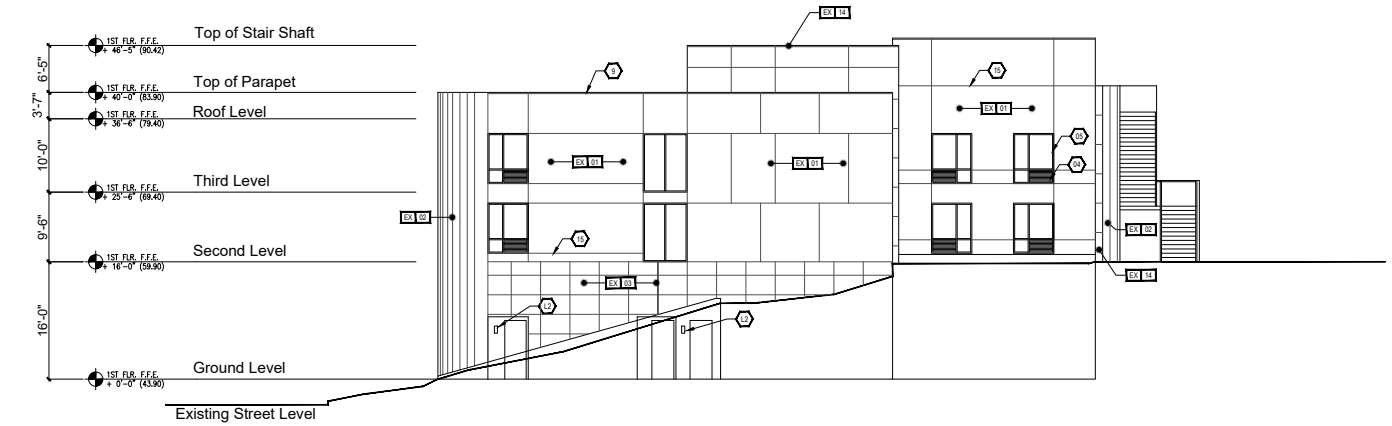
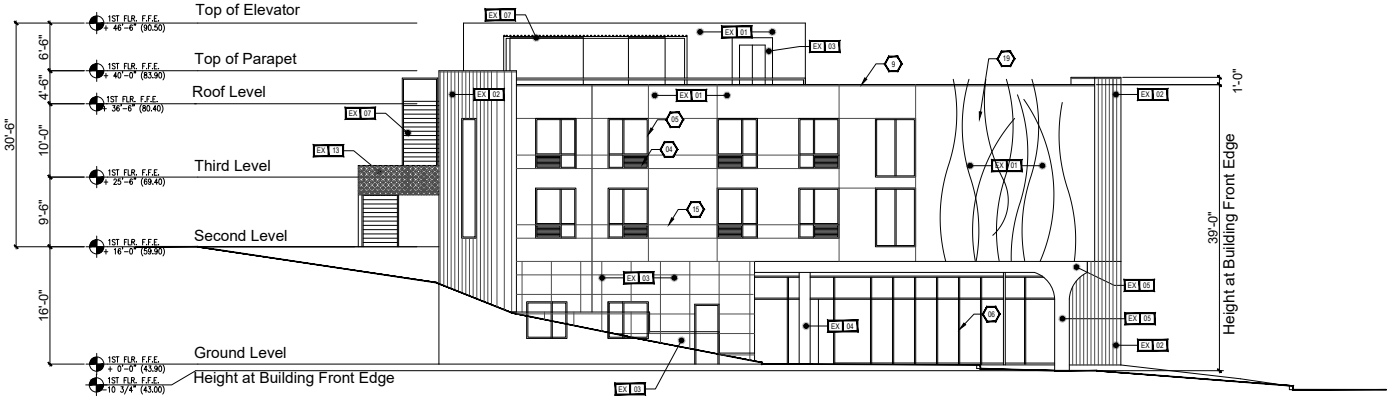


1 NORTH BUILDING ELEVATION
SCALE: 1/8" = 1'-0"



2 SOUTH BUILDING ELEVATION
SCALE: 1/8" = 1'-0"

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2. ABOVE GRADE EXPOSED FOUNDATION WALL
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EX 11 METAL SCREEN - METAL LOUVERS
EX 12 GREEN SCREEN - STAINLESS STEEL VINE TRELLIS SYSTEM
EX 13 LASER CUT DECORATIVE METAL - POWDER COATED FINISH
EX 14 DRYVIT SYSTEMS: TERRANEO- COLOR: EVEREST 209

ARCHITECTURE PLANNING DESIGN
Gwen Janick Architecture LLC
17823 E Cinderconе Rd
Rio Verde, AZ 85263
480.686.2203
gwen@gj-arch

BOUTIQUE HOTEL
720 Hill Street Capitola, CA

ISSUE DATE: 7/8/2022
REVISION DATE:
GENERATION:
DECOR:

ELEVATIONS

A302

NOT FOR CONSTRUCTION

1 WEST BUILDING ELEVATION

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

2 EAST BUILDING ELEVATION

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

Gwen Jarick Architecture LLC
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480.688.2203
gwen@gj-arch.com

BOUTIQUE HOTEL
720 Hill Street Capitola, CA

ISSUE DATE: 12/03/2021
REVISION DATE:
GENERATION:
DECOR:

RENDERED ELEVATIONS

A301R

NOT FOR CONSTRUCTION

1 NORTH BUILDING ELEVATION
SCALE: 1/8" = 1'-0"

2 SOUTH BUILDING ELEVATION
SCALE: 1/8" = 1'-0"

Gwen Jarick Architecture LLC
17823 E Cindercone Rd
Rio Verde, AZ 85263
480.686.2203
gwen@gj-arch.com

BOUTIQUE HOTEL
720 Hill Street Capitola, CA

ISSUE DATE: 12/03/2021
REVISION DATE:
GENERATION:
DECOR:

RENDERED ELEVATIONS

A302R

NOT FOR CONSTRUCTION

VIEW LOOKING SOUTH EAST

ARCHITECTURE
PLANNING & DESIGN
Gwen Jarick Architecture LLC
17823 E Cindercone Rd
Rio Verde, AZ 85263
480.686.2203
gwen@gj-arch.com

BOUTIQUE HOTEL
720 Hill Street Capitola, CA

ISSUE DATE:
REVISION DATE:
GENERATION:
DECOR:

RENDERED ELEVATIONS

A303

NOT FOR CONSTRUCTION

VIEW LOOKING NORTH EAST

ARCHITECTURE
PLANNING & DESIGN
Gwen Jarick Architecture LLC
17823 E Cindercone Rd
Rio Verde, AZ 85263
480.686.2203
gwen@gj-arch.com

BOUTIQUE HOTEL
720 Hill Street Capitola, CA

ISSUE DATE:
REVISION DATE:
GENERATION:
DECOR:

RENDERED ELEVATIONS

A304

NOT FOR CONSTRUCTION

PORTE COCHERE

ARCHITECTURE
PLANNING & DESIGN
Gwen Jarick Architecture LLC
17823 E Cindercone Rd
Rio Verde, AZ 85263
480.686.2203
gwen@gj-arch.com

BOUTIQUE HOTEL
720 Hill Street Capitola, CA

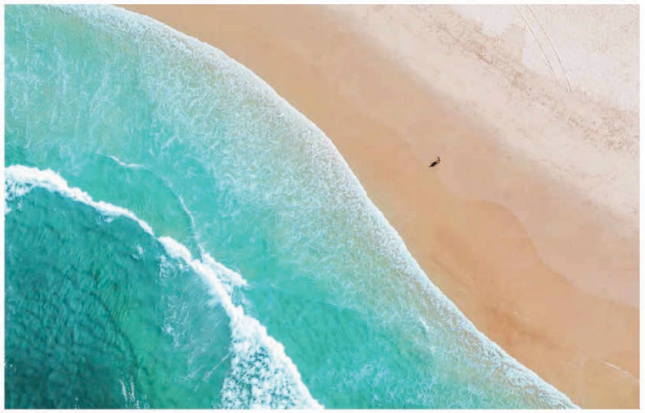
ISSUE DATE:
REVISION DATE:
GENERATION:
DECOR:

RENDERED ELEVATIONS

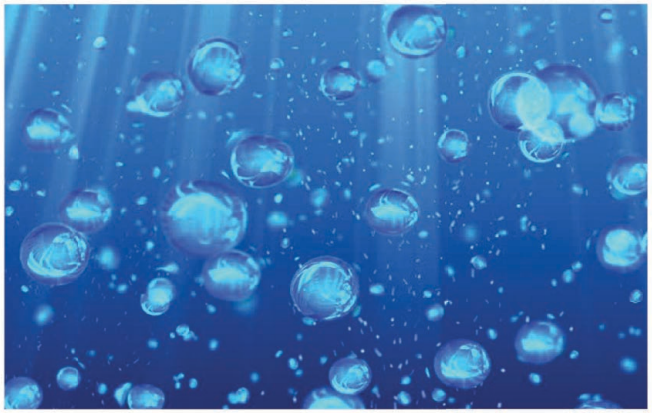
A305

NOT FOR CONSTRUCTION

WOOD MATERIAL / FORM



DRIVE AND PORTE COCHERE



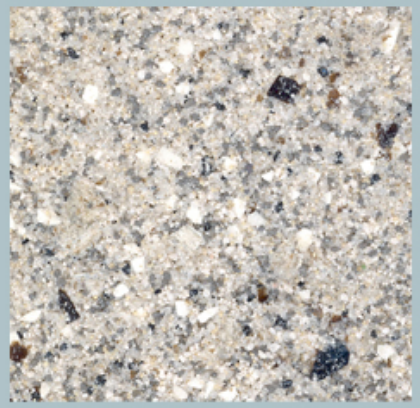
LASER CUT METAL

ART

STONE MATERIAL

MASSING

STONE: SOLTICE STONE-
ANDALUSIAN- FINE COMBED
EX-03



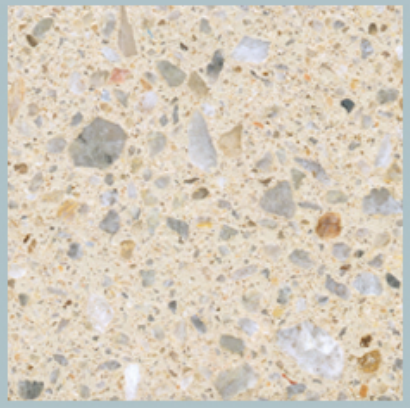
DRYVIT SYSTEMS
TERRANEO: EVEREST 209
EX-14

EXPOSED CONCRETE
EX-04

ALUMINUM COMPOSITE
PANEL: ALCOA-
CHAMPAGNE
EX-05

SW 6993
BLACK OF NIGHT
EX-07

STOREFRONT AND WINDOW
ARCADIA AB-8 BLACK
EX-09



DECORATIVE CMU: TRENDSTONE-
MISSION WHITE WEST
EX-08

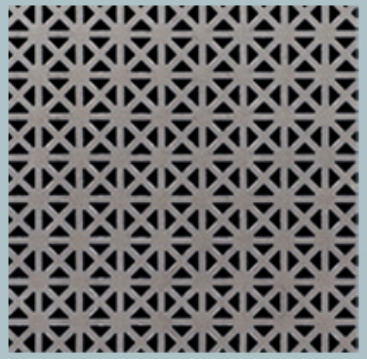
RESIN PANEL: TRESPA METEON-
NW28 HALMSTAD MATT
EX-02

DRYVIT 628ST WHITE HAZE

EX-01

LASER CUT METAL
CUSTOM DESIGN
POWDER COAT FINISH

EX-13



DECORATIVE METAL SCREEN
MCNICHOLS

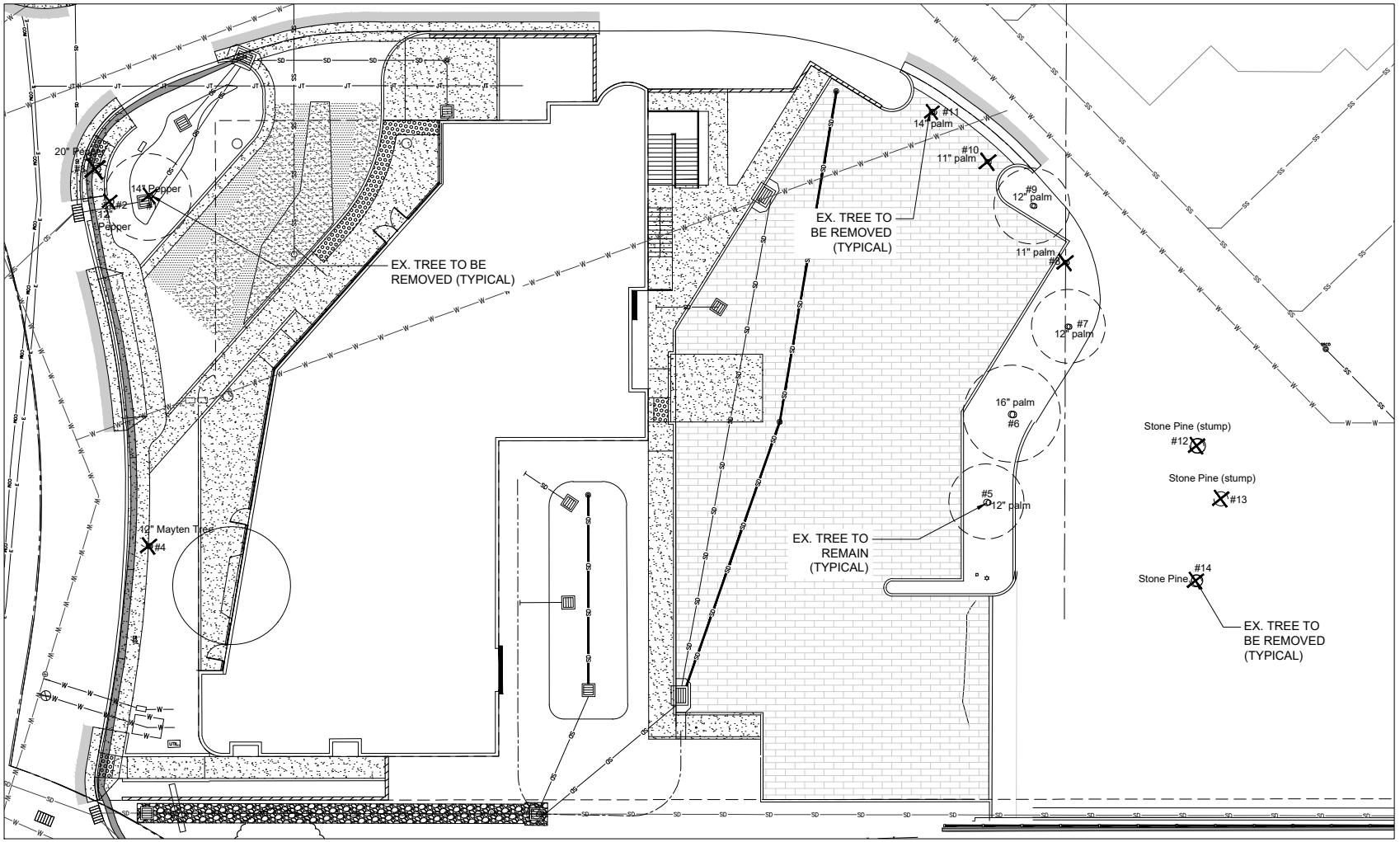
EX-10

BOUTIQUE HOTEL
HILL STREET
CAPITOLA, CA

MATERIAL BOARD I 8 APRIL 2022

Michael Arnone + Associates
LANDSCAPE ARCHITECTURE
mike@arnonelandscape.com 831.462.4988

BOUTIQUE HOTEL
720 HILL STREET
CAPITOLA, CA 95010



EXISTING TREE LEGEND

ID#	GENUS / SPECIES	TRUNK SIZE	STATUS
1	Schinus molle / California Pepper	14"	TO BE REMOVED
2	Schinus molle / California	12"	TO BE REMOVED
3	Schinus molle / California Pepper	20"	TO BE REMOVED
4	Maytenus boaria / Mayten Tree	12"	TO BE REMOVED
5	Syagrus romanzoffiana / Queen Palm	12"	TO REMAIN
6	Syagrus romanzoffiana / Queen Palm	16"	TO REMAIN
7	Syagrus romanzoffiana / Queen Palm	12"	TO REMAIN
8	Syagrus romanzoffiana / Queen Palm	11"	TO BE REMOVED
9	Syagrus romanzoffiana / Queen Palm	12"	TO REMAIN
10	Syagrus romanzoffiana / Queen Palm	11"	TO BE REMOVED
11	Syagrus romanzoffiana / Queen Palm	14"	TO BE REMOVED
12	Pinus pinea / Italian Stone Pine	20"	STUMP TO BE REMOVED
13	Pinus pinea / Italian Stone Pine	22"	STUMP TO BE REMOVED
14	Pinus pinea / Italian Stone Pine	26"	TO BE REMOVED

NORTH

0 10 20 30 feet
SCALE: 1" = 10'

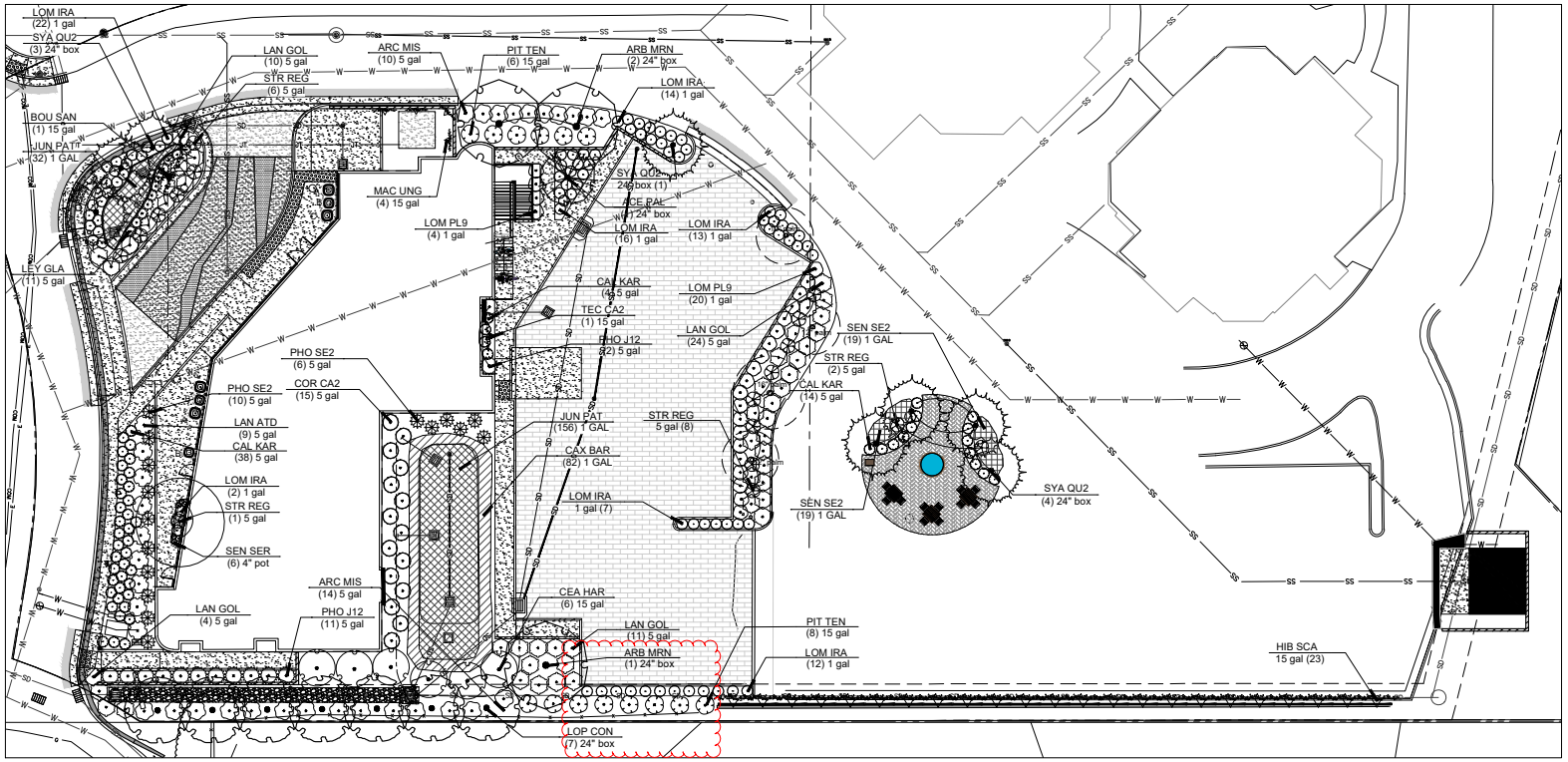
REVISIONS

EXISTING TREES

JOB NO. 202103
SCALE 1" = 10' - 0"
DRAWN MA
CHECK
DATE 7.1.2022
SHEET **L-1.0**

Michael Arnone + Associates
LANDSCAPE ARCHITECTURE
mike@arnonelandscape.com 831.462.4988

BOUTIQUE HOTEL
720 HILL STREET
CAPITOLA, CA 95010



PLANT SCHEDULE

TREES	BOTANICAL / COMMON NAME	CONT	QTY
ACE PAL	Acer palmatum / Japanese Maple	24" box	1
ARB MRN	Arbutus x 'Marina' / Marina Strawberry Tree Standard	24" box	3
LOP CON	Lophostemon confertus / Brisbane Box	24" box	7
SYA QU2	Syagrus romanzoffiana / Queen Palm	24" box	9
SHRUBS	**BOTANICAL / COMMON NAME**	**CONT**	**QTY**
AGA BLF	Agave x 'Blue Flame' / Blue Flame Agave	5 gal	1
ARC MIS	Arctostaphylos x 'Pacific Mist' / Pacific Mist Manzanita	5 gal	24
CEA HAR	Ceanothus x 'Ray Hartman' / Ray Hartman Wild Lilac	15 gal	6
COR VLX	Cordyline x 'Festival Raspberry' / Festival Rasberry Cordyline	5 gal	8
COR CA2	Correa pulchella 'Carmine Bells' / Carmine Bells Australian Fuchsia	5 gal	15
CYC REV	Cycas revoluta / Sago Palm	15 gal	3
LAN ATD	Lantana montevidensis 'Spreading White' / White Trailing Lantana	5 gal	9
LAN GOL	Lantana x 'Goldrush' / Goldrush Lantana	5 gal	57
LAV PRO	Lavandula x intermedia 'Provence' / Provence Lavender	5 gal	5
PIT TEN	Pittosporum tenuifolium / Tawhiwhi	15 gal	14
SEN SER	Senecio serpens / Blue Chalksticks	4" pot	10
STR REG	Strelitzia reginae / Bird Of Paradise	5 gal	18
VER BAB	Verbena x hybrida 'Babylon White' / Babylon White Verbena	4" pot	4
WES WYN	Westringia fruticosa 'Wynabbie Gem' / Wynabbie Gem Coast Rosemary	5 gal	4
GRASSES	**BOTANICAL / COMMON NAME**	**CONT**	**QTY**
CAL KAR	Calamagrostis x acutiflora 'Karl Foerster' / Karl Foerster Feather Reed Grass	5 gal	58
FES OVI	Festuca ovina glauca 'Elijah Blue' / Elijah Blue Fescue	4" pot	4
LEY GLA	Leymus arenarius 'Glaucus' / Blue Wild Rye	5 gal	11
LOM IRA	Lomandra longifolia 'Breeze' TM / Breeze Mat Rush	1 gal	86
LOM PL9	Lomandra longifolia Platinum Beauty / Variegated Mat Rush	1 gal	24
PHO J12	Phormium tenax 'Jubilee' / New Zealand Flax	5 gal	13
PHO SE2	Phormium x 'Sea Jade' / New Zealand Flax	5 gal	16
VINES	**BOTANICAL / COMMON NAME**	**CONT**	**QTY**
BOU SAN	Bougainvillea x 'San Diego Red' / San Diego Red Bougainvillea	15 gal	1
HIB SCA	Hibbertia scandens / Guinea Gold Vine	15 gal	23
MAC UNG	Macfadyena unguis-cati / Cat's Claw Creeper	15 gal	4
TEC CA2	Tecoma capensis / Cape Honeysuckle	15 gal	1
GROUND COVERS	**BOTANICAL / COMMON NAME**	**CONT**	**SPACING**	**QTY**
CAX BAR	Carex barbarae / Santa Barbara Sedge	1 GAL	30" o.c.	82
JUN PAT	Juncus patens / California Gray Rush	1 GAL	30" o.c.	188
SEN SE2	Senecio serpens / Blue Chalksticks	1 GAL	24" o.c.	38

PLANT CONTAINER LEGEND

(quantities not included in Plant Schedule at left of sheet)

KEY	Botanical Name	Common Name	Container Size	Plant Count	Containers
A	Agave x 'Blue Flame'	Blue Flame Agave	1-gallon	1 each	2 A
	Senecio serpens	Blue Chalksticks	4" pot	4 each	
B	Cordyline x 'Festival Raspberry'	Festival Raspberry Cordyline	1-gallon	1 each	3 B
	Verbena x hybrida 'Babylon White'	White Verbena	4" pot	4 each	
C	Strelitzia reginae	Bird of Paradise	1-gallon	1 each	2 C
	Festuca ovina glauca 'Elijah Blue'	Elijah Blue Fescue	4" pot	4 each	

REVISIONS

REGISTERED LANDSCAPE ARCHITECT MICHAEL ARNONE No. 3347 (Exp 7/31/24) STATE OF CALIFORNIA

PLANTING GROUND LEVEL

JOB NO. 202103
SCALE 1/16 = 1' - 0"
DRAWN MA
CHECK
DATE 7.1.2022
SHEET L-1.1

Michael Arnone + Associates
LANDSCAPE ARCHITECTURE
mike@arnonelandscape.com 831.462.4988

TREES


Acer palmatum
Japanese Maple


Arbutus x `Marina`
Marina Strawberry Tree Standard


Lophostemon confertus
Brisbane Box


Syagrus romanzoffiana
Queen Palm

SHRUBS


Arctostaphylos x `Pacific Mist`
Pacific Mist Manzanita


Ceanothus x `Frosty Blue`
Frosty Blue Wild Lilac

SHRUBS


Correa pulchella `Carmine Bells`
Carmine Bells Australian Fuchsia


Lantana montevidensis `Spreading White` White Trailing
Lantana


Strelitzia reginae
Bird Of Paradise


Lantana x `Goldrush`
Goldrush Lantana


Pittosporum tenuifolium
Tawhiwhi

ORNAMENTAL GRASSES


Calamagrostis x acutiflora `Karl Foerster'
Karl Foerster Feather Reed Grass


Leymus arenarius `Glaucus`
Blue Wild Rye


Lomandra longifolia Platinum Beauty Variegated Mat Rush


Lomandra longifolia `Breeze` TM
Breeze Mat Rush


Phormium tenax `Jubilee`
New Zealand Flax


Phormium x `Sea Jade`
New Zealand Flax

GROUND COVERS


Carex barberae
Santa Barbara Sedge


Juncus patens
California Gray Rush


Senecio serpens
Blue Chalksticks

VINES


Hibbertia scandens
Guinea Gold Vine


Macfadyena unguis-cati
Cat'sClaw Creeper


Parthenocissus tricuspidata
Boston Ivy


Trachelospermum jasminoides
Star Jasmine Vine

BOUTIQUE HOTEL
720 HILL STREET
CAPITOLA, CA 95010

REVISIONS

LICENSED LANDSCAPE ARCHITECT MICHAEL ARNONE No. 3347 Exp 7/31/24 STATE OF CALIFORNIA

PLANT IMAGES

JOB NO. 202103
SCALE no scale
DRAWN MA
CHECK
DATE 7.1.2022
SHEET L-1.2

Michael Arnone + Associates
LANDSCAPE ARCHITECTURE
mike@arnonelandscape.com 831.462.4988

PLANT SCHEDULE

TREES	BOTANICAL / COMMON NAME	CONT		QTY
ACE PAL	Acer palmatum / Japanese Maple	24" box		1
ARB MRN	Arbutus x `Marina` / Marina Strawberry Tree Standard	24" box		3
LOP CON	Lophostemon confertus / Brisbane Box	24" box		7
SYA QU2	Syagrus romanzoffiana / Queen Palm	24" box		9
SHRUBS	**BOTANICAL / COMMON NAME**	**CONT**		**QTY**
AGA BLF	Agave x `Blue Flame` / Blue Flame Agave	5 gal		1
ARC MIS	Arctostaphylos x `Pacific Mist` / Pacific Mist Manzanita	5 gal		24
CEA HAR	Ceanothus x `Ray Hartman` / Ray Hartman Wild Lilac	15 gal		6
COR VLX	Cordyline x `Festival Raspberry` / Festival Rasberry Cordyline	5 gal		8
COR CA2	Correa pulchella `Carmine Bells` / Carmine Bells Australian Fuchsia	5 gal		15
CYC REV	Cycas revoluta / Sago Palm	15 gal		3
LAN ATD	Lantana montevidensis `Spreading White` / White Trailing Lantana	5 gal		9
LAN GOL	Lantana x `Goldrush` / Goldrush Lantana	5 gal		57
LAV PRO	Lavandula x intermedia `Provence` / Provence Lavender	5 gal		5
PIT TEN	Pittosporum tenuifolium / Tawhiwhi	15 gal		14
SEN SER	Senecio serpens / Blue Chalksticks	4" pot		10
STR REG	Strelitzia reginae / Bird Of Paradise	5 gal		18
VER BAB	Verbena x hybrida 'Babylon White' / Babylon White Verbena	4" pot		4
WES WYN	Westringia fruticosa `Wynabbie Gem` / Wynabbie Gem Coast Rosemary	5 gal		4
GRASSES	**BOTANICAL / COMMON NAME**	**CONT**		**QTY**
CAL KAR	Calamagrostis x acutiflora `Karl Foerster` / Karl Foerster Feather Reed Grass	5 gal		58
FES OVI	Festuca ovina glauca 'Elijah Blue' / Elijah Blue Fescue	4" pot		4
LEY GLA	Leymus arenarius `Glaucus` / Blue Wild Rye	5 gal		11
LOM IRA	Lomandra longifolia `Breeze` TM / Breeze Mat Rush	1 gal		86
LOM PL9	Lomandra longifolia Platinum Beauty / Variegated Mat Rush	1 gal		24
PHO J12	Phormium tenax `Jubilee` / New Zealand Flax	5 gal		13
PHO SE2	Phormium x `Sea Jade` / New Zealand Flax	5 gal		16
VINES	**BOTANICAL / COMMON NAME**	**CONT**		**QTY**
BOU SAN	Bougainvillea x `San Diego Red` / San Diego Red Bougainvillea	15 gal		1
HIB SCA	Hibbertia scandens / Guinea Gold Vine	15 gal		23
MAC UNG	Macfadyena unguis-cati / Cat's Claw Creeper	15 gal		4
TEC CA2	Tecoma capensis / Cape Honeysuckle	15 gal		1
GROUND COVERS	**BOTANICAL / COMMON NAME**	**CONT**	**SPACING**	**QTY**
CAX BAR	Carex barberae / Santa Barbara Sedge	1 GAL	30" o.c.	82
JUN PAT	Juncus patens / California Gray Rush	1 GAL	30" o.c.	188
SEN SE2	Senecio serpens / Blue Chalksticks	1 GAL	24" o.c.	38

PALMS

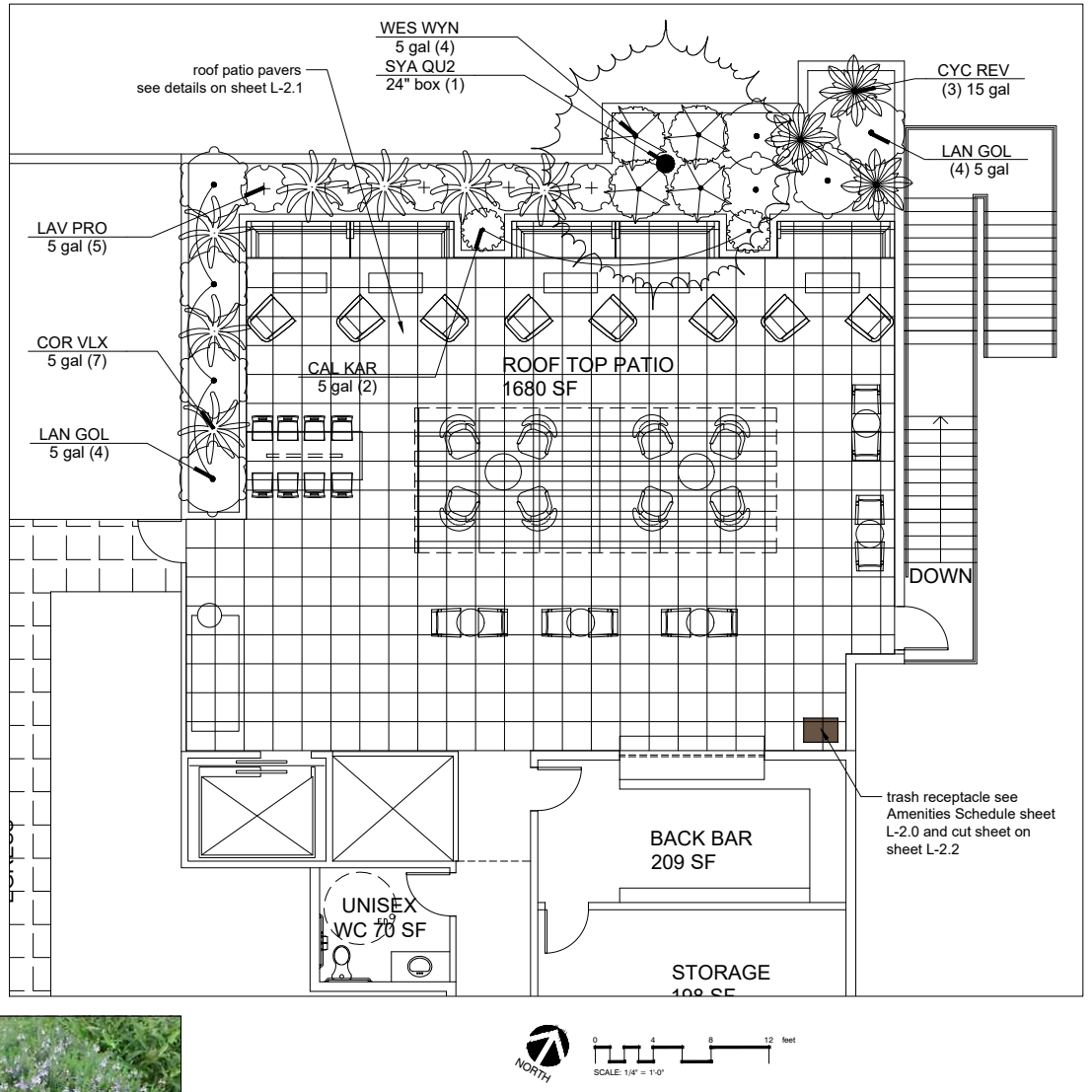
Cycas revolta
Sago Palm

SHRUBS

Cordyline x 'Festival Raspberry'
Festival Raspberry Cordyline

Lavandula x intermedia 'Provence'
Provence Lavender

Westringia fruticosa 'Wynabbie Gem'
Wynabbie Gem Coast Rosemary



BOUTIQUE HOTEL
720 HILL STREET
CAPITOLA, CA 95010

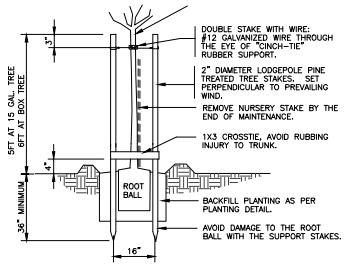
REVISIONS

PLANTING ROOF GARDEN

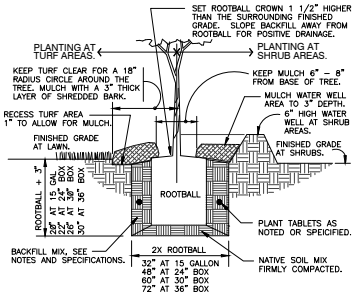
JOB NO. 202103
SCALE 1/4 = 1' - 0"
DRAWN MA
CHECK
DATE 7.1.2022

SHEET **L-1.3**

Michael Arnone + Associates
LANDSCAPE ARCHITECTURE
mike@arnonelandscape.com 831.462.4988

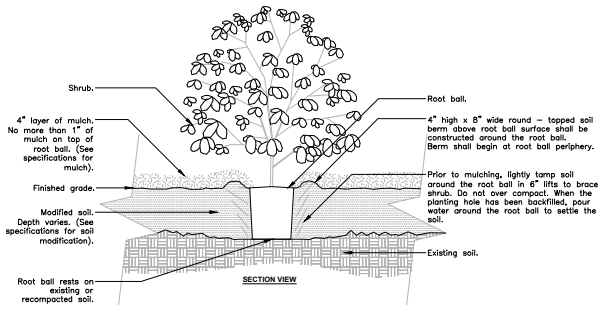


STAKING DETAIL



PLANT PIT DETAIL

1 TREE PLANTING DOUBLE STAKE
1" = 1'-0" FX-PL-FX-TREE-10

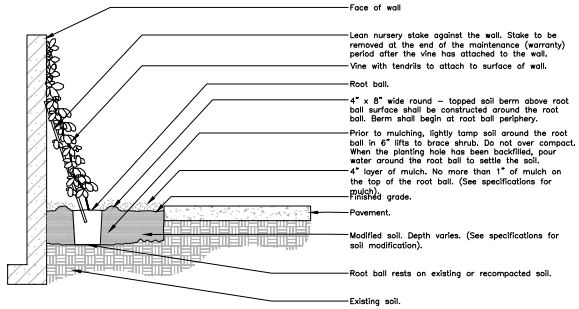


Notes:
1– Shrubs shall be of quality prescribed in the root observations detail and specifications.

2– See specifications for further requirements related to this detail.

2 SHRUB - MODIFIED SOIL
3/4" = 1'-0"

URBAN TREE FOUNDATION © 2014 OPEN SOURCE FREE TO USE
FX-PL-FX-SHRB-03



3 VINE - MODIFIED SOIL
1/2" = 1'-0" FX-PL-FX-SHRB-06

PLANTING NOTES

1. All existing trees, shrubs and ground covers to remain shall be protected. Any damage caused by Contractor's work shall be repaired or replaced at the Contractor's expense and be approved by the Landscape Architect.
2. Pre-planting should consist of adding the following fertilizer materials per 1000 sq ft of planting bed area:

Feather meal (12-0-0)	20 lbs.
Tiger 90 Soil Sulfur (90% S)	25 lbs.

The above amendments should be thoroughly incorporated into the upper 6-8" of the soil profile.
3. After amending soil, grade all areas smooth with no localized depressions exceeding .5 inch. All areas shall surface drain with 1.5 percent minimum slope away from all buildings, paving or other structures.
4. Quantities are for aiding in bidding only. Contractor shall verify all quantities.
5. Contractor shall lay out plant material as per plan and receive approval from Landscape Architect prior to installation.
6. No plants shall be planted with root balls or new pits in a dry condition.
7. Plant all plants as per planting details in square pits with sides and bottoms thoroughly scarified. Do not amend backfill mix beyond initial topsoil amending unless noted.
8. All newly planted material shall be watered by deep soaking within 3 hours of planting.
9. All planting areas shall receive 3 inches of mini grind bark chip top dressing (mulch).
10. Contractor shall be responsible for irrigating all new plant material until the entire project as been approved and accepted by Owner.
11. Thirty days after planting Contractor shall re-stake and straighten all trees as necessary to be approved by Landscape Architect.
12.Fill planters with Garden Blend soil to top 2" of planter cap. Soil should be lightly compacted using tamping bar and topped off to correct level in planter.

BOUTIQUE HOTEL
720 HILL STREET
CAPITOLA, CA 95010

REVISIONS

PLANTING DETAILS & NOTES

JOB NO. 202103
SCALE not to scale
DRAWN MA
CHECK
DATE 7.1.2022

SHEET L-1.4

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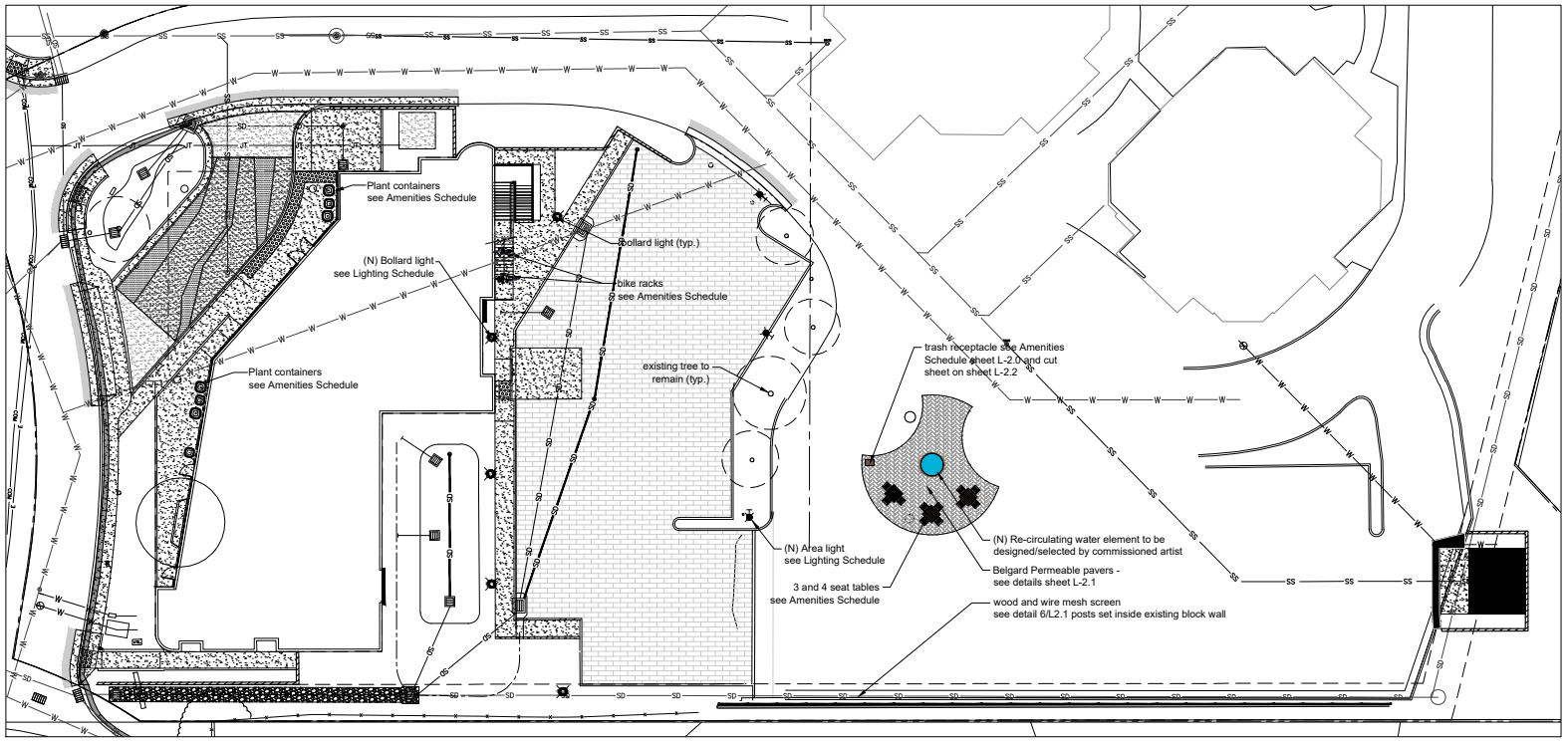


NORTH

0 16 32 48 feet
SCALE: 1" = 16'

LIGHTING SCHEDULE

SYMBOL	MANUFACTURER/MODEL/DESCRIPTION	QTY
	LBLHO-603 HELIO BOLLARD SERIES 600 STAINLESS STEEL, STAINLESS STEEL, SURFACE MOUNT J BOLT Lamp: CUSTOM LED, 40W, 3000K, Beamspread: 360	5
	RAD 1 LED P3 Radean Arm Mount LED Area Luminaire TEXTURED BLACK, ROUND POLE MOUNT Lamp: LED P3, 47.5W, 35K, Beamspread: SINGLE UNIT	3

AMENITIES SCHEDULE

SYMBOL	DESCRIPTION	QTY	DETAIL
	Anova BH1841T 42" square table with thermory planks and four flat seats.	2	1 / L-2.2
	Anova BH1831T 42" square ADA table with thermory planks and three flat seats.	1	2 / L-2.2
	Anova LEX33P Exposition 33-gallon plastic receptacle/ recycler, side door	1	3 / L-2.2
	Landscape forms LOOP-BR 35 Series Loop Bike Rack. Aluminum casting with powder coat finish.	2	4 / L-2.2
	Landscape Forms KNGY-LKSPR-24 Kornegay Designs` Larkspur Series Planter. Cast concrete construction. 36" LxW x 24" H	4	5 / L-2.2
	Landscape Forms KNGY-LKSPR-48 Kornegay Designs` Larkspur Series Planter. Cast concrete construction. 32" LxW x 48" H	3	5 /L-2.2

CONSTRUCTION NOTES:

1. Contractor shall notify Underground Service Alert (USA) at 811 to verify the location and depth of all existing utilities prior to any demolition, trenching or excavation.
2. Contractor shall take care not to damage in any way, any existing elements to remain. Such damage is the responsibility of the contractor and shall be replaced or repaired to match the original at no additional cost to the owner.
3. All dimensions and elevations shall be verified in the field and chalked, flagged or string lined prior to any construction. If any discrepancies occur, notify Landscape Architect immediately before proceeding.
4. CONTRACTOR SHALL CLEARLY LAYOUT ENTIRE HARDSCAPE DESIGN USING CHALK, FLAGS, OR PAINT TO DEFINE ALL NEW LANDSCAPE ELEMENTS. CONTRACTOR SHALL RECEIVE APPROVAL FROM OWNER PRIOR TO START OF INSTALLATION OF LANDSCAPE ELEMENTS SHOWN ON PLANS.
5. Contractor shall place 3" diameter sleeves (chases) under all paving crossings as shown on plan to be used for drip irrigation lines, irrigation laterals or low voltage lighting cable.
6. Pavers for circular seating area shall be provided by Belgard Aqualine Permeable pavers in Toscana Stockton color and set in Herringbone pattern. Install as per manufacturer's specifications using metal edge for interior border. (www.belgard.com) 877.235.4273.
7. Roof garden pavers shall be provided by Bison Innovated Products (www.bisonip.com). Pavers to be Bison 2CM using bison Paver Tray Model PT-TRAY-2424-4 on Bison Pedestals. Paver model number and color to be PT-24-BISON AXI Brown Chestnut. 800.33.4234.
8. Concrete for the Porte Cochere shall be finished with as per plan alternating between a smooth trowel finish and a sand finish. See sheet L-2.3. Concrete for this area shall be colored with Davis Integral Concrete Colors. The colors shown on sheet L2.3 are suggested colors, the final choices will be selected prior to construction. Once final selection has been made the concrete contractor shall pour a 2' x 2' sample of each finish and each color for owner's approval three weeks prior to start of installation. All other concrete shall be natural gray with a medium broom finish.
9. Wood trellis shall be fabricated on site using Construction Heart Redwood as per detail on sheet L-2.1. Wire mesh 5' x 6' panels shall be 4" x 4" square, galvanized steel, hot dipped available from McNichols. for more information go to www.mcnichols.com or phone 877.912.3819.

BOUTIQUE HOTEL
720 HILL STREET
CAPITOLA, CA 95010

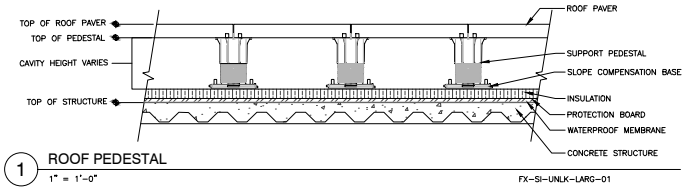
REVISIONS

HARDSCAPE & LIGHTING PLAN

JOB NO. 202103
SCALE 1/16 = 1' - 0"
DRAWN MA
CHECK
DATE 7.1.2022

SHEET **L-2.0**

Michael Arnone + Associates
LANDSCAPE ARCHITECTURE
mike@arnonelandscape.com 831.462.4988

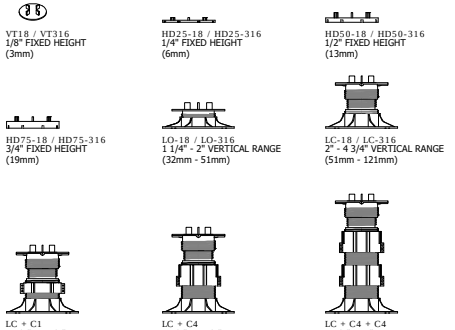


1 ROOF PEDESTAL
1" = 1'-0"

FX-SI-UNLK-LARG-01

PT-24-BISON AXI BROWN CHESTNUT PAVER

BISON LEVEL IT ADJUSTIBLE PEDESTALS



PRODUCT CHARACTERISTICS
-MAXIMUM DESIGN CAPACITY OF 750 LBS PER PEDESTAL, FACTOR OF SAFETY 3.
-SCREW ADJUSTABILITY WHILE PEDESTALS ARE LOADED FOR FINAL ADJUSTMENT.
-IMPERVIOUS TO FREEZE-THAW, WATER, MOLD AND SOLVENT FREE CHEMICALS.
-SCORED BASE ALLOWS SUPPORTS TO BE TRIMMED FOR TIGHT AREAS.
-WEIGHT BEARING SYSTEM DOES NOT PENETRATE ROOFING MEMBRANE OR SUBSTRATE.
-LARGE FOOTPRINT SPREADS WEIGHT OVER ROOFING MEMBRANE AND SUBSTRATE.
-MAXIMUM CAVITY HEIGHT 12".

GENERAL NOTES: APPLY TO ALL OF THE ABOVE PRODUCTS
1. INSTALLATION MUST BE COMPLETED IN ACCORDANCE WITH BISON INNOVATIVE PRODUCTS SPECIFICATIONS.
2. DRAWINGS NOT TO SCALE.
3. CONTRACTOR'S NOTE: FOR PRODUCT AND COMPANY INFORMATION VISIT www.BisonIP.com

2 PEDESTAL ELEVATIONS
ELEVATIONS FROM 1/8" TO 12"

BISON PAVER TRAY (PT-TRAY-2424-4)

PT-TRAY	MODEL NAME	DIMENSIONS	FITS 2CM PAVER SIZES	WEIGHT w/ ADHESIVE*
	PT-TRAY-2424-4	23.43" x 23.43" x 0.35" (595 x 595 x 9mm)	595 - 603mm x 595 - 603mm	6.02 lbs (2.73 kg)
	PT-TRAY-1818-4	17.52" x 17.52" x 0.35" (445 x 445 x 9mm)	445 - 453mm x 445 - 453mm	3.38 lbs (1.53 kg)
	PT-TRAY-2020-4	19.49" x 19.49" x 0.35" (495 x 495 x 9mm)	495 - 503mm x 495 - 503mm	4.18 lbs (1.90 kg)
	PT-TRAY-2412-4	23.43" x 11.61" x 0.35" (595 x 295 x 9mm)	595 - 603mm x 295 - 303mm	3.01 lbs (1.36 kg)
	PT-TRAY-2416-4	23.43" x 15.55" x 0.35" (595 x 395 x 9mm)	595 - 603mm x 395 - 403mm	4.00 lbs (1.81 kg)
	PT-TRAY-2418-4	23.43" x 17.52" x 0.35" (595 x 445 x 9mm)	595 - 603mm x 445 - 453mm	4.51 lbs (2.05 kg)

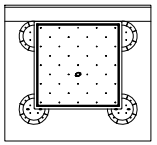
* THESE FIGURES REPRESENT A MAXIMUM WEIGHT, BASED ON THE RECOMMENDED 1/8" DIA. BEAD OF ADHESIVE.

GENERAL NOTES: APPLY TO ALL OF THE ABOVE PRODUCTS
1. INSTALLATION MUST BE COMPLETED IN ACCORDANCE WITH BISON INNOVATIVE PRODUCTS SPECIFICATIONS.
2. DRAWINGS NOT TO SCALE.
3. CONTRACTOR'S NOTE: FOR PRODUCT AND COMPANY INFORMATION VISIT www.BisonIP.com

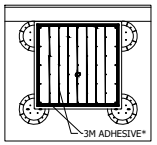
3 PT-TRAY STANDARD SIZES
STANDARD PT-TRAY SIZE INFORMATION

BISON PAVER INSTALLATION WITH BISON FS-12 FASTENING KIT

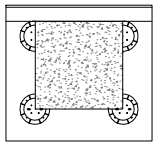
- DURING INSTALLATION ASSEMBLY, LIMIT EXPOSURE TO STANDING MOISTURE, DIRECT SUNLIGHT, AND TEMPERATURES OUTSIDE OF 40ºF TO 100ºF (5ºC TO 37ºC). CAUTION: USE GLOVES WHEN HANDLING TRAYS.
- THE STANDARD BISON PT-2424-4 PAVER TRAY WILL FIT 2CM PAVER SIZES FROM 595mm - 603mm.



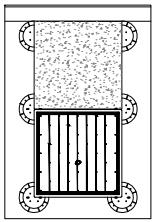
1. PLACE A TRAY ON FOUR (4x) PEDESTALS AND REMOVE TABS AS NEEDED FOR PERIMETER PLACEMENT AND ALSO ALONG THE PATH OF THE FS-12 FASTENERS.



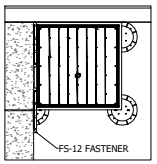
2. RUN A 1/8" DIA. BEAD OF PROVIDED 3M ADHESIVE, OFFSET 1/4" FROM THE TOP OUTER EDGE OF THE TRAY, AND A 1/8" DIA. BEAD ALONGSIDE EACH LINE OF HOLES AS SHOWN. *IMPORTANT: FOR PROPER ADHESION AND PERFORMANCE, ADHESIVE MUST BE APPLIED EXACTLY AS SHOWN. TO PREVENT MOISTURE FROM ENTERING BETWEEN PAVER AND TRAY, A CONTINUOUS PERIMETER BEAD OF ADHESIVE MUST BE INSTALLED ALONG THE EDGE OF THE TRAY.



3. PLACE THE 2CM PAVER SQUARELY ONTO THE TRAY, CAREFULLY ALIGNING BY HAND TO MAKE SURE THAT THE TRAY DOES NOT EXTEND BEYOND ANY EDGE OF THE PAVER. PULL PAVERS FROM DIFFERENT BOXES AND / OR PALLETS TO ACHIEVE AN EVEN COLOR DISTRIBUTION.



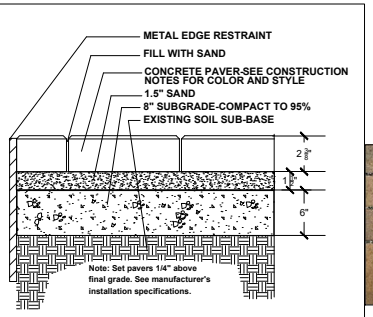
4. REPEAT THE FIRST THREE STEPS, MOVING OUT FROM THE PERIMETER WALL.



5. FOLLOWING THE BISON T-METHOD, AS INSTALLATION PROGRESSES OUT FROM THE PERIMETER WALL, WORK CAN ALSO BEGIN ALONG THE LENGTH OF THE WALL. PLACE FS-12 FASTENERS IN THE CHANNEL CREATED BETWEEN THE BOTTOM OF THE PAVER AND THE TRAY AS INSTALLATION CONTINUES OUTWARD. THESE WILL HELP TO MAINTAIN SPACING AND WILL BE SCREWED INTO THE PEDESTALS TO LOCK THE SYSTEM TOGETHER. ONCE ALL PAVERS ARE INSTALLED AND ADHESIVE HAS HAD TIME TO CURE, CAREFULLY REMOVE THE FS-12 POSTS WITH PLIERS TO AVOID CHIPPING. DO NOT ATTEMPT TO HAMMER POSTS.

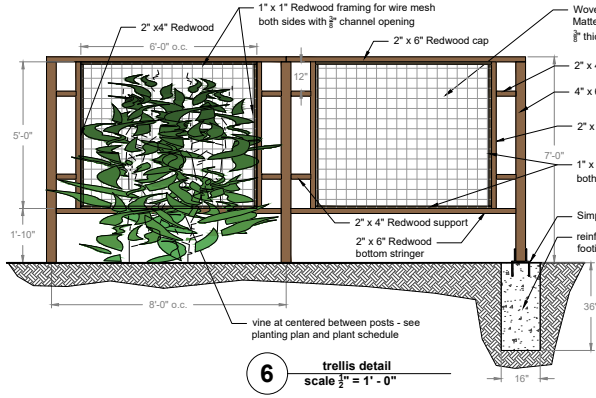
GENERAL NOTES: APPLY TO ALL OF THE ABOVE PRODUCTS
1. INSTALLATION MUST BE COMPLETED IN ACCORDANCE WITH BISON INNOVATIVE PRODUCTS SPECIFICATIONS.
2. DRAWINGS NOT TO SCALE.
3. CONTRACTOR'S NOTE: FOR PRODUCT AND COMPANY INFORMATION VISIT www.BisonIP.com

4 PT-TRAY INSTALLATION ASSEMBLY
ADHERING A 2CM PAVER TO THE PT-TRAY DURING INSTALLATION



5 permeable paver detail
scale 1/4" = 1' - 0"

Belgard Aqualine 4.5" x 9" x 80mm permeable paver
in Toscana Stockton color
herribone pattern



6 trellis detail
scale 1/2" = 1' - 0"

BOUTIQUE HOTEL
720 HILL STREET
CAPITOLA, CA 95010

REVISIONS

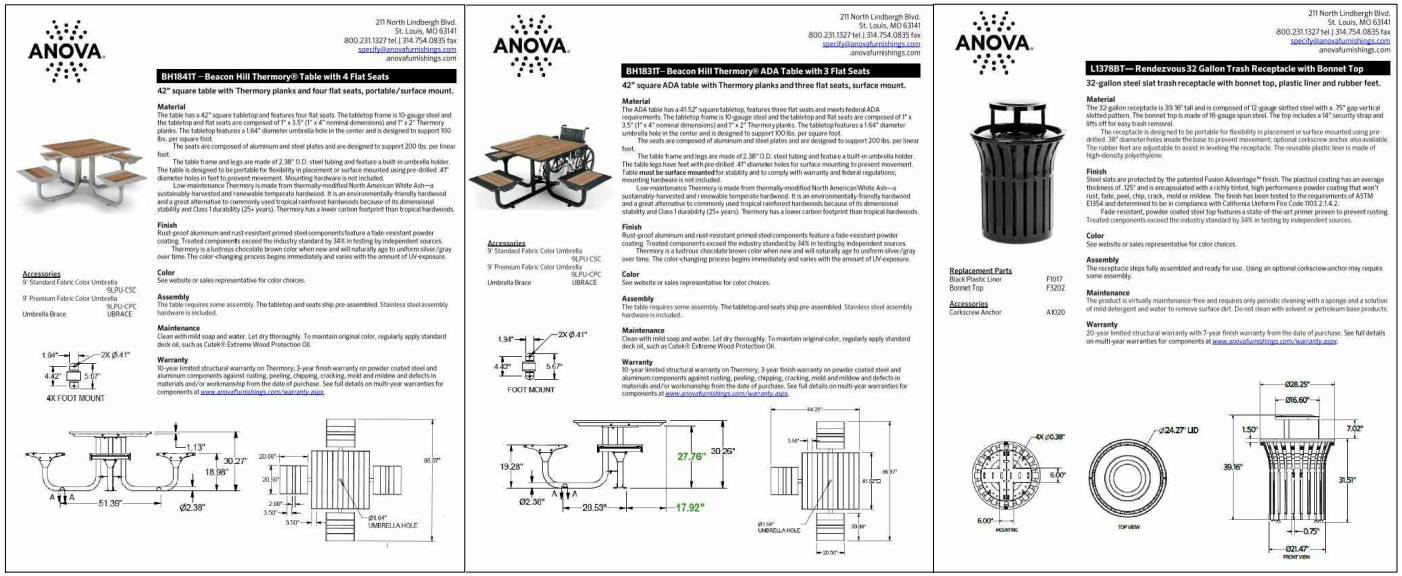
ELEVATIONS, DETAILS & CUT SHEETS

JOB NO. 202103
SCALE as noted
DRAWN MA
CHECK
DATE 7.1.2022

SHEET L-2.1

Michael Arnone + Associates
LANDSCAPE ARCHITECTURE
mike@arnonelandscape.com 831.462.4988

BOUTIQUE HOTEL
720 HILL STREET
CAPITOLA, CA 95010



ANOVA

211 North Lindbergh Blvd.
St. Louis, MO 63141
800.231.1327 tel | 314.754.0835 fax
specify@anovafurnishings.com
anovafurnishings.com

BH1841T – Beacon Hill Thermory® Table with 4 Flat Seats

42" square table with Thermory planks and four flat seats, portable/surface mount.

Material
The table has a 42" square tabletop and features four flat seats. The tabletop frame is 10-gauge steel and the tabletop and flat seats are composed of 1" x 3.5" (1" x 4" nominal dimensions) and 1" x 2" Thermory planks. The tabletop features a 1.64" diameter umbrella hole in the center and is designed to support 100 lbs. per square foot.
The seats are composed of aluminum and steel plates and are designed to support 200 lbs. per linear foot.
The table frame and legs are made of 2.38" O.D. steel tubing and feature a built-in umbrella holder. The table is designed to be portable for flexibility in placement or surface mounted using pre-drilled .47" diameter holes in feet to prevent movement. Mounting hardware is not included.
Low-maintenance Thermory is made from thermally-modified North American White Ash—a sustainably-harvested and renewable temperate hardwood. It is an environmentally-friendly hardwood and a great alternative to commonly used tropical rainforest hardwoods because of its dimensional stability and Class 1 durability (25+ years). Thermory has a lower carbon footprint than tropical hardwoods.

Finish
Rust-proof aluminum and rust-resistant primed steel components feature a fade-resistant powder coating. Treated components exceed the industry standard by 34% in testing by independent sources.
Thermory is a lustrous-chocolate brown color when new and will naturally age to uniform silver/gray over time. The color-changing process begins immediately and varies with the amount of UV-exposure.

Color
See website or sales representative for color choices.

Assembly
The table requires some assembly. The tabletop and seats ship pre-assembled. Stainless steel assembly hardware is included.

Maintenance
Clean with mild soap and water. Let dry thoroughly. To maintain original color, regularly apply standard deck oil, such as Cutek® Extreme Wood Protection Oil.

Warranty
10-year limited structural warranty on Thermory; 3-year finish warranty on powder coated steel and aluminum components against rusting, peeling, chipping, cracking, mold and mildew and defects in materials and/or workmanship from the date of purchase. See full details on multi-year warranties for components at www.anovafurnishings.com/warranty.aspx.

Accessories
9' Standard Fabric Color Umbrella 9LPU-CSC
9' Premium Fabric Color Umbrella 9LPU-CPC
Umbrella Brace UBRACE

1.94" 2X Ø.41" 4.42" 5.07"
4X FOOT MOUNT

1.13" 30.27" 18.98" 51.30" Ø2.38"
20.00" 20.50" 2.00" 3.50" 3.50" 86.97" Ø1.64" UMBRELLA HOLE

1

42" Sq. table w/ 4 chairs
not to scale

ANOVA

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specify@anovafurnishings.com
anovafurnishings.com

BH1831T– Beacon Hill Thermory® ADA Table with 3 Flat Seats

42" square ADA table with Thermory planks and three flat seats, surface mount.

Material
The ADA table has a 41.52"-square tabletop, features three flat seats and meets federal ADA requirements. The tabletop frame is 10-gauge steel and the tabletop and flat seats are composed of 1" x 3.5" (1" x 4" nominal dimensions) and 1" x 2" Thermory planks. The tabletop features a 1.64" diameter umbrella hole in the center and is designed to support 100 lbs. per square foot.
The seats are composed of aluminum and steel plates and are designed to support 200 lbs. per linear foot.
The table frame and legs are made of 2.38" O.D. steel tubing and feature a built-in umbrella holder. The table legs have feet with pre-drilled .47" diameter holes for surface mounting to prevent movement. Table **must be surface mounted** for stability and to comply with warranty and federal regulations; mounting hardware is not included.
Low-maintenance Thermory is made from thermally-modified North American White Ash—a sustainably-harvested and renewable temperate hardwood. It is an environmentally-friendly hardwood and a great alternative to commonly used tropical rainforest hardwoods because of its dimensional stability and Class 1 durability (25+ years). Thermory has a lower carbon footprint than tropical hardwoods.

Finish
Rust-proof aluminum and rust-resistant primed steel components feature a fade-resistant powder coating. Treated components exceed the industry standard by 34% in testing by independent sources.
Thermory is a lustrous-chocolate brown color when new and will naturally age to uniform silver/gray over time. The color-changing process begins immediately and varies with the amount of UV-exposure.

Color
See website or sales representative for color choices.

Assembly
The table requires some assembly. The tabletop and seats ship pre-assembled. Stainless steel assembly hardware is included.

Maintenance
Clean with mild soap and water. Let dry thoroughly. To maintain original color, regularly apply standard deck oil, such as Cutek® Extreme Wood Protection Oil.

Warranty
10-year limited structural warranty on Thermory; 3-year finish warranty on powder coated steel and aluminum components against rusting, peeling, chipping, cracking, mold and mildew and defects in materials and/or workmanship from the date of purchase. See full details on multi-year warranties for components at www.anovafurnishings.com/warranty.aspx.

Accessories
9' Standard Fabric Color Umbrella 9LPU-CSC
9' Premium Fabric Color Umbrella 9LPU-CPC
Umbrella Brace UBRACE

1.94" 2X Ø.41" 4.42" 5.07"
FOOT MOUNT

64.25" 3.56" 86.97" 41.52" 39.38" Ø1.64" UMBRELLA HOLE 20.50"
19.28" 27.76" 30.26" Ø2.38" 29.53" 17.92"

2

42" Sq. table w/ 3 chairs
not to scale

ANOVA

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St. Louis, MO 63141
800.231.1327 tel | 314.754.0835 fax
specify@anovafurnishings.com
anovafurnishings.com

L1378BT— Rendezvous 32 Gallon Trash Receptacle with Bonnet Top

32-gallon steel slat trash receptacle with bonnet top, plastic liner and rubber feet.

Material
The 32-gallon receptacle is 39.16" tall and is composed of 12-gauge slotted steel with a .75" gap vertical slotted pattern. The bonnet top is made of 16-gauge spun steel. The top includes a 14" security strap and lifts off for easy trash removal.
The receptacle is designed to be portable for flexibility in placement or surface mounted using pre-drilled .38" diameter holes inside the base to prevent movement; optional corkscrew anchor also available. The rubber feet are adjustable to assist in leveling the receptacle. The reusable plastic liner is made of high-density polyethylene.

Finish
Steel slats are protected by the patented Fusion Advantage™ finish. The plastisol coating has an average thickness of .125" and is encapsulated with a richly tinted, high performance powder coating that won't rust, fade, peel, chip, crack, mold or mildew. The finish has been tested to the requirements of ASTM E1354 and determined to be in compliance with California Uniform Fire Code 1103.2.1.4.2.
Fade-resistant, powder coated steel top features a state-of-the-art primer proven to prevent rusting. Treated components exceed the industry standard by 34% in testing by independent sources.

Color
See website or sales representative for color choices.

Assembly
The receptacle ships fully assembled and ready for use. Using an optional corkscrew anchor may require some assembly.

Maintenance
The product is virtually maintenance-free and requires only periodic cleaning with a sponge and a solution of mild detergent and water to remove surface dirt. Do not clean with solvent or petroleum base products.

Warranty
20-year limited structural warranty with 7-year finish warranty from the date of purchase. See full details on multi-year warranties for components at www.anovafurnishings.com/warranty.aspx.

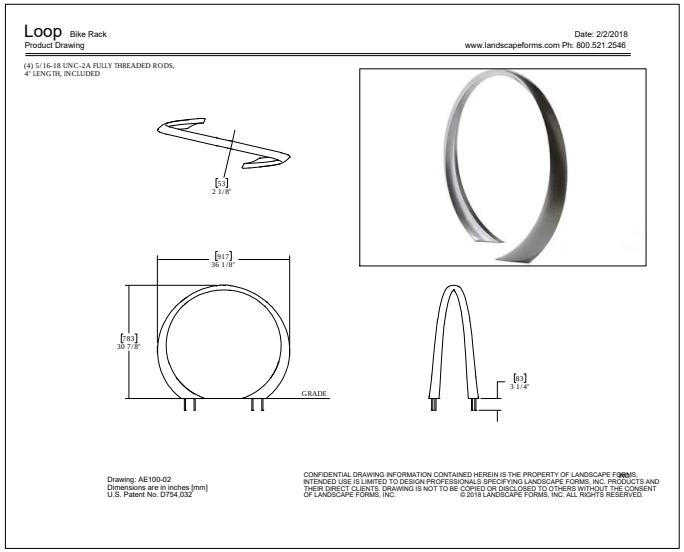
Replacement Parts
Black Plastic Liner F1017
Bonnet Top F3202

Accessories
Corkscrew Anchor AX020

4X Ø0.38" 6.00" 6.00" MOUNTING
Ø24.27" LID TOP VIEW
Ø28.25" Ø16.60" 1.50" 7.02" 39.16" 31.51" 0.75" Ø21.47" FRONT VIEW

3

32 gallon trash receptacle
not to scale



Loop Bike Rack
Product Drawing

Date: 2/2/2018
www.landscapeforms.com Ph: 800.521.2546

(4) 5/16-18 UNC-2A FULLY THREADED RODS, 4" LENGTH, INCLUDED

[51] 2 1/8"
[917] 36 1/8"
[783] 30 7/8"
GRADE
[83] 3 1/4"

Drawing: AE100-02
Dimensions are in inches [mm]
U.S. Patent No. D754,032

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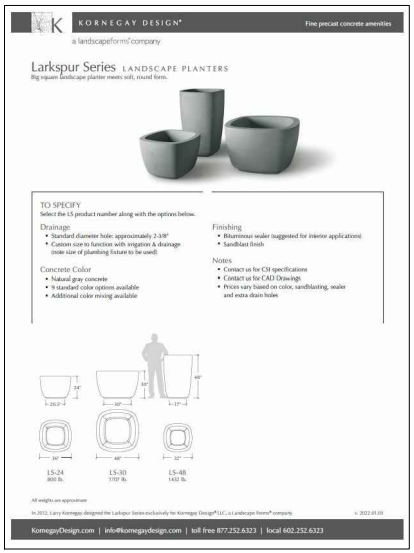
4

bike rack
not to scale



KORNEGAY DESIGN®
a landscapeforms® company
Fine precast concrete amenities

Larkspur Series LANDSCAPE PLANTERS
Big square landscape planter meets soft, round form.

TO SPECIFY
Select the LS product number along with the options below.

Drainage
- Standard diameter hole: approximately 2-3/8"
- Custom size to function with irrigation & drainage (note size of plumbing fixture to be used)

Concrete Color
- Natural gray concrete
- 9 standard color options available
- Additional color mixing available

Finishing
- Illuminous sealer (suggested for interior applications)
- Sandblast finish

Notes
- Contact us for CSI specifications
- Contact us for CAD Drawings
- Prices vary based on color, sandblasting, sealer and extra drain holes

LS-24 800 lbs.
LS-30 1707 lbs.
LS-48 1432 lbs.

All weights are approximate

In 2012, Larry Kornegay designed the Larkspur Series exclusively for Kornegay Design®LLC, a Landscape Forms® company © 2012.01.01

KornegayDesign.com | info@kornegaydesign.com | toll free 877.252.6323 | local 602.232.6323

5

concrete planter
not to scale

REVISIONS

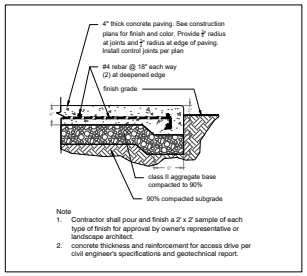
REGISTERED LANDSCAPE ARCHITECT MICHAEL A. ARNONE No. 3347 Exp 7/31/24 STATE OF CALIFORNIA

SITE AMENITY CUT SHEETS

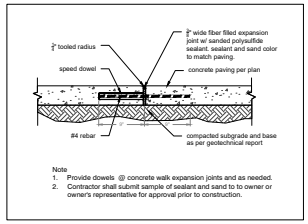
JOB NO. 202103
SCALE as noted
DRAWN MA
CHECK
DATE 7.1.2022

SHEET L-2.2

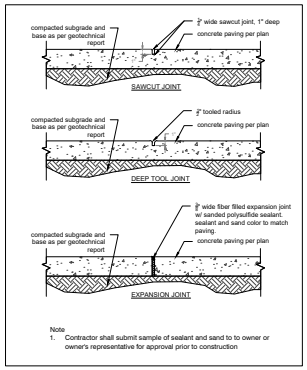
Michael Arnone + Associates
LANDSCAPE ARCHITECTURE
mike@arnonelandscape.com 831.462.4988



1 concrete paving
scale 1" = 1' - 0"



2 doweled expansion joint
scale 1" = 1' - 0"

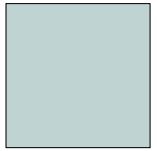


3 concrete joints
scale 1" = 1' - 0"

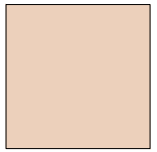
sand finish

smooth trowel finish

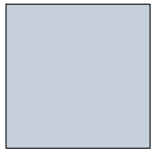
4 concrete finishes
no scale



Color 1



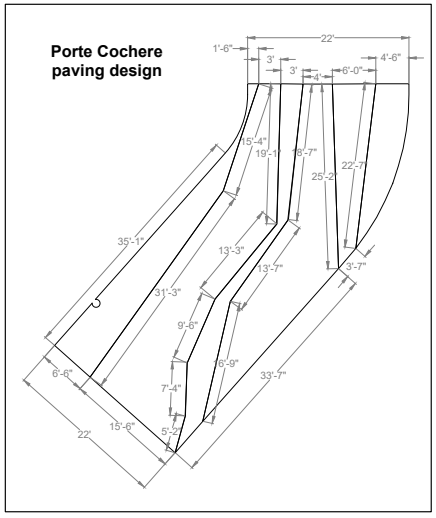
Color 2



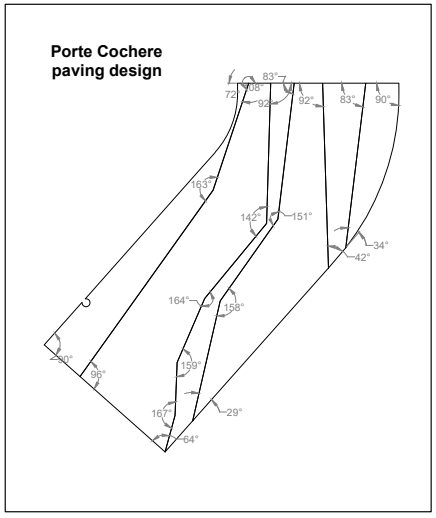
Color 3

5 concrete colors*
no scale

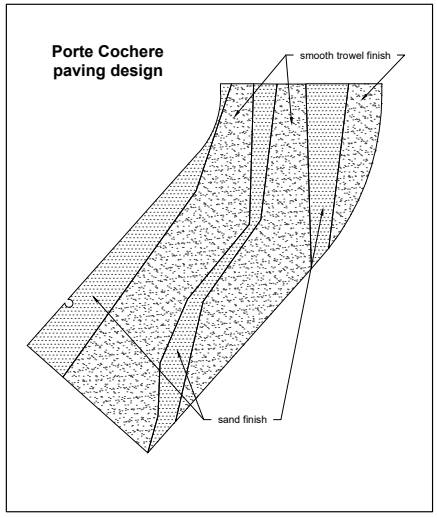
* colors shown are suggested palette, final choice of colors to be selected



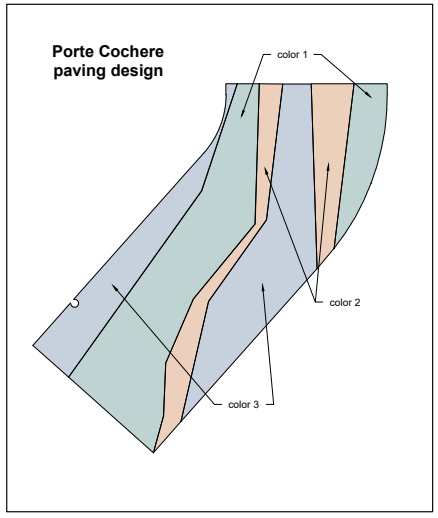
6 hardscape dimensions
scale 1/8" = 1' - 0"



7 hardscape angles
scale 1/8" = 1' - 0"



8 hardscape finishes
scale 1/8" = 1' - 0"



9 hardscape colors
scale 1/8" = 1' - 0"

BOUTIQUE HOTEL
720 HILL STREET
CAPITOLA, CA 95010

REVISIONS

CONCRETE DETAILS & LAYOUT PLANS

JOB NO. 202103
SCALE as noted
DRAWN MA
CHECK
DATE 7.1.2022
SHEET **L-2.3**

Michael Arnone + Associates
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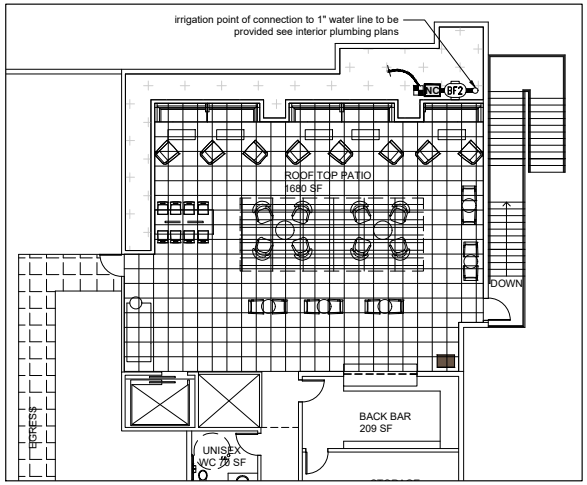


IRRIGATION NOTES

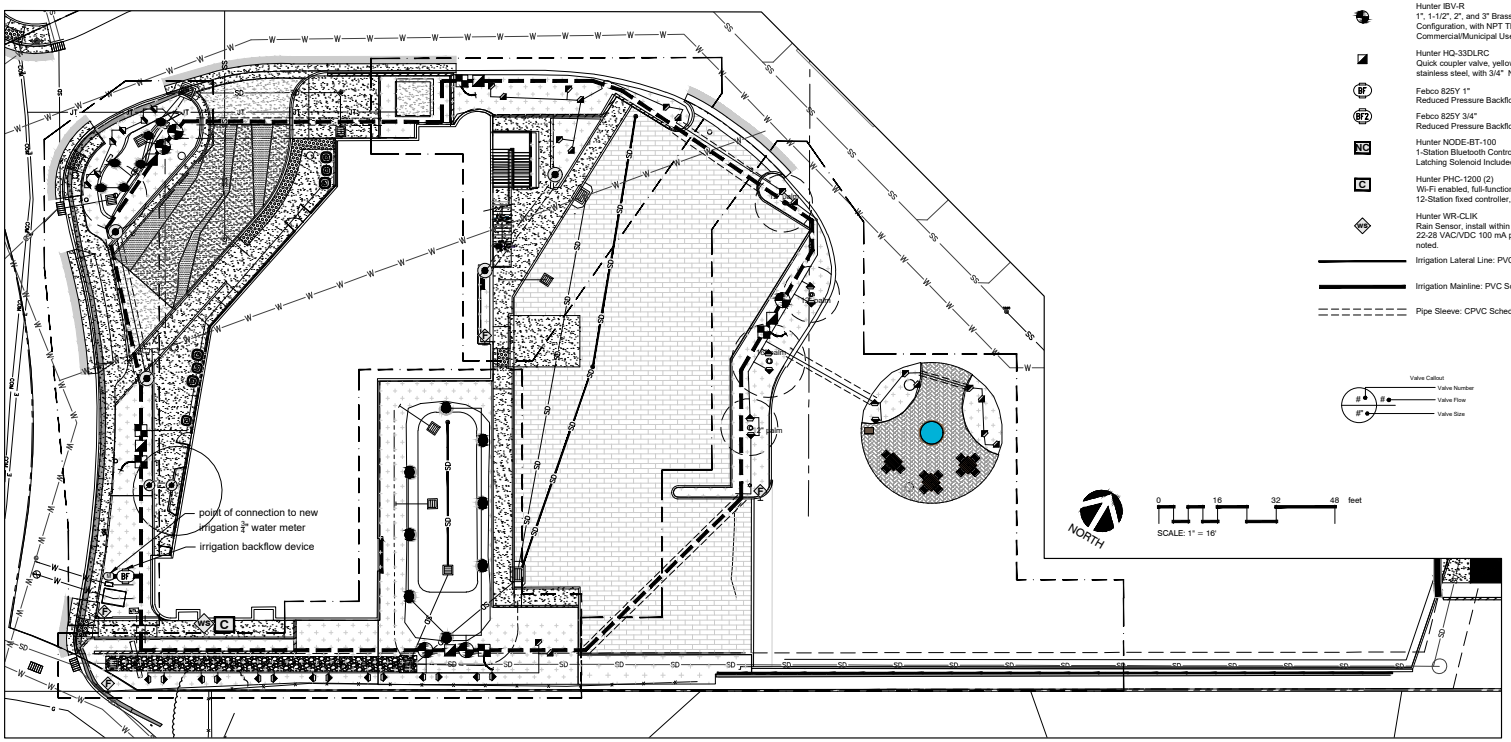
1. Contractor shall notify U.S.A. (Underground Service Alert) at 811, prior to start of any excavation or trenching.
2. Contractor shall review all plans and documents pertaining to the project prior to the start of work to coordinate work with other trades.
3. Contractor shall install irrigation system in accordance with all local codes and ordinances.
4. Overhead spray valves have been designed to operate at a maximum of 10 gallons per minute at 30 p.s.i., drip valves have been designed to operate at a maximum of 5 gallons per minute at 20 p. s. i. and tree bubblers have been designed to operate at a maximum of 10 gallons per minute at 30 p. s. i. static pressure. Irrigation contractor shall verify a static pressure of at least 65 p.s.i. at the point of connection prior to the installation of the irrigation system. Should the p.s.i. or the g.p.m. be insufficient to operate the system, contractor shall notify landscape architect and request review of design. If a booster pump is required we recommend the RainBird CLP Series Boost Model or equal product.
5. The roof garden planting area shall be controlled using the battery powered Node Controller specified in the Irrigation Schedule.
6. Irrigation design is diagrammatic. Mainline, valves, laterals and other irrigation equipment may be shown outside of planting beds for graphic clarity. All irrigation equipment shall be located in adjacent planting beds. Use common trenching and common sleeving when possible.
7. Irrigation pipe depths: Mainlines under paving if needed shall have 24" cover over pipes. Lateral lines under paving if needed shall have 18" cover over pipes. Sleeves shall be located as per plan. Mainlines in planting beds shall have 12" of cover over pipes. Laterals in planting beds shall have 12" cover over pipes. All mainline shall be 2", see Irrigation Schedule.
8. Lateral lines (non pressure lines) sizing guidelines shall be as follows: 3/4" O.D. - 0 to 10 GPM; 1" O.D. - 11 to 15 GPM; 1 1/4" O.D. - 16 to 25 GPM; 1 1/2" O.D. 26 to 30 GPM; 2" O.D. 31 to 55 GPM. Refer to Irrigation Legend and plan sheets for further data.
9. Control wires shall be 14 gauge UF direct burial wire. Use red for control wire and white for common wire. Contractor shall run one spare common and one spare control wire to each of the end valves. All low voltage wire connections shall be made only at remote control boxes. All connections shall be made with a 2' coil of wire for service. Connections shall be made with RainBird 'Snap-Tite' connectors or equal.
Contractor shall hard wire new controller at location shown on plans.
10. Contractor shall determine the location of drip emitters based on the plant counts and actual plant locations in the field. Contractor shall adjust all drip distribution tubing to effectively irrigate all plant material.
11. Contractor shall provide a minimum of one drip end cap assembly per drip zone for ease of flushing system. Tubing should be staked at 6' intervals on top of soil and covered by mulch at completion of installation.

IRRIGATION SCHEDULE

SYMBOL	MANUFACTURER/MODEL/DESCRIPTION	QTY	PSI
	Hunter MP1000 PROS-12-PRS40-CV-F-R Shrub Rotator, 12" pop-up with check valve, floguard, purple cap, pressure regulated to 40 psi, MP Rotator nozzle. M=Maroon adj arc 90 to 210, L=Light Blue 210 to 270 arc, O=Olive 360 arc on PRS40 body.	2	30
	Hunter MP2000 PROS-12-PRS40-CV-F-R Shrub Rotator, 12" pop-up with factory installed check valve, floguard, reclaimed body cap, pressure regulated to 40 psi, MP Rotator nozzle. K=Black adj arc 90-210, G=Green adj arc 210-270, R=Red 360 arc on PRS40 body.	6	30
800 A 800 F	Hunter MP800SR PROS-12-PRS40-CV-F-R Shrub Rotator, 12" pop-up with check valve, floguard, Reclaimed Purple Body Cap, pressure regulated to 40 psi, MP Rotator nozzle on PRS40 body. ADJ=Orange and Gray (arc 90-210), 360=Lime Green and Gray (arc 360)	6	30
0.25 0.50	Hunter RZWS-SLEEVE-18-CV 25 18" long RZWS with Filter Fabric Sleeve, .25 gpm or .50 gpm bubbler options, Check Valve, 1/2" swing joint for connection to 1/2" pipe	52	30

SYMBOL	MANUFACTURER/MODEL/DESCRIPTION	QTY
	Hunter ICZ-101-25 Drip Control Zone Kit. 1" ICV Globe Valve with 1" HY100 filter system. Pressure Regulation: 25psi. Flow Range: 2 GPM to 20 GPM. 150 mesh stainless steel screen.	6
	Pipe Transition Point in Drip Box Pipe transition point from PVC lateral to drip tubing with riser in 6" (150mm) drip box.	6
	Rain Bird MDCFPCAP Dripline Flush Valve purple cap in compression fitting coupler. For non-potable water use.	4
360	Rain Bird Xeri-Spray 360 True Spray Xeri-Spray True 360 micro spray, 10-32 self-tapping threaded inlet. 1/4" barb and 5" spike.	10
	Area to Receive Drip Emitters Rain Bird XB-PC (2) Single Outlet, Pressure Compensating Drip Emitters. Flow rates of 0.5gph=blue, 1.0gph=black, and 2.0gph=red. Comes with a self-piercing barb inlet x barb outlet. Emitter Notes: 0.5 GPH emitters (2 assigned to each 1 gal plant) 1.0 GPH emitters (2 assigned to each 5 gal plant) 2.0 GPH emitters (4 assigned to each 15 gal plant)	7,254 s.f.

SYMBOL	MANUFACTURER/MODEL/DESCRIPTION	QTY
	Hunter IBV-R 1", 1-1/2", 2", and 3" Brass Electric Remote Control Valve, Globe Configuration, with NPT Threaded Inlet/Outlet, for Commercial/Municipal Use. With Reclaimed Water ID Purple Tag.	5
	Hunter HQ-33DLRC Quick coupler valve, yellow locking rubber cover, red brass and stainless steel, with 3/4" NPT inlet, 2-piece body.	5
BF	Febco 825Y 1" Reduced Pressure Backflow Preventer	1
BF2	Febco 825Y 3/4" Reduced Pressure Backflow Preventer	1
NC	Hunter NODE-BT-100 1-Station Bluetooth Controller, Outdoor, Battery Powered with DC Latching Solenoid Included.	1
C	Hunter PHC-1200 (2) Wi-Fi enabled, full-functioning controller with touchscreen, 12-Station fixed controller, 120 VAC, Outdoor model.	1
WS	Hunter WR-CLIK Rain Sensor, install within 1000 ft of controller, in line of sight. 22-28 VAC/VDC 100 mA power from timer transformer. Mount as noted.	1
	Irrigation Lateral Line: PVC Class 315 SDR	1,060 l.f.
	Irrigation Mainline: PVC Schedule 40	640 l.f.
	Pipe Sleeve: CPVC Schedule 80	280 l.f.



BOUTIQUE HOTEL
720 HILL STREET
CAPITOLA, CA 95010

REVISIONS

REGISTERED LANDSCAPE ARCHITECT MICHAEL A. ARNONE No. 3347 Exp 7/31/23 STATE OF CALIFORNIA

IRRIGATION GROUND LEVEL & ROOF GARDEN

JOB NO. 202103
SCALE as noted
DRAWN MA
CHECK
DATE 7.1.2022

SHEET L-3.0

Michael Arnone + Associates
LANDSCAPE ARCHITECTURE
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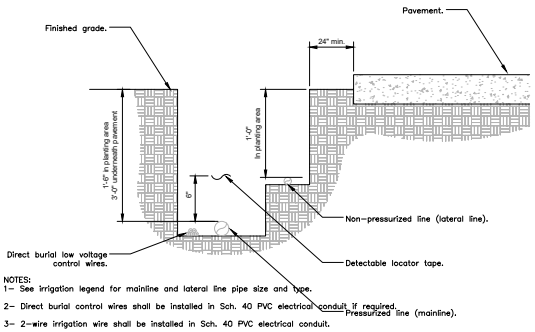
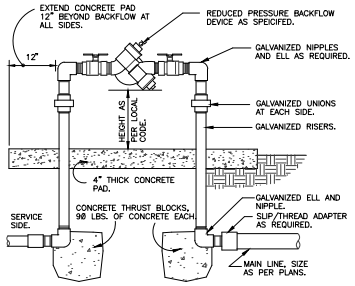


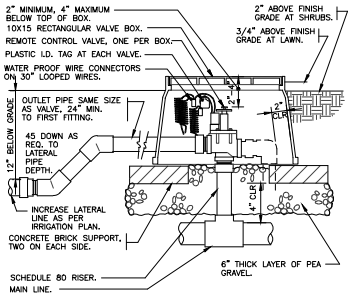
NOTES:
1– See irrigation legend for mainline and lateral line pipe size and type.
2– Direct burial control wires shall be installed in Sch. 40 PVC electrical conduit if required.
3– 2–wire irrigation wire shall be installed in Sch. 40 PVC electrical conduit.
4– Detectable locator tape shall be located six inches (6") above the entire mainline run.

1 IRRIGATION TRENCHING
1 1/2" = 1'-0"

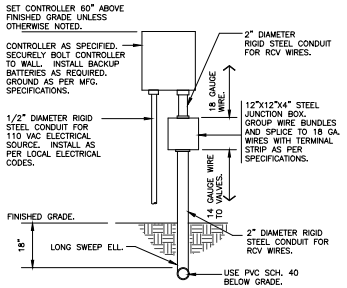
URBAN TREE FOUNDATION © 2014 OPEN SOURCE FREE TO USE
FX-IR-FX-AUXEQ-08



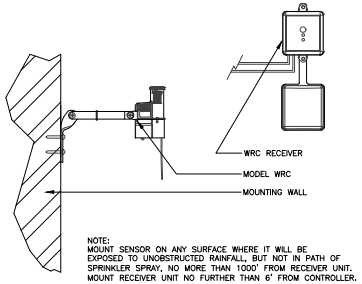
2 REDUCED PRESSURE BACKFLOW
1 1/2" = 1'-0"
FX-IR-FX-BACK-04



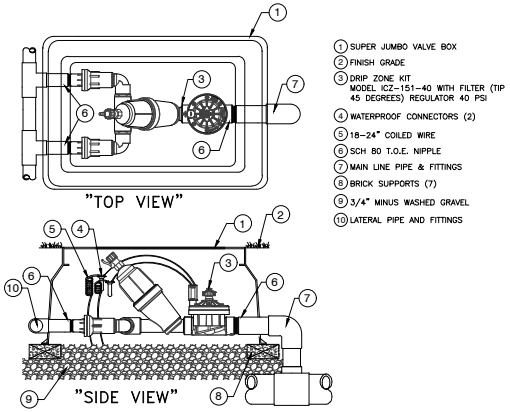
3 ELECTRIC REMOTE CONTROL VALVE
1 1/2" = 1'-0"
FX-IR-FX-RCV-04



4 WALL MOUNT CONTROLLER
1" = 1'-0"
FX-IR-FX-CONT-08

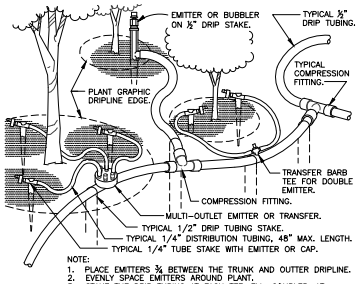


5 WIRELESS RAIN-CLIK
3" = 1'-0"
FX-IR-HUNT-SENS-17



1. SUPER JUMBO VALVE BOX
2. FINISH GRADE
3. DRIP ZONE KIT MODEL ICZ-151-40 WITH FILTER (TIP 45 DEGREES) REGULATOR 40 PSI
4. WATERPROOF CONNECTORS (2)
5. 18-24" COILED WIRE
6. SCH 80 T.O.E. NIPPLE
7. MAIN LINE PIPE & FITTINGS
8. BRICK SUPPORTS (7)
9. 3/4" MINUS WASHED GRAVEL
10. LATERAL PIPE AND FITTINGS

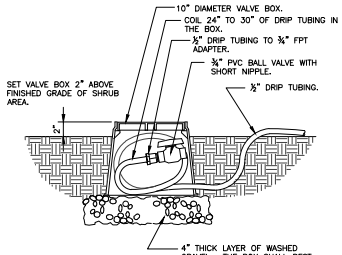
6 ICZ-151-40 DRIP CONTROL KIT
1 1/2" = 1'-0"
FX-IR-HUNT-DRIP-20



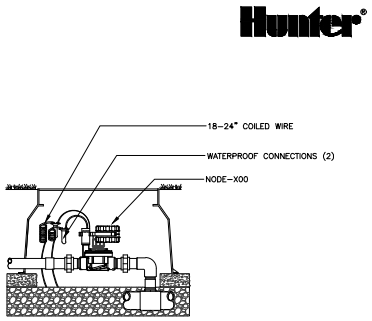
NOTE:
1. PLACE EMITTERS ⅜ BETWEEN THE TRUNK AND OUTTER DRIPLINE.
2. EVENLY SPACE EMITTERS AROUND PLANT.
3. STAKE THE DRIP TUBING AT EACH TEE, ELL, COUPLER, AT EACH EMITTER OR TRANSFER, AND AT 6'-0" MAX O.C.

USE BUBBLERS FOR TREES AS NOTED IN LEGEND; USE TUBING FOR ALL SHRUBS

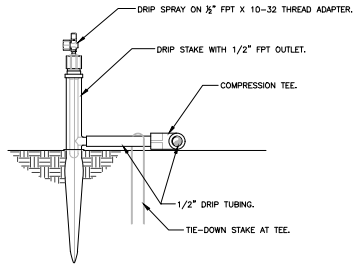
7 TYPICAL DRIP TUBING
1 1/2" = 1'-0"
FX-IR-FX-DRIP-01



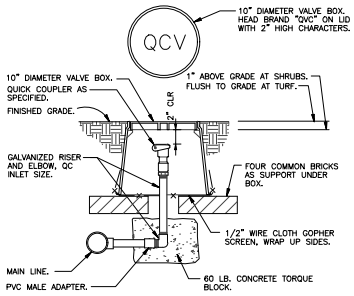
8 DRIP FLUSH VALVE
1 1/2" = 1'-0"
FX-IR-FX-DRIP-03



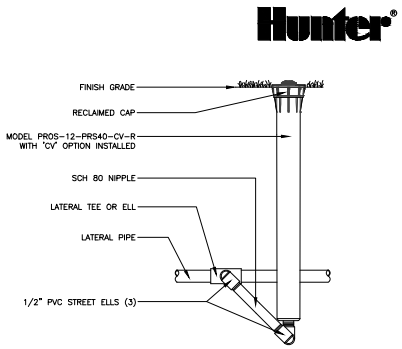
9 NODE CONTROLLER
1 1/2" = 1'-0"
FX-IR-HUNT-CONT-22



10 DRIP SPRAY ON DRIP STAKE
3" = 1'-0"
FX-IR-FX-EMIT-16



11 QUICK COUPLING VALVE IN BOX
1 1/2" = 1'-0"
FX-IR-FX-QUIC-04



12 PROS-12-PRS40-CV-R MP ROTATOR SPRINKLER (1)
3" = 1'-0"
FX-IR-HUNT-SPRA-88

BOUTIQUE HOTEL
720 HILL STREET
CAPITOLA, CA 95010

REVISIONS

LICENSED LANDSCAPE ARCHITECT MICHAEL A. ARNONE No. 3947 (Exp 7/31/24) STATE OF CALIFORNIA

IRRIGATION DETAILS

JOB NO. 202103
SCALE 1/16 = 1' - 0"
DRAWN MA
CHECK
DATE 7.1.2022

SHEET **L-3.1**

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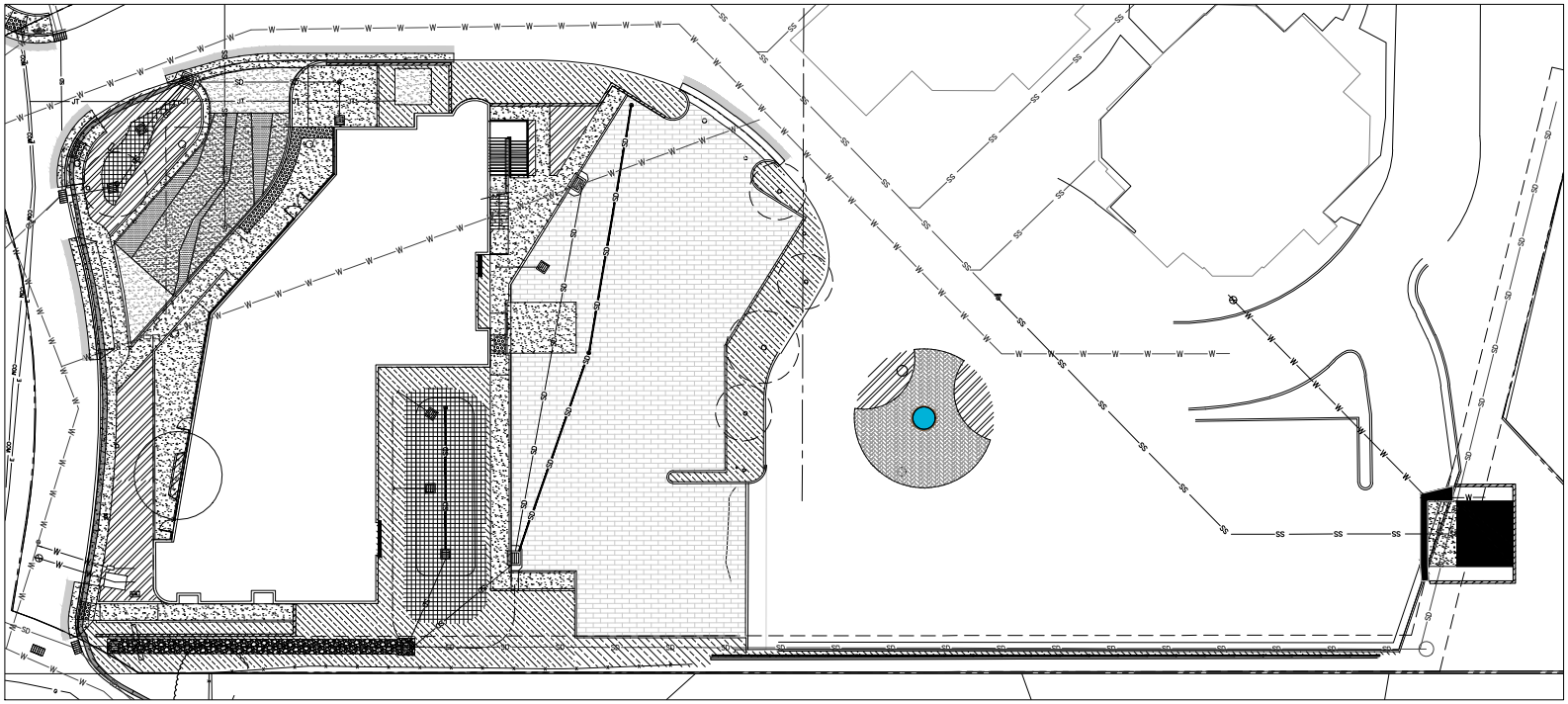
BOUTIQUE HOTEL
720 HILL STREET
CAPITOLA, CA 95010



NORTH

0 16 32 48 feet
SCALE: 1" = 16'

HYDROZONE MAP LEGEND

SYMBOL	DESCRIPTION	QTY
	BIO RETENTION AREA OVERHEAD SPRAY	1,613 s.f.
	DRIP LOW WATER USE	5,015 s.f.
	DRIP MEDIUM WATER USE	2,252 s.f.
	SPECIAL LANDSCAPE AREA (FOUNTAIN)	29 s.f.
	TOTAL LANDSCAPE AREA	8,909 s.f.

MAWA CALCULATIONS

Maximum Applied Water Allowance Calculations for New and Rehabilitated Non-Residential Landscapes

Messages and Warnings

Click on the blue cell on right to Pick City Name	**Santa Cruz**	**Name of City**
ETo of City from Appendix A		**36.60 ETo (inches/year)**
		1613 Overhead Landscape Area (ft2)
		7267 Drip Landscape Area (ft2)
		29 SLA (ft2)
	Total Landscape Area	**8,909**
Results:		
(ETo) x (0.62) x [(0.45 x LA) + (1.0 - 0.45) X SLA)]		91,327 Gallons
		12,209 Cubic Feet
		122 HCF
		0 Acre-feet
		0 Millions of Gallons

MAWA calculation incorporating Effective Precipitation (Optional)
Precipitation (Optional)

ETo of City from Appendix A	37 ETo (inches/year)
Total Landscape Area	8,909 LA (ft2)
Special Landscape Area	29 SLA (ft2)
	Total annual precipitiation (inches/year)
Enter Effective Precipitation	0.00 Eppt (in/yr)(25% of total annual precipitation)

Results:

MAWA = [(ETo - Eppt) x (0.62)] x [(0.45 x LA) + ((1.0 - 0.45) x SLA)]	- Gallons
	- Cubic Feet
	- HCF
	- Acre-feet
	- Millions of Gallons

ETWU CALCULATIONS

Estimated Total Water Use

Equation: ETWU = ETo x 0.62 x [((PF x HA)/IE) + SLA]; Considering precipitation ETWA = (ETo-Eppt) x 0.62 x [((PF x HA)/IE) +SLA]

Messages and Warnings

Irrigation Efficiency Default Value for overhead 0.75 and drip 0.81.

Plant Water Use Type	Plant Factor
Very Low	0 - 0.1
Low	0.2 - 0.3
Medium	0.4 - 0.6
High	0.7 - 1.0
SLA	1.0

Hydrozone	Select System From the Dropdown List click on cell below	Plant Water Use Type (s) (low, medium, high)	Plant Factor (PF)	Hydrozone Area (HA) (ft2) Without SLA	Irrigation Efficiency (IE)	(PF x HA (ft2))/IE
Zone 1	**Overhead Spray**	**High**	0.70	1,613	0.75	**1,505**
Zone 2	**Drip**	**Low**	0.20	5,015	0.81	**1,238**
Zone 3	**Drip**	**Medium**	0.40	2,252	0.81	**1,112**
						3,856
		SLA		29		**29**
			Sum	8,909		

Results

MAWA = 91,327 **ETWU = 88,147 Gallons** **ETWU complies with MAWA**
11,784 Cubic Feet
117.84 HCF
0.27 Acre-feet
0.09 Millions of Gallons

REVISIONS

HYDROZONE MAP & WATER USE CALCULATIONS

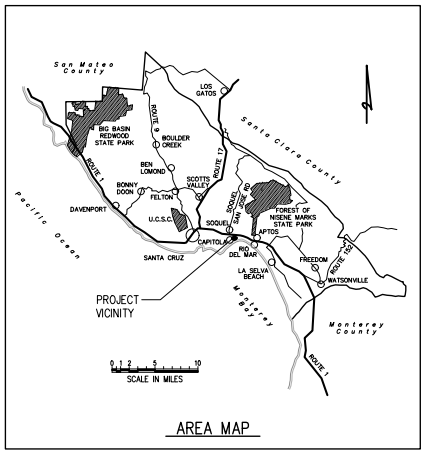
JOB NO. 202103
SCALE 1/16 = 1' - 0"
DRAWN MA
CHECK
DATE 7.1.2022

SHEET **L-3.2**

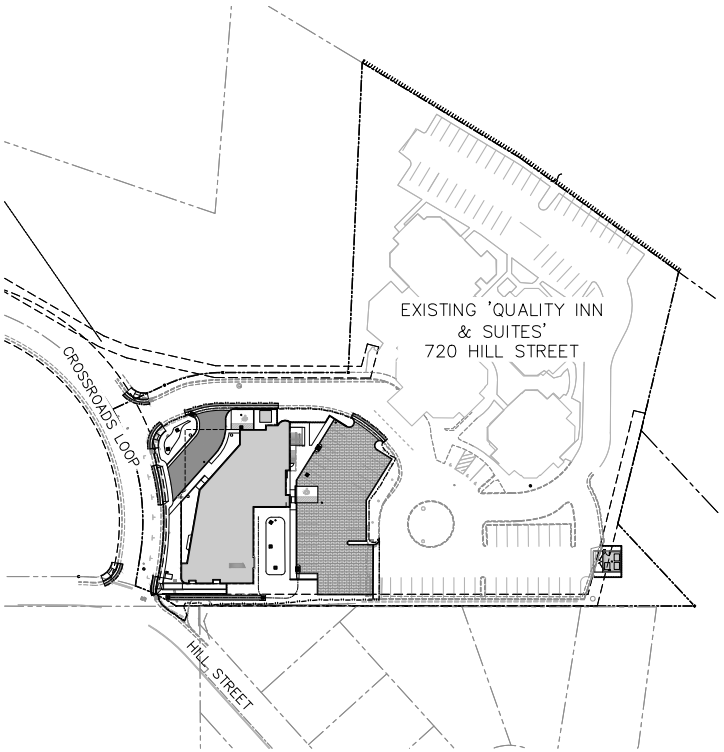
PRELIMINARY IMPROVEMENT PLANS
BOUTIQUE HOTEL

720 HILL STREET, CAPITOLA, CA.

APN 036-011-28 #21-0284



AREA MAP



SITE MAP
SCALE: 1" = 50'

VICINITY MAP
SCALE: 1" = 1,000'

GENERAL NOTES

1. THE CONTRACTOR SHALL MAKE A DETAILED AND THOROUGH STUDY OF THESE PLANS IN THEIR ENTIRETY PRIOR TO ANY WORK. THE CONTRACTOR IS TO VERIFY ALL EXISTING CONSTRUCTION CONDITIONS AND IS TO COORDINATE THESE DRAWINGS WITH ALL OTHER TRADE DISCIPLINES FOR THE COMPLETED WORK. THE CONTRACTOR IS ALSO TO UNDERSTAND THAT ANY FEATURE OF CONSTRUCTION NOT FULLY SHOWN OR DETAILED SHALL BE OF THE SAME TYPE SHOWN FOR SIMILAR CONDITIONS.

   ALL EARTHWORK AND FOUNDATION CONSTRUCTION SHALL BE PERFORMED IN ACCORDANCE WITH THE CITY OF CAPITOLA MUNICIPAL CODE.

3. THE CONTRACTOR SHALL IMMEDIATELY REPORT TO THE ENGINEER ANY DISCREPANCY OCCURRING ON THE DRAWINGS OR FOUND IN HIS COORDINATION WORK. NO CHANGES IN APPROVED PLANS SHALL BE MADE WITHOUT PRIOR WRITTEN APPROVAL OF THE PROJECT ENGINEER.
4. ANY REQUEST FOR ALTERATIONS OR SUBSTITUTIONS MUST BE PRESENTED DIRECTLY TO THE ENGINEER, ACCOMPANIED BY A DETAILED SKETCH, FOR REVIEW, BEFORE ANY APPROVAL WILL BE GIVEN AND BEFORE PROCEEDING WITH THE WORK. ABSOLUTELY NO ALTERATIONS OF THESE DOCUMENTS OF ANY KIND WILL BE APPROVED ON ANY SHOP DRAWINGS.
5. ALL CONSTRUCTION SHALL CONFORM TO THE APPLICABLE PROVISIONS OF THE STATE OF CALIFORNIA STANDARD SPECIFICATIONS (CALTRANS), LATEST EDITION, THE CITY OF CAPITOLA DESIGN CRITERIA AND ALL APPLICABLE CODES AND ORDINANCES.
6. ALL UNDERGROUND UTILITIES SHALL BE INSTALLED PRIOR TO THE PLACEMENT OF ANY NEW PAVEMENT.
7. THE CONTRACTOR SHALL SECURE ALL REQUIRED CONSTRUCTION PERMITS PRIOR TO THE START OF WORK.
8. NO CHANGES IN THE APPROVED IMPROVEMENT PLANS SHALL BE MADE WITHOUT PRIOR WRITTEN APPROVAL OF THE ENGINEER.
9. CONTRACTOR AGREES THAT IN ACCORDANCE WITH GENERALLY ACCEPTED CONSTRUCTION PRACTICES, CONTRACTOR WILL BE REQUIRED TO ASSUME SOLE AND COMPLETE RESPONSIBILITY FOR JOB SITE CONDITIONS DURING THE COURSE OF CONSTRUCTION OF THE PROJECT, INCLUDING SAFETY OF ALL PERSONS AND PROPERTY; THAT THIS REQUIREMENT SHALL BE MADE TO APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS, AND CONTRACTOR FURTHER AGREES TO DEFEND, INDEMNIFY AND HOLD PROJECT ENGINEER HARMLESS FROM ANY AND ALL LIABILITY, REAL OR ALLEGED, IN CONNECTION WITH THE PERFORMANCE OF WORK ON THIS PROJECT, EXCEPTING LIABILITY RISING FROM THE SOLE NEGLIGENCE OF THE PROJECT ENGINEER.

   THE CONTRACTOR SHALL NOTIFY THE CITY INSPECTOR 48 HOURS PRIOR TO COMMENCING WORK.

11. ALL KNOWN EXISTING UTILITY LINES ARE SHOWN FOR INFORMATION ONLY. CONTRACTOR SHALL EXERCISE ALL NECESSARY CAUTION TO AVOID DAMAGE TO ANY EXISTING UTILITIES OR FACILITIES TO REMAIN IN PLACE, WHETHER OR NOT SUCH LINES OR FACILITIES ARE SHOWN ON THESE PLANS, AND SHALL BEAR FULL RESPONSIBILITY FOR ANY DAMAGE THERETO. CONTRACTOR IS ADVISED TO CONTACT A UNDERGROUND SERVICE LOCATOR FOR MARKING UNDERGROUND LINES PRIOR TO BEGINNING WORK. THE PROJECT INSPECTOR SHALL BE PRESENT WHILE THE UNDERGROUND SERVICE LOCATOR IS ONSITE.
12. TOPOGRAPHIC AND BOUNDARY INFORMATION WAS SUPPLIED BY THE OWNER.
13. ENGINEER OF RECORD TO INSPECT CONSTRUCTION OF STORMWATER MANAGEMENT IMPROVEMENTS AND CERTIFY TO THE CITY THAT THE CONSTRUCTION MEETS THE INTENT OF THE APPROVED DESIGN DRAWINGS, STORMWATER CONTROL PLAN, AND CITY POST CONSTRUCTION REGULATIONS.

LEGEND

- (E) CONTOUR
- (E) FENCE LINE
- (E) LITE
- (E) SANITARY SEWER LINE
- +46.21 (E) GRADE SPOT ELEVATION
- (E) TELEHONE LINE
- (E) TREE TO REMAIN
- (E) TREE TO BE REMOVED (VERIFY AGAINST LANDSCAPE PLANS)
- (E) WATER LINE
- SLOPE (DRAINAGE PATH)
- FG 10.85 FINISH GRADE SPOT ELEVATION
- SD NEW STORM DRAIN
- NEW INLET

ABBREVIATIONS

AC	ASPHALT CONCRETE
BW	BOTTOM OF WALL
CB	CATCH BASIN
C	CURB
CONC	CONCRETE
D/W	DRIVEWAY
DIA.ø	DIAMETER
(E), EX	EXISTING
E	ELECTRICAL
ELEV	ELEVATION
EP	EDGE OF PAVEMENT
FF	FINISH FLOOR
FG	FINISH GRADE
G	GUTTER
GB	GRADE BREAK
GND	GROUND
IRR	IRRIGATION
LNDG	LANDING
MH	MANHOLE
PA	PLANTING AREA
RIM OR R=	RIM ELEVATION
S/W	SIDEWALK
SDCB	STORM DRAIN CATCH BASIN
SS	SANITARY SEWER
SSCO	SANITARY SEWER CLEANOUT
SSMH	SANITARY SEWER MANHOLE
TW	TOP OF WALL
TYP	TYPICAL
W/	WITH
WV	WATER VALVE

SHEET INDEX

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REGISTERED PROFESSIONAL ENGINEER JOEL FRANCIS RICA No. 53588 CIVIL STATE OF CALIFORNIA

PRELIMINARY FOR DESIGN REVIEW ONLY

APN 036-011-28 APPLICATION #21-0284

REVISED
- JULY 1, 2022 RESPONSE TO CITY COMMENTS
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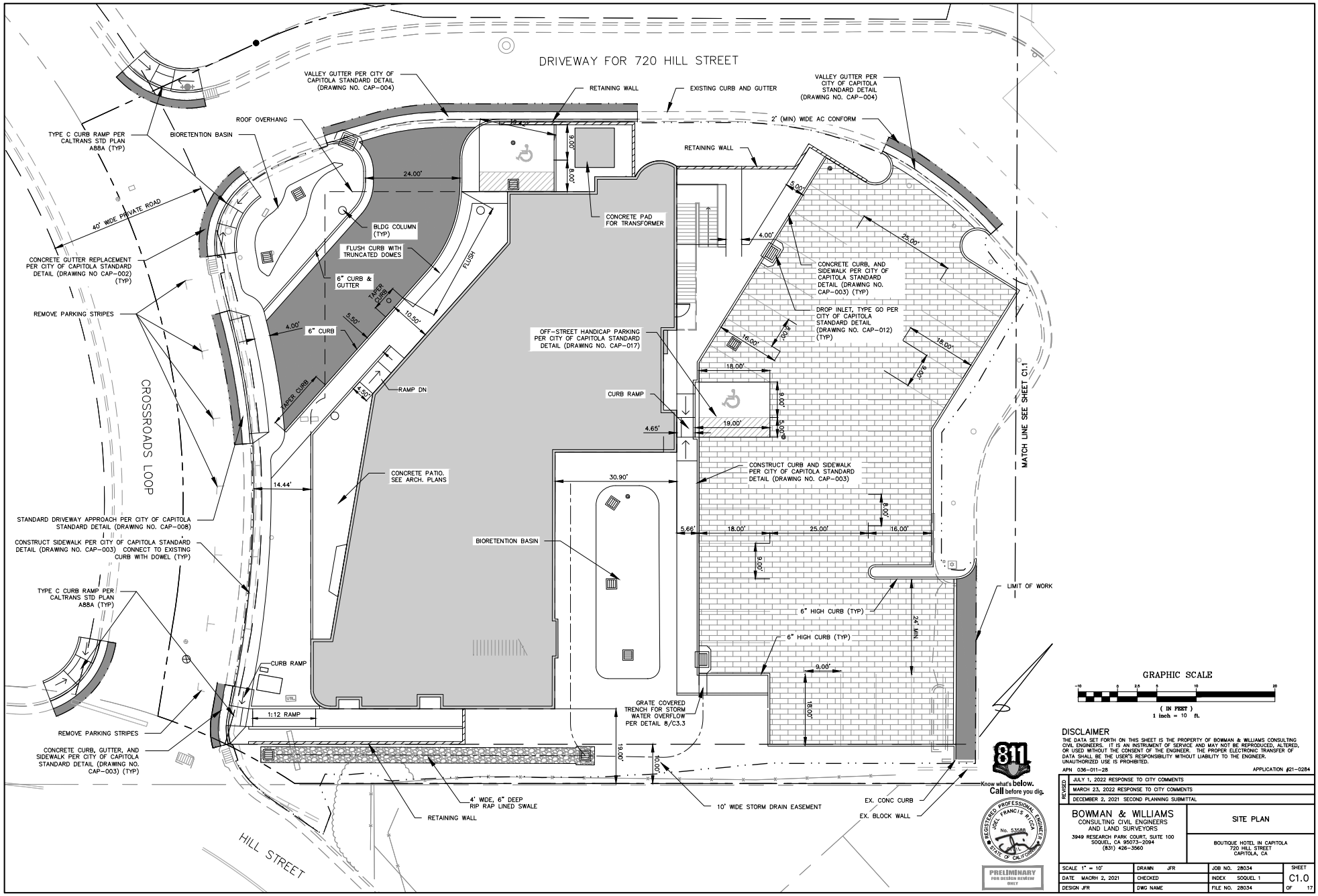
- DECEMBER 2, 2021 SECOND PLANNING SUBMITTAL

BOWMAN & WILLIAMS
CONSULTING CIVIL ENGINEERS AND LAND SURVEYORS
3949 RESEARCH PARK COURT, SUITE 100
SOQUEL, CA 95073-2094
(831) 426-3560

CIVIL COVER SHEET

BOUTIQUE HOTEL IN CAPITOLA
720 HILL STREET
CAPITOLA, CA

SCALE AS SHOWN	DRAWN JFR	JOB NO. 28034	SHEET C0.0
DATE MAORH 2, 2021	CHECKED	INDEX SOQUEL 1	
DESIGN JFR	DWG NAME	FILE NO. 28034	OF 17



GRAPHIC SCALE

(IN FEET)
1 inch = 10 ft.

DISCLAIMER

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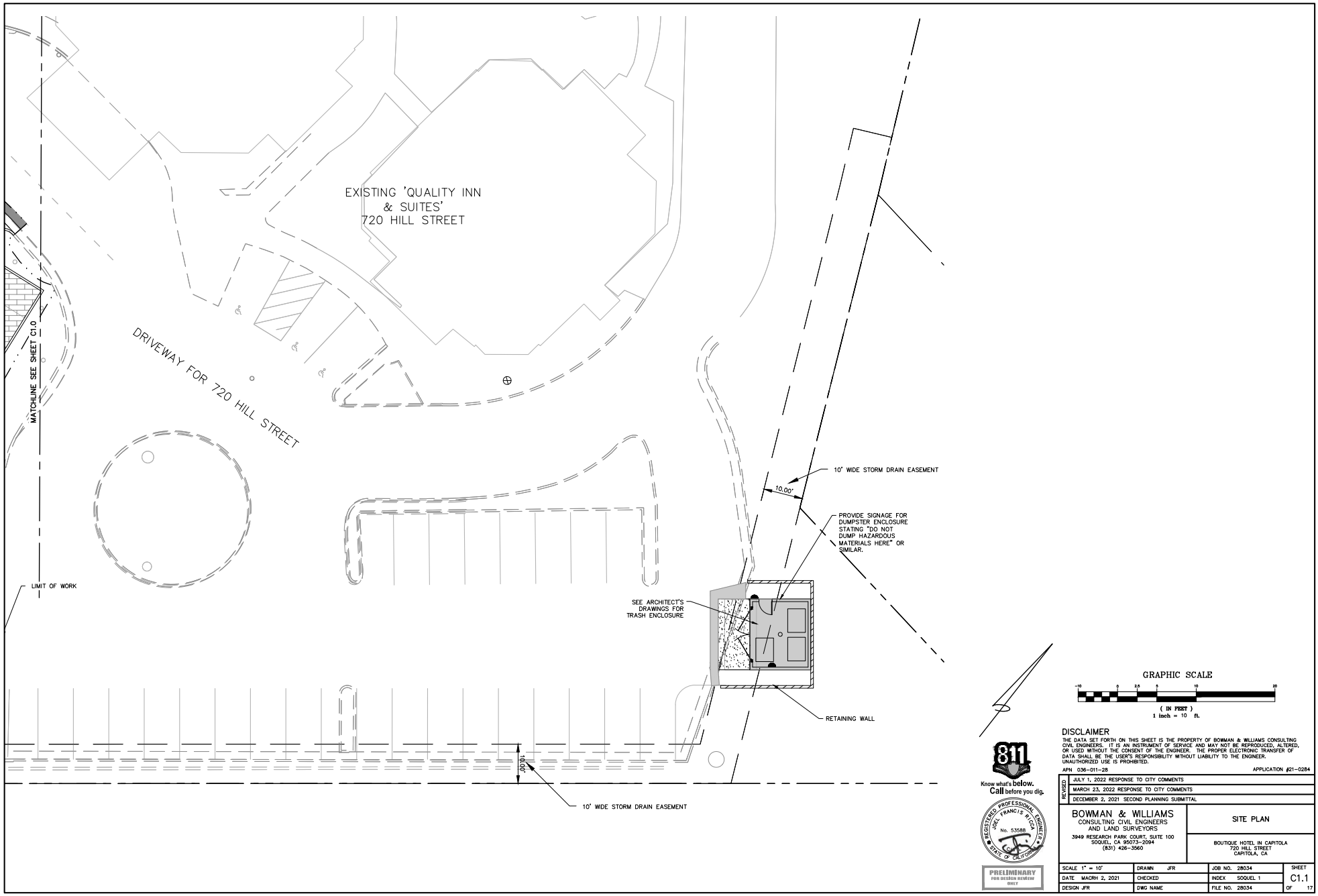
SITE PLAN

BOUTIQUE HOTEL IN CAPITOLA
720 HILL STREET
CAPITOLA, CA

SCALE 1" = 10'	DRAWN JFR	JOB NO. 28034	SHEET C1.0
DATE MAORH 2, 2021	CHECKED	INDEX SOQUEL 1	
DESIGN JFR	DWG NAME	FILE NO. 28034	OF 17



GRAPHIC SCALE

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DISCLAIMER

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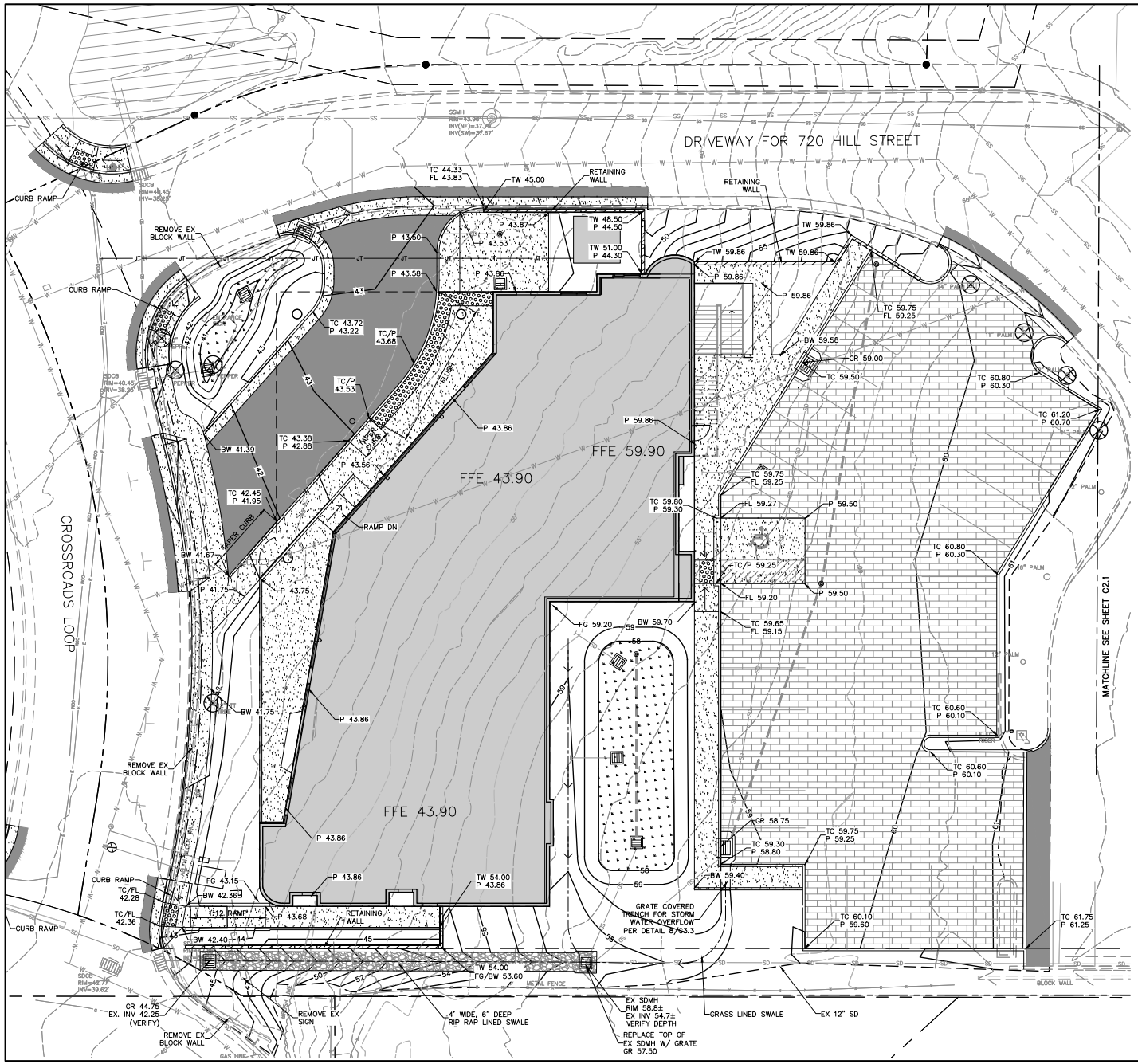
REGISTERED PROFESSIONAL ENGINEER — JOEL FRANCIS RICCA — No. 53588 — STATE OF CALIFORNIA

PRELIMINARY FOR DESIGN REVIEW ONLY

SITE PLAN

BOUTIQUE HOTEL IN CAPITOLA
720 HILL STREET
CAPITOLA, CA

SCALE 1" = 10'	DRAWN JFR	JOB NO. 28034	SHEET C1.1
DATE MAORH 2, 2021	CHECKED	INDEX SOQUEL 1	
DESIGN JFR	DWG NAME	FILE NO. 28034	OF 17



EARTHWORK AND GRADING NOTES

1. WORK SHALL CONSIST OF ALL CLEARING, GRUBBING, STRIPPING, PREPARATION OF LAND TO BE FILLED, EXCAVATION, SPREADING, COMPACTION AND CONTROL OF FILL, AND ALL SUBSIDIARY WORK NECESSARY TO COMPLETE THE GRADING TO CONFORM TO THE LINES, GRADES, AND SLOPES, AS SHOWN ON THE APPROVED PLANS.
2. ALL EARTHWORK AND FOUNDATION CONSTRUCTION SHALL BE PERFORMED IN ACCORDANCE WITH THE CITY OF CAPITOLA MUNICIPAL CODE, AND IN CONFORMANCE WITH THE REQUIREMENTS AND SPECIFICATIONS OF THE GEOTECHNICAL INVESTIGATION PREPARED BY THE PROJECT GEOTECHNICAL ENGINEER.
3. A REPRESENTATIVE OF A GEOTECHNICAL ENGINEER, AS HIRED BY OWNER, SHALL BE ON SITE DURING GRADING OPERATIONS AND SHALL PERFORM ALL TESTING AS DEEMED NECESSARY. THE REPRESENTATIVE SHALL OBSERVE THE GRADING OPERATIONS FOR CONDITIONS THAT REQUIRE CORRECTION, AND IDENTIFY THOSE CONDITIONS WITH RECOMMENDED CORRECTIVE MEASURES TO THE CONTRACTOR.
4. THE CONTRACTOR SHALL GRADE TO THE LINE AND ELEVATIONS SHOWN ON THE PLAN AND SHALL SECURE THE SERVICES OF A LICENSED LAND SURVEYOR OR REGISTERED CIVIL ENGINEER TO PROVIDE STAKES FOR LINE AND GRADE. GRADING SHALL BE DONE AS RECOMMENDED BY THE PROJECT GEOTECHNICAL ENGINEER.

EARTHWORK QUANTITIES

	CUT (CY)	FILL (CY)
BUILDING & SITE	2,717	501
NET	2,216 CY EXPORT	

EARTHWORK VOLUMES SHOWN ARE FOR PERMITTING PURPOSES. EARTHWORK VOLUMES SHOWN ON THESE PLANS ARE TAKEN AS THE DIFFERENCE BETWEEN EXISTING GRADE AS SHOWN ON THE TOPOGRAPHIC SURVEY AND THE FINISH GRADES SHOWN HEREON. ACTUAL EARTHWORK VOLUMES MAY VARY.

THE QUANTITIES ABOVE INCLUDE EXCAVATION FOR STRUCTURAL SECTION OF GARAGE SLAB AND CRAWL SPACE AS SHOWN ON STRUCTURAL PLANS.

CONTRACTOR SHALL VERIFY THE EARTHWORK VOLUMES TO HIS SATISFACTION PRIOR TO CONSTRUCTION.

ALL EXCESS EXCAVATION (CUT) TO BE OFFHAULED FROM SITE AND DISPOSED AT COUNTY LANDFILL OR APPROVED SITE.

GRAPHIC SCALE

(IN FEET)
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PRELIMINARY GRADING PLAN

BOUTIQUE HOTEL IN CAPITOLA
720 HILL STREET
CAPITOLA, CA

SCALE 1" = 10'	DRAWN JFR	JOB NO. 28034	SHEET C2.0
DATE MAORH 2, 2021	CHECKED	INDEX SOQUEL 1	
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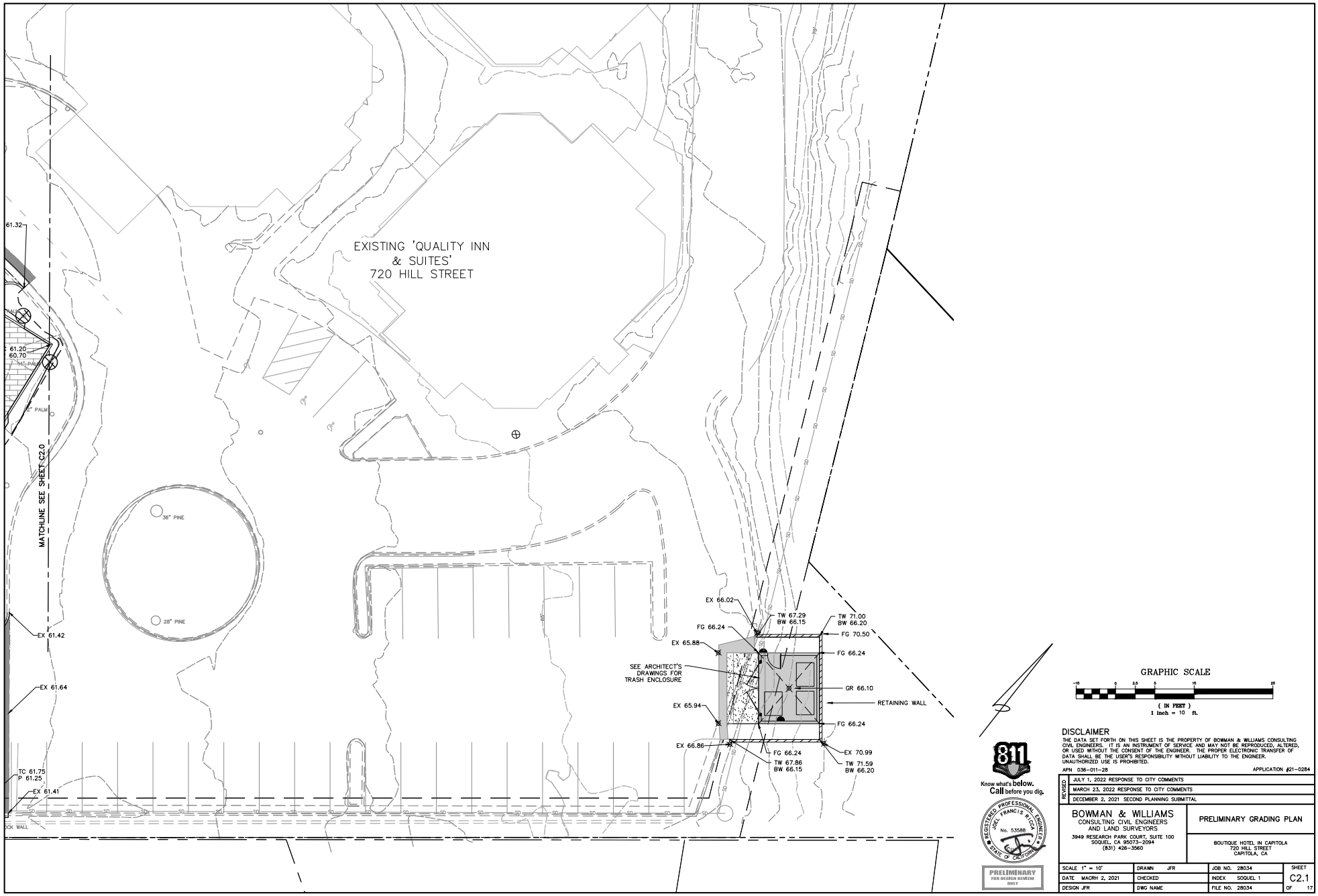

GRAPHIC SCALE

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JOEL FRANCIS RICA
No. 53588
STATE OF CALIFORNIA

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PRELIMINARY GRADING PLAN

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CAPITOLA, CA

SCALE 1" = 10'	DRAWN JFR	JOB NO. 28034	SHEET C2.1
DATE MAORH 2, 2021	CHECKED	INDEX SOQUEL 1	
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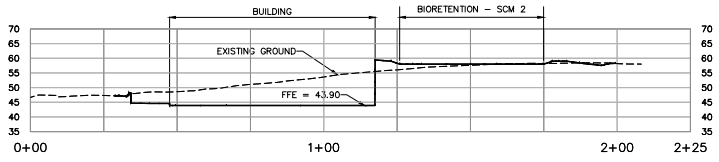
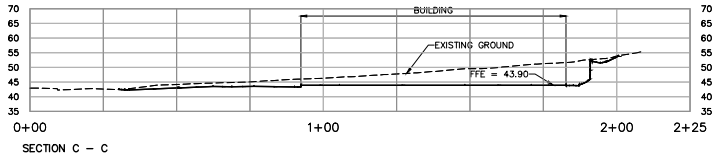


SECTION D – D



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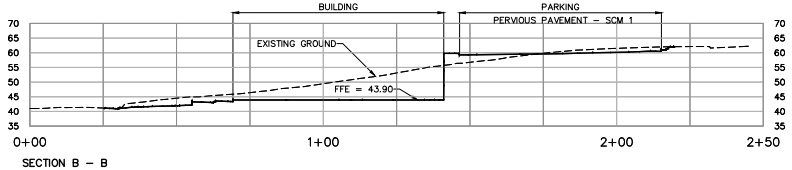

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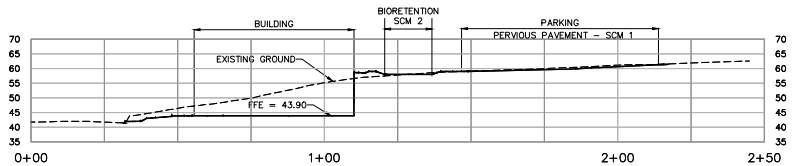

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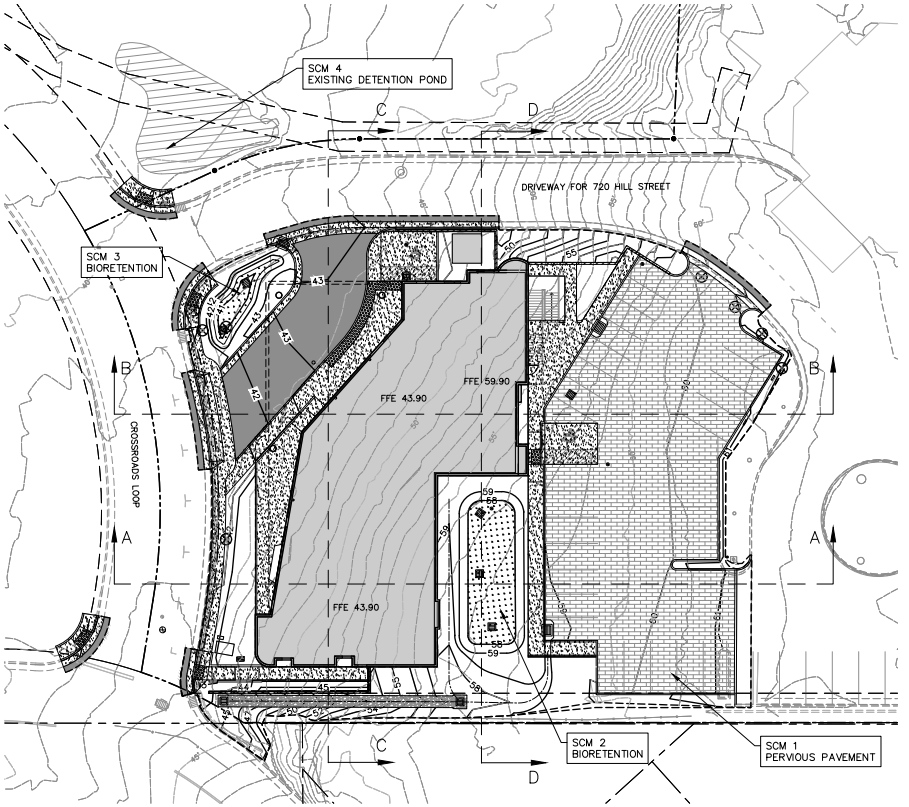

GRAPHIC SCALE

(IN FEET)
1 inch = 20 ft.

APN 036-011-28

APPLICATION #21-0284

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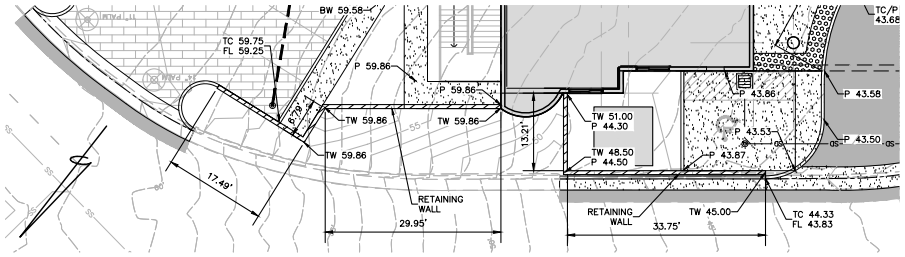
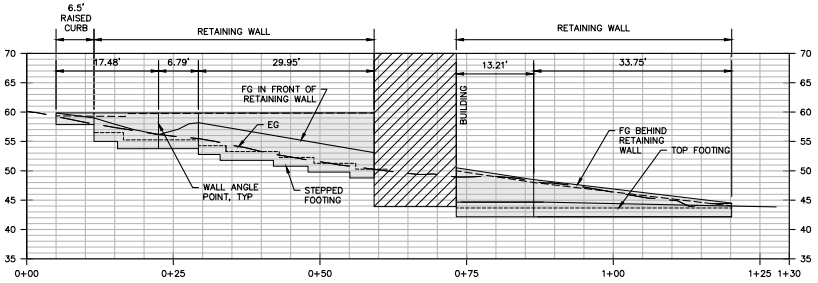
PRELIMINARY GRADING SECTIONS

BOUTIQUE HOTEL IN CAPITOLA
720 HILL STREET
CAPITOLA, CA

SCALE 1" = 20'	DRAWN JFR	JOB NO. 28034	SHEET
DATE MAORH 2, 2021	CHECKED	INDEX SOQUEL 1	C2.2
DESIGN JFR	DWG NAME	FILE NO. 28034	OF 17



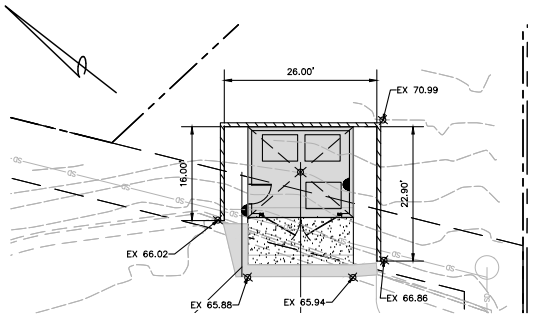
PLAN



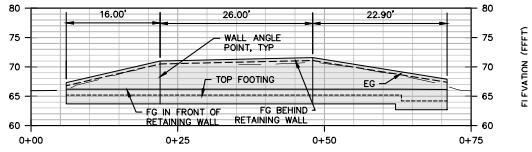
PROFILE

NORTH RETAINING WALL

SCALE: 1" = 10' H. & V.'



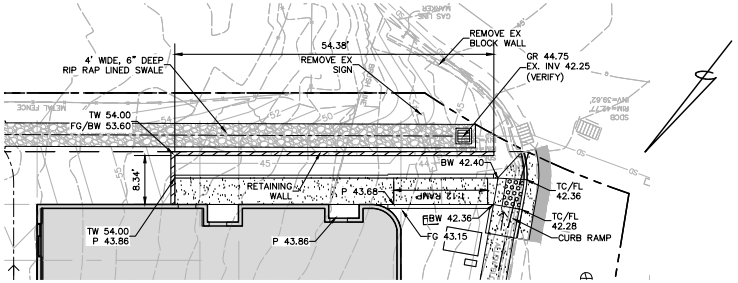
PLAN



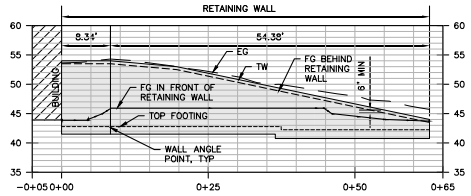
PROFILE

TRASH ENCLOSURE RETAINING WALL

SCALE: 1" = 10' H. & V.'



PLAN



PROFILE

SOUTH RETAINING WALL

SCALE: 1" = 10' H. & V.'

GRAPHIC SCALE

−10 0 2.5 5 10 20

(IN FEET)
1 inch = 10 ft.

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REGISTERED PROFESSIONAL ENGINEER — WILL FRANCIS RICE — No. 53588 — CIVIL — STATE OF CALIFORNIA

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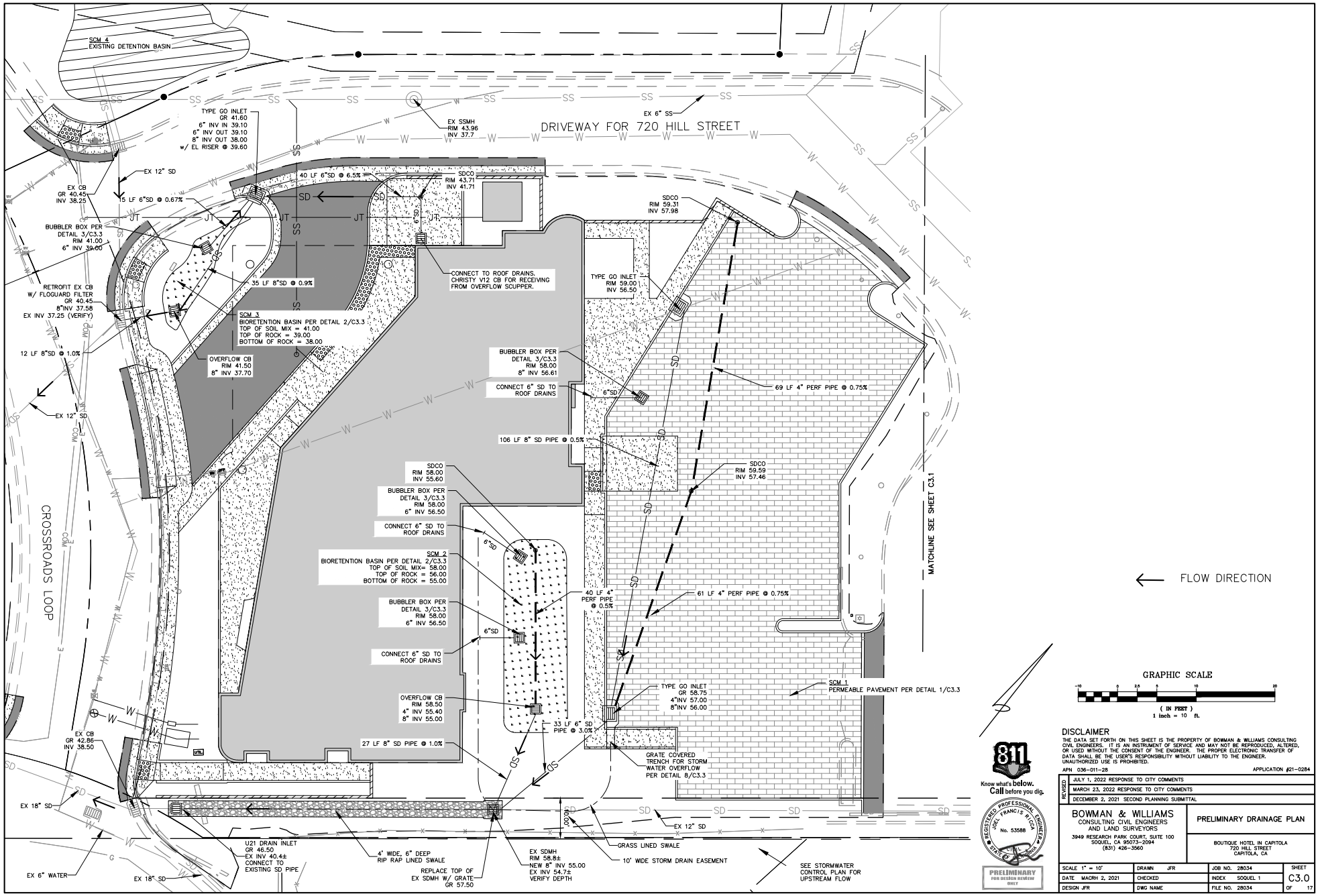
RETAINING WALL PROFILES

BOUTIQUE HOTEL IN CAPITOLA
720 HILL STREET
CAPITOLA, CA

SCALE 1" = 10'	DRAWN JFR	JOB NO. 28034	SHEET
DATE MAORH 2, 2021	CHECKED	INDEX SOQUEL 1	C2.3
DESIGN JFR	DWG NAME	FILE NO. 28034	OF 17



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(IN FEET)
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PRELIMINARY DRAINAGE PLAN

BOUTIQUE HOTEL IN CAPITOLA
720 HILL STREET
CAPITOLA, CA

SCALE 1" = 10'	DRAWN JFR	JOB NO. 28034	SHEET
DATE MARCH 2, 2021	CHECKED	INDEX SOQUEL 1	C3.0
DESIGN JFR	DWG NAME	FILE NO. 28034	OF 17

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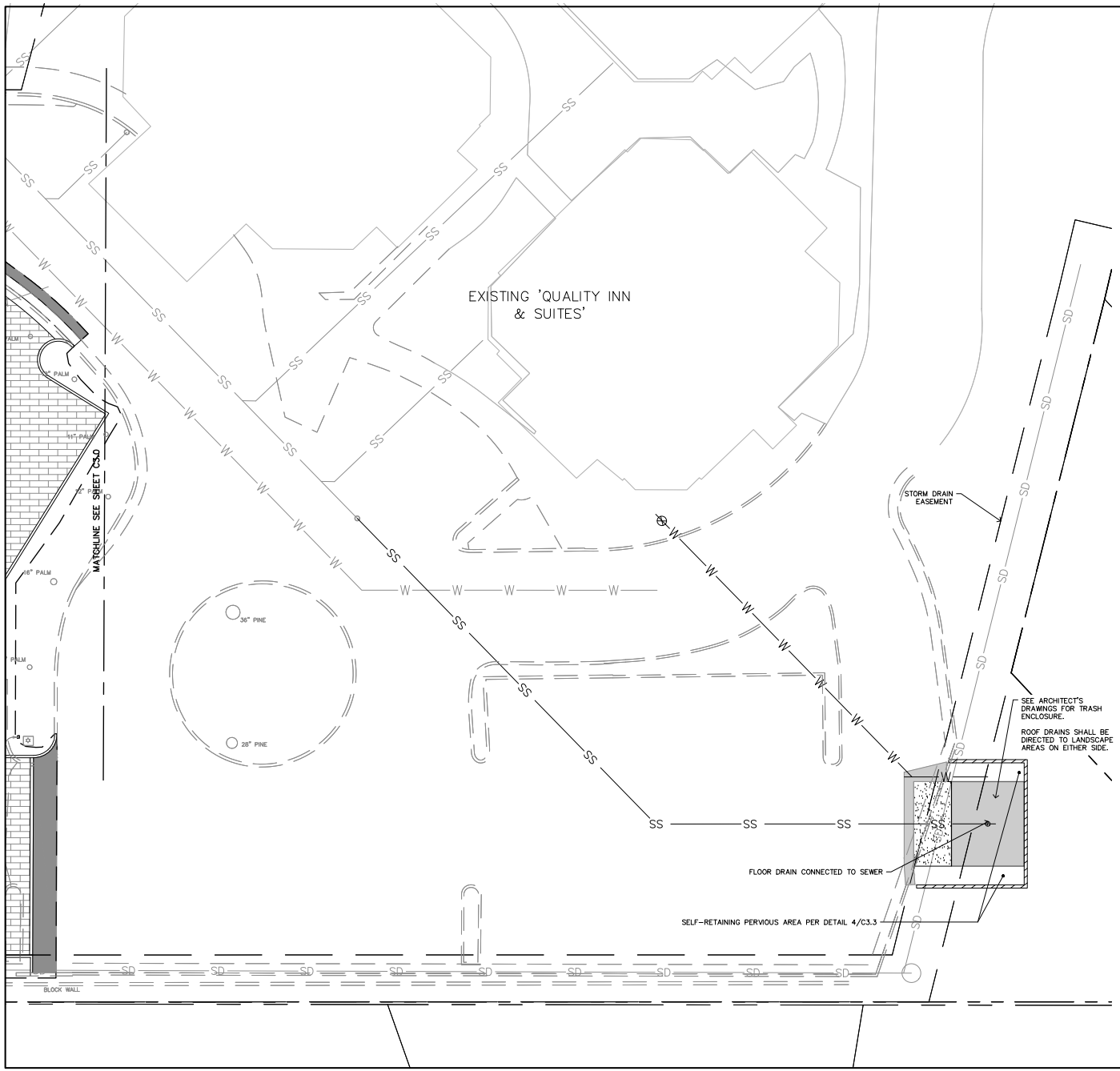

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REGISTERED PROFESSIONAL ENGINEER JOEL FRANCIS RICCA No. 53588 CIVIL STATE OF CALIFORNIA

PRELIMINARY
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PRELIMINARY DRAINAGE PLAN

BOUTIQUE HOTEL IN CAPITOLA
720 HILL STREET
CAPITOLA, CA

SCALE 1" = 10'	DRAWN JFR	JOB NO. 28034	SHEET C3.1
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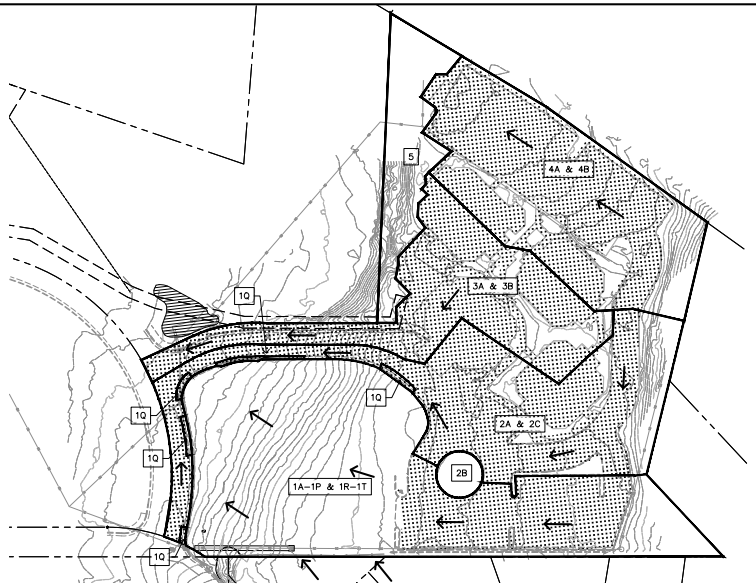
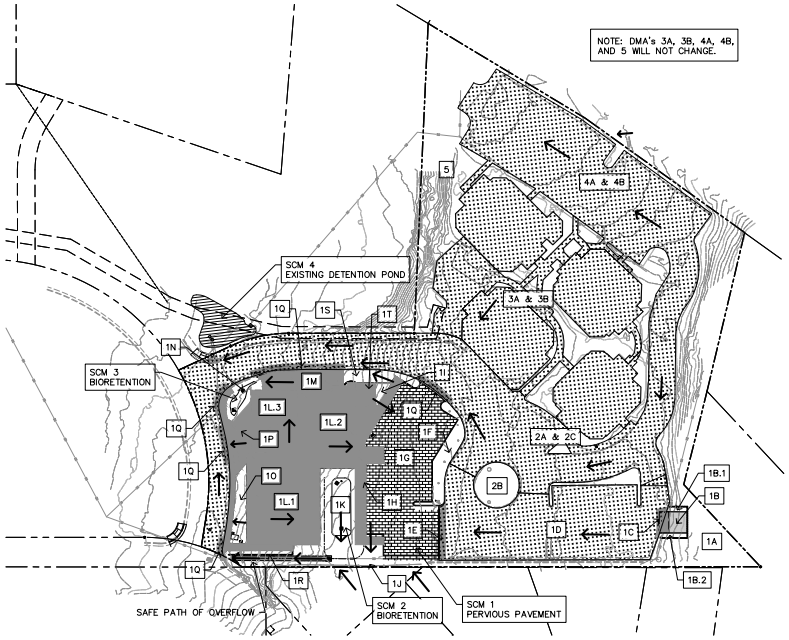


PRE–DEVELOPMENT DMA MAP



POST DEVELOPMENT DMA MAP

LEGEND

- NEW IMPERVIOUS
- SEMI– IMPERVIOUS
- REPLACED IMPERVIOUS
- PERVIOUS
- FLOW DIRECTION

GRAPHIC SCALE

50 0 25 50 100 200

(IN FEET)
1 inch = 50 ft.

IF SHEET IS NOT 24 X 36 IT IS REDUCED

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PRELIMINARY STORMWATER CONTROL PLAN

BOUTIQUE HOTEL IN CAPITOLA
720 HILL STREET
CAPITOLA, CA

SCALE 1" = 50'	DRAWN JFR	JOB NO. 28034	SHEET C3.2
DATE MAORH 2, 2021	CHECKED	INDEX SOQUEL 1	
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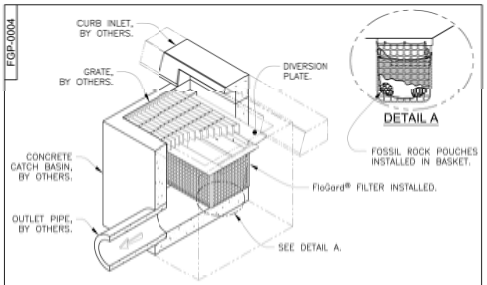


SPECIFIER CHART

MODEL NO. STANDARD DEPTH	STANDARD & SHALLOW DEPTH (Data in these columns is the same for both STANDARD & SHALLOW versions) INLET ID Inside Dimension (inch x inch)	GRATE OD Outside Dimension (inch x inch)	TOTAL BYPASS CAPACITY (cu. ft. / sec.)	STANDARD DEPTH -20 Inches- SOLIDS STORAGE CAPACITY (cu. ft.)	FILTERED FLOW (cu. ft. / sec.)	MODEL NO. SHALLOW DEPTH	SHALLOW DEPTH -12 Inches- SOLIDS STORAGE CAPACITY (cu. ft.)	FILTERED FLOW (cu. ft. / sec.)
FGP-1633FGO	16 X 33	18 X 36	7.0	2.5	1.7	FGP-1633FGO8	1.4	1.1
FGP-1836FGO	18 X 36	18 X 40	6.9	2.3	1.6	FGP-1836FGO8	1.3	.9
FGP-2234FGO	22 X 34	24 X 36	8.1	3.6	2.1	FGP-2234FGO8	2.1	1.4
FGP-2436FGO	24 X 36	24 X 40	8.0	3.4	2.0	FGP-2436FGO8	1.95	1.15
FGP-48FGO	48 X 48	20 X 54	6.3	2.2	1.5	FGP-48FGO8	1.25	.85

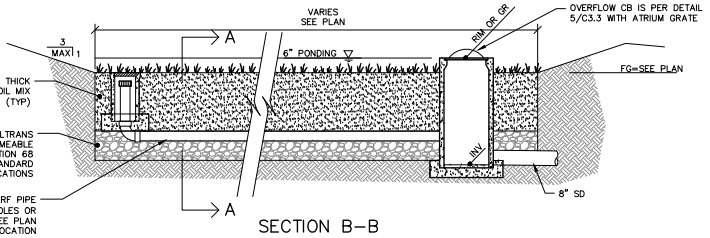
NOTES:

1. Filter insert shall have a high flow bypass feature.
2. Filter support frame shall be constructed from stainless steel Type 304.
3. Filter mecium shall be *Fossil Rock* ™, installed and maintained in accordance with manufacturer specifications.
4. Storage capacity reflects 80% of maximum solids collection prior to impeding filtering bypass.

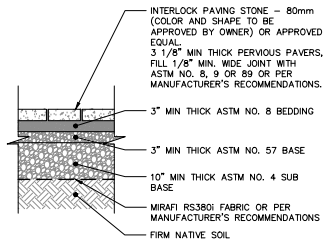
FloGard® Catch Basin insert Filter Combination Inlet Style

Oldcastle® Stormwater Solutions

FGP-0004 | A | EGI-0127 JFR 5/16/13 | JFR 1/25/13 | SHEET 1 OF 1



SECTION B–B

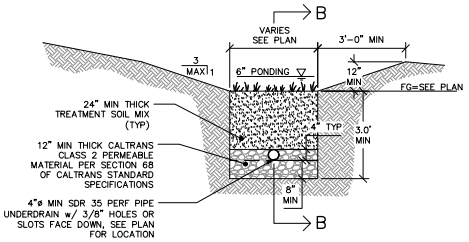


NOTES:

1. PERVIOUS PAVERS SHALL BE INTERLOCKING OR APPROVED EQUAL, COLOR AND SHAPE TO BE APPROVED BY OWNER.
2. COMPACT ASTM NO. 57 AND NO. 4 PER MANUFACTURER'S RECOMMENDATIONS
3. FOLLOW MANUFACTURER INSTALLATION RECOMMENDATIONS FOR PAVER INSTALLATION.
4. 5% MAX PAVER SURFACE SLOPE

1 – PERVIOUS PAVER PAVEMENT SECTION

SCALE: 3/4"=1'-0"



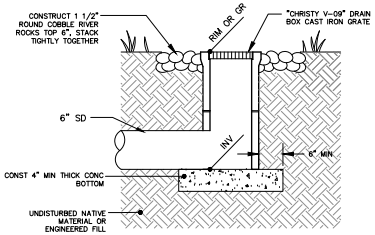
SECTION A–A

NOTES:

1. BIORETENTION SOIL MIX SHALL BE A WELL–BLENDED MIXTURE OF MINERAL AGGREGATE AND COMPOST MEASURED ON A VOLUME BASIS. A MIXTURE OF SAND (60%–70%) MEETING THE SPECIFICATIONS OF ASTM C–33 AND COMPOST (30%–40%).
2. BIORETENTION SOIL SHALL HAVE A MINIMUM INFILTRATION RATE OF 5 IN/HR.

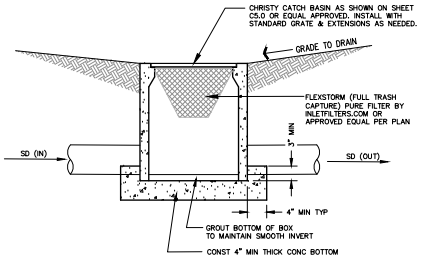
2 – LARGE BIORETENTION SECTION IN OPEN SPACE

SCALE: 1/2" = 1'-0"



3 – BUBBLER

SCALE: N.T.S

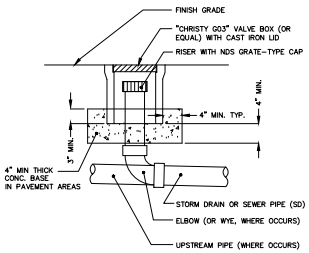


CONSTRUCTION NOTES

1. MARK ALL ACCESSIBLE ONSITE INLETS WITH THE STORM DRAIN MARKER "NO DUMPING DRAINS TO BAY".

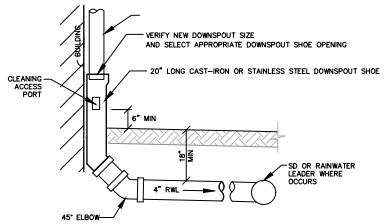
5 – TYPICAL CATCH BASIN

SCALE: N.T.S.



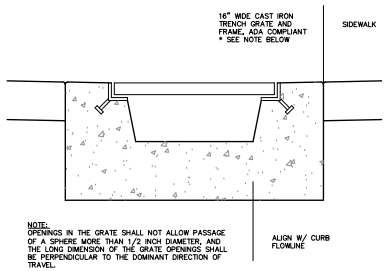
6 – STORM DRAIN CLEANOUT (SDCO)

SCALE: NTS



7 – DOWNSPOUT CONNECTION TO STORM DRAIN

SCALE: N.T.S



NOTE:
OPENINGS IN THE GRATE SHALL NOT ALLOW PASSAGE OF A SPHERE MORE THAN 1/2 INCH DIAMETER, AND THE LONG DIMENSION OF THE GRATE OPENINGS SHALL BE PERPENDICULAR TO THE DOMINANT DIRECTION OF TRAVEL.

8 – TRENCH GRATE

SCALE: 1/2" = 1'-0"

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REGISTERED PROFESSIONAL ENGINEER JOEL FRANCIS RICA No. 53588 CIVIL CALIFORNIA

PRELIMINARY FOR DESIGN REVIEW ONLY

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APN 036–011–28 APPLICATION #21–0284

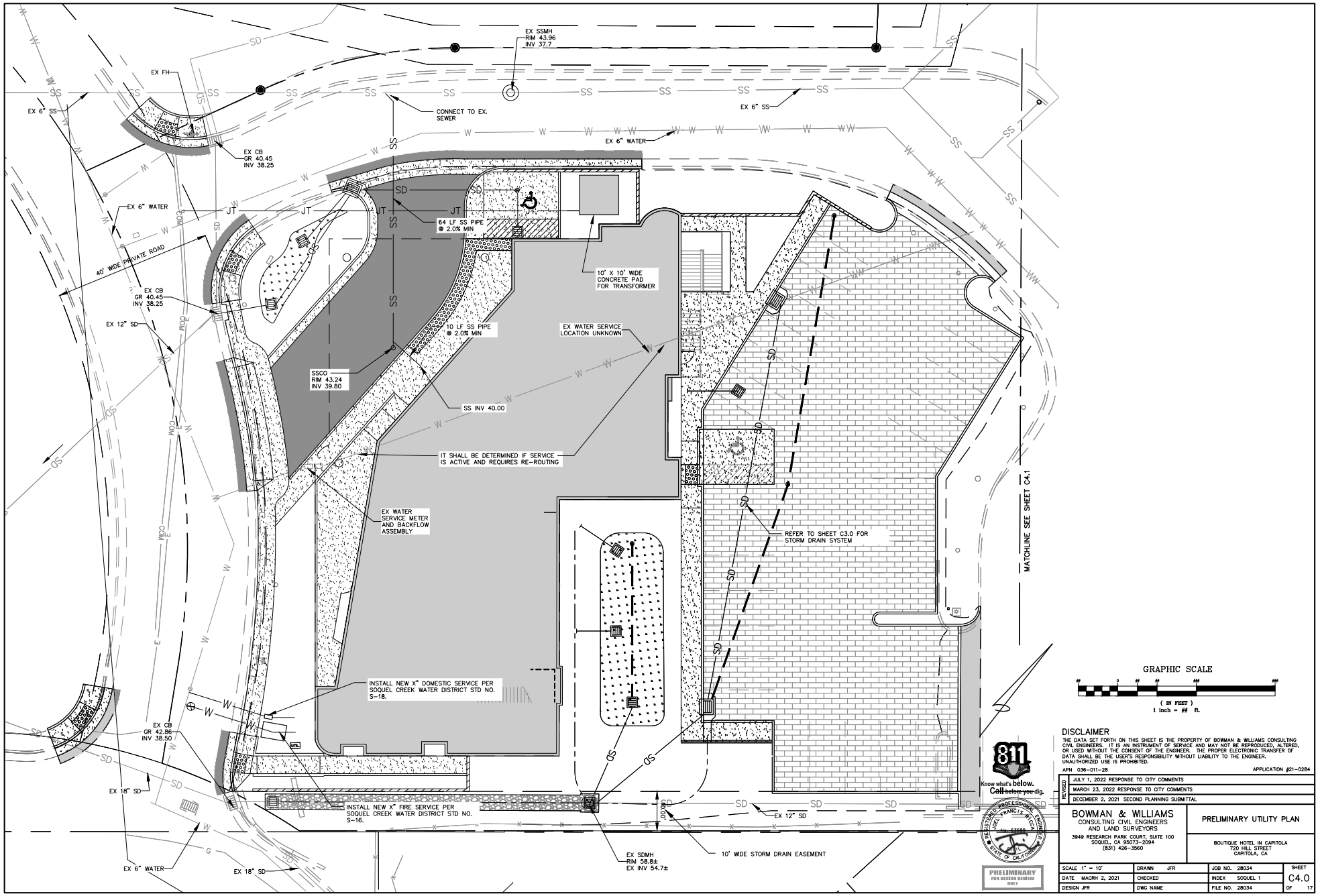
REVISED
JULY 1, 2022 RESPONSE TO CITY COMMENTS
MARCH 23, 2022 RESPONSE TO CITY COMMENTS
DECEMBER 2, 2021 SECOND PLANNING SUBMITTAL

BOWMAN & WILLIAMS
CONSULTING CIVIL ENGINEERS AND LAND SURVEYORS
3949 RESEARCH PARK COURT, SUITE 100
SOQUEL, CA 95073–2094
(831) 426–3560

PRELIMINARY DRAINAGE DETAILS

BOUTIQUE HOTEL IN CAPITOLA
720 HILL STREET
CAPITOLA, CA

SCALE AS NOTED	DRAWN JFR	JOB NO. 28034	SHEET C3.3
DATE MAORH 2, 2021	CHECKED	INDEX SOQUEL 1	
DESIGN JFR	DWG NAME	FILE NO. 28034	OF 17



GRAPHIC SCALE

(IN FEET)
1 inch = ## ft.

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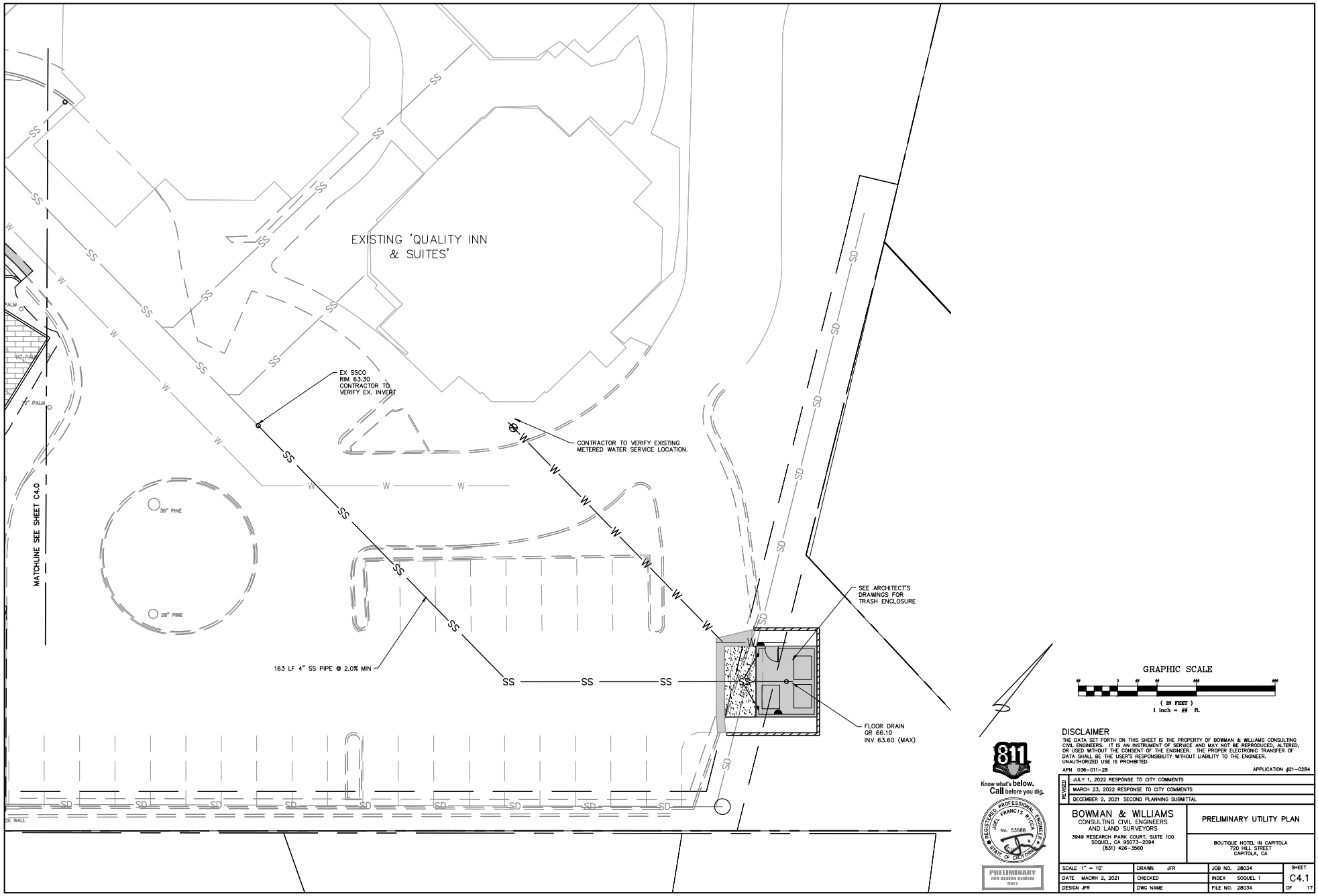
PRELIMINARY UTILITY PLAN

BOUTIQUE HOTEL IN CAPITOLA
720 HILL STREET
CAPITOLA, CA

SCALE 1" = 10'	DRAWN JFR	JOB NO. 28034	SHEET C4.0
DATE MAORH 2, 2021	CHECKED	INDEX SOQUEL 1	
DESIGN JFR	DWG NAME	FILE NO. 28034	OF 17



GRAPHIC SCALE

(IN FEET)
1 inch = ## ft.

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APN 036-011-28

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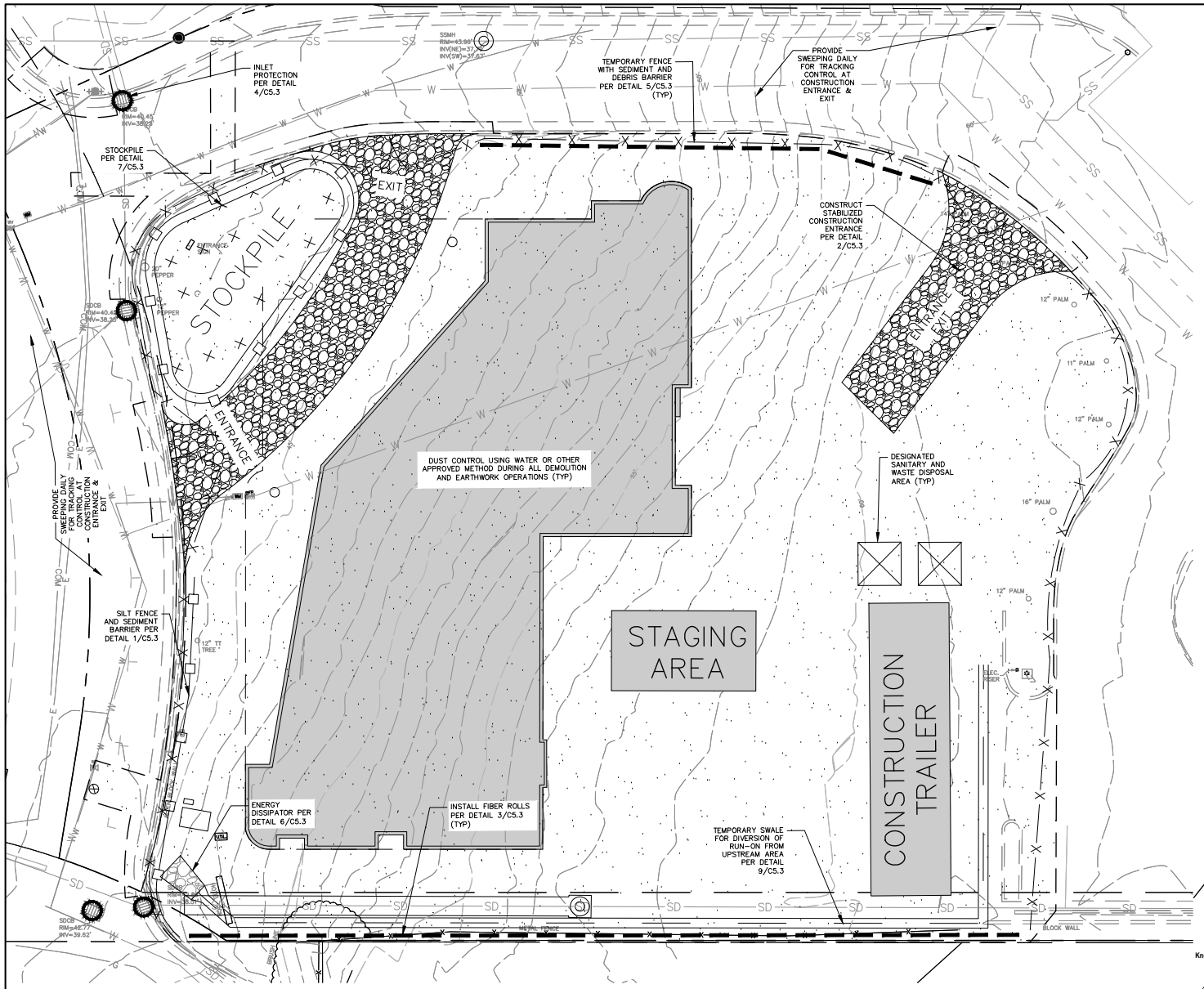
PRELIMINARY UTILITY PLAN

BOUTIQUE HOTEL IN CAPITOLA
720 HILL STREET
CAPITOLA, CA

SCALE 1" = 10'	DRAWN JFR	JOB NO. 28034	SHEET C4.1
DATE MAORH 2, 2021	CHECKED	INDEX SOQUEL 1	
DESIGN JFR	DWG NAME	FILE NO. 28034	OF 17



GRADING PHASE 1: EROSION AND SEDIMENT CONTROL PLAN

SCALE: 1" =10'

LEGEND

- CONSTRUCTION FENCING
- SILT FENCING
- STRAW WATTLE
- FLOW DIRECTION
- INLET PROTECTION

GRAPHIC SCALE

(IN FEET)
1 inch = 10 ft.

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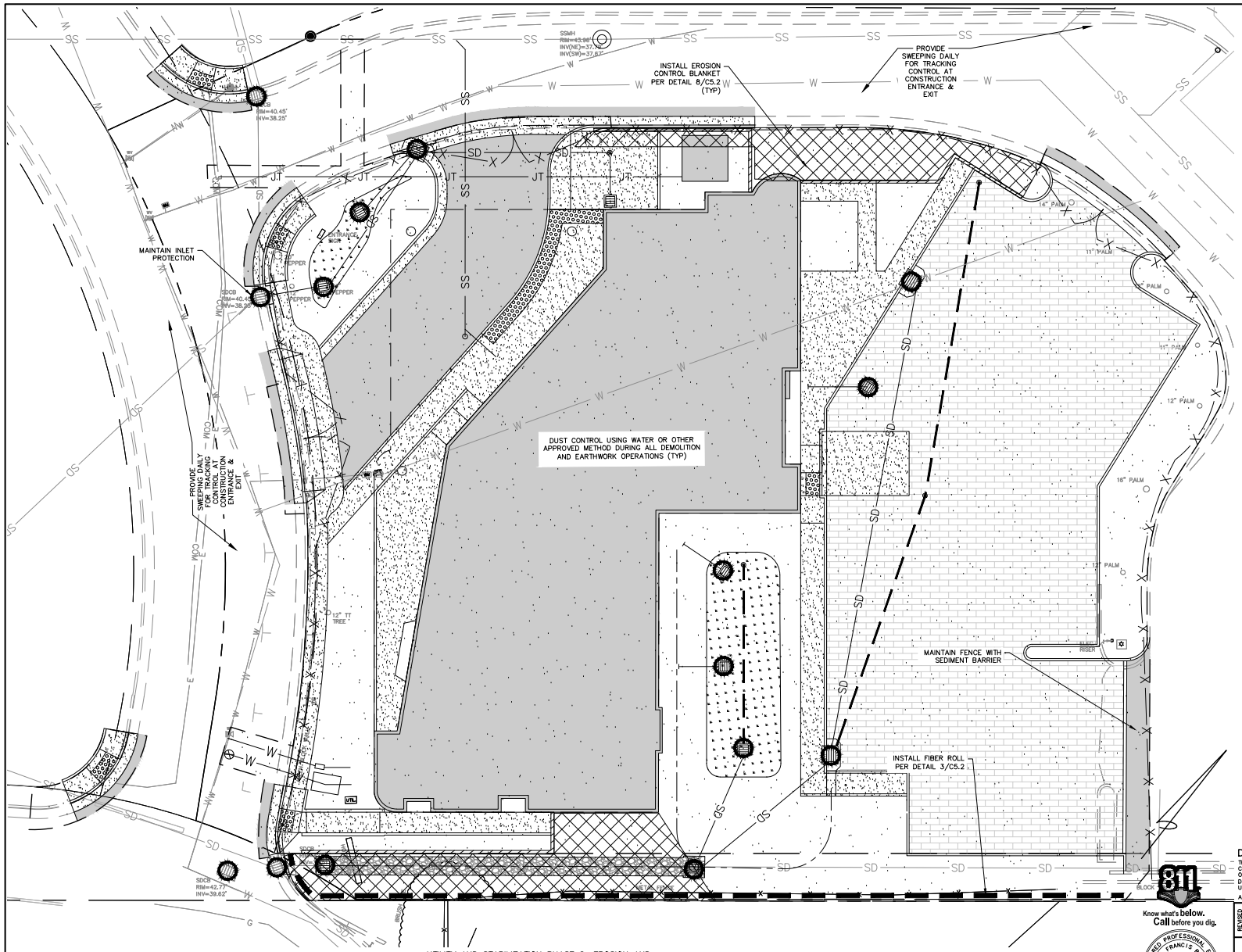
PRELIMINARY PHASE 1 EROSION AND SEDIMENT CONTROL PLAN

BOUTIQUE HOTEL IN CAPITOLA
720 HILL STREET
CAPITOLA, CA

SCALE 1" = 10'	DRAWN JFR	JOB NO. 28034	SHEET C5.0
DATE MAORH 2, 2021	CHECKED	INDEX SOQUEL 1	
DESIGN JFR	DWG NAME	FILE NO. 28034	OF 17



UTILITY AND STABILIZATION PHASE 2: EROSION AND SEDIMENT CONTROL PLAN

SCALE: 1" =10'

GRAPHIC SCALE

(IN FEET)
1 inch = 10 ft.

APN 036-011-28

APPLICATION #21-0284

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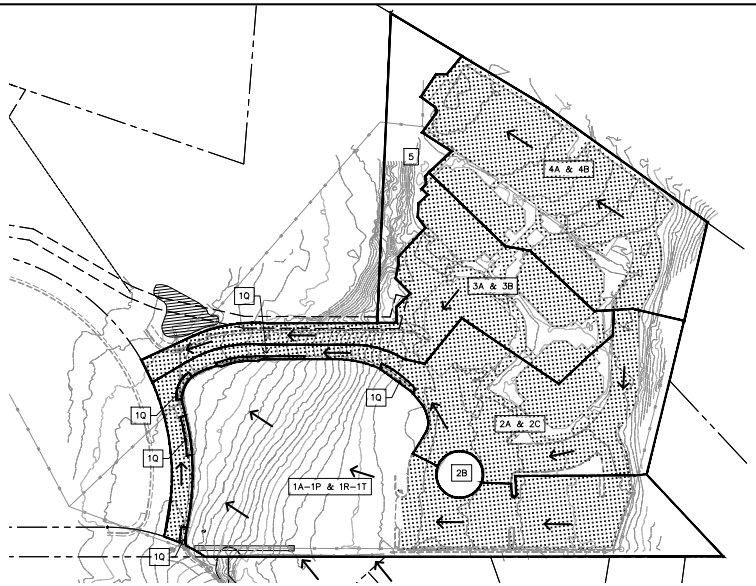
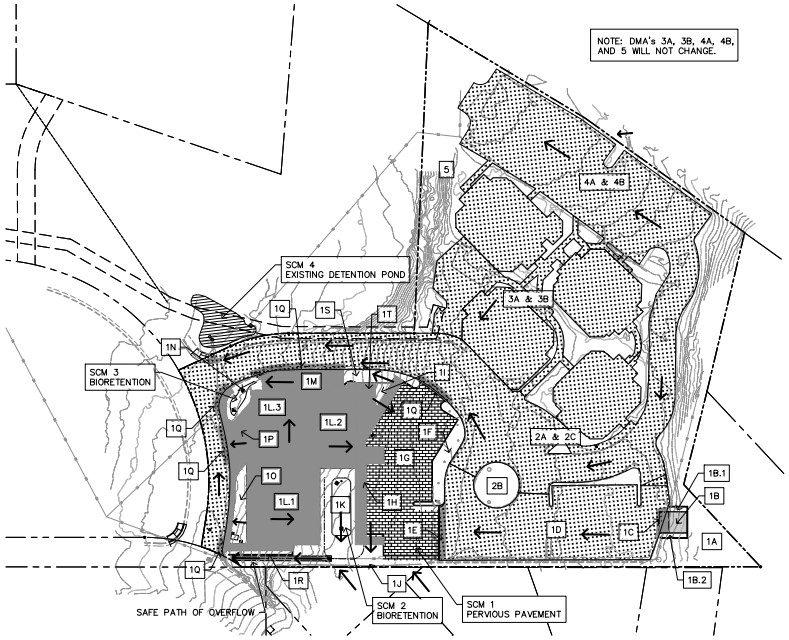
PRELIMINARY PHASE 2 EROSION AND SEDIMENT CONTROL PLAN

BOUTIQUE HOTEL IN CAPITOLA
720 HILL STREET
CAPITOLA, CA

SCALE 1" = 10'	DRAWN JFR	JOB NO. 28034	SHEET C5.1
DATE MAORH 2, 2021	CHECKED	INDEX SOQUEL 1	
DESIGN JFR	DWG NAME	FILE NO. 28034	OF 17



PRE–DEVELOPMENT DMA MAP



POST DEVELOPMENT DMA MAP

Area Tabulation

DMA #	Total Area (sf)	New Semi-Impervious Area (sf)	Pervious Area (sf)	New Impervious Area (sf)	Replaced Impervious Area (sf)	Existing impervious surface kept (sf)	Self-treating Area (sf)	Self-retaining Area (sf)	SCM 1 (sf)	SCM 2 (sf)	SCM 3 (sf)	SCM 4 (sf)	Description	TREATMENT
1A	2,977	-	2,977	-	-	-	-	2,977	-	-	-	-	EX LANDSCAPE	SELF-RETAINING
1B	278	-	-	278	-	-	-	-	-	-	-	-	DUMPSTER	DRAINS TO SELF-RETAINING DMA 1B.1 & 1B.2
1B.1	66		66	-	-	-		66	-	-	-	-	EX LANDSCAPE	SELF-RETAINING
1B.2	92		92	-	-	-		92	-	-	-	-	EX LANDSCAPE	SELF-RETAINING
1C	124	-	-	-	124	-	-	-	124	-	-	-	REPLACED IMP	DRAINS TO SELF-RETAINING SCM 1
1D	11,214	-	-	-		11,214	-	-	11,214		-	-	EX IMP	DRAINS TO SELF-RETAINING SCM 1
1E	234	-	-	-	234	-	-	-	234	-	-	-	REPLACED IMP	DRAINS TO SELF-RETAINING SCM 1
1F	1,249	-	1,249	-	-	-	-	1,249	-	-	-	-	EX LANDSCAPE	SELF-RETAINING
1G	8,257	8,257	-	-	-	-	-	8,257	-	-	-	-	PARKING LOT SCM 1	DRAINS TO SELF-RETAINING SCM 1
1H	1,622	-	-	1,622	-	-	-	-	1,622	-	-	-	NEW IMP	DRAINS TO SELF-RETAINING SCM 1
1I	151	-	151	-	-	-	-	151	-	-	-	-	PERVIOUS	DRAINS TO DMA 1H & SELF TREATING
1J	3,849	-	3,849	-	-	-	3,849	-	-	-	-	-	PERVIOUS	SELF-TREATING
1K	1,616	-	1,616	-	-	-	-	1,616	-	1,616	-	-	PERVIOUS SCM 2	INCLUDES BIO-RETENTION SCM 2
1L.1	4,765	-	-	4,765	-	-	-	-	-	4,765	-	-	BUILDING	DRAINS TO BIO-RETENTION SCM 2
1L.2	3,237	-	-	3,237	-	-	-	-	3,237	-	-	-	BUILDING	DRAINS TO SELF-RETAINING SCM 1
1L.3	2,114	-	-	2,114	-	-	-	-	-	-	2,114	-	BUILDING	DRAINS TO BIO-RETENTION SCM 3
1M	1,125	-	-	1,125	-	-	-	-	-	-	1,125	-	NEW IMP	DRAINS TO BIO-RETENTION SCM 3
1N	644	-	644	-	-	-	-	644	-	-	644	-	PERVIOUS SCM 3	INCLUDES BIO-RETENTION SCM 3
1O	741	-	741	-	-	-	-	741	-	-	-	-	PERVIOUS	SELF-RETAINING & DRAINS TO DMA 1P
1P	1,713	-	-	1,713	-	-	-	-	-	-	-	-	NEW IMP	DRAINS TO SREET AND TREATED BY CATCH
1Q	1,073	-	-	-	1,073	-	-	-	-	-	-	-	REPLACED IMP	DRAINS TO SREET AND TREATED BY CATCH
1R	233	-	233	-	-	-	-	233	-	-	-	-	PERVIOUS	DRAINS TO DMA 1P & SELF-RETAINING
1S	629	-	629	-	-	-	-	629	-	-	-	-	PERVIOUS	DRAINS TO DMA 2A & SELF-RETAINING
1T	283	-	-	283	-	-	-	283	-	-	-	-	NEW IMP	DRAINS TO SELF-RETAINING DMA 1I
	48,286	8,257	12,247	15,137	1,431	11,214	3,849	16,938	16,431	6,381	3,883	-		
2A	21,428	-	-	-	-	21,428	-	-	-	-	-	-	EX IMPERVIOUS	WILL BE TREATED BY CATCH BASIN FILTER
2B	1,161	-	1,161	-	-	-	-	1,161	-	-	-	-	EX PERVIOUS	DRAINS TO DMA 2A & SELF-RETAINING
2C	6,285	-	6,285	-	-	-	-	6,285	-	-	-	-	EX PERVIOUS	DRAINS TO DMA 2A & SELF-RETAINING
	28,874	-	7,446	-	-	21,428	-	7,446	-	-	-	-		
3A	17,767	-	-	-	-	17,767	-	-	-	-	-	-	EX IMPERVIOUS	DRAINS TO EXISTING CURB INLET
3B	2,799	-	2,799	-	-	-	-	2,799	-	-	-	-	EX PERVIOUS	DRAINS TO DMA 3A & SELF-RETAINING
	20,566	-	2,799	-	-	17,767	-	2,799	-	-	-	-		
4A	21,564	-	-	-	-	21,564	-	-	-	-	-	21,564	EX IMPERVIOUS	DRAINS TO EXISTING CURB INLET
4B	6,416	-	6,416	-	-	-	-	6,416	-	-	-	-	EX PERVIOUS	DRAINS TO DMA 4A AND SELF-RETAINING
	27,980	-	6,416	-	-	21,564	-	6,416	-	-	-	21,564		
5	8,861	-	8,861	-	-	-	8,861	-	-	-	-	-	EX PERVIOUS	SELF-TREATING
TOTAL	134,567	8,257	37,769	15,137	1,431	71,973	12,710	33,599	16,431	6,381	3,883	21,564		

New and Replaced Impervious Surfaces	16,568
Total Impervious Surfaces	88,541

LEGEND

- NEW IMPERVIOUS
- SEMI– IMPERVIOUS
- REPLACED IMPERVIOUS
- PERVIOUS
- FLOW DIRECTION

GRAPHIC SCALE

50 0 25 50 100 200

(IN FEET)
1 inch = 50 ft.

IF SHEET IS NOT 24 X 36 IT IS REDUCED

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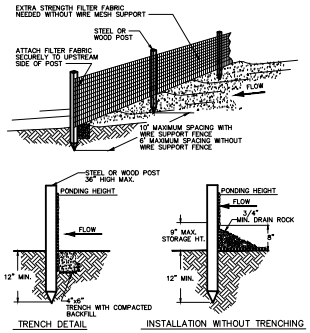
SOQUEL, CA 95073–2094
(831) 426–3560

PRELIMINARY STORMWATER CONTROL PLAN

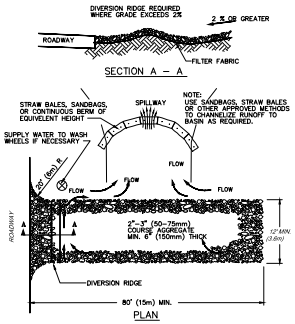
BOUTIQUE HOTEL IN CAPITOLA
720 HILL STREET
CAPITOLA, CA

SCALE 1" = 50'	DRAWN JFR	JOB NO. 28034	SHEET
DATE MAORH 2, 2021	CHECKED	INDEX SOQUEL 1	C3.2
DESIGN JFR	DWG NAME	FILE NO. 28034	OF 17



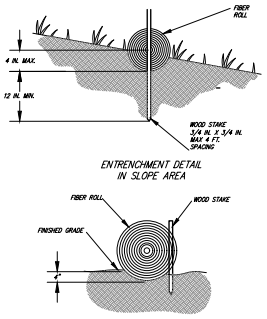
NOTES:
1. SILT FENCE SHALL BE PLACED ON SLOPE CONTOURS TO MAXIMIZE PONDING EFFICIENCY.
2. INSPECT AND REPAIR FENCE AFTER EACH STORM EVENT AND REMOVE SEDIMENT WHEN NECESSARY TO MAINTAIN RECOMMENDED STORAGE HEIGHT.
3. REMOVED SEDIMENT SHALL BE DEPOSITED TO AN AREA THAT WILL NOT CONTRIBUTE SEDIMENT OFF-SITE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

1 C5.3 SILT FENCE SEDIMENT BARRIER
SCALE: NTS

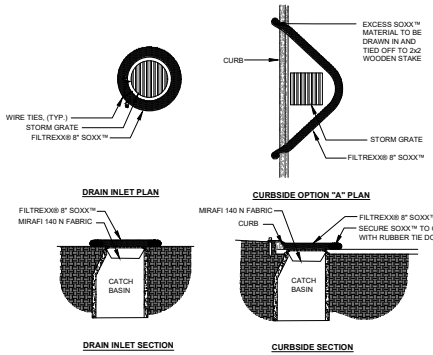


NOTES:
1. PROPERLY GRADE ENTRANCE TO PREVENT RUNOFF FROM CONSTRUCTION SITE. ENTRANCE ELEVATION SHOULD BE LOWER THAN STREET.
2. INSPECT ROUTINELY FOR DAMAGE AND REPAIR AS NEEDED.
3. REQUIRE THAT ALL EMPLOYEES, SUBCONTRACTORS AND SUPPLIERS UTILIZE THE STABILIZED CONSTRUCTION ENTRANCE.
4. SERVICE SEDIMENT TRAPPING DEVICES REGULARLY.
5. INSTALL FILTER FABRIC BENEATH COARSE AGGREGATE.

2 C5.3 CONSTRUCTION ENTRANCE
SCALE: NTS

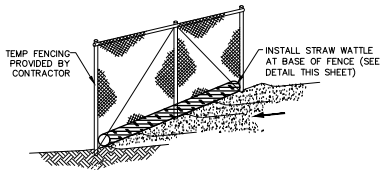


3 C5.3 FIBER ROLL
SCALE: NTS

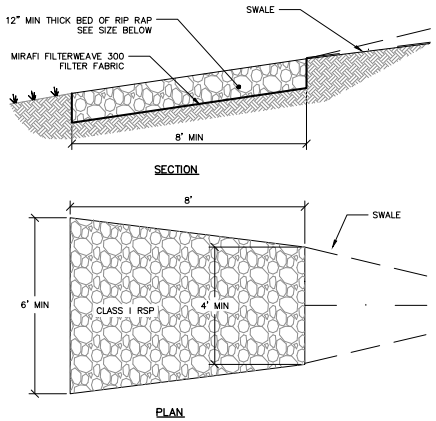


NOTES:
1. ALL MATERIAL TO MEET FILTREXX® SPECIFICATIONS.
2. FILTER MEDIA™ FILL TO MEET APPLICATION REQUIREMENTS.
3. COMPOST MATERIAL TO BE DISPERSED ON SITE, AS DETERMINED BY ENGINEER.

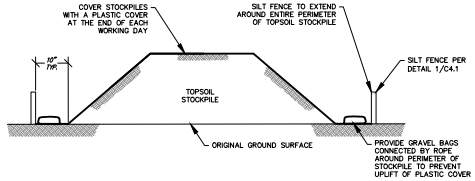
4 C5.3 FILTREXX INLET PROTECTION
SCALE: NTS



5 C5.3 TEMPORARY FENCE WITH SEDIMENT AND DEBRIS BARRIER
SCALE: NTS

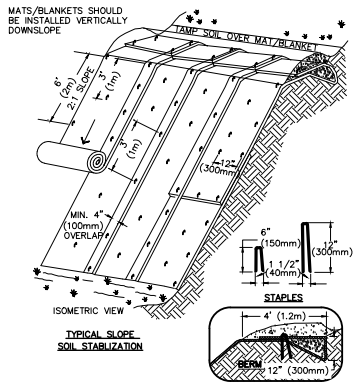


6 C5.3 ENERGY DISSIPATOR FOR SWALE
SCALE: ½" = 1' – 0"



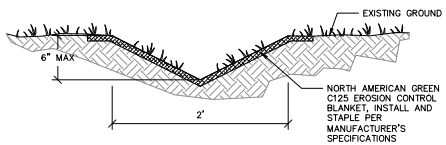
NOTES:
1. AN ON-SITE DRAINAGE SWALE SHALL BE LOCATED BETWEEN THE TOPSOIL STOCKPILE AND OFFSITE PROPERTY.
2. REFERENCE IS MADE TO THE SILT FENCE DETAIL FOR MATERIALS AND INSTALLATION METHODS.
3. INSPECTION OF SILT FENCES SHALL BE AT LEAST ONCE PER WEEK AND AFTER RAIN EVENTS IN EXCESS OF ½". REPAIR OR REPLACEMENT SHALL BE MADE PROMPTLY AS NEEDED.
5. SEDIMENT TRAPPED BY THE FENCES SHALL BE REMOVED AND PROPERLY DISPOSED OF WHENEVER SIGNIFICANT ACCUMULATION OCCURS.
6. SILT FENCES SHALL BE MAINTAINED IN PLACE UNTIL TOPSOIL STOCKPILE HAS BEEN ELIMINATED AND SHALL BE REMOVED ONLY WHEN DIRECTED BY THE CITY.

7 C5.3 STOCKPILE DETAIL
SCALE: NTS



NOTES:
1. SLOPE SURFACE SHALL BE FREE OF ROCKS, CLODS, STICKS AND GRASS. MATS/BLANKETS SHALL
2. APPLY PERMANENT SEEDING HAVE GOOD SOIL CONTACT. BEFORE PLACING BLANKETS.
3. LAY BLANKETS LOOSELY AND STAKE OR STAPLE TO MAINTAIN DIRECT CONTACT WITH THE SOIL. DO NOT STRETCH.

8 C5.3 EROSION CONTROL BLANKETS
SCALE: N.T.S.



9 C5.3 TEMPORARY GRASS LINED SWALE
SCALE: 1 1/2" = 1' – 0"

811 Know what's below. Call before you dig.

REGISTERED PROFESSIONAL ENGINEER JOEL FRANCIS RICA No. 53588 STATE OF CALIFORNIA

PRELIMINARY FOR DESIGN REVIEW ONLY

APN 036-011-28 APPLICATION #21-0284

REVISED	
JULY 1, 2022	RESPONSE TO CITY COMMENTS
MARCH 23, 2022	RESPONSE TO CITY COMMENTS
DECEMBER 2, 2021	SECOND PLANNING SUBMITTAL

BOWMAN & WILLIAMS
CONSULTING CIVIL ENGINEERS AND LAND SURVEYORS
3949 RESEARCH PARK COURT, SUITE 100
SOQUEL, CA 95073-2094
(831) 426-3560

PRELIMINARY EROSION AND SEDIMENT CONTROL DETAILS

BOUTIQUE HOTEL IN CAPITOLA
720 HILL STREET
CAPITOLA, CA

SCALE 1" = 10'	DRAWN JFR	JOB NO. 28034	SHEET C5.3
DATE MAORH 2, 2021	CHECKED	INDEX SOQUEL 1	
DESIGN JFR	DWG NAME	FILE NO. 28034	OF 17

DUDEK
725 FRONT STREET, SUITE 400
SANTA CRUZ, CALIFORNIA 95060
T 831.600.1400 F 831.600.1401

To: Brian Froelich, Senior Planner
City of Capitola Community Development Department
From: Stephanie Strelow, Catherine Wade
Subject: 720 Hill Street CEQA Categorical Exemption Review
Date: July 8, 2022

As a follow-up to our recent discussions, this memo provides a review of application of CEQA Guidelines section 15332, Class 32 categorical exemption (infill) to the proposed project at 720 Hill Street.

Background

1. **Application No:** 21-0122
2. **Project Title:** Boutique Hotel
3. **Project Location:** 720 Hill Street (036-011-28); see Figure 1.
4. **General Plan Designation:** Community Commercial (C-C)
5. **Zoning:** Community Commercial (C-C) / Affordable Housing (AH) Overlay

Project Location

The project is located at 720 Hill Street in the City of Capitola (City) on a sloping 3.1-acre (134,426-square-foot) parcel. The project site is located on the north side of the intersection of Hill Street and Crossroads Loop, immediately south of Highway 1 and is surrounded by commercial, single- and multi-family residential, and mixed uses. The site is bounded by Highway 1 to the north; Hill Street, Crossroads Loop, and single-family residential and commercial development to the south; single- and multi-family residential development to the east;, and commercial retail uses, medical uses, and a U.S. Post Office to the west. The northern portion of the site is developed with an existing hotel with 55 guestrooms, 73 paved surface parking spaces, and ornamental landscaping. The southern portion of the site is undeveloped and contains a grassy field sloping gently to moderately to the southwest. The site contains 12 trees. Existing impervious surface area on site totals 73,414 square feet.

SOURCE: USGS 7.5-Minute Series Soquel Quadrangle

DUDEK

0 75 150 Feet

FIGURE 1

Project Lo...

720 Hill Street Hote...

Project Description

The proposed project applicant requests approval of a Design Permit, Conditional Use Permit, and Tree Removal Permit for a new 42-room hotel. The project consists of construction of a new, 18,261-square-foot hotel building and associated improvements on the undeveloped southwestern portion of the site in an area totaling 48,145 square feet. The hotel would have 3 stories and a rooftop patio, with a total of 42 guestrooms. The project includes 30 new paved surface parking spaces .

The project would include removal of eight existing trees on site, and planting of 22 new trees and other landscaping. Grading for the project would consist of cuts of 2,717 square feet of soil, with export of 2,216 cubic yards of soil off site. The project would add a total of 15,225 square feet of new impervious surface area. The project would connect to the existing City water, storm drain, and sanitary sewer infrastructure. Stormwater would be controlled on site through various measures including use of permeable pavement, bioretention areas, and an existing detention pond. During construction, the existing curb, gutter, and sidewalk along the project frontage would be replaced and widened. Vehicle access to the site would be provided from an existing private driveway off of Crossroads Loop. A construction staging area and temporary construction worker vehicle parking would be located on site.

Project operation is expected to commence in 2024. The existing hotel on site would also continue to operate. Vehicle access and parking for the existing and proposed hotels would be shared through a Conditional Use Permit.

Reasons Why Project is Exempt

CEQA provides “categorical exemptions” that are applicable to categories of projects and activities that the California Natural Resources Agency has determined generally do not pose a risk of significant impacts on the environment. The Class 32 categorical exemption is for “infill development” projects that meet the following criteria:

(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; and

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

The proposed project meets all of the foregoing criteria to claim the application of the infill exemption, as explained below.

A. Consistency with General Plan and Zoning Designations, Policies, and Regulations

The project is consistent with General Plan and zoning land use designations and all applicable General Plan policies and zoning regulations. The project site is designated Community Commercial (C-C) in the General Plan. The C-C designation is applied to areas that provides “commercial uses primarily serving Capitola residents.

Permitted land uses include general retail, personal services, restaurants, offices, and multi-family housing as part of a mixed-use project." The General Plan allows a floor area ratio (FAR) 1.0, with a FAR of 2.0 permitted if special criteria are met. The project's FAR is 0.39, which is within the allowed FAR established in the General Plan. Thus, the proposed mixed-use project land uses are consistent with the General Plan designation. The proposed project also is consistent with the policies of the General Plan; project consistency with General Plan policies and regulations is described further in the July 2022 Planning Commission staff report.

The General Plan Housing Element, adopted in 2015, indicates that the City's Affordable Housing Overlay Ordinance allows additional densities up to 20 units per acre in all R-M (Multi-Residential) Districts and on designated Opportunity Sites in the RM zoned districts with the provision of at least 50 percent affordability. The project site is identified as an opportunity site in the Housing Element with the potential to accommodate an estimated 61 residential units. Program 1.1 and Program 2.5 are included in the Housing Plan to encourage development in the identified opportunity sites and monitor the progress of development on these sites. Program 1.1 further indicates that the City maintain opportunity sites adequate to meet outstanding Regional Housing Needs Allocation (RHNA) during the 2007-2014 planning period.

The proposed project is not required to include affordable housing, but if approved, would reduce availability of identified properties to meet the City's RHNA requirements. However, the City evaluated current status of available properties and found that pending and constructed units could meet the City's unmet RHNA in an amount that exceeds the potential 61 units at project site. These include a proposed 36-very low-unit project at 4401 Capitola Road, 6 very-low accessory dwelling units (ADU) and 2 moderate-income ADUs that have been constructed, and potential for 29 residential units at 1098 38th Avenue. Therefore, while the proposed project would eliminate the opportunity for construction of affordable housing, the number of potential units lost could be constructed or have been constructed within the Housing Element planning period elsewhere in the City.

The project site is zoned Community Commercial (C-C) with an Affordable Housing (AH) Overlay. The purpose of the C-C district is to provide areas for a variety of commercial uses serving Capitola residents and visitors. The C-C zoning district allows for retail, restaurants, and services that meet the daily needs of the community. Pursuant to section 27.24.010 of the Capitola Municipal Code, the scale, intensity, and design of development in the C-C zoning district shall be compatible with adjacent neighborhoods and contribute to Capitola's unique coastal village character. Interspersed residential and office uses in the C-C zoning district shall support a diverse local economy and range of housing choices. Hotels are permitted in the C-C district with a Conditional Use Permit. The proposed hotel project is consistent with all development standards of the C-C zone.

The purpose of the AH Overlay zone is to facilitate the provision of affordable housing units through the retention and rehabilitation of existing affordable units, or the construction of new affordable units. Section 17.40.020 sets forth requirements for density of affordable housing and obtaining permits for affordable housing projects should be met if such a project is proposed. The project does not propose affordable housing, and therefore, would conflict with provisions of the AH Overlay if other opportunity sites were not identified or developed to result in a "No Net Loss. However, as indicated above, the number of potential affordable units lost at the project site could be or have been constructed elsewhere in the City, resulting in a "No Net Loss" of the potential number of affordable housing units in the City.

Therefore, based on the foregoing review, the City has determined that 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. Project Site Size and Surroundings

The 3.1-acre site is entirely located within City of Capitola limits and is less than 5 acres in size. The project site is developed with an existing hotel and surrounded by urban uses including Highway 1 to the north, residential and commercial development to the south and east, and commercial retail and medical uses and a U.S. Post Office to the west. The project area is served by the Santa Cruz Metropolitan Transit District (Metro) bus service. The nearest bus stop to the project site is approximately 100 feet to the south at the intersection of Hill Street and Crossroads Loop which serves the Mid-County Bus Route 55.

C. Project Site Habitat Value

The project site and surrounding properties are developed. The site is developed with an existing hotel and surface parking lot, with an undeveloped grassy field and several ornamental landscaped trees. The site is not within mapped areas of potential sensitive habitat as depicted in the City's General Plan, and there are no known endangered or threatened species on or adjacent to the site due to the site's location within a developed urban area (City of Capitola 2019). Therefore, the project has no value as habitat for endangered, rare, or threatened species.

D. Significant Effects Relating to Traffic, Noise, Air Quality, or Water Quality

Traffic

In December 2018, the California Natural Resources Agency certified and adopted a CEQA Guidelines update package, including the new Guidelines section implementing Senate Bill 743. SB 743 and the Guidelines state that level of service (congestion) will no longer be considered to be an environmental impact under CEQA and that vehicle miles traveled (VMT) is the most appropriate measure of transportation impact. Cities were required to adopt new thresholds and/or procedures related to VMT by July 2020.

In accordance with the amended CEQA Guidelines, the City has transitioned from intersection level of service (LOS) formerly used for traffic impact analyses to VMT as the metric for determining potentially significant impacts and has adopted a VMT threshold. The City's VMT thresholds consider the VMT performance of residential and non-residential components of a project separately, using the efficiency metrics of VMT per capita and VMT per employee, respectively. For retail components of a project, or other customer-focused uses, the citywide VMT change is analyzed. For customer-based non-residential land uses, the threshold establishes that a project that results in a net increase in VMT may result in a significant transportation impact.

The City's guidelines to determine whether a land use project is within the VMT threshold includes a screening process in which situations are identified under which projects are determined to not have a significant impact and further analysis is not required. Projects, or portions of the project, that meet the screening criteria do not require a CEQA transportation analysis. Such projects will have a non-significant CEQA transportation impact based on their project location and characteristics. These include:

- Small projects that generate fewer than 110 trips per day;
- Projects near high quality transit: within a ½ mile of a major transit stop or a high quality transit corridor with a combined service interval frequency of 15 minutes or less during the AM and PM peak hours;
- Local-serving retail - No single store on-site exceeds 50,000 square feet or project is local-serving as determined by the City of Capitola;
- Affordable housing;
- Local essential service;
- Map based screening; and
- Redevelopment projects that do not result in a net increase in VMT.

According to the City's VMT Implementation Guidelines, the City makes a determination of whether a project is a local-serving retail development less than 50,000 square feet can be considered local-serving retail. The project traffic study considered VMT. In terms of a VMT analysis, hotels are grouped into two categories: typical and destination. Typical hotels are generally those hotels with limited amenities that may include a dining area with a breakfast buffet, small gym, and sometimes a pool; generally, guests stay at these hotels because their ultimate destination is in the vicinity of the hotel. Alternatively, guests visiting destination hotels will spend the majority of their time on the hotel property or engaging in activities run by the hotel because the hotel is their ultimate destination. While both types of hotels are customer-based, and impacts are measured in terms of whether the hotel increases regional VMT, destination hotels generally require quantitative analyses while typical hotels can be assumed to result in a less-than-significant impact (Kimley-Horn 2022).

Similar to retail stores, typical hotels such as the proposed project most often serve pre-existing needs (i.e., the hotel does not generate new trips because it meets existing demand) because their guests are staying at the hotel not because of the amenities offered by the hotel, but because of the area the hotel is located in. Because of this, typical hotels can be presumed to reduce trip lengths when a new hotel is proposed. Essentially, the assumption is that someone will travel to a newly constructed typical hotel because of its proximity to the area attraction, rather than that the proposed hotel is fulfilling an unmet need (i.e., the person had an existing need to travel to the area that was previously met by an existing hotel located in the same general area, but now is traveling to the new hotel because it is either closer to the person's origin location or located a similar distance away) (Kimley-Horn 2022).

Typical hotels most often can be presumed to reduce trip lengths when a new hotel is introduced within a cluster of existing hotels located near a local destination or attraction. Essentially, a trip to a hotel is expected to occur due to someone planning to travel to Capitola, or the immediate area, but the proximity of the hotel to the surrounding attractions would drive the length of that trip and the resultant impact to the overall transportation system. Thus, the impact to the transportation system would be negligible or reduced by the introduction of a new hotel to an area where people are already traveling and planning on staying unless the hotel significantly effects the local supply of rooms or introduces a significant new attraction (Kimley-Horn 2022).

Several existing hotels are located in the project area, including one on the project site. The proposed project would reduce trip lengths by "adding hotel opportunities into the local area, further improving hotel destination proximity" (OPR 2018). Accordingly, it is appropriate that the proposed project development be presumed, in

accordance with the Technical Advisory, that it will result in a VMT reduction and support the goals of SB 743. The addition of the proposed hotel can shorten existing trip lengths, which would result in a net decrease in VMT. Therefore, it is presumed that the VMT-related impact of the proposed hotel would be less than significant based on the City's adopted threshold, which is no net increase of VMT for retail uses, and would not conflict or be inconsistent with CEQA Guidelines section 15064.3.

It is also noted that a traffic impact study was prepared for the project in accordance with City requirements. The study found that the intersection LOS analysis results show that the project would not generate an adverse effect to any study intersections during both AM and PM peak hours under Existing Plus Project and Cumulative Plus Project conditions (Kimley-Horn 2022).

Noise

The project would include commercial development with hotel uses. Hotel land uses would not be associated with activities that would generate substantial permanent increases in ambient noise levels. The project would result in a minor increase in net vehicle trips over existing conditions, but it would not be of a magnitude to affect ambient noise levels or result in a substantial increase in ambient noise levels.

The City of Capitola Municipal Code regulates noise through the Noise Ordinance (Chapter 9.12). Section 9.12.010(B) of the Noise Ordinance states that construction noise shall be prohibited between the hours of 9:00 PM and 7:30 AM on weekdays, and shall be prohibited on weekends with the exception of Saturday work between 9:00 AM and 4:00 PM. In addition, Municipal Code Section 9.12.010(A) prohibits loud, boisterous, irritating, penetrating, or unusual noise between the hours of 10:00 PM and 8:00 AM within two hundred feet of any residence, hotel, apartment house, cabin, cottage, cottage court, lodging facility, or any building or place regularly used for sleeping purposes. These regulations are intended to prevent increases in ambient noise levels and would be considered uniformly applied regulations to which the proposed project would be subject to compliance.

There also would be a temporary increase in existing noise levels during grading and construction of the project. Noise impacts resulting from construction would depend on the noise generated by various pieces of construction equipment, the timing and duration of noise-generating activities, and the distance between construction noise sources and noise-sensitive receptors, as well as existing ambient noise levels. Noise generated during construction would vary throughout the construction period and on any given day, depending on the construction phase and the type and amount of equipment used at the construction site. The highest noise levels would be generated during grading of the site, with lower noise levels occurring during building construction and finishing. Sensitive noise receptors are located at single-family residences and an apartment complex adjacent to the project site to the east. However, construction sound levels would be intermittent and varied through a single day as well as the duration of project construction. Overall, construction noise levels would be temporary, short-term, and fluctuate throughout the construction period.

Therefore, the proposed project's impacts related to permanent and temporary increased noise levels would be less than significant.

Air Quality

The California Emissions Estimator Model (CalEEMod) Version 2020.4.0 was used to estimate criteria air pollutant emissions generated during construction and operation of the proposed project. CalEEMod is a statewide computer model developed in cooperation with air districts throughout the state to quantify criteria air pollutant emissions associated with construction activities from a variety of land use projects, such as residential, commercial, and industrial facilities. A construction assumptions scenario was developed based on the best available information known and provided by the applicant. Key construction assumptions include phase types, phase timing and duration, off-road equipment use (e.g., type, quantity, and hours of operation per day), number of vehicle trips (e.g., haul trucks, vendor trucks, and worker vehicles) and trip distance, ground disturbance acreage, amount of demolition debris, and paving area.

Emissions of criteria air pollutants associated with construction and operation of the proposed project based on the CalEEMod results are shown on Tables 1 and 2, respectively. As shown, maximum daily emissions would not exceed the applicable Monterey Bay Air Resources District (MBARD) significance thresholds related to air quality.

Therefore, project emissions would result in a less-than-significant impact.

Table 1. Estimated Maximum Daily Construction Criteria Air Pollutant Emissions

Year	ROG	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
	pounds per day					
2023	26.10	29.90	13.12	0.07	9.13	4.44
Maximum Daily Emissions	**26.10**	**29.90**	**13.12**	**0.07**	**9.13**	**4.44**
MBARD Threshold	*N/A*	*N/A*	*N/A*	*N/A*	*82*	*N/A*
Threshold Exceeded?	**N/A**	**N/A**	**N/A**	**N/A**	**No**	**N/A**

Notes: CO = carbon monoxide; MBARD = Monterey Bay Air Resources District; N/A = not applicable; NO_x = oxides of nitrogen; PM_{10} = coarse particulate matter; $PM_{2.5}$ = fine particulate matter; ROG = reactive organic gases; SO_x = sulfur oxides.
The values shown are the maximum summer or winter daily emissions results from CalEEMod.

Table 2. Estimated Maximum Daily Operational Criteria Air Pollutant Emissions

Emission Source	ROG	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
	pounds per day					
Area	0.47	<0.01	0.01	0.00	<0.01	<0.01
Energy	0.02	0.18	0.15	<0.01	0.01	0.01
Mobile	1.38	1.74	13.56	0.02	2.32	0.63
Total	**8.93**	**6.58**	**64.35**	**0.08**	**7.43**	**2.14**
MBARD Threshold	*137*	*137*	*550*	*150*	*82*	*N/A*
Threshold Exceeded?	**No**	**No**	**No**	**No**	**No**	**N/A**

Notes: CO = carbon monoxide; MBARD = Monterey Bay Air Resources District; N/A = not applicable; NO_x = oxides of nitrogen; PM_{10} = coarse particulate matter; $PM_{2.5}$ = fine particulate matter; ROG = reactive organic gases; SO_x = sulfur oxides.
The values shown are the maximum summer or winter daily emissions results from CalEEMod.

Water Quality

The proposed project does not involve any discharges that would violate any water quality standards or waste discharge requirements. The City, in conjunction with the County of Santa Cruz, has also adopted a Stormwater Management Program (SWMP), which provides guidelines for preventing stormwater pollution in order to fulfill the requirements of the National Pollutant Discharge Elimination System (NPDES) General Permit for Discharges of Storm Water from Small Municipal Separate Storm Sewer Systems (MS4) (General Permit). The SWMP (2010) includes six minimum measures, including public education and outreach, public involvement and participation, illicit discharge detection and elimination, construction site stormwater runoff control, post-construction stormwater management in new development/redevelopment, and pollution prevention/good housekeeping for municipal operations.

The City also adopted an ordinance for "Storm Water Pollution Prevention and Protection" (Chapter 13.16 of the City's Municipal Code) to ensure compliance with the provisions of the NPDES General Permit and Waste Discharge Requirements. The ordinance includes requirements regarding discharge, construction site stormwater runoff control, post-construction stormwater management, and notification of spills. Sections 15.28.130 and 16.24.220 of the City's Municipal Code also include design standards for erosion and sediment control related to excavation and grading.

A Stormwater Control Plan (SWCP) has been prepared for the project that details drainage features to collect and treat stormwater runoff. There is an existing stormwater system which collects stormwater at the upper parking area and the roadway and conveys it to a detention pond. The southern edge of the site has a retaining wall which diverts run-on to a downstream release point on the site. Approximately 33,722 sf of upstream drainage area discharges to the site from the south. The neighboring parcels to the east have a curbed parking area which gets collected and conveyed through the site via a 12-inch SD pipe to a downstream stormwater system. The stormwater system from the project site and neighboring parcels discharges to the drainage system in Bay Avenue. The project proposes to install self-treating areas and bioretention facilities and would be designed so that stormwater would collect into this system. Stormwater would be filtered through this system

before it is discharged from the site. The SWCP is subject to review and approval by the City's Engineering Department.

Construction activity on projects that disturb one or more acres of soil must obtain coverage under the State's General Permit for Discharges of Storm Water Associated with Construction Activity (Construction General Permit, 99-08-DWQ). Construction activity subject to this permit includes clearing, grading, and disturbances to the ground such as stockpiling or excavation. The Construction General Permit requires the development and implementation of a Stormwater Pollution Prevention Plan (SWPPP). The SWPPP is required to list BMPs that the discharger will use to protect stormwater runoff. Proposed grading and development on the project site would disturb more than 1 acre and, thus, the project would be subject to the Construction General Permit and preparation of a SWPPP.

Compliance with regulations contained in the City's Municipal Code regarding implementation of stormwater BMPs, grading requirements and implementation of erosion control plans (City Municipal Code Chapter 13.16 and sections 15.28.130 and 16.24.220), as well as preparation and implementation of a SWPPP during construction, would avoid/minimize potential stormwater runoff water quality impacts.

E. Utilities and Public Services

The project site is in an urban area and is currently served by public utilities and services for water, wastewater, gas, electricity, and solid waste. The proposed project would continue to be served by existing utilities and service providers. Except for gas and electricity, all services and utilities are provided by the City (fire and police protection services) and other public utilities (for water and wastewater). All existing public services and utilities are adequate to serve the proposed project. The site is served by existing water and sewer lines. The project site is served by the Soquel Creek Water District (SqCWD) and Santa Cruz County Sanitation District. SqCWD's 2020 Urban Water Management Plan indicates that the District expects to meet water demands to the year 2040 under all water year scenarios (normal, single dry, and five-year consecutive droughts) (WSC 2021). Wastewater treatment is adequate for the County's share of wastewater treatment at the City of Santa Cruz Wastewater Treatment Facility (County of Santa Cruz 2022).

Exceptions to Categorical Exemptions

The City has further considered whether the project is subject to any of the exceptions to the use of a categorical exemption found at CEQA Guidelines Section 15300.2. This section prohibits the use of categorical exemptions under the following circumstances:

(a) for certain classes of projects (not the Class 32 infill exemption) due to location;

(b) when the cumulative impact of successive projects of the same type in the same place, over time, is significant;

(c) where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances;

(d) where the project may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway;

(e) where the project is located on a state designated hazardous waste site; and

(f) where the project may cause a substantial adverse change in the significance of a historical resource.

Additional discussion about each of these exceptions is provided below.

A. Location

As noted above, §15300.2(a) does not apply because the Class 32 category of this project is not excluded on the basis of location.

B. Cumulative Impacts

Under CEQA Guidelines §15300.2(b), a categorical exemption shall not be used when the cumulative impact of successive projects of the same type in the same place, over time is significant. Successive projects of the same type in the same place as the proposed project have not been approved or proposed. Therefore, this exception does not apply to the project.

There are no other pending or recently approved projects near the project site. There is no evidence to conclude that significant impacts will occur based on past project approvals or that the proposed project's impacts are cumulatively considerable when evaluating any cumulative impacts associated with construction air quality, noise, transportation, or water quality in the area surrounding the proposed project.

C. Significant Impacts Due to Unusual Circumstances

Under CEQA Guidelines §5300.2(c), a categorical exemption shall not be used where there is a reasonable possibility that the activity will have a significant effect on the environment due to "unusual circumstances." The project site possesses no unusual environmental characteristics and would not result in a change in the use of the site.

The project site's immediate area has similar General Plan and zoning designations as the subject property. There are no "unusual circumstances" that differentiate the project from the general class of similarly situated properties or projects. The project site is approximately 3.1 acres, partially developed, and approximately 55% of the site is covered by impervious surface. The site is not located within the coastal zone, is within an urban area, surrounded by development, and sensitive resources are not present as explained below. There are no "unusual circumstances" that differentiate the project from the general class of similarly situated properties or projects. The project parcel along with two neighboring parcels were improved as part of the "Capitola Square Improvements" starting with Phase 1 in 1978 with numerous subsequent phases. The project parcel was improved with a hotel, access road and associated parking. The old improvement plans show that the open field area where the proposed project would be located was planned to be a hotel with a parking area, but the construction did not take place.

The proposed project conforms to zoning height restrictions. Furthermore, the project is subject to design review pursuant to local City requirements and regulations. City staff has reviewed the project and made the required findings for issuance of a Design Permit.

Furthermore, there is no substantial evidence that the proposed project would result in a significant impact as explained below. Therefore, there are no unusual circumstances that may lead to a significant effect on the environment.

The project would not substantially increase impervious surfaces on site (from a total of 55% existing to 66% proposed) and includes a SWCP and design drainage features that would manage stormwater runoff. Therefore, the project would not modify the overall drainage patterns on or off site. The project site is not located with a Flood Hazard Zone as designated by the Federal Emergency Management Agency (FEMA). Therefore, the project site does not contain unusual hydrologic conditions or circumstances, and the project would result in significant impacts related to drainage or water quality degradation.

A geotechnical investigation conducted for the project addressed concerns involving intense seismic shaking and collateral seismic hazards including fault ground surface rupture, coseismic ground cracking, seismically induced liquefaction and lateral spreading, seismically induced differential compaction, seismically induced landsliding, and seismically induced inundation (tsunami and seiche). The investigation concluded that the potential for collateral seismic hazards to affect the site and to damage the proposed structure is low, and the project is geotechnically feasible given the existing soil conditions and implementation of construction and design recommendations included in the geotechnical report (Butano Geotechnical Engineering, Inc. 2021).

As indicated above, the project would not result in impacts to biological resources as none exist on the project site or surrounding area. The property is located within a sensitive archaeological area. A cultural resource evaluation was conducted, which included archival research and a surface reconnaissance. The archival research revealed that no previously recorded archaeological resources are located within the proposed project area. No significant cultural materials, prehistoric or historic, were noted during surface reconnaissance. The project site does not contain historical resources as explained below in subsection F (Dudek 2022).

The City's Municipal Code (section 17.56.040) contains requirements for unexpected discovery of archaeological resources. If an unanticipated archaeological discovery is identified during project construction, procedures outlined in the City's Municipal Code section 17.56.040 would be followed. This states that "upon discovery, "all work must immediately cease and the project applicant or their designated representatives must immediately contact community development department staff to initiate a resource evaluation by a qualified archaeologist…" Work shall not resume until the qualified archaeologist makes a determination regarding the significance of the resource and an appropriate plan of action for avoidance or mitigation, if applicable. If human remains were to be discovered, the City's Municipal Code section 17.56.050 requires the project to comply with "all applicable state and federal laws, including California Health and Safety Code Section 7050.5 and CEQA Guidelines Section 15064.5(e). Adherence to these procedures would be considered an application of uniformly applied development standards, not mitigation. Discovery of unidentified (e.g., buried) cultural resources during any construction would be subject to this requirement as a standard condition of approval. Thus, the proposed project would not result in significant impacts to archaeological resources.

The project site is not located in a mapped fire hazard area and is not located in or near a state responsibility area or lands classified as very high fire hazard severity zones by the California Department of Forestry and Fire Protection (CAL FIRE) (CAL FIRE 2022).

For these reasons, there are no unusual circumstances surrounding the project that would suggest a reasonable possibility of a significant effect on the environment due to such circumstances, and this exception does not apply to the project.

D. Scenic Resources

Under CEQA Guidelines §15300.2(d), a categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway. There are no designated state scenic highways within the City; therefore, project site is not located within or near a highway officially designated as a state scenic highway. Highway 1 north of the project site is an eligible state scenic highway (Caltrans 2018); however, the project site is not visible from the highway due to vegetation, topography, and a wall. Therefore, the project would not result in damage to scenic resources within a state scenic highway and this exception does not apply to the project.

E. Hazardous Waste Sites

Under CEQA Guidelines §15300.2(e), a categorical exemption shall not be used for a project located on a site which is included on any list compiled pursuant to §65962.5 of the Government Code (i.e., the Cortese List). The project site is not included on a list of hazardous waste sites compiled pursuant to Government Code §65962.5. The following Cortese List online data resources were reviewed during the preparation of this document: (1) the list of hazardous waste and substances sites from the Department of Toxic Substances Control's (DTSC's) EnviroStor database (DTSC 2022); (2) the list of leaking underground storage tank (LUST) sites from the State Water Resources Control Board's (SWRCB's) GeoTracker database (SWRCB 2022a); (3) the list of sites identified with Waste Constituent Above Hazardous Waste Levels Outside the Waste Management Unit (EPA 2022); and (4) the list of active Cease and Desist Orders and Cleanup and Abatement Orders from the SWRCB (SWRCB 2022b).

The project site is not located on any of the DTSC lists of hazardous materials sites. According to the SWRCB GeoTracker database, there are three reported LUST cleanup sites within 1,000 feet of the project site, all of which have a cleanup status as completed and case closed. There are no former or current LUST cases on or adjacent to the project site.

Therefore, based on the above review, the project site is not included on any list compiled pursuant to Government Code §65962.5 and this exception does not apply to the project.

F. Historical Resources

Under CEQA Guidelines §15300.2(f), a categorical exemption shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource. According to maps developed for the City's General Plan Environmental Impact Report (EIR), the project site is not located within a designated historic district (City of Capitola 2013). However, the project site is located in an area mapped as archaeologically sensitive per the City's Local Coastal Program (City of Capitola 2005). Therefore, an archaeological assessment was conducted for the proposed project, which found no significant cultural materials, prehistoric or historic, on the site (Dudek 2022); see subsection C above.

Based on this information, the project would not result in a substantial adverse change to the significance of a historical resource, and this exception does not apply to the project.

For these reasons, the City is able to document that the project qualifies for the Categorical Exemption found at CEQA Guidelines section 15332, the infill exemption, and that none of the potential exceptions to the use of a categorical exemption apply to this project or the project site.

Conclusion

Therefore, the City is able to document that the project qualifies for the Categorical Exemption found at CEQA Guidelines section 15332, the infill exemption, and that none of the potential exceptions to the use of a categorical exemption apply to this project or the project site.

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720 Hill Street Hotel Development

Transportation Impact and Operational Analysis
2nd Draft Submittal

June 2022

Prepared for

DUDEK

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EXECUTIVE SUMMARY

This transportation impact and operational analysis (TIOA) evaluates transportation operations and site circulation conditions for the proposed 720 Hill Street project in the City of Capitola. The proposed project is located on a 3.086 gross acre property (APN 03-011-28) bounded by Hill Street and Crossroads Loop. An existing Quality Inn & Suites hotel operates on the property, and the Project's site plan proposes to construct a new 3-story boutique hotel totaling up to 42 guest rooms on the unused/undeveloped portion of the property.

Based on City and Client discussion, the proposed hotel would be managed under the same ownership as the existing Quality Inn & Suites on-site but will function as an independent business entity. There is no land division between the existing and proposed hotel, but to operate, it is assumed the project would be required to have a shared vehicle access and a shared parking agreement through a Conditional Use Permit. The proposed project would also provide up to 30 additional vehicle parking spaces on-site, and the project will be accessed from a private driveway off of Crossroads Loop.

The potential adverse effects of the project were evaluated in accordance with the standards and methodologies set forth by the City of Capitola and the County of Santa Cruz. The transportation analysis report for the project includes a CEQA transportation analysis and a local transportation analysis (LTA). The CEQA transportation analysis comprises an evaluation of Vehicle Miles Traveled (VMT) which is defined in Chapter 1. The LTA supplements the CEQA transportation analysis by identifying transportation operational issues via an evaluation of weekday AM and PM peak-hour traffic conditions for five (5) study intersections near the project site. The LTA also includes an analysis of site access, on-site circulation, parking, vehicle queuing, and effects to transit, bicycle, and pedestrian access.

CEQA VMT Transportation Analysis

The proposed project, which is a retail serving development, would not meet the screening criteria set forth in the Santa Cruz County's VMT guidelines. The County's Travel Demand Model was used to estimate VMT impacts for the project as well as the City of Capitola VMT threshold for customer-focused uses.

Similar to retail stores, typical hotels such as the proposed project most often serve pre-existing needs (i.e., the hotel does not generate new trips because it meets existing demand) because their guests are staying at the hotel not because of the amenities offered by the hotel, but because of the area the hotel is located in. Because of this, typical hotels can be presumed to reduce trip lengths when a new hotel is proposed.

The addition of the proposed hotel can shorten existing trip lengths, which would result in a net decrease in VMT. Therefore, it is presumed that the VMT-related impact of the proposed hotel would be less than significant.

Local Transportation Analysis

Project Trip Generation

Trip generation for the proposed project land uses was calculated using average trip generation rates from the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 11th Edition* (September 2021).

The existing Quality Inn & Suites hotel on-site was not included in the trip generation analysis for determining the net new project trips added to the City roadway network. The existing hotel will continue to operate separately from the project, and the vehicle trips from the existing hotel are already established in the existing traffic counts.

Development of the proposed project with all applicable trip reductions and credits is anticipated to generate a net total of 336 additional daily trips, 19 AM, and 25 PM peak hour trips to the roadway network.

Intersection Traffic Operations

The study intersections were assessed under Existing and Cumulative scenarios. Traffic counts for Existing Year 2022 were determined from new turning movement counts collected on Tuesday, February 15, 2022 for the study intersections. Cumulative 2040 future year condition roadway segment volumes from the SCCRTC Travel Demand Model were obtained to determine Cumulative traffic volume growth estimates. City of Capitola and Caltrans intersection level of service standards and significance thresholds were used to determine adverse effects caused by the project.

Adverse Effects and Improvements

The project is not anticipated to generate an adverse effect to the study intersections for the Existing Plus Project and Cumulative Plus Project Scenarios.

Vehicle Site Access and Circulation

The site will be accessed from one (1) existing private driveway along Crossroads Loop. In addition, a proposed driveway for passenger loading at the hotel entrance provides inbound only access from Crossroads Loop. Project driveways designed passenger vehicle access driveways are 25-feet wide and are consistent with City Municipal Code. Vehicles accessing the project driveway would be allowed to make turns in and out of the site when there are sufficient vehicle gaps along Crossroads Loop and Hill Street.

The proposed driveway locations optimize sight distance and spacing for the proposed site plan. Passenger vehicles, delivery trucks, refuse, and emergency vehicles are able to circulate within the project site without conflict.

Pedestrian, Bicycle, and Transit Site Access

The project is anticipated to increase pedestrian, bicycle, and transit activity in the area; however, it is anticipated that the project would not create an adverse effect to the existing pedestrian, bicycle, or transit facility operations.

On-Site Vehicle and Bicycle Parking

Based on City and Client discussion, the project would be required to have a shared vehicle access and a shared parking agreement through a Conditional Use Permit.

The project site with a shared parking agreement proposes a net total parking supply of 103 vehicle spaces to accommodate the existing Quality Inn & Suites and project hotel (73 existing spaces plus 30 proposed spaces). Of the 73 existing vehicle parking spaces, 12 spaces would be dedicated to the new project hotel. The existing and proposed project site plan does not provide a total bicycle parking supply.

The project site plan is anticipated to provide sufficient vehicle parking per the City's off-street parking requirement but will have a shortfall of required bicycle spaces. To mitigate the bicycle parking deficit, the project would be required to provide a minimum of 15 shared bicycle spaces on-site for the existing and proposed hotel (10 short term and 5 long term spaces).

Neighborhood Interface

The project's on-site vehicle parking would satisfy the City's vehicle parking standard, and the project is not anticipated to create an adverse effect to the existing parking condition in the surrounding area. The project is not anticipated to create an adverse effect to the existing pedestrian and bicycle facilities in the surrounding area.

1 INTRODUCTION

1.1 Project Description

This transportation impact and operational analysis (TIOA) evaluates transportation operations and site circulation conditions for the proposed 720 Hill Street project in the City of Capitola.

The proposed project is located on a 3.086 gross acre property (APN 03-011-28) bounded by Hill Street and Crossroads Loop. An existing Quality Inn & Suites hotel operates on the property, and the Project's site plan proposes to construct a new 3-story boutique hotel totaling up to 42 guest rooms on the unused/undeveloped portion of the property.

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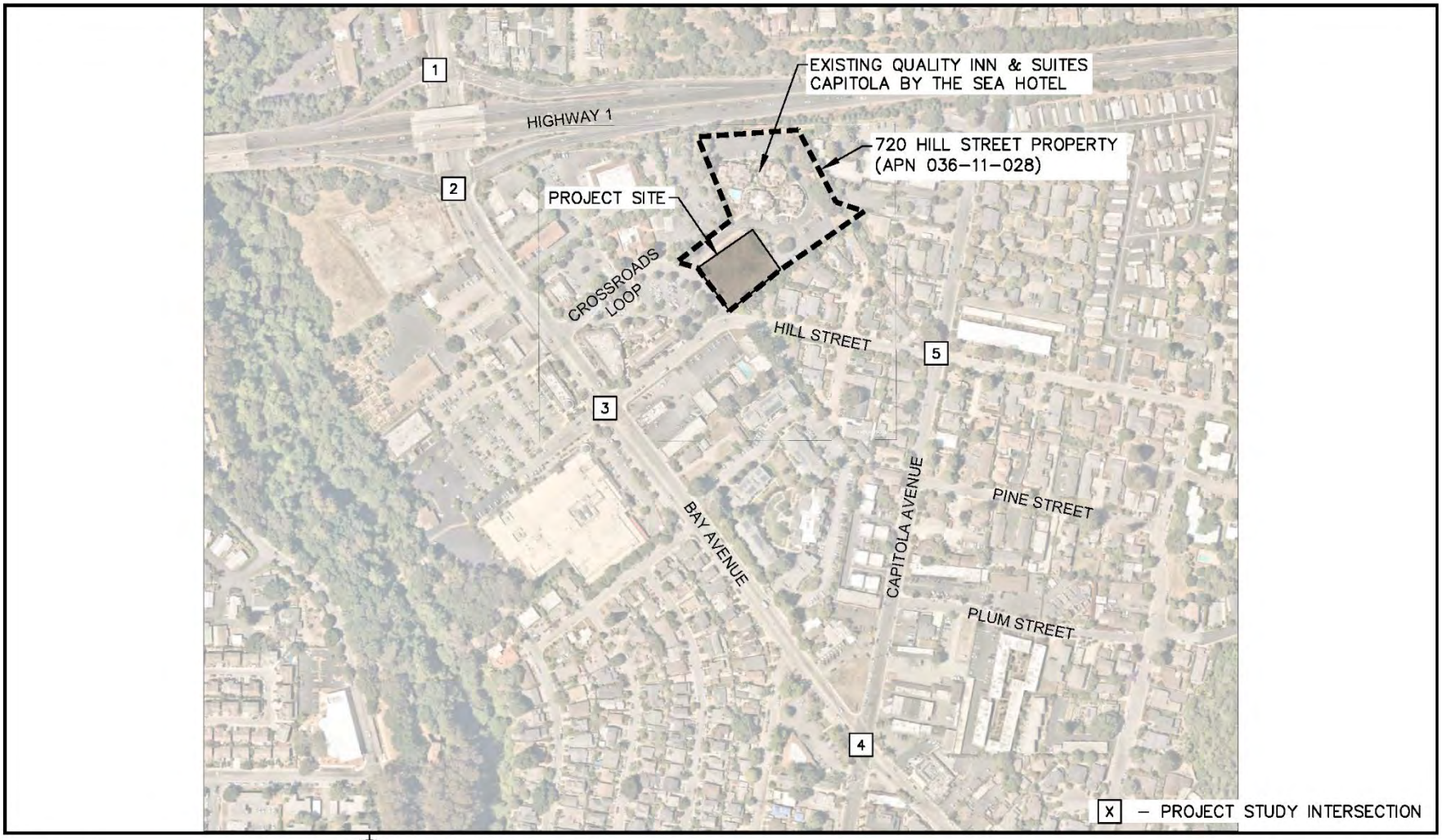
The potential adverse effects of the project were evaluated in accordance with the standards and methodologies set forth by the City of Capitola and the County of Santa Cruz. The transportation analysis report for the project includes a CEQA transportation analysis and a local transportation analysis (LTA). The CEQA transportation analysis comprises an evaluation of Vehicle Miles Traveled (VMT) which is defined in Chapter 1. The LTA supplements the CEQA transportation analysis by identifying transportation operational issues via an evaluation of weekday AM and PM peak-hour traffic conditions for five (5) study intersections near the project site. The LTA also includes an analysis of site access, on-site circulation, parking, vehicle queuing, and effects to transit, bicycle, and pedestrian access.

Figure 1: Project Site Map



1.2 CEQA Transportation Analysis Scope

Screening Criteria

Santa Cruz County includes screening criteria for projects that are expected to result in less-than-significant VMT impacts. Projects that meet the screening criteria do not require a CEQA transportation analysis but may be required to provide a Local Transportation Analysis (LTA).

The proposed project, which is a retail serving development, would not meet the screening criteria set forth in the Santa Cruz County's VMT guidelines. The County's Travel Demand Model was used to estimate VMT impacts for the project.

VMT Analysis Methodology

SB 743 is part of a long-standing policy effort by the California legislature to improve California's sustainability and reduce greenhouse gas emissions through denser infill development, a reduction in single occupancy vehicles, improved mass transit, and other actions. Recognizing that the current environmental analysis techniques are, at times, encouraging development that is inconsistent with this vision, the legislature has taken the extraordinary step to change the basis of environmental analysis for transportation impacts from Level of Service (LOS) to Vehicle Miles Travelled (VMT). VMT is understood to be a good proxy for evaluating Greenhouse Gas (GHG) and other transportation related impacts that the State is actively trying to address. While the use of VMT to determine significant transportation impacts has only been considered recently, it is by no means a new performance metric and has long been used as a basis for transportation system evaluations and as an important metric for evaluating the performance of Travel Demand Models.

In January 2019, the Natural Resources Agency finalized updates to the CEQA Guidelines including the incorporation of SB 743 modifications. The Guidelines' changes were approved by the Office of Administrative Law and are now in effect. Specific to SB 743, Section 15064.3(c) states, "A lead agency may elect to be governed by the provisions of this section immediately. The provisions apply statewide as of July 1, 2020."

To help aid lead agencies with SB 743 implementation, the Governor's Office of Planning and Research (OPR) produced the Technical Advisory on Evaluating Transportation Impacts in CEQA (December 2018) that provides guidance about the variety of implementation questions they face with respect to shifting to a VMT metric. Key guidance from this document includes:

- VMT is the most appropriate metric to evaluate a project's transportation impact.
- OPR recommends tour- and trip-based travel models to estimate VMT, but ultimately defers to local agencies to determine the appropriate tools.
- OPR recommends measuring VMT for residential and office projects on a "per rate" basis.
- OPR states that by adding retail opportunities into the urban fabric and thereby improving retail destination proximity, local-serving retail development tends to shorten trips and reduce VMT. Generally, retail development including stores smaller than 50,000 square feet might be considered local serving.
- OPR recommends that where a project replaces existing VMT-generating land uses, if the replacement leads to a net overall decrease in VMT, the project would lead to a less-than-significant transportation impact. If the project leads to a net overall increase in VMT, then the thresholds described above should apply.

- Lead agencies have the discretion to set or apply their own significance thresholds.

City of Capitola VMT Threshold

The City of Capitola's VMT thresholds consider the VMT performance of residential and non-residential components of a project separately, using the efficiency metrics of VMT per capita and VMT per employee, respectively. For retail components of a project, or other customer-focused uses, the citywide VMT change is analyzed. The City of Capitola's VMT thresholds of significance are summarized below for each of these components:

- Residential – 15% below baseline (existing) average VMT per Capita
- Employment-based land uses (e.g., office) – 15% below baseline (existing) average VMT per Employee
- Customer-based non-residential land uses (e.g., retail) – No net increase in VMT

Santa Cruz County VMT Threshold

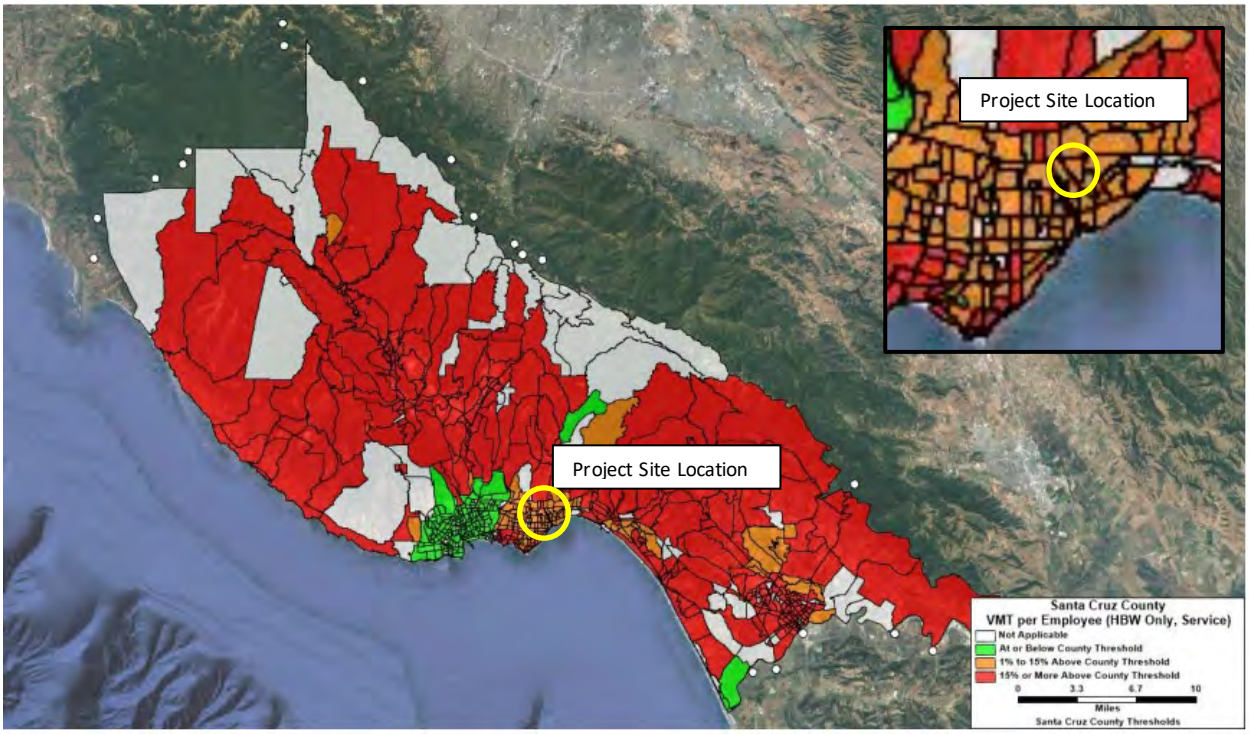
VMT guidelines for Santa Cruz County are based on the Analyzing Vehicle Miles Traveled for CEQA Compliance document (updated May 2021). **Table 1** summarizes the County's VMT threshold for various land use types. The project (retail) would be subject to a threshold of no net regional increase in VMT.

Figure 2 shows Santa Cruz heat maps identifying existing level VMT per employee for office and service uses respectively in the County. Developments in green-colored areas are estimated to have VMT levels below the County's threshold of significance while orange and pink-colored areas are estimated to have VMT levels above the threshold of significance.

Table 1: Santa Cruz County VMT Thresholds of Significance

Land Use	VMT Threshold	Basis
Residential	8.9 VMT/capita[4]	15% below existing county-wide average VMT per capita.
Office or Service	7.4 Work VMT/Employee[5]	15% below existing county-wide average Work VMT per employee
Retail	Net regional change	Using the county as the basis (instead of the tri-county region)
Other Employment	Work VMT/Employee[6]	15% below existing county-wide average Work VMT per employee for similar land uses
Other Customer	Net regional change	Using the county as the basis

Figure 2: Santa Cruz County VMT Per Employee Service Screening Map



1.3 Local Transportation Analysis Scope

This TIOA does not just analyze transportation impacts under CEQA. It also provides a local mobility analysis to evaluate consistency with City requirements set forth in the City's General Plan. The City's General Plan Circulation Element requires development projects to analyze level of service ("LOS") impacts in order to assess roadway capacity. The information from an LOS analysis can be used to identify operating deficiencies on the roadway network, determine the effects of a project and potential improvements to offset such effects, and to update and apply the City's impact fee program more accurately. This LOS analysis is not a CEQA analysis, which provides specifically that "automobile delay, as described solely by level of service or similar measures of vehicular capacity or traffic congestion shall not be considered a significant impact on the environment." (Public Resources Code, §21099(b)(2); see also CEQA Guidelines, §15064.3(a) ["a project's effect on automobile delay shall not constitute a significant environmental impact."])

CEQA no longer focuses on LOS-based analyses because such analyses tend to result in mitigation measures calling for new or expanded roadways, which leads to more VMT and GHG emissions in contravention of the purposes of SB 743 (2013) and the State's climate change laws, including AB 32 (2006), requiring a reduction in state GHG emissions to 1990 levels by 2020, and SB 32 (2016), requiring at least a 40 percent reduction in GHG emissions from 1990 levels by 2030. Accordingly, the local mobility analysis is provided for compliance with the City's General Plan and not for purposes of evaluating the Project's transportation impacts under CEQA.

Study intersections for the project were selected in consultation with City staff. The following five (5) intersections studied in this report are listed below.

1. Bay Avenue / Highway 1 NB Ramps (Caltrans Signal)
2. Bay Avenue / Highway 1 SB Ramps (Caltrans Signal)
3. Bay Avenue / Hill Street (City Stop Control)
4. Bay Avenue / Capitola Avenue (City Stop Control)
5. Capitola Avenue / Hill Street (City Stop Control)

Study Scenarios

Traffic conditions for each study intersection were analyzed during the 7:00 – 9:00 AM and 4:00 – 6:00 PM peak hours of traffic which represent the most heavily congested traffic on a typical weekday. The study intersections were assessed under the following study scenarios.

- **Existing Conditions**: Existing AM and PM peak-hour traffic volumes, intersection geometry, and traffic control based on Year 2022 traffic count data.

- **Existing Plus Project Conditions**: Peak-hour traffic volumes based on Existing conditions and adding the net vehicle trips from the Project to the Existing roadway geometry and traffic control. The Project scenario is compared to the Existing conditions for determining project traffic adverse effects.

- **Cumulative Conditions**: Peak-hour traffic volumes based on the Santa Cruz County Regional Transportation Commission (SCCRTC) Travel Demand Model for Year 2040 and roadway geometry and traffic control identified in the County RTP and City of Capitola General Plan.

- **Cumulative Plus Project Conditions**: Peak-hour traffic volumes based on Cumulative conditions and adding the net vehicle trips from the Project to the Cumulative roadway geometry and traffic control. The Project scenario is compared to the Cumulative conditions for determining project traffic adverse effects.

Intersection Level-of-Service Criteria and Thresholds

Analysis of potential adverse effects at roadway intersections is based on the concept of level-of-service (LOS). The LOS of an intersection is a qualitative measure used to describe operational conditions. LOS A (best) represents minimal delay, while LOS F (worst) represents heavy delay and a facility that is operating at or near its functional capacity.

This LOS analysis uses methods defined in the Highway Capacity Manual (HCM) Sixth Edition and Synchro 11 traffic analysis software. HCM 6th Edition methodologies include procedures for analyzing side-street stop-controlled ("SSSC"), all-way stop-controlled ("AWSC"), and signalized intersections. The SSSC procedure defines LOS as a function of average control delay for each minor street approach movement. Conversely, the AWSC and signalized intersection procedures define LOS as a function of average control delay for the overall intersection. **Table 2** relates the operational characteristics associated with each LOS category for signalized and unsignalized intersections.

Table 2: Intersection Operation Standards at Signalized and Unsignalized Intersections

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	less than 10	less than 10
B	Stable traffic. Traffic flows smoothly with few delays.	less than or equal to 10 to 20	less than or equal to 10 to 15
C	Stable flow but the operation of individual users becomes affected by other vehicles. Modest delays.	less than or equal to 20 to 35	less than or equal to 15 to 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.	less than or equal to 35 to 55	less than or equal to 25 to 35
E	Unstable flow with operating conditions at or near the capacity level. Long delays and vehicle queuing.	less than or equal to 55 to 80	less than or equal to 35 to 50
F	Forced or breakdown flow that causes reduced capacity. Stop and go traffic conditions. Excessive long delays and vehicle queuing.	greater than or equal to 80	greater than or equal to 50
Sources: Transportation Research Board, *Highway Capacity Manual 6th Edition*, National Research Council.			

Project adverse effects are determined by comparing baseline conditions to those scenarios with the proposed Project. Adverse effects for intersections are created when traffic from the proposed Project causes the LOS to fall below the maintaining agency's LOS threshold or causes deficient intersections to deteriorate further, per the criteria indicated below:

- If the intersection operates at an acceptable LOS without the Project during the weekday peak hour and degrades to an unacceptable LOS with the Project during the weekday peak hour.
- If the intersection operates at an unacceptable LOS without the Project during the weekday peak hour, and the volume/capacity (v/c) ratio of any opposing movements at the intersection increases by 1 percent or more with the Project.

City of Capitola LOS Threshold

The City of Capitola is required to apply a VMT-based metric for evaluating transportation impacts on the environment pursuant to CEQA. The City of Capitola General Plan (adopted June 26, 2014 and updated March 13, 2019) (Policy MO-3.3), however, establishes a minimum LOS C traffic operation standard at intersections throughout the City, with the exception of the Village Area, Bay Avenue, and 41st Avenue where LOS D is the minimum acceptable standard.

Capitola General Plan Policy MP-3.4 permits a lower LOS and higher congestion at major regional intersections if necessary, improvements are considered infeasible, as determined by the City's Public Works Director, or result in significant, unacceptable environmental impacts. Any evaluation of the Project's LOS impact on City of Capitola streets is in compliance with the City's General Plan.

California Department of Transportation (Caltrans) LOS Threshold

Pursuant to SB 743, Caltrans evaluates a land use project's impacts on the state highway system utilizing VMT, rather than congestion or capacity related metrics, such as LOS or v/c ratios. Caltrans' "Vehicle Miles Traveled-Focused Transportation Impact Study Guide states that:

"When analyzing the impact of VMT on the State Highway System resulting from local land use projects, the focus will no longer be on traffic at intersections and roadways immediately around project sites. Instead, the focus will be on how projects are likely to influence the overall amount of automobile use."

An LOS-based analysis of Caltrans facilities is provided using the previously applied LOS standard combined with the County v/c standard for significance criteria purposes. Caltrans also requires, as published on their website, a safety analysis of their facilities. This study relies on the Highway 1 EIR for future improvements, which did assess safety.

Project-related deficiencies at study intersections occur when the addition of Project traffic:

- Cause operations to deteriorate from an acceptable level (LOS C or better) to an unacceptable level (LOS D or worse); or
- Causes the existing measure of effectiveness (average delay) to deteriorate at a State-operated intersection operating at LOS D or worse.

1.4 Report Organization

This report includes a total of six (6) chapters as follows:

- **Chapter 2** describes existing transportation conditions including VMT of the existing land uses in the proximity of the project, the existing roadway network, transit service, bicycle, and pedestrian facilities.
- **Chapter 3** describes the CEQA transportation analysis, including the project VMT impact analysis.
- **Chapters 4, 5, and 6** describe the local transportation analysis including operations of study intersections, the methods used to estimate project-generated traffic, the project's effects on the transportation system, and an analysis of other transportation issues including site access and circulation, parking, transit services, bicycle and pedestrian facilities, and neighborhood intrusion.

2 EXISTING TRANSPORTATION CONDITIONS

This chapter describes the existing conditions of the transportation system within the study area. It presents the existing land use's vehicle miles traveled (VMT) near the project and describes transportation facilities near the project site, including the roadway network, transit service, and pedestrian and bicycle facilities. The analysis of existing intersection operations is included as part of the Local Transportation Analysis (Chapters 4, 5, and 6).

2.1 Vehicle Miles Traveled

To determine whether a project would result in CEQA transportation impacts related to VMT, the County has developed screening maps to streamline the analysis for residential, office, and service projects. Based on the screening maps, the existing VMT for employment uses in the project vicinity is about 1% to 15% above the County's VMT threshold. The current regional average VMT for office and service employment use is 7.4 per employee (see **Table 1**). Chapter 3 presents additional information on the project's VMT.

2.2 Existing Roadway Network

The following local and regional roadways provide access to the project site:

Highway 1 is 4-lane freeway (that connects with State Route 17 and State Route 156) and travels in a east-west direction in the City of Capitola. Access to and from the project site is provided by ramp terminals at Porter Street / Bay Avenue.

Bay Avenue is an arterial in the north-south direction between Highway 1 and Monterey Avenue. Near the project site, Bay Avenue is a two- to four-lane facility with a two-way left-turn lane (TWLTL) median. On-street parking is prohibited along Bay Avenue. There are Class II bike lanes and sidewalks along both sides of the roadway. The posted speed limit is 25 miles per hour and the road is classified as a minor arterial per the General Plan.

Capitola Avenue is a two-lane street in the north-south direction that provides access to the project as well as various commercial and residential land uses between Soquel Drive and Monterey Avenue. The roadway provides sidewalks are Class III shared bike sharrows on both sides of the street. The posted speed limit is 25 miles per hour. Per the General Plan, the road is classified as a minor arterial south of Bay Street and a collector street north of Bay Street.

Hill Street is a two-lane local street in the east-west direction that provides access to some retail and mostly residential land uses east of Bay Avenue. The roadway provides sidewalks between Bay Avenue and Crossroads Loop. Class II bike lanes are provided in the eastbound direction and Class III shared bike sharrows are provided in the westbound direction from Bay Avenue to Capitola Avenue.

2.3 Existing Pedestrian and Bicycle Facilities

Pedestrian and bicycle activity within project vicinity are active along Bay Avenue and Capitola Avenue with an established pedestrian and bicycle infrastructure. Connected sidewalks at least four (4) feet wide are available on at least one side of all roadways in the study area with adequate lighting and signing. At the Highway 1 ramp signalized intersections, marked crosswalks, Americans with Disabilities Act (ADA) standard curb ramps, and count down pedestrian signals provide improved pedestrian visibility and safety.

Bicycle facilities in the area include Bay Avenue and Hill Street, which consist of Class II bike lanes with buffered striping to separate the vehicle and bike travel way, and Capitola Avenue, which consists of Class III shared bike sharrows. Bay Avenue features green paint markings in potential conflict areas at the Highway 1 ramp signalized intersections. Bicycle parking in the area is limited to private commercial and industrial lots.

Near the project site, Hill Street provides sidewalk and bicycle facilities for pedestrian and bike access. Overall, the existing pedestrian and bicycle facilities near the project have adequate connectivity and provide pedestrian and bicyclists with routes to the surrounding land uses. However, it is recommended that bicycle facilities be implemented on Crossroads Loop to provide better connectivity to Hill Street and Bay Avenue.

The City of Capitola Bicycle Transportation Plan 2011 does not indicate any future bicycle facilities planned within the study area.

2.4 Existing Transit Facilities

Transit services in the study area include a bus route provided by the Santa Cruz Metro Transit District (SCMTD). Per the updated Spring* service schedule, beginning March 17, 2022, the project study area is served by the following major transit route.

- Mid-County Bus Route 55
  - Capitola Mall Transit Center – Seascape Blvd/Via Pacifica
  - Mid-county service approximately every 60-100 minutes on weekdays and approximately every 4 to 5 hours on weekends
  - Nearest transit stop to project – Hill Street / Crossroads Loop intersection

**Note that the routes and service schedules described above are based on March 17, 2022, schedules. At the time that this report was prepared, COVID 19 had affected routes and service schedules and may not be reflective of typical operations.*

A bus stop with a shelter and bench is located within a ½-mile walking distance from the project site at the southwest corner of the intersection of Hill Street and Bay Avenue. The closest transit stops by the project are located along Hill Street at the intersections of Bay Avenue, Crossroads Loop, and Capitola Avenue.

2.5 Existing Intersections

The traffic study to identify potential traffic adverse effects was evaluated per the standards and guidelines set forth by the City of Capitola and Caltrans. Study intersections for the project were selected in consultation with City staff. The five (5) intersections studied in this TIOA are listed below.

1. Bay Avenue / Highway 1 NB Ramps
2. Bay Avenue / Highway 1 SB Ramps
3. Bay Avenue / Hill Street
4. Bay Avenue / Capitola Avenue
5. Capitola Avenue / Hill Street

2.6 Existing Field Observations

Field observations did not reveal any significant traffic related congestion within the project study area. During the AM and PM peak hours, traffic queueing was observed at the Bay Avenue and Highway 1 freeway ramp intersections; however, traffic on the freeway mainline or ramps did not impact operations at the signalized intersections.

During the AM peak, the Bay Avenue southbound approach at the Highway 1 NB ramp intersection experiences traffic congestion and queuing due to short intersection spacing with Main Street and heavy right turn movements onto the freeway on-ramp.

Along Hill Street, minimal traffic congestion was observed next to the project site. On-street parking was present in the marked spaces along Hill Street and Crossroads Loop.

3 CEQA VMT TRANSPORTATION ANALYSIS

With the passage of SB 743, Vehicle Miles Travelled (VMT) has become an important indicator for determining if a new development will result in a "significant transportation impact" under the California Environmental Quality Act (CEQA). This chapter describes the CEQA transportation analysis, including the VMT threshold of significance, the project-level VMT impact analysis results, and the mitigation measures that are necessary to reduce a VMT impact.

3.1 Purpose of Analysis

SB 743 is part of a long-standing policy effort by the California legislature to improve California's sustainability and reduce greenhouse gas emissions through denser infill development, a reduction in single occupancy vehicles, improved mass transit, and other actions. Recognizing that the current environmental analysis techniques are, at times, encouraging development that is inconsistent with this vision, the legislature has taken the extraordinary step to change the basis of environmental analysis for transportation impacts from Level of Service (LOS) to Vehicle Miles Travelled (VMT). VMT is understood to be a good proxy for evaluating Greenhouse Gas (GHG) and other transportation related impacts that the State is actively trying to address. While the use of VMT to determine significant transportation impacts has only been considered recently, it is by no means a new performance metric and has long been used as a basis for transportation system evaluations and as an important metric for evaluating the performance of Travel Demand Models.

In January 2019, the Natural Resources Agency finalized updates to the CEQA Guidelines including the incorporation of SB 743 modifications. The Guidelines' changes were approved by the Office of Administrative Law and are now in effect. Specific to SB 743, Section 15064.3(c) states, "A lead agency may elect to be governed by the provisions of this section immediately. The provisions apply statewide as of July 1, 2020."

To help aid lead agencies with SB 743 implementation, the Governor's Office of Planning and Research (OPR) produced the Technical Advisory on Evaluating Transportation Impacts in CEQA (December 2018) that provides guidance about the variety of implementation questions they face with respect to shifting to a VMT metric. Key guidance from this document includes:

- VMT is the most appropriate metric to evaluate a project's transportation impact.
- OPR recommends tour- and trip-based travel models to estimate VMT, but ultimately defers to local agencies to determine the appropriate tools.
- OPR recommends measuring VMT for residential and office projects on a "per rate" basis.
- OPR states that by adding retail opportunities into the urban fabric and thereby improving retail destination proximity, local-serving retail development tends to shorten trips and reduce VMT. Generally, retail development including stores smaller than 50,000 square feet might be considered local serving.
- OPR recommends that where a project replaces existing VMT-generating land uses, if the replacement leads to a net overall decrease in VMT, the project would lead to a less-than-significant transportation impact. If the project leads to a net overall increase in VMT, then the thresholds described above should apply.
- Lead agencies have the discretion to set or apply their own significance thresholds.

The City of Capitola's VMT thresholds consider the VMT performance of residential and non-residential components of a project separately, using the efficiency metrics of VMT per capita and VMT per employee, respectively. For retail components of a project, or other customer-focused uses, the citywide VMT change is analyzed. The City of Capitola's VMT thresholds of significance are summarized below for each of these components:

- Residential – 15% below baseline (existing) average VMT per Capita
- Employment-based land uses (e.g., office) – 15% below baseline (existing) average VMT per Employee
- Customer-based non-residential land uses (e.g., retail) – No net increase in VMT

3.2 Methodology and Assumptions

Based on the land use information provided, for the purposes of SB 743 analysis and the determination of transportation related significant impacts, the following land uses were analyzed:

- Hotel

In terms of a VMT analysis, hotels are grouped into two categories, typical and destination. Typical hotels are generally those hotels with limited amenities that may include a dining area with a breakfast buffet, small gym, and sometimes a pool; generally, guests stay at these hotels because their ultimate destination is in the vicinity of the hotel. Alternatively, guests visiting destination hotels will spend the majority of their time on the hotel property or engaging in activities run by the hotel because the hotel is their ultimate destination. While both types of hotels are customer-based, and impacts are measured in terms of whether the hotel increases regional VMT, destination hotels generally require quantitative analyses while typical hotels can be assumed to result in a less than significant impact.

3.3 Project VMT Analysis

Hotel Analysis

Similar to retail stores, typical hotels such as the proposed project most often serve pre-existing needs (i.e., the hotel does not generate new trips because it meets existing demand) because their guests are staying at the hotel not because of the amenities offered by the hotel, but because of the area the hotel is located in. Because of this, typical hotels can be presumed to reduce trip lengths when a new hotel is proposed. Essentially, the assumption is that someone will travel to a newly constructed typical hotel because of its proximity to the area attraction, rather than that the proposed hotel is fulfilling an unmet need (i.e., the person had an existing need to travel to the area that was previously met by an existing hotel located in the same general area, but now is traveling to the new hotel because it is either closer to the person's origin location or located a similar distance away).

Typical hotels most often they can be presumed to reduce trip lengths when a new hotel is introduced within a cluster of existing hotels located near a local destination or attraction. Essentially, a trip to a hotel is expected to occur due to someone planning to travel to Capitola, or the immediate area, but the proximity of the hotel to the surrounding attractions would drive the length of that trip and the resultant impact to the overall transportation system. Thus, the impact to the transportation system would be negligible or reduced by the introduction of a new hotel to an area where people are already

traveling and planning on staying unless the hotel significantly effects the local supply of rooms or introduces a significant new attraction.

Conversely, destination hotels do not serve pre-existing needs as they offer special amenities that aren't offered elsewhere, and guests typically spend the majority of their time on the destination hotel property. The Chaminade Resort & Spa in Santa Cruz is an example of a destination hotel while the proposed project is an example of a typical hotel. Guests will choose the hotel because they are traveling to Capitola for a variety of reasons such as wanting to spend time at the beach rather than spending time at the proposed hotel.

While a specific market study for the proposed hotel is not being provided as part of this report, a map showing the proximity of other similar hotels is provided as **Figure 3.** A half-mile buffer was placed around the seven existing hotels in the area, as well as the proposed project, to visually represent the lack of overlapping service area between the proposed project and the existing hotels.

As shown below, the proposed project, identified with a red icon, labeled "Proposed Hotel", and has red buffer surrounding it, will reduce trip lengths by "adding hotel opportunities into the local area, further improving hotel destination proximity"[1]. Accordingly, it is appropriate that the proposed project development be presumed, in accordance with the *Technical Advisory*, that it will result in a VMT reduction and support the goals of SB 743.

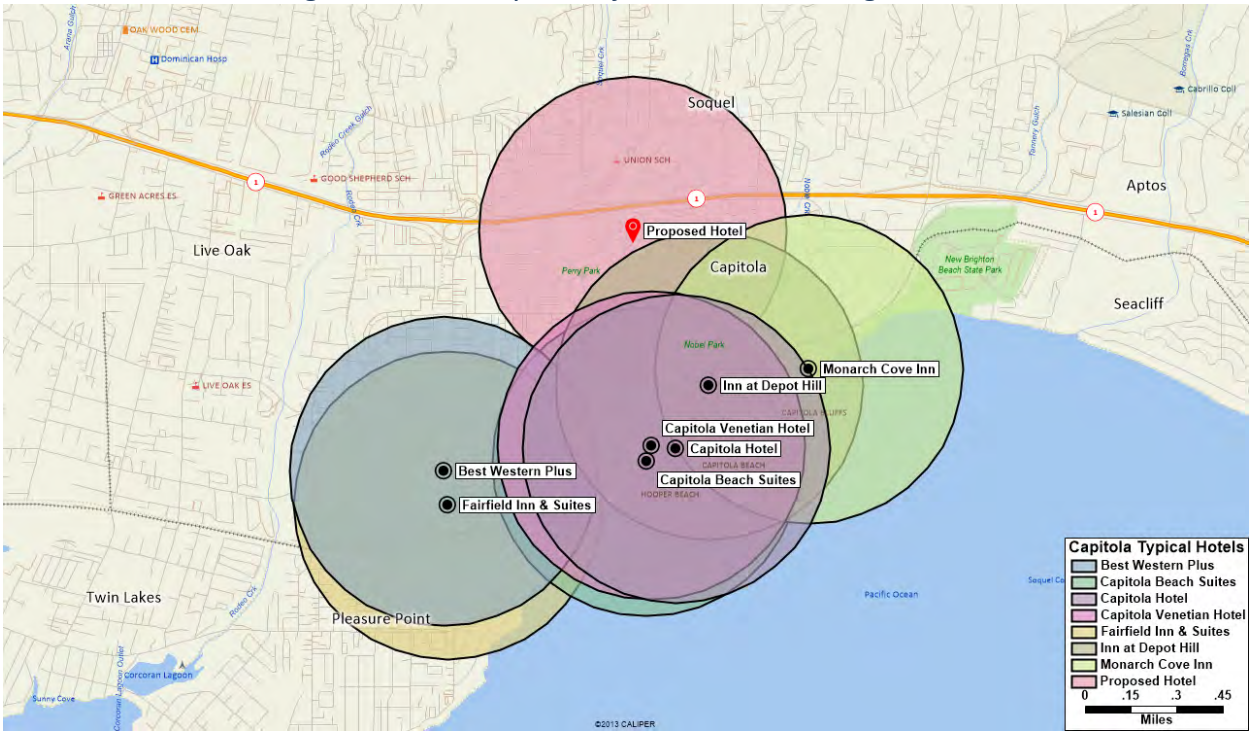
Conclusion

Based on the results of this analysis, the following findings are made:

- The addition of the proposed hotel can shorten existing trip lengths, which would result in a net decrease in VMT. **Therefore, it is presumed that the VMT-related impact of the proposed hotel would be less than significant.**

[1] *Technical Advisory on Evaluating Transportation Impacts in CEQA*. Governor's Office of Planning and Research. December 2018. Page 16.

Figure 3: Proximity of Project Hotel to Existing Hotels



4 LTA PROJECT DESCRIPTION

This chapter describes the local transportation analysis including the method by which project traffic is estimated through trip generation, trip distribution, and volume assignment.

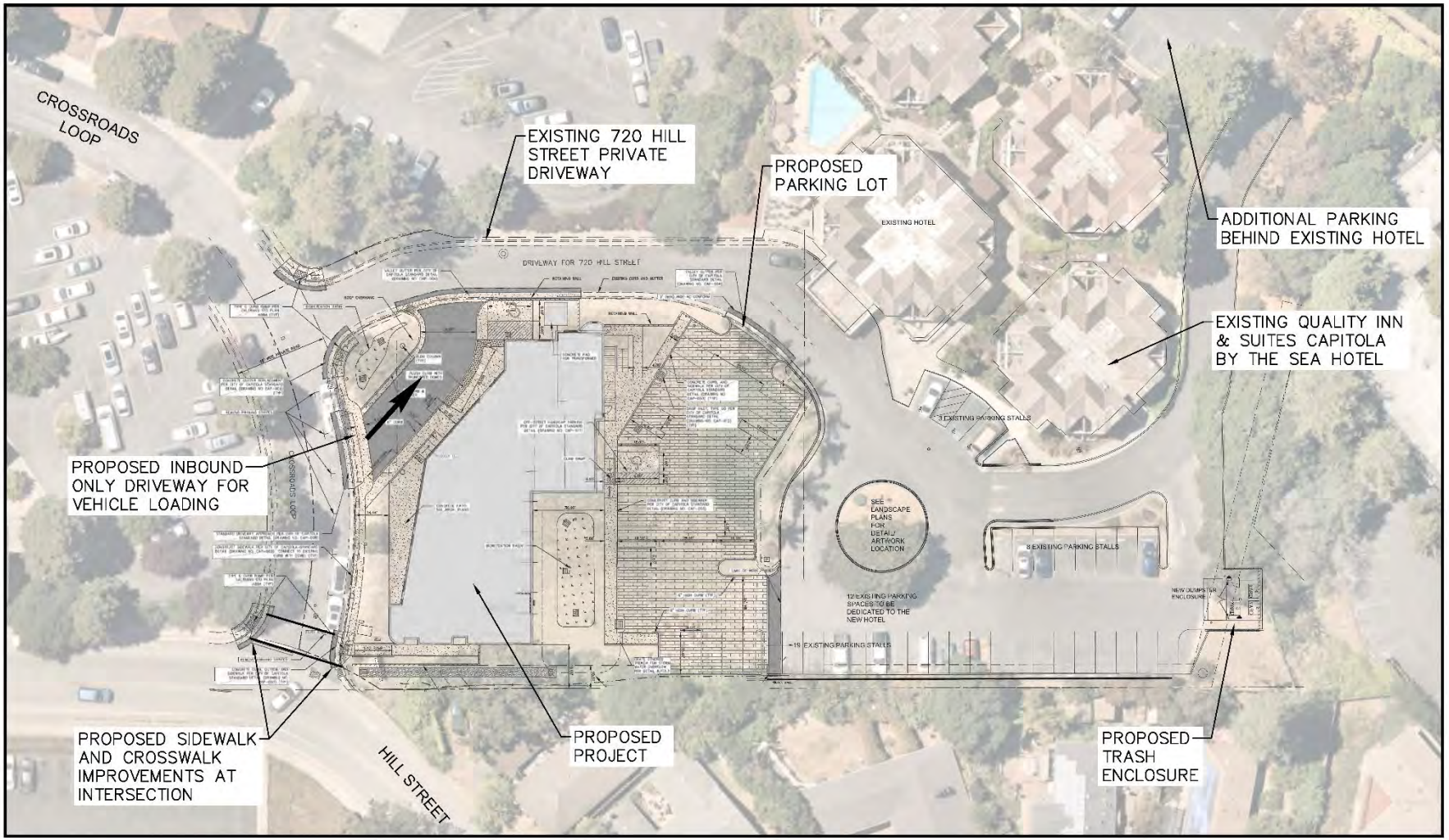
4.1 Project Site Plan

The proposed project is located on a 3.086 gross acre property (APN 03-011-28) bounded by Hill Street and Crossroads Loop. An existing Quality Inn & Suites hotel operates on the property, and the Project's site plan proposes to construct a new 3-story boutique hotel totaling up to 42 guest rooms on the unused/undeveloped portion of the property.

Based on City and Client discussion, the proposed hotel would be managed under the same ownership as the existing Quality Inn & Suites on-site but will function as an independent business entity. There is no land division between the existing and proposed hotel, but to operate, it is assumed the project would be required to have a shared vehicle access and a shared parking agreement through a Conditional Use Permit. The proposed project would also provide up to 30 additional vehicle parking spaces on-site, and the project will be accessed from a private driveway off of Crossroads Loop.

The project site plan is presented in **Figure 4** and the **Appendices**.

Figure 4: Project Site Plan



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GROUND FLOOR SITE PLAN
720 HILL STREET HOTEL TRANSPORTATION ANALYSIS

4.2 Project Trip Generation

Project Site Vehicle Operations

Trip generation for the proposed project land uses was calculated using average trip generation rates from the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 11th Edition* (September 2021).

A trip is defined as a single or one-directional vehicle movement in 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). Daily, AM, and PM peak hour trips for the project were calculated with average trip rates.

For the purposes of determining the worst-case effects of traffic on the surrounding street network, Project trips are typically estimated on weekdays between the hours of 7:00-9:00 AM and 4:00-6:00 PM, which is when peak commuter traffic causes the worst congestion and delay. While the Project itself may generate more traffic during other times of the day, the peak of "adjacent street traffic" represents the time period when to the greatest amount of congestion occurs on the network and when operational deficiencies would be triggered due to the Project.

The existing Quality Inn & Suites hotel on-site was not included in the trip generation analysis for determining the net new project trips added to the City roadway network. The existing hotel will continue to operate separately from the project, and the vehicle trips from the existing hotel are already established in the existing traffic counts.

ITE Land Use Code 310 (Hotel) was assumed for the project trip generation estimates which is the most conservative trip generation rate that could be used for the project. A hotel is a place of lodging that provides sleeping accommodations and supporting facilities such as restaurants; cocktail lounges; meeting and banquet rooms or convention facilities; limited recreational facilities (pool, fitness room); and/or other retail and service shops. ITE land use data is based on empirical data collected from surveyed sites which most closely match the project description.

Baseline Vehicle Trips

Baseline vehicle trips for the proposed hotel project are anticipated to generate a gross total of 336 daily trips, 19 AM peak hour trips, and 25 PM peak hour vehicle trips. Of the AM peak hour trips, approximately 11 trips will be inbound to the project and 8 trips will be outbound from the project. For the PM peak hour trips, approximately 13 trips are inbound while 12 trips are outbound.

Vehicle Trip Reductions and Credits

Per ITE, an internal capture reduction can be applied for a mixed use development; however, an internal capture reduction was not applied since the project does not contain an applicable mixed land use.

The project is located on an unused/undeveloped portion of the property and the proposed project land uses are not anticipated to generate pass-by or diverted trips from the roadway network. Therefore, the project is not eligible for an existing use or pass-by trip credit.

Net Vehicle Project Trips

Development of the proposed project with all applicable trip reductions and credits is anticipated to generate a net total of 336 additional daily trips, 19 AM, and 25 PM peak hour trips to the roadway network. **Table 3** provides a summary of the proposed trip generation and trip reductions/credits.

Table 3: Project Trip Generation

LAND USE / DESCRIPTION	PROJECT SIZE	TOTAL DAILY TRIPS	AM PEAK TRIPS			PM PEAK TRIPS		
			TOTAL	IN	OUT	TOTAL	IN	OUT
Trip Generation Rates (ITE)								
Hotel [ITE 310]	Per Room(s)	7.99	0.46	56%	44%	0.59	51%	49%
All Suites Hotel [ITE 311]	Per Room(s)	4.40	0.34	53%	47%	0.36	49%	51%
Business Hotel [ITE 312]	Per Room(s)	4.02	0.36	39%	61%	0.31	55%	45%
Motel [ITE 320]	Per Room(s)	3.35	0.35	37%	63%	0.36	54%	46%
Resort Hotel [ITE 330]	Per Room(s)	*	0.32	72%	28%	0.41	43%	57%
Baseline Vehicle Trips for Project								
720 Hill Street Hotel [ITE 310]	42 Room(s)	336	19	11	8	25	13	12
Baseline Project Vehicle-Trips		**336**	**19**	**11**	**8**	**25**	**13**	**12**
Location-based Mode Share Adjustments								
N/A		0	0	0	0	0	0	0
Project Vehicle-Trips After Reduction		**336**	**19**	**11**	**8**	**25**	**13**	**12**
Project Trip Adjustments								
N/A		0	0	0	0	0	0	0
Project Vehicle-Trips After Reduction		**336**	**19**	**11**	**8**	**25**	**13**	**12**
Other Trip Adjustments								
Pass-by and Diverted Link Trips (N/A)		0	0	0	0	0	0	0
Existing Use Credit (N/A Project Site is Vacant)		0	0	0	0	0	0	0
Other Trip Adjustment Subtotal		**0**	**0**	**0**	**0**	**0**	**0**	**0**
Baseline Project Vehicle-Trips		**336**	**19**	**11**	**8**	**25**	**13**	**12**
Gross Project Vehicle-Trips		**336**	**19**	**11**	**8**	**25**	**13**	**12**
Net Project Vehicle-Trips		**336**	**19**	**11**	**8**	**25**	**13**	**12**
Notes:								
Land Uses assumed based on latest proposed site plan from GJ Architecture								
Daily, AM, and PM trips based on average land use rates from the Institute of Traffic Engineers Trip Generation 11th Edition (September 2021)								

4.3 Project Trip Distribution and Assignment

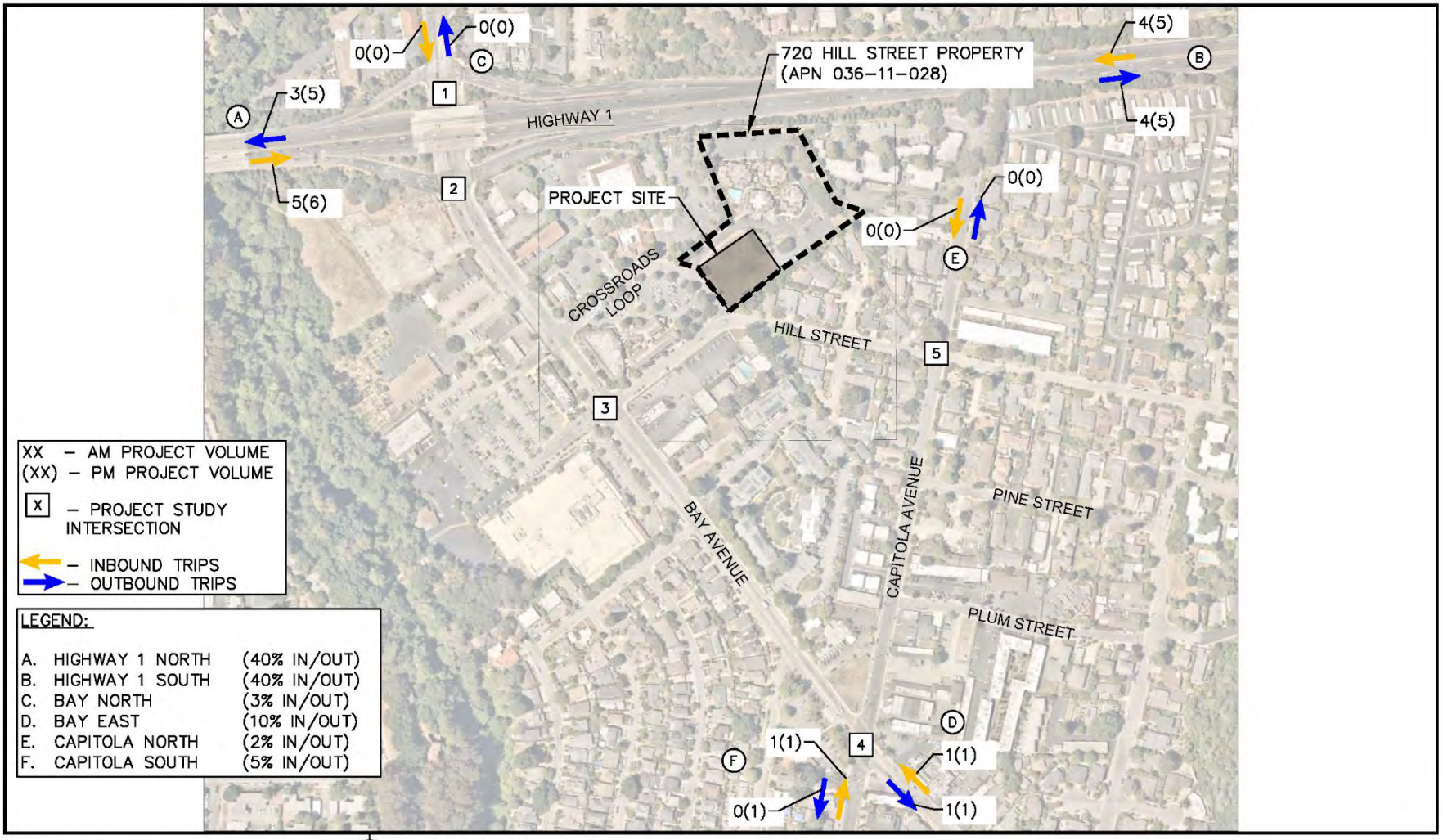
Due to the nature of the proposed development, a majority of the vehicle project trips are anticipated to access the Highway 1 regional freeway. Trip distribution and assignment assumptions for the project was based on the project driveway location, the freeway ramp location, community characteristics, and professional engineering judgement. The project trips to and from the site are anticipated to access the following regional facilities and destinations with the estimated trip distribution percentages as shown in **Table 4**.

Table 4: Project Trip Distribution

Location	Roadway Origin / Destination	Inbound Trip Distribution (%)	Outbound Trip Distribution (%)
A	Highway 1 North	40%	40%
B	Highway 1 South	40%	40%
C	Bay Avenue North	3%	3%
D	Bay Avenue East	10%	10%
E	Capitola Avenue North	2%	2%
F	Capitola Avenue South	5%	5%

The net project trip assignments and distributions are presented in **Figure 5** and **Figure 6**. The trip assignment shown represents the shortest paths to and from the project site under ideal traffic conditions.

Figure 5: Net Project Trip Distribution



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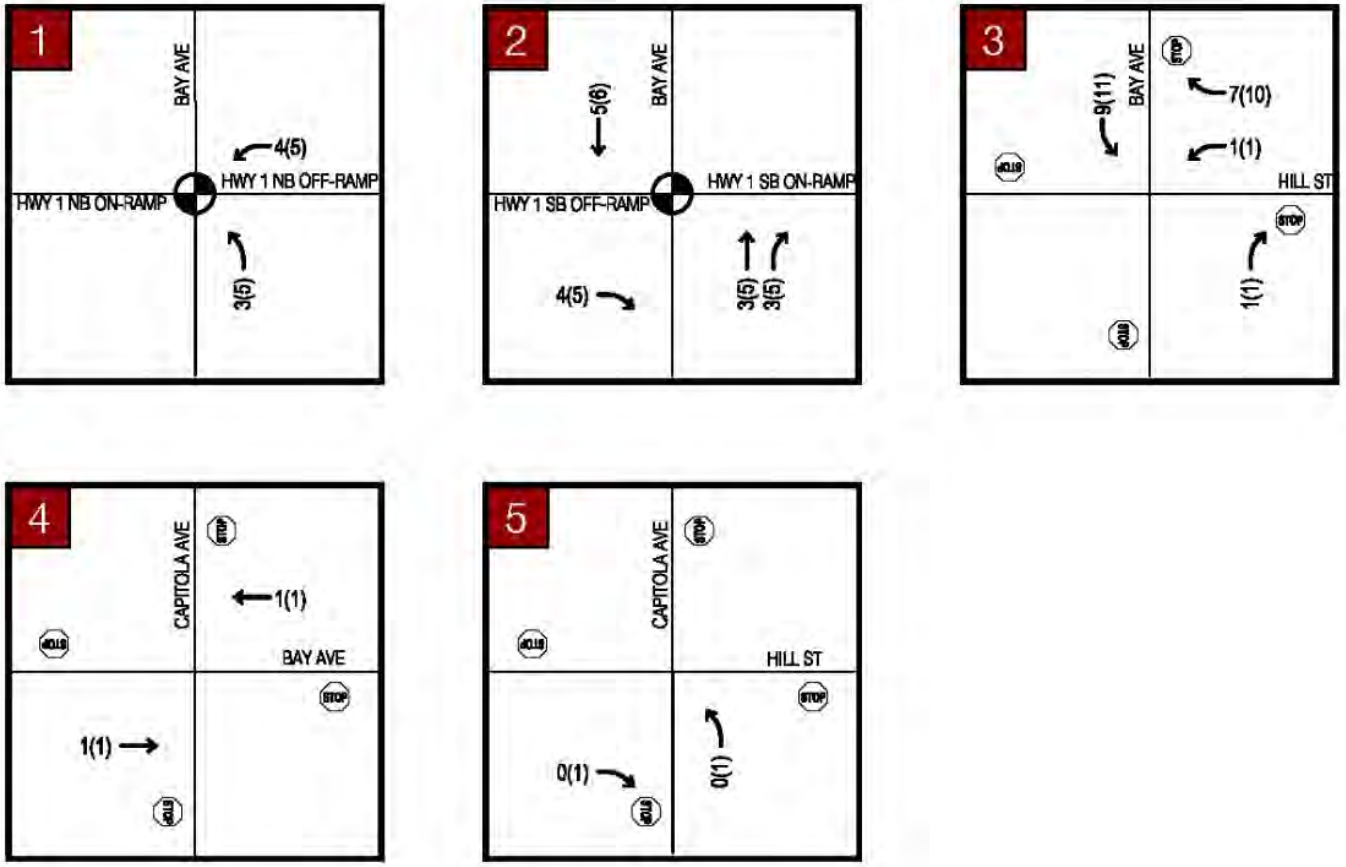
NET PROJECT TRIP DISTRIBUTION AND TRIP ASSIGNMENT

720 HILL STREET HOTEL TRANSPORTATION ANALYSIS

Figure 6: Net Project Trip Assignment



5 LTA INTERSECTION OPERATIONS

This chapter describes the local transportation analysis including intersection operations analysis for existing and cumulative conditions; intersection vehicle queuing analysis; and mitigation measures for any adverse effects to intersection level of service caused by the project.

5.1 Existing Conditions Analysis:

Traffic counts for Year 2022 were determined from new turning movement counts collected on Tuesday, February 15, 2022 for the study intersections. Signal timings for the Highway 1 ramp intersections were obtained from Caltrans. Peak hour volumes during each intersection's respective peak were conservatively used in this analysis, therefore, some volume imbalances were observed between study intersections. Existing intersection lane geometry and peak hour turning movement volumes are shown in **Figure 7** and **Figure 8**, respectively.

Traffic operations were evaluated at the study intersections under Existing conditions, and the results of the analysis are presented in **Table 5**. New intersection turning-movement counts and Synchro output sheets are provided in the **Appendices**.

Table 5: Intersection Operations Summary for Existing Conditions

#	Intersection	LOS Criteria	Jurisdiction	Control	Existing Conditions			
					AM Peak		PM Peak	
					LOS	Delay (sec)[1]	LOS	Delay (sec)[1]
1	Bay Avenue / Highway 1 NB Ramps	C	Caltrans	Signalized	**E**	**70.3**	C	31.8
2	Bay Avenue / Highway 1 SB Ramps	C	Caltrans	Signalized	C	23.8	C	22.4
3	Bay Avenue / Hill Street	D	Capitola	AWSC	C	15.8	C	15.9
4	Bay Avenue / Capitola Avenue	D	Capitola	AWSC	D	25.6	C	15.1
5	Capitola Avenue / Hill Street	C	Capitola	AWSC	A	10.0	A	9.1

Notes:
1. Analysis performed using HCM 6th Edition methodologies
2. Delay indicated in seconds/vehicle
3. AWSC = All-Way Stop Control; Caltrans = California Department of Transportation
4. Intersections that operate below maintaining agency's LOS standard are highlighted and bolded

As shown above, the following study intersection is anticipated to operate at unacceptable LOS during at least one peak hour under Existing conditions.

- **Bay Avenue / Highway 1 NB Ramps (Intersection #1 – Signal Caltrans)**
  - This signalized Caltrans intersection is anticipated to operate at LOS E during the AM peak and would experience average vehicle delay greater than the Caltrans LOS threshold.
  - Per the City of Capitola General Plan Update EIR, this intersection is identified to operate at deficient LOS for the buildout condition and is under Caltrans jurisdiction; therefore, implementation of improvements at this intersection is outside the jurisdiction of the City.
  - The EIR planned improvement to mitigate the adverse effect under buildout conditions is to add an eastbound right turn lane at the Highway 1 NB off-ramp. Since implementation of the identified improvements necessary to mitigate the adverse effect to a less than significant level cannot be guaranteed, and may be considered infeasible by Caltrans, the intersection impact is considered significant and unavoidable.

Figure 7: Existing Intersection Lane Geometry

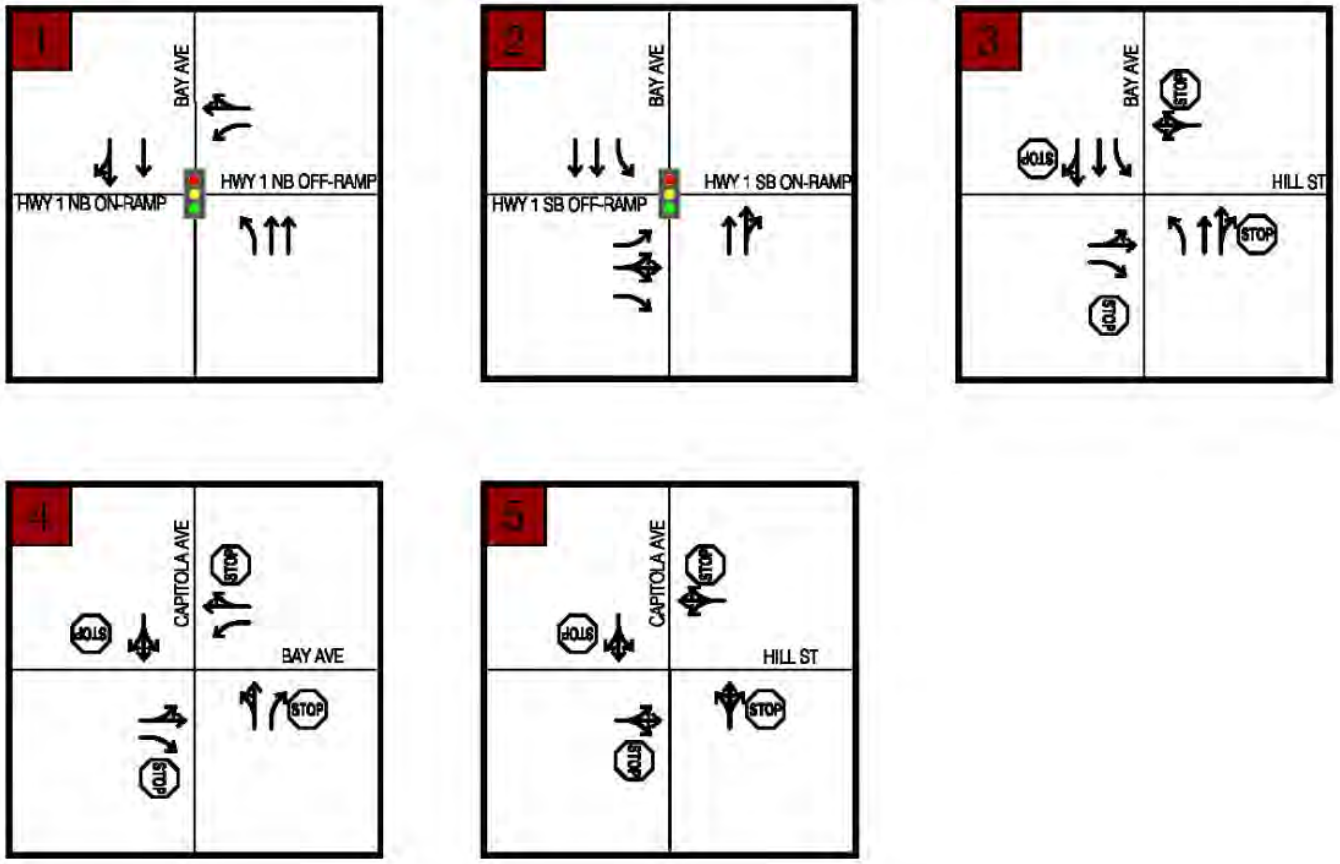
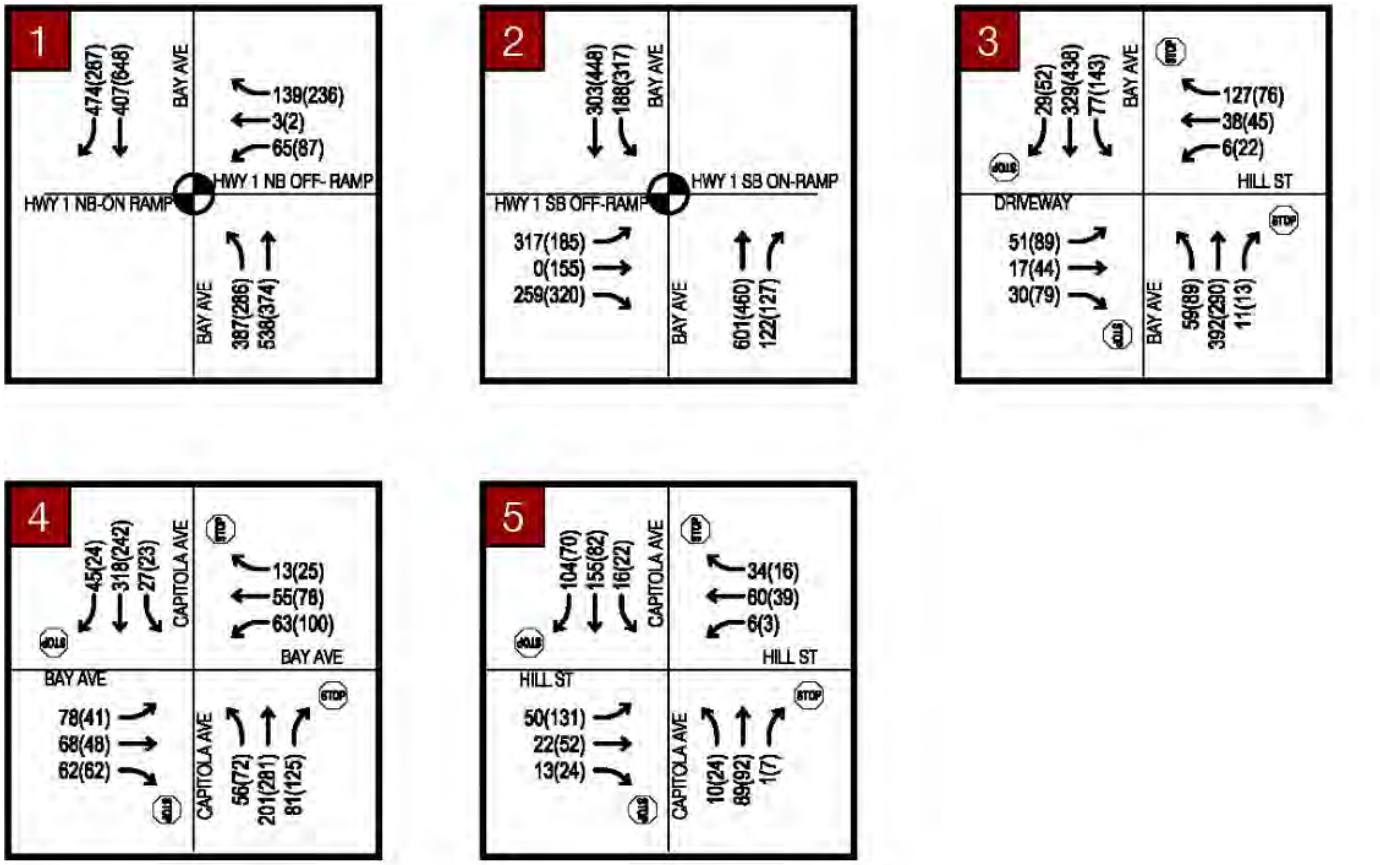


Figure 8: Existing Traffic Volumes



5.2 Existing Plus Project Conditions Analysis

Traffic operations were evaluated at the study intersections under Existing Plus Project conditions based on Existing conditions and adding the net vehicle trips from the proposed project to the Existing roadway geometry and traffic control. The net project traffic volumes were incorporated from the Trip Generation and Trip Distribution described in Section 4 of this report. Traffic operations for the study intersections under Project conditions are shown below in **Table 6** and **Figure 9**.

Table 6: Intersection Operations Summary for Existing Plus Project Conditions

#	Intersection	LOS Criteria	Jurisdiction	Control	Existing Plus Project Conditions					
					AM Peak			PM Peak		
					LOS	Delay (sec)[1]	Impact	LOS	Delay (sec)[1]	Impact
1	Bay Avenue / Highway 1 NB Ramps	C	Caltrans	Signalized	**E**	**70.0**	**No**	C	31.7	No
2	Bay Avenue / Highway 1 SB Ramps	C	Caltrans	Signalized	C	24.0	No	C	22.6	No
3	Bay Avenue / Hill Street	D	Capitola	AWSC	C	16.1	No	C	16.3	No
4	Bay Avenue / Capitola Avenue	D	Capitola	AWSC	D	25.7	No	C	15.2	No
5	Capitola Avenue / Hill Street	C	Capitola	AWSC	A	10.0	No	A	9.1	No

Notes:
1. Analysis performed using HCM 6th Edition methodologies
2. Delay indicated in seconds/vehicle
3. AWSC = All-Way Stop Control; Caltrans = California Department of Transportation
4. Intersections that operate below maintaining agency's LOS standard are highlighted and bolded

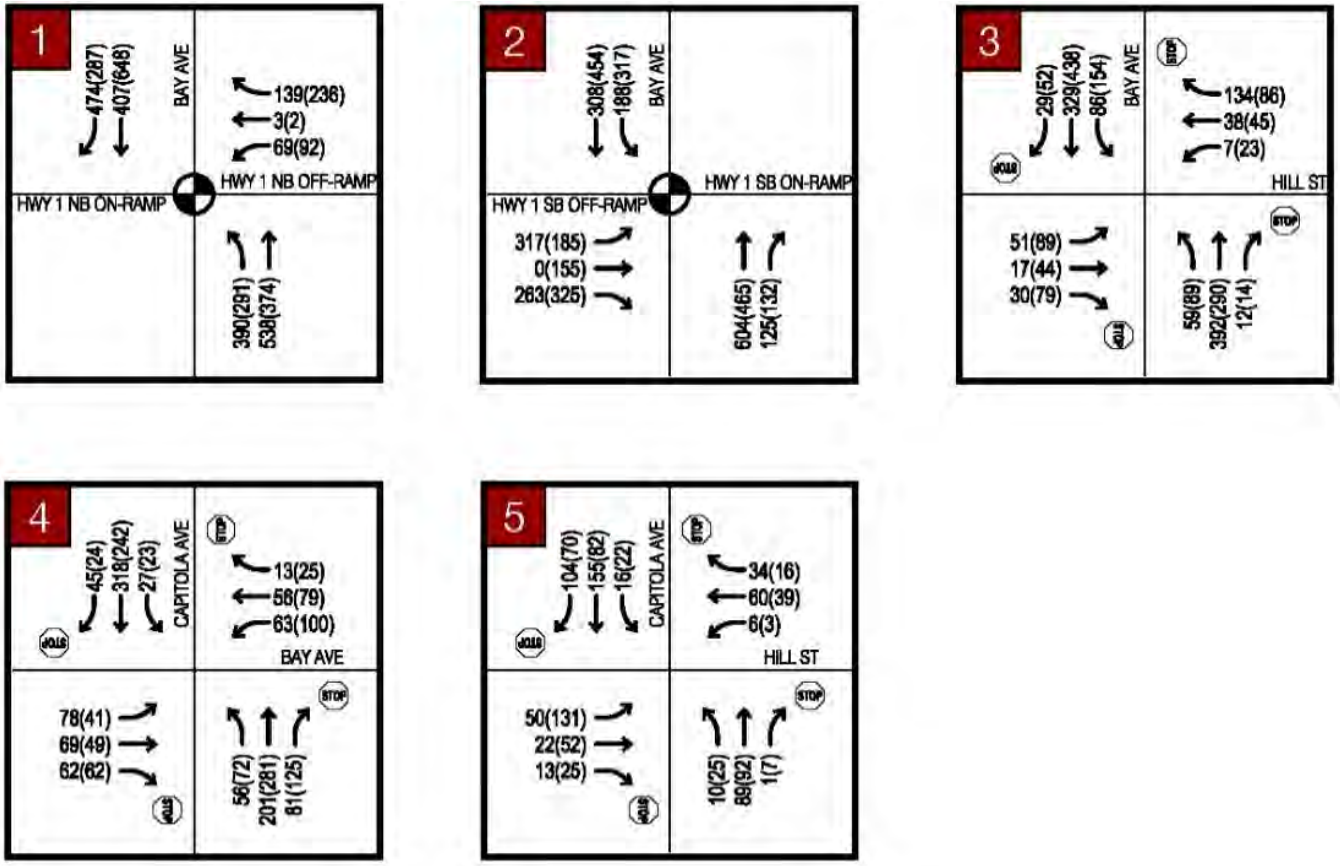
As shown above, the following study intersection is anticipated to operate at unacceptable LOS during at least one peak hour under Existing Plus Project conditions.

- **Bay Avenue / Highway 1 NB Ramps (Intersection #1 – Signal Caltrans)**
  - This signalized Caltrans intersection is anticipated to operate at LOS E during the AM peak and would experience average vehicle delay greater than the Caltrans LOS threshold.
  - The project would not cause the intersection already operating at unacceptable LOS under Existing conditions to operate with an increased LOS delay. The project would also not increase the v/c by more than one percent in any of the critical movement peak hours as indicated below in **Table 7**.
  - Therefore, the project does not cause any new deficiencies at the study intersection and does not create an adverse effect.

Table 7: Existing Plus Project Critical Movement V/C Calculation

AM Peak				
Condition	**EBL+WBT**	**WBL+EBT**	**NBL+SBT**	**SBL+NBT**
Existing (v/c)	N/A	N/A	1.55	0.22
Existing Plus Project (v/c)	N/A	N/A	1.55	0.22
v/c Change	**N/A**	**N/A**	**0.00%**	**0.00%**

Figure 9: Existing Plus Project Traffic Volumes



5.3 Cumulative Conditions Analysis

Cumulative Intersection and Roadway Geometry

The Cumulative (Year 2040) Conditions (also referred to as "Cumulative") and Cumulative (Year 2040) Plus Project Conditions (also referred to as "Cumulative Plus Project") analyses assume that signal timing changes (such as signal cycle lengths, offsets, and splits) will be implemented prior to 2040 to service traffic pattern changes and growth. Local intersection geometric operational improvements could be implemented as part of future development projects and as part of the County's ongoing signal retiming program. Santa Cruz County Regional Transportation Commission ("SCCRTC") and Caltrans are also planning several Highway 1 main line and interchanges. Auxiliary lanes and High Occupancy Vehicle (HOV) lanes are planned for construction along Highway 1 in the study area. Status of the planning, design and improvements is continuously updated on the SCC RTC website.

The roadway network under Cumulative conditions would be the same as the existing roadway network with the addition of the following planned intersection improvement by the City.

- **Bay Avenue / Capitola Avenue (Intersection #4)**
  - Convert All-Way stop controlled intersection into a single lane roundabout
  - Per the City of Capitola General Plan Update EIR, the City has identified the construction of a roundabout as a possible alternative to the intersection to help alleviate congestion and improve safety. This intersection is at a skew angle, which increases crosswalk distances for pedestrians and crossing distances for bicycles and vehicles. In addition, the skew results in high perception-reaction time for drivers, which increases intersection delay and vehicle queues.

Cumulative Traffic Volumes

Cumulative volumes in the study area were determined based on the SCCRTC Travel Demand Model, which was updated for 2019 "base year" conditions and 2040 "future year" condition. Land uses for the 2040 future year condition include reasonable growth consistent with the growth nodes in the Sustainable Santa Cruz County Plan (2014) and some major projects such as the proposed redevelopment of the Capitola Mall, the redevelopment of the Farmers Market site, and the expansion of the Dignity Healthcare Campus. Land use assumptions for future growth was provided by County Staff. These are all in the vicinity of the Project and also includes redevelopment growth and other natural growth anticipated in the County, also from AMBAG.

2040 future year condition roadway segment volumes from the SCCRTC Travel Demand Model were obtained for Cumulative traffic volume growth estimates. The same Model was used to plot bi-directional AM and PM peak-hour traffic volumes on each segment along roadways within the Project study area. The 2019 base year (2019) and future year (2040) forecast volumes were compared to determine the annual incremental growth in traffic volumes at study intersection approach and departure links. 2040 future year turning movement volumes were calculated by adding the growth increment to the base year traffic count volumes to calculate the final adjusted roadway link forecast volume. Final adjusted forecast volumes were then converted to Cumulative intersection turning movement volumes using a process commonly referred to as the Furness Method. The Furness Method uses an iterative process to derive future turning movement volumes based on future year roadway link volumes and an initial estimate of turning percentages (obtained from the existing intersection turning movement counts).

This TIOA report assumes that the SCCRTC Travel Demand Model, updated in July 2020, includes a reasonable estimate of growth in the Project study area and that future development projects approved or anticipated at the time that this TIOA was prepared were incorporated into the Travel Demand Model and, therefore, the Cumulative analyses. No additional manual assignments or adjustments were made to the Travel Demand Model or volume forecasts.

Changes in land use and improvements to the regional and local road network including Highway 1 in 2040 Conditions results in some local street cut through traffic diverting back to the freeway. Because of relatively low growth in some areas of the County, this may result in a reduction in Cumulative model volumes compared to Existing Conditions. To be conservative, volumes entering the intersection for Cumulative Conditions were not reduced between Existing Conditions and Cumulative Conditions.

Traffic operations for the study intersections under Cumulative conditions are shown below in **Table 8** and **Figure 10**.

Table 8: Intersection Operations Summary for Cumulative Conditions

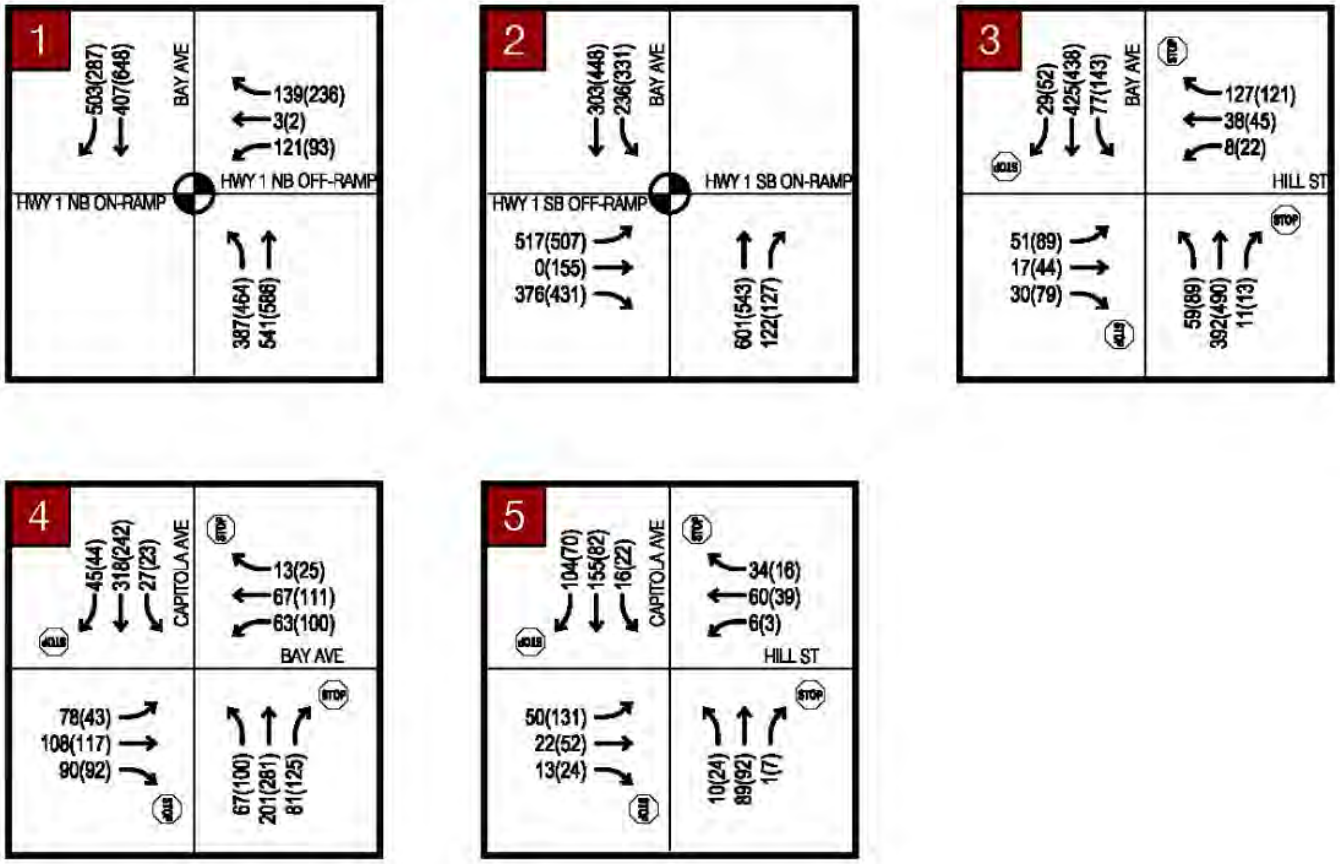
#	Intersection	LOS Criteria	Jurisdiction	Control	Cumulative Conditions			
					AM Peak		PM Peak	
					LOS	Delay (sec)[1]	LOS	Delay (sec)[1]
1	Bay Avenue / Highway 1 NB Ramps	C	Caltrans	Signalized	**E**	**79.9**	C	28.2
2	Bay Avenue / Highway 1 SB Ramps	C	Caltrans	Signalized	C	28.3	C	32.5
3	Bay Avenue / Hill Street	D	Capitola	AWSC	C	18.2	C	23.6
4	Bay Avenue / Capitola Avenue	D	Capitola	Roundabout	A	8.2	A	7.4
5	Capitola Avenue / Hill Street	C	Capitola	AWSC	A	10.0	A	9.1

Notes:
1. Analysis performed using HCM 6th Edition methodologies
2. Delay indicated in seconds/vehicle
3. AWSC = All-Way Stop Control; Caltrans = California Department of Transportation
4. Intersections that operate below maintaining agency's LOS standard are highlighted and bolded

As shown above, the following study intersection is anticipated to operate at unacceptable LOS during at least one peak hour under Cumulative conditions.

- **Bay Avenue / Highway 1 NB Ramps (Intersection #1 – Signal Caltrans)**
  - This signalized Caltrans intersection is anticipated to operate at LOS E during the AM peak and would experience average vehicle delay greater than the Caltrans LOS threshold.
  - Per the City of Capitola General Plan Update EIR, this intersection is identified to operate at deficient LOS for the buildout condition and is under Caltrans jurisdiction; therefore, implementation of improvements at this intersection is outside the jurisdiction of the City.
  - The EIR planned improvement to mitigate the adverse effect is to add an eastbound right turn lane at the Highway 1 NB off-ramp. Since implementation of the identified improvements necessary to mitigate the adverse effect to a less than significant level cannot be guaranteed, and may be considered infeasible by Caltrans, the intersection impact is considered significant and unavoidable.

Figure 10: Cumulative Traffic Volumes



5.4 Cumulative Plus Project Conditions Analysis

Traffic operations were evaluated at the study intersections under Cumulative Plus Project conditions based on Cumulative conditions and adding the net vehicle trips from the proposed project to the Cumulative roadway geometry and traffic control. The net project traffic volumes were incorporated from the Trip Generation and Trip Distribution described in Section 4 of this report. Traffic operations for the study intersections under Project conditions are shown below in **Table 9** and **Figure 11**.

Table 9: Intersection Operations Summary for Cumulative Plus Project Conditions

#	Intersection	LOS Criteria	Jurisdiction	Control	Cumulative Plus Project Conditions					
					AM Peak			PM Peak		
					LOS	Delay (sec)[1]	Impact	LOS	Delay (sec)[1]	Impact
1	Bay Avenue / Highway 1 NB Ramps	C	Caltrans	Signalized	**E**	**79.6**	**No**	C	28.2	No
2	Bay Avenue / Highway 1 SB Ramps	C	Caltrans	Signalized	C	28.6	No	C	32.7	No
3	Bay Avenue / Hill Street	D	Capitola	AWSC	C	18.6	No	C	24.5	No
4	Bay Avenue / Capitola Avenue	D	Capitola	Roundabout	A	8.2	No	A	7.4	No
5	Capitola Avenue / Hill Street	C	Capitola	AWSC	A	10.0	No	A	9.1	No

Notes:
1. Analysis performed using HCM 6th Edition methodologies
2. Delay indicated in seconds/vehicle
3. AWSC = All-Way Stop Control; Caltrans = California Department of Transportation
4. Intersections that operate below maintaining agency's LOS standard are highlighted and bolded

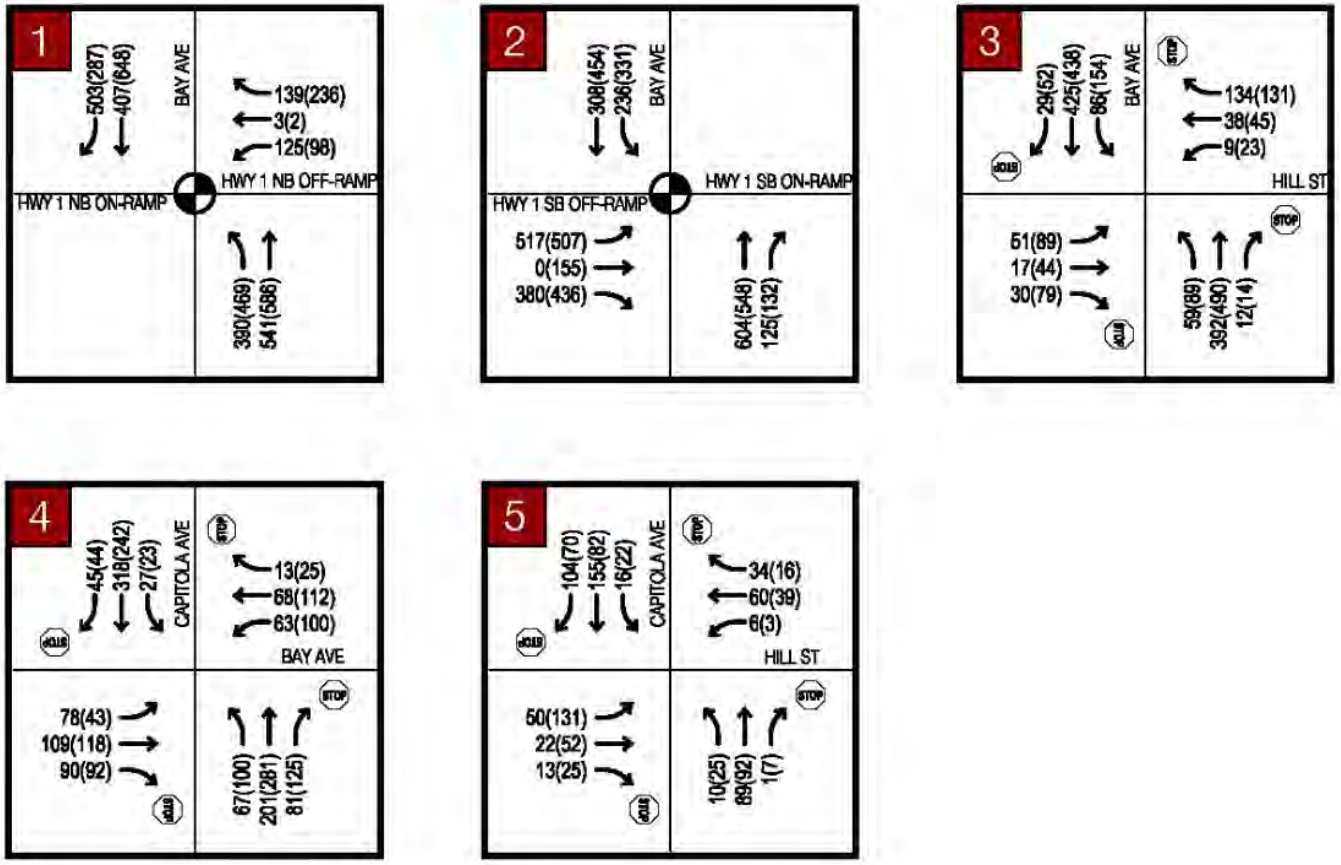
As shown above, the following study intersection is anticipated to operate at unacceptable LOS during at least one peak hour under Cumulative Plus Project conditions.

- **Bay Avenue / Highway 1 NB Ramps (Intersection #1 – Signal Caltrans)**
  - This signalized Caltrans intersection is anticipated to operate at LOS E during the AM peak and would experience average vehicle delay greater than the Caltrans LOS threshold.
  - The project would not cause the intersection already operating at unacceptable LOS under Cumulative conditions to operate with an increased LOS delay. The project would also not increase the v/c by more than one percent in any of the critical movement peak hours as indicated below in **Table 10**.
  - Therefore, the project does not cause any new deficiencies at the study intersection and does not create an adverse effect.

Table 10: Cumulative Plus Project Critical Movement V/C Calculation

Bay Avenue /Highway 1 NB Ramps (Intersection #1)				
AM Peak				
Condition	**EBL+WBT**	**WBL+EBT**	**NBL+SBT**	**SBL+NBT**
Cumulative (v/c)	N/A	N/A	1.55	0.22
Cumulative Plus Project (v/c)	N/A	N/A	1.56	0.22
v/c Change	**N/A**	**N/A**	**0.65%**	**0.00%**

Figure 11: Cumulative Plus Project Traffic Volumes



5.5 Adverse Effects and Improvements

This section discusses significant transportation project adverse effects identified under Project conditions as well as planned roadway improvements.

Project VMT Adverse Effects

The addition of the proposed hotel can shorten existing trip lengths, which would result in a net decrease in VMT. Therefore, it is presumed that the VMT-related impact of the proposed hotel would be less than significant.

Project Intersection Adverse Effects

Based on City and Caltrans intersection operation threshold criteria described in Section 1, the project is not anticipated to generate an adverse effect to the study intersections during the Existing Plus Project and Cumulative Plus Project scenarios.

City Identified Bicycle / Pedestrian Improvements

The project is not anticipated to generate an adverse effect to the existing pedestrian and bicycle network during the Existing Plus Project and Cumulative Plus Project scenarios.

City Identified Transit Improvements

The project is not anticipated to generate an adverse effect to the existing transit network during the Existing Plus Project and Cumulative Plus Project scenarios.

6 LTA SITE ACCESS AND CIRCULATION

This chapter describes the local transportation analysis including site access and on-site circulation review, effects on bicycle, pedestrian, and transit facilities, construction operations, and neighborhood interface.

6.1 Driveway Site Access

Site access and circulation for the project is based on the latest site plan prepared by the project applicant and is included in the **Appendices**. The 720 Hill Street project provides on-site parking spaces. The site is accessed by the several driveways:

- **Private Driveway at Crossroads Loop**
  - Inbound and outbound access
  - Existing primary driveway serving the project site
- **Loading Zone Driveway at Crossroads Loop**
  - Proposed one-way access for loading vehicles only
  - Inbound from Crossroads Loop, Outbound from existing private driveway
- **Internal On-Site Guest Parking North Driveway**
  - Inbound and outbound access for guest parking
- **Internal On-Site Guest Parking East Driveway**
  - Inbound and outbound access for guest parking

Per City Municipal Code 17.76 and Table 17.76-4, the minimum width of the proposed two-way drive aisle is 25-feet. The parking lot drive aisles for guest parking are dimensioned 25-feet wide.

All driveways do not exceed thirty feet in width, as specified in the City Municipal Code 12.32.010.

In addition, the standard parking spaces on-site are dimensioned 9-feet by 18-feet and compact spaces which satisfy City parking standards.

Vehicles accessing the project driveway would be allowed to make turns in and out the site when there are sufficient vehicle gaps along Crossroads Loop and Hill Street. From the queue analysis results summarized in Section 5, inbound vehicle queues and delays are not expected to be significant issues. For outbound vehicles, on-site vehicle queues are expected during the AM and PM peak due to a combination of inherent unpredictability of vehicle arrivals at driveways, and the random occurrence of gaps in traffic; however, these conditions are typical of driveways in retail and service areas.

6.2 Passenger Vehicle Access and Circulation

Vehicle maneuverability and access for the parking area was analyzed using AutoTURN software which measures design vehicle swept paths and turning through simulation and clearance checks. A passenger car design from the American Association of State Highway and Transportation Officials (AASHTO) was assessed for the loading zone and internal parking area.

Analysis using the AASHTO template revealed that passenger vehicles could adequately access the driveways on Crossroads Loop, the loading zone, maneuver through the parking lot, and park in the stalls without conflicting into other vehicles or stationary objects. The proposed layout provides sufficient vehicle clearance.

6.3 Heavy Vehicle Truck Access and Circulation

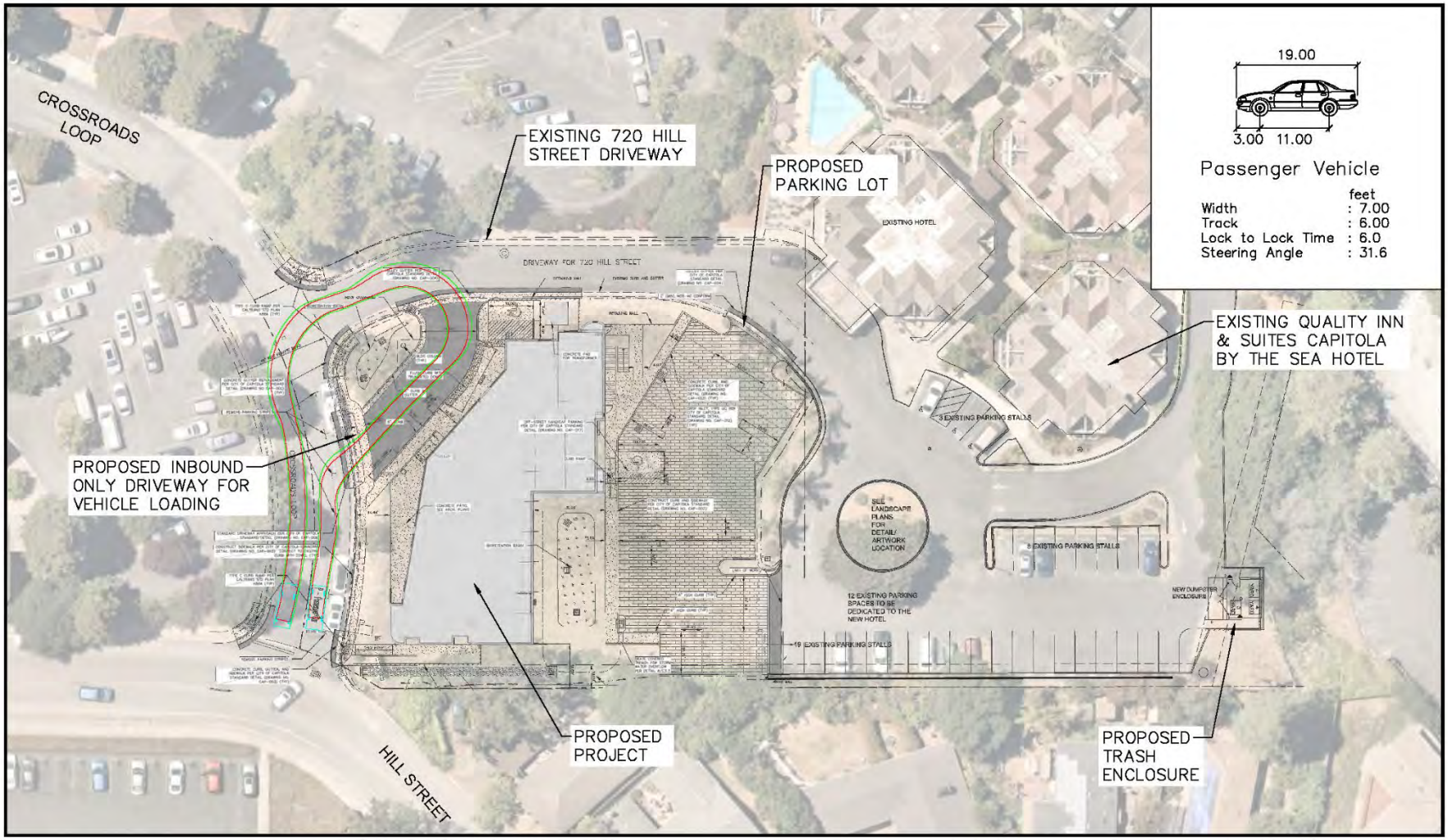
The SU-30 was assumed as the maximum size delivery truck that would be allowed at the project driveway. Fire apparatus and garbage trucks were also checked for site access, and these vehicle dimensions were based on NCHRP 659 – Guide for the Geometric Design of Driveways.

SU-30 trucks would be able to maneuver on Hill Street adjacent to the project site and access the site via Crossroads Loop. Garbage and recycling bins are anticipated to be located in a new proposed trash enclosure in the southeast corner of the site. For businesses with yard bins, front or rear loading waste collection vehicle templates were used, and these vehicles would be able to enter the project driveway to pick up bins and exit the site without conflict.

In the event of an emergency, it is assumed that fire apparatus vehicles will stage in the project parking lots, along the existing private driveway, along Crossroads Loop, or along Hill Street. An existing fire hydrant at the northeast corner of Crossroads Loop and the existing private driveway provides direct fire access for emergency personnel. The project driveways are 25-feet wide minimum, provide at least 10-feet high clearance, and satisfies the 20-foot horizontal and 10-foot- vertical minimum access clearances from the 2016 CA Fire Code.

Figure 12 through **Figure 15** show site access and vehicle turn templates at the project driveway and on-site parking area for the design vehicles described above.

Figure 12: Passenger Vehicle Access



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PASSENGER VEHICLE ACCESS
720 HILL STREET HOTEL TRANSPORTATION ANALYSIS

Figure 13: Delivery Truck Vehicle Access

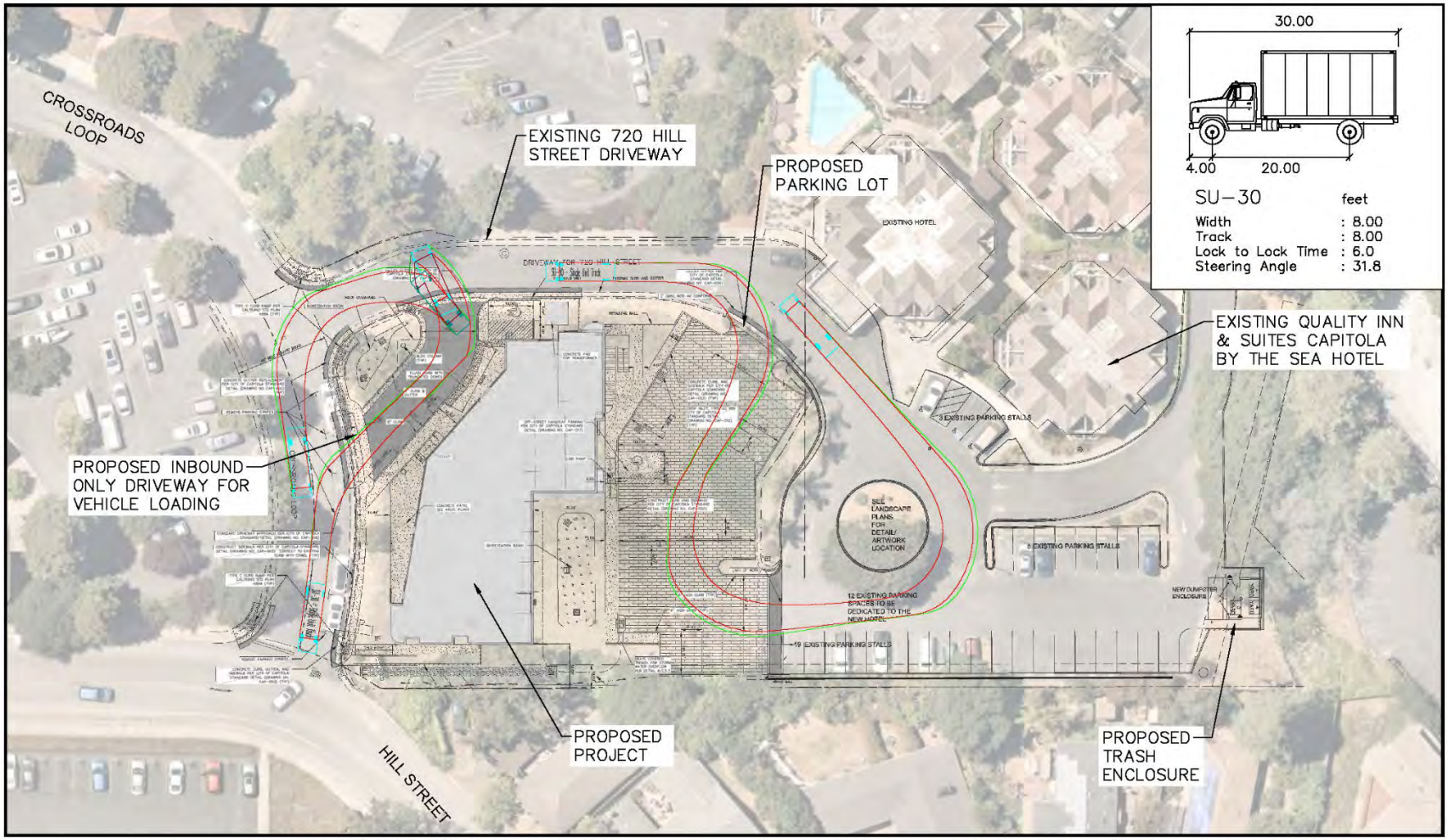


Figure 14: Garbage Truck Access

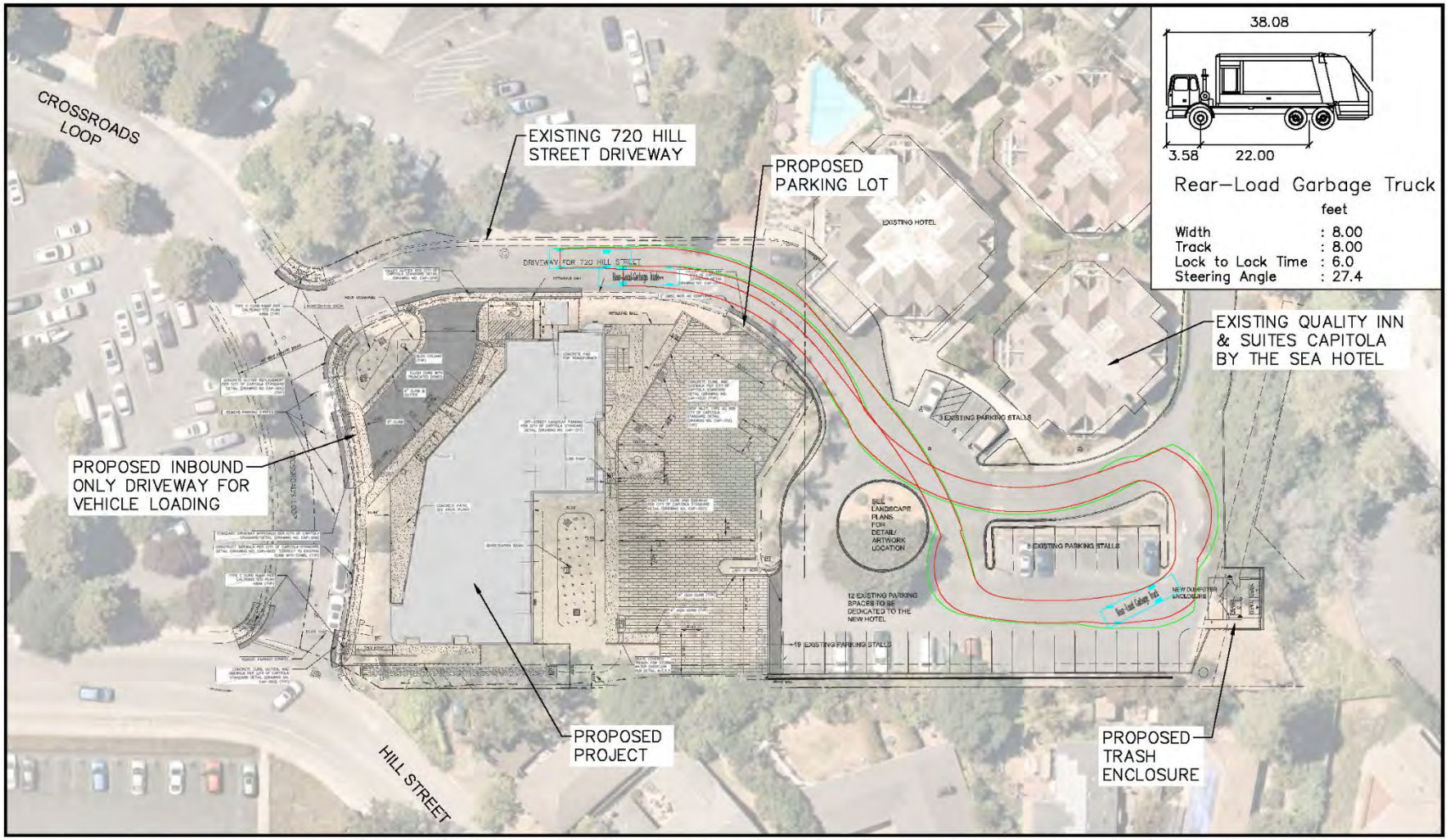
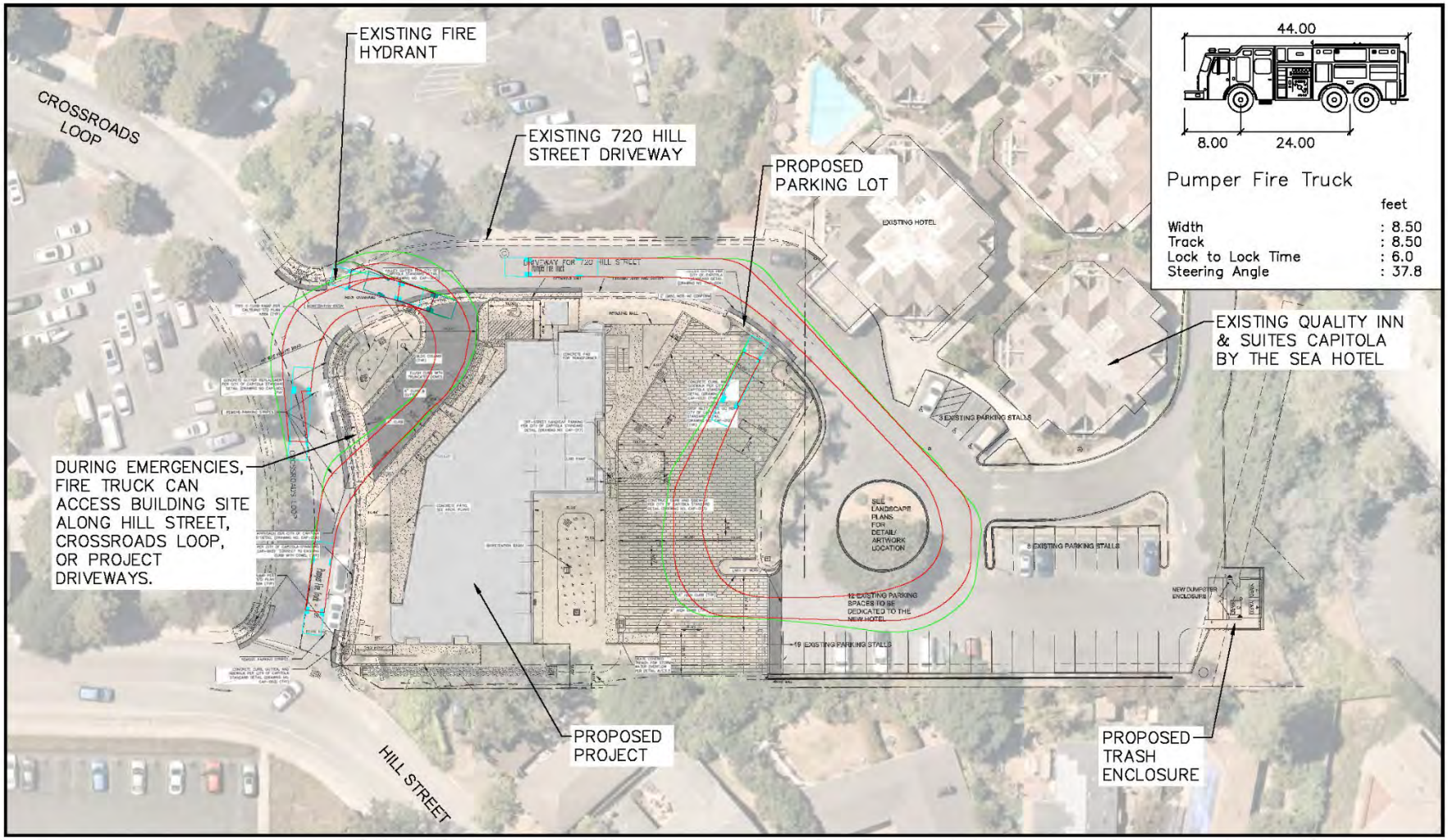


Figure 15: Fire Truck Access



6.4 Vehicle Sight Distance Analysis

A preliminary stopping sight distance (SSD) and intersection sight distance (ISD) analysis was conducted to determine the feasibility of the project driveway locations. 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.

The proposed loading zone driveway at the building entrance only provides direct inbound vehicle access from Crossroads Loop and vehicles will exit the site at the private driveway that intersects with Crossroads Loop. Therefore, an SSD and ISD analysis was conducted for the existing private driveway which provides inbound and outbound access for the project site.

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 to stop safely if a vehicle from the project 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 Crossroads Loop from the existing project driveway from the proposed project driveway, the AASHTO method evaluates sight distance from a vehicle exiting the driveway to a vehicle approaching from either direction. 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 on the roadway. A vehicle setback in a stopped position from the edge of shoulder was assumed for determining intersection sight distance.

Project Driveway Sight Distance

Minimum sight distance criteria for the potential driveways along the study roadways was determined from the AASHTO Geometric Design of Highways and Streets 7th Edition (Green Book). For the purposes of this analysis, a design speed of 20 mph was assumed along Crossroads Loop. AASHTO standard time gap variables for passenger cars stopped on the proposed project driveways were used. Based on the existing traffic control, minimum sight distance was calculated for the following scenarios:

- Stopping Sight Distance on Crossroads Loop
- Intersection Sight Distance Case B – Stop control at the existing 720 Hill Street shared private project driveway
    - Case B1 – Left turn from the minor road
    - Case B2 – Right turn from the minor road

Minimum SSD and ISD values were obtained from Table 9-7 and Table 9-9 of the AASHTO Green Book. A site visit was taken to measure the available sight distance and departure sight triangles at the proposed driveway locations. From a 5-foot setback from the edge of travel way, the measured available sight

distance varies in each direction on Crossroads Loop. **Table 11** summarizes the intersection and stopping sight distance at the project driveways.

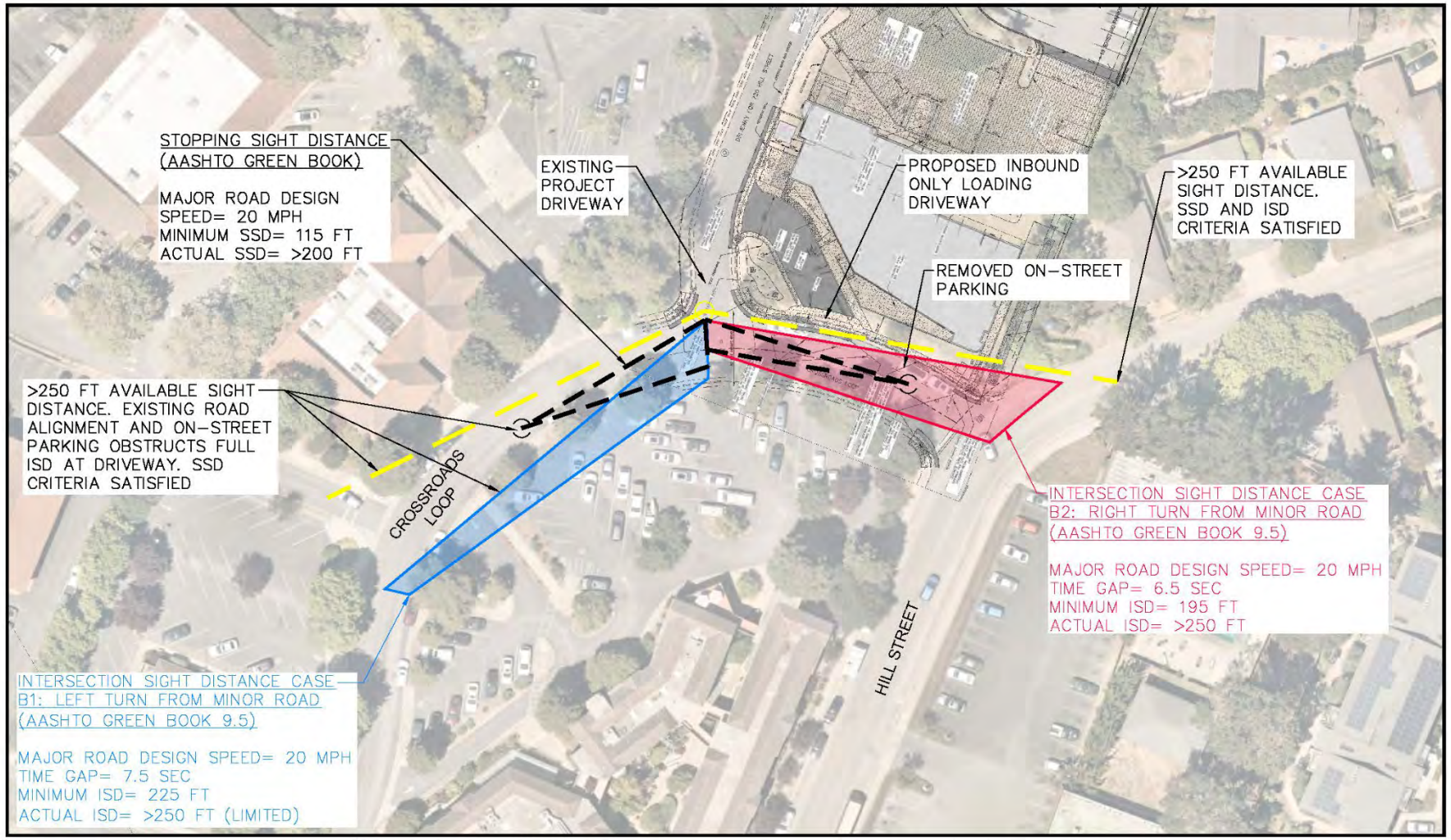
Table 11: Project Driveway Sight Distance

Type	Design Speed (MPH)	Required Sight Distance (ft)	Actual Sight Distance (ft)	Sufficient Sight Distance?
Private Driveway at Crossroads Loop				
SSD on Primary Road	20	115	>200	Yes
ISD Case B1 (Left Turn)	20	225	>250	Yes
ISD Case B2 (Right Turn)	20	195	>250	Yes
Proposed Project Loading Driveway at Private Driveway				
SSD on Primary Road	10	50	>200	Yes
ISD Case B1 (Left Turn)	10	115	>150	Yes
ISD Case B2 (Right Turn)	10	100	>150	Yes

The project driveway location satisfies the minimum stopping sight distance required for all approaches on Crossroads Loop. Vehicles on the road will have sufficient sight distance to react and stop safely if a vehicle from the project driveway enters or exits the road. The existing horizontal curve and on-street parking along Crossroads Loop partially constrains intersection sight distance at the existing project driveway; however, vehicles entering the City streets from the project driveway will have sufficient visibility to make a left or right turn onto the road per AASHTO scenarios.

Overall, the project driveway location is feasible and provide sufficient sight distance for traffic conditions. To ensure that exiting vehicles can see bikes and vehicles traveling on the roadway, no parking striped with red curb should be established immediately adjacent to the project driveways. The project site plan proposes to remove existing on-street parking on Crossroads Loop by its frontage. An exhibit comparing the design and measured available stopping and intersection sight distances is shown in **Figure 16** and **Figure 17.**

Figure 16: Sight Distance Analysis at Private Driveway



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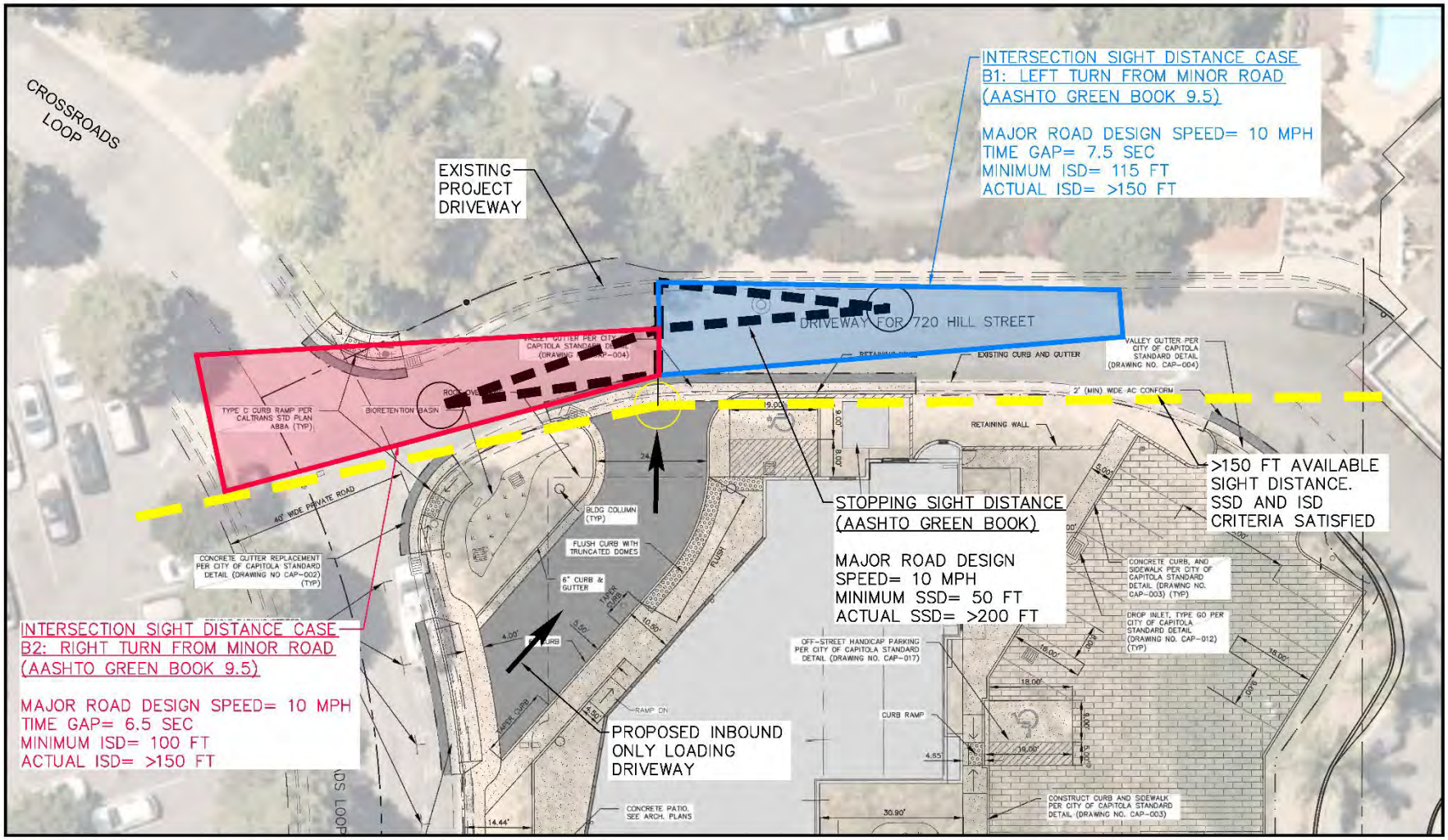
SIGHT DISTANCE ANALYSIS
720 HILL STREET HOTEL TRANSPORTATION ANALYSIS

Figure 17: Sight Distance Analysis at Loading Driveway



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DW-097809005 JUNE 2022

SIGHT DISTANCE ANALYSIS
720 HILL STREET HOTEL TRANSPORTATION ANALYSIS

6.5 Bicycle, Pedestrian, and Transit Access

Due to the function and operational characteristics of the proposed hotel use, the project is anticipated to add some project trips to the existing pedestrian, bicycle, or transit facilities in the area. The increase in multi-modal trips is due to guests accessing local amenities and points of interest such as nearby restaurants, grocery stores, or tourist destinations during their stay at the hotel.

The project will provide on-site pedestrian improvements to the existing facilities along the project frontage on Crossroads Loop. The following improvements will enhance pedestrian access in the area.

- Construct a sidewalk on the east side of Crossroads Loop from Hill Street to the project's private driveway.
- Reconstruct the existing concrete curb ramps to ADA standard at the project driveway and at the Crossroad Loop / Hill Street intersection.

As stated in Section 2, the existing network of sidewalks and crosswalks in the study area are adequate with connectivity and walkable routes to nearby bus stops, retail, and other points of interest in the immediate project area. In addition, the nearest transit stop is located adjacent to the project at the intersection of Hill Street / Crossroads Loop.

As for bicycle connectivity, the Class II bike lanes and Class III shared bike sharrows on Hill Street and Class II bike lanes on Bay Avenue provide bicycle facilities in the vicinity of the project site.

The project is anticipated to increase pedestrian, bicycle, and transit activity in the area; however, it is anticipated that the project would not create an adverse effect to the existing pedestrian, bicycle, or transit facility operations.

6.6 Vehicle and Bicycle Parking

Per Chapter 17.76, Table 17.76-2, and Table 17.76-6 of the Capitola Municipal Code (updated 12/9/2021), the proposed project land use is required to provide the following minimum off-street vehicle and bicycle parking as shown in **Table 12**.

Table 12: Required On-Site Parking

Guideline Source	Land Use	Parking Type	Parking Standard per Guideline
Capitola Municipal Code	Hotel	Vehicle	One (1) vehicle space per guest room; One (1) vehicle space per 300 sqft of office
		Bicycle (Short Term)	One (1) bicycle space per for every 10 code-required auto parking spaces
		Bicycle (Long Term)	One (1) bicycle space per for every 20 code-required auto parking spaces for uses 10,000 square feet or greater

Parking Condition with Project Site Only

Based on these City ratios, the project is required to provide a minimum total of 42 off-street vehicle parking spaces and 6 off-street bicycle parking spaces (4 short-term spaces and 2 long-term spaces) for the proposed hotel use. The project site plan proposes 30 vehicle spaces and does not provide a bicycle parking supply. Under these conditions, the project site would have a parking shortfall as shown in **Table 13**.

Table 13: Parking Summary – Project Site Only

Parking Condition	Vehicle Parking (# Spaces)	Bicycle Parking (# Spaces)
Project Hotel Only		
Required Parking	42	6
Proposed Parking Supply	30	0
Parking Surplus/Deficit	(12)	(6)
Sufficient On-Site Parking?	No	No

Parking Condition with Shared Parking Agreement

Based on City and Client discussion, the proposed hotel would be managed under the same ownership as the existing Quality Inn & Suites on-site but will function as an independent business entity. There is no land division between the existing and proposed hotel, but to operate, it is assumed the project would be required to have a shared vehicle access and a shared parking agreement through a Conditional Use Permit.

With a shared parking agreement, the on-site parking will be shared between the existing and proposed hotel uses on the 720 Hill Street property. The Quality Inn & Suites has an existing guestroom count of 55 rooms and the new project hotel will have a proposed guestroom count of 42 rooms. **Table 14**

summarize the vehicle and bicycle parking requirements for the combined Quality Inn & Suites and project hotel.

Table 14: Parking Summary – Shared Parking Agreement

Parking Condition	Vehicle Parking (# Spaces)	Bicycle Parking (# Spaces)
Required Parking Per City Code		
Existing Quality Inn Suites	55	9
Proposed Project Hotel	42	6
Net Total Required Parking	**97**	**15**
Combined Parking Supply		
Existing Quality Inn Suites	73	0
Proposed Project Hotel	30	0
Net Total Parking Supply	**103**	**0**
Parking Surplus/Deficit	**6**	**(15)**
Sufficient On-Site Parking?	**Yes**	**No**

Per City Municipal Code, the combined Quality Inn & Suites and project hotel site is required to provide a minimum total of 97 off-street vehicle parking spaces and 15 off-street bicycle parking spaces (10 short-term spaces and 5 long-term spaces).

The project site with a shared parking agreement proposes a net total parking supply of 103 vehicle spaces to accommodate the existing Quality Inn & Suites and project hotel (73 existing spaces plus 30 proposed spaces). Of the 73 existing vehicle parking spaces, 12 spaces would be dedicated to the new project hotel. The existing and proposed project site plan does not provide a total bicycle parking supply.

The project site plan is anticipated to provide sufficient vehicle parking per the City's off-street parking requirement but will have a shortfall of required bicycle spaces. To mitigate the bicycle parking deficit, the project would be required to provide a minimum of 15 shared bicycle spaces on-site for the existing and proposed hotel (10 short term and 5 long term spaces).

6.7 Construction Operations

During project construction, the existing curb, gutter, and sidewalk along the project frontage would be widened and replaced. A Traffic Management Plan (TMP) should be developed for construction activities at the site. Prior to construction, the contractor should place temporary signs indicating closed sidewalk facilities, install a temporary screened fence around the work area, protect existing features/utilities, and repair any damaged improvements within public right of way per City of Capitola requirements.

Pedestrians and bicyclists would potentially not be able to travel on the north side of Crossroads Loop Road or the north side of Hill Street next to the project during construction and would need to use the existing facilities on the opposite side of the street.

Vehicle access along Crossroads Loop near the project may also be restricted during construction due to its 2-lane roadway cross-section. The through lanes on Crossroads Loop could be temporary closed, and the contractor should install appropriate MUTCD traffic control devices to warn approaching vehicles of temporary lane closures and lane merges prior to the project site.

It is assumed that a temporary construction vehicle parking and stage construction area would be provided on the project site. This potential parking area would require the contractor to obtain necessary approval, right of entry, and permits with the City and property owners prior to construction.

6.8 Neighborhood Interface

The proposed project is in the community commercial district in the City and not located in the vicinity of schools. Therefore, the project is not anticipated to create an adverse effect to the existing school and neighborhood operations in the surrounding area. The project is located on commercial collector streets and would not promote excessive cut through traffic or vehicle speeding along the roadway network.

From the parking analysis, the project's on-site parking would satisfy the City's vehicle parking standard, and the project is not anticipated to create an adverse effect to the existing parking condition in the surrounding area.

From recent site visits and field observations, sidewalk and curb returns are provided in the area. The existing sidewalks in the area are at least four-feet wide and have either rolled or raised concrete curbs. ADA compliant curb ramps are also provided in the area. The project is not anticipated to create an adverse effect to the existing pedestrian and bicycle facilities in the surrounding neighborhood area.

7 APPENDICES

Appendices A –Project Site Plan

Appendices B – Intersection, Roadway, and Freeway Traffic Counts

Appendices C – Synchro Intersection Operations Analysis

Appendices A – Project Site Plan

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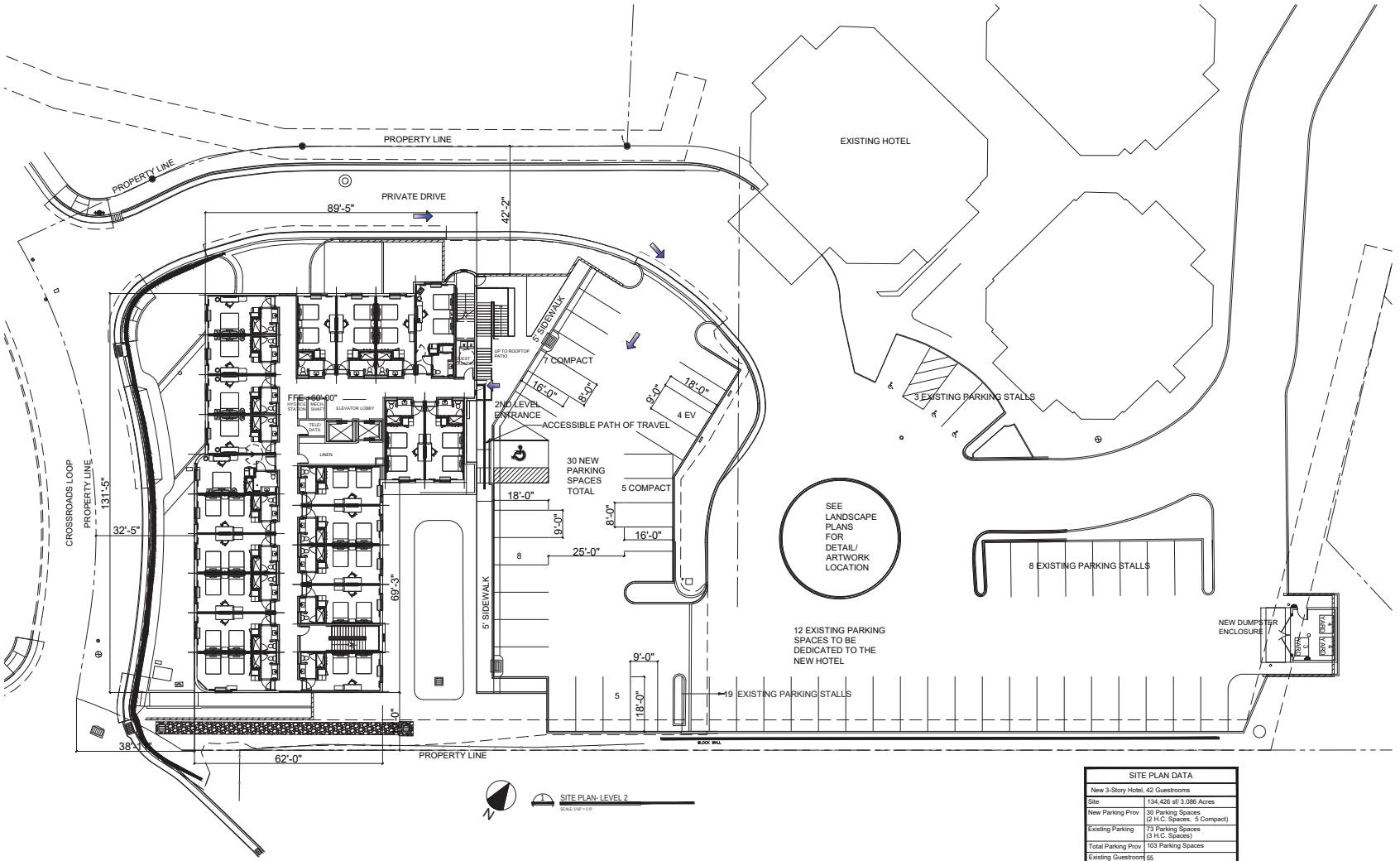

SITE PLAN DATA	
New 3-Story Hotel, 42 Guestrooms	
Site	134,426 sf/ 3.086 Acres
New Parking Prov	30 Parking Spaces (2 H.C. Spaces, 5 Compact)
Existing Parking	73 Parking Spaces (3 H.C. Spaces)
Total Parking Prov	103 Parking Spaces
Existing Guestroom Count	55
Total Guestrooms	97
Zoning	C-C
Total Lot Coverage	16.6%
Total FAR	.39
Building GBA EX.	34,492 sf
Building GBA New	18,261 sf
1st Floor	7,650 sf
2nd Floor	9,895 sf
3rd Floor	9,895 sf
Roof	821 sf

Gwen Jarick Architecture LLC
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Rio Verde, AZ 85263
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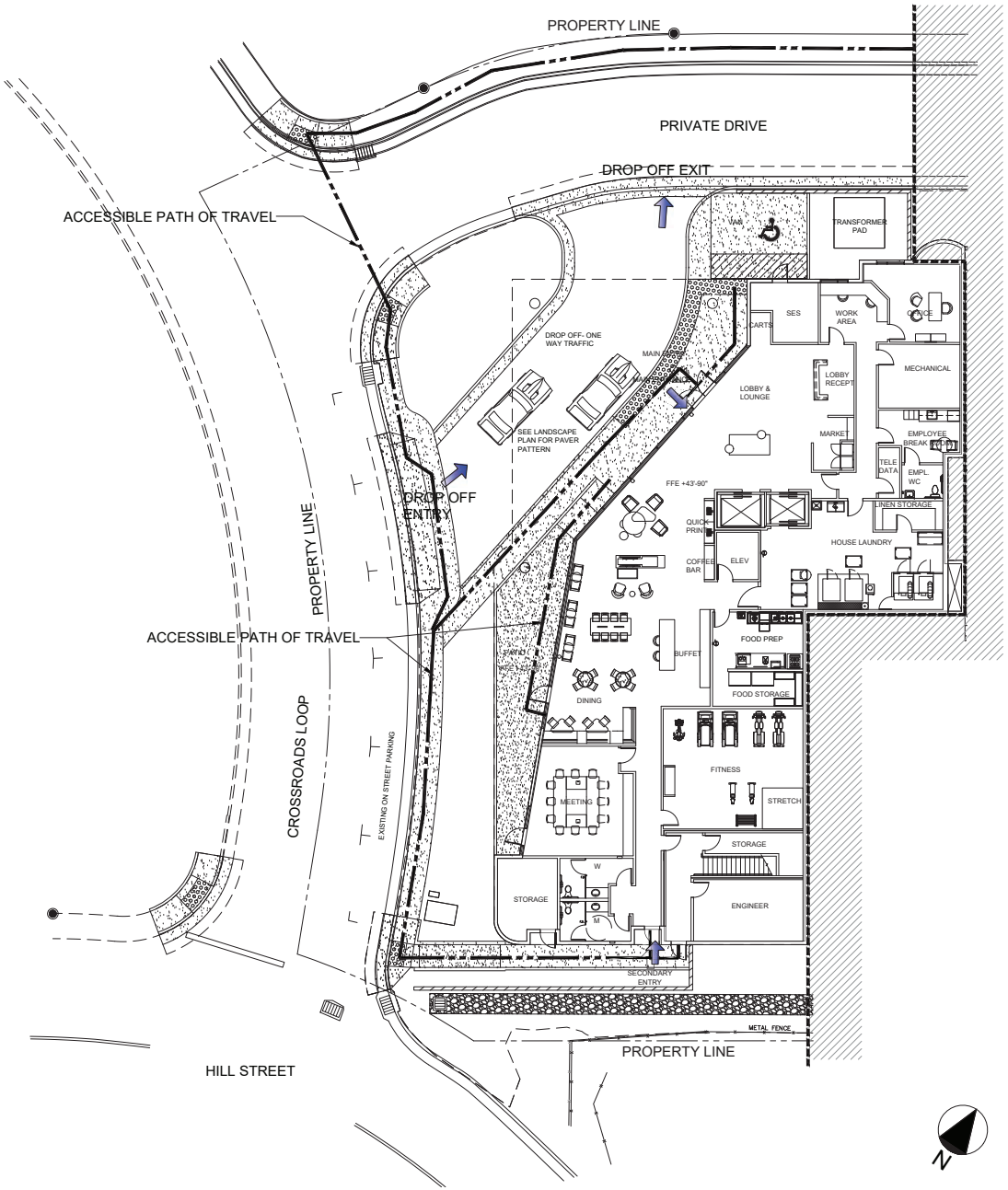
BOUTIQUE HOTEL
720 Hill Street Capitola, CA

ISSUE DATE: 12/3/2021
REVISION DATE:
GENERATION:
DECOR:

LEVEL 2 SITE PLAN

A101

NOT FOR CONSTRUCTION



LOCATION MAP
APN #: 036-011-28

SITE PLAN DATA	
New 3-Story Hotel, 42 Guestrooms	
Site	134,426 sf/ 3.086 Acres
New Parking Prov	30 Parking Spaces (2 H.C. Spaces, 5 Compact)
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Zoning	C-C
Total Lot Coverage	16.6%
Total FAR	.39
Building GBA EX.	34,492 sf
Building GBA New	18,261 sf
1st Floor	7,650 sf
2nd Floor	9,895 sf
3rd Floor	9,895 sf
Roof	821 sf

1 SITE PLAN- LEVEL 1
SCALE: 3/32" = 1'-0"

ARCHITECTURE PLANNING DESIGN
Gwen Jarick Architecture LLC
17823 E Cindercone Rd
Rio Verde, AZ 85263
480.686.2203
gwen@gj-arch.com

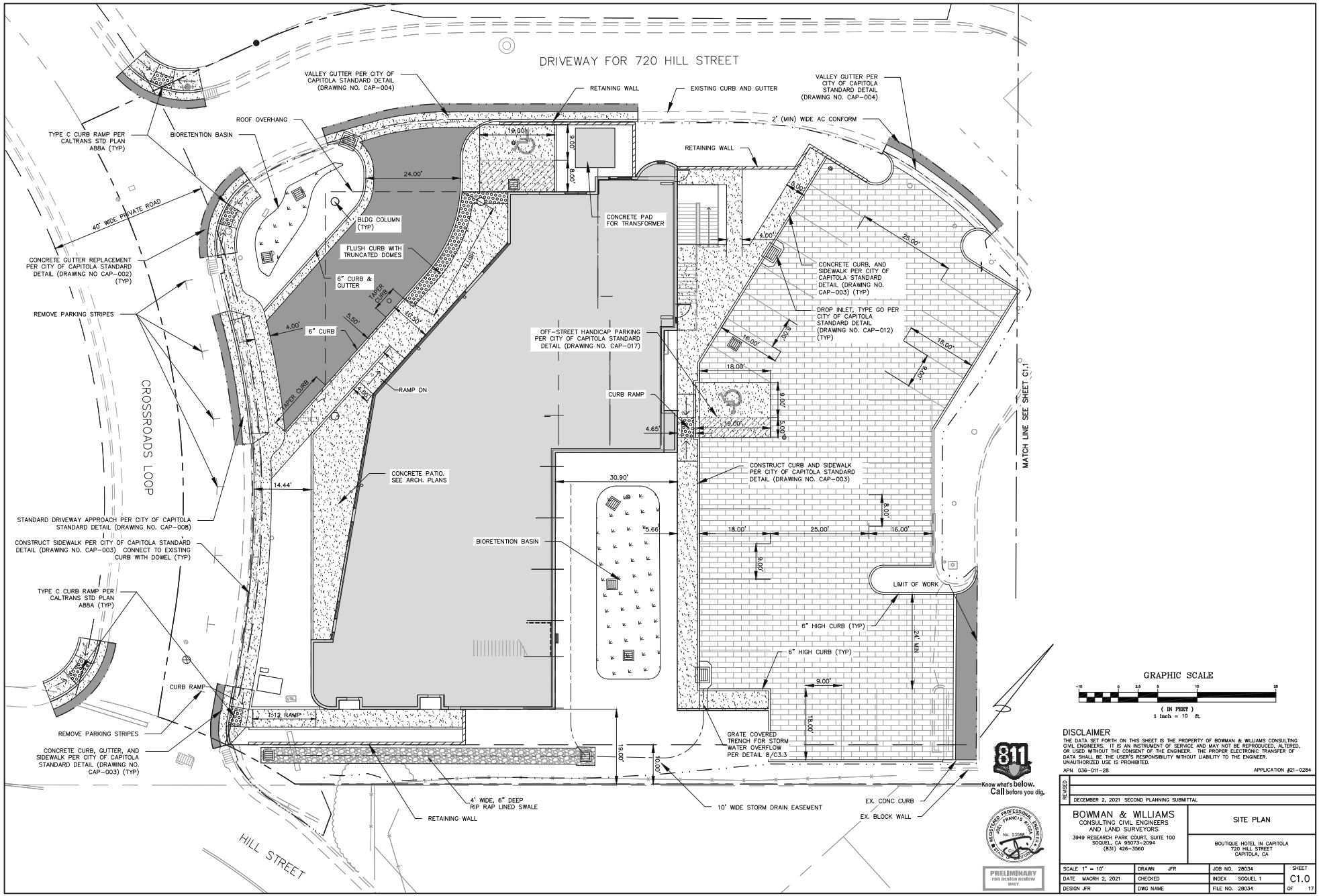
BOUTIQUE HOTEL
720 Hill Street Capitola, CA

ISSUE DATE: 12/3/2021
REVISION DATE:
GENERATION:
DECOR:

LEVEL 1 SITE PLAN

A100

NOT FOR CONSTRUCTION



GRAPHIC SCALE

(IN FEET)
1 inch = 10 ft.

APN 036-011-28

APPLICATION #21-0284

811 Know what's below. Call before you dig.

REGISTERED PROFESSIONAL ENGINEER — JOEL FRANCIS KILIAN — No. 53588 — STATE OF CALIFORNIA — CIVIL

PRELIMINARY FOR DESIGN REVIEW ONLY

REVISED
DECEMBER 2, 2021 SECOND PLANNING SUBMITTAL

BOWMAN & WILLIAMS
CONSULTING CIVIL ENGINEERS AND LAND SURVEYORS
3949 RESEARCH PARK COURT, SUITE 100
SOQUEL, CA 95073-2094
(831) 426-3560

SITE PLAN

BOUTIQUE HOTEL IN CAPITOLA
720 HILL STREET
CAPITOLA, CA

SCALE 1" = 10'	DRAWN JFR	JOB NO. 28034	SHEET
DATE MARCH 2, 2021	CHECKED	INDEX SOQUEL 1	C1.0
DESIGN JFR	DWG NAME	FILE NO. 28034	OF 17

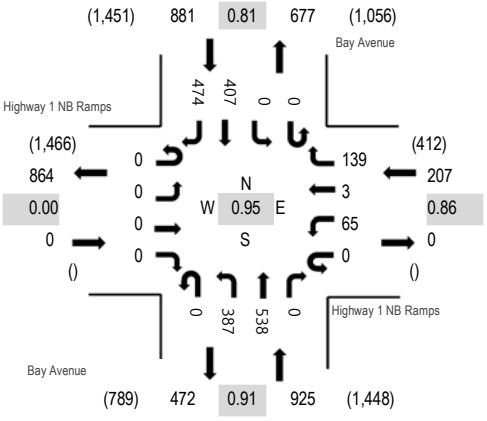
Appendices B – Intersection, Roadway, and Freeway Traffic Counts

ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 1 Bay Avenue & Highway 1 NB Ramps AM
Date: Tuesday, February 15, 2022
Study Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes in Study Peak Hour: 08:15 AM - 08:30 AM

Study Peak Hour (for all study intersections)

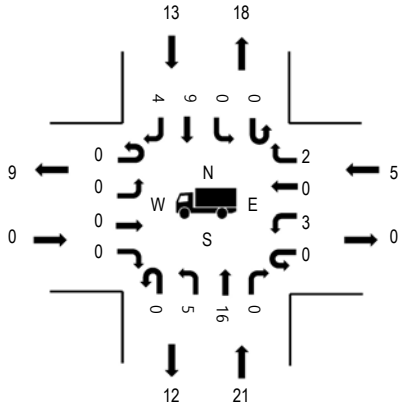
Motorized Vehicles



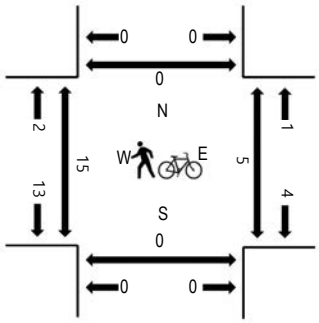
Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.0%	0.00
WB	2.4%	0.86
NB	2.3%	0.91
SB	1.5%	0.81
All	1.9%	0.95

Heavy Vehicles



Pedestrians/Bicycles in Crosswalk



Traffic Counts - Motorized Vehicles

Interval Start Time	Highway 1 NB Ramps Eastbound				Highway 1 NB Ramps Westbound				Bay Avenue Northbound				Bay Avenue Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
7:00 AM	0	0	0	0	0	20	1	32	0	57	19	0	0	0	44	49	222	1,360
7:15 AM	0	0	0	0	0	18	1	34	0	64	41	0	0	0	46	66	270	1,630
7:30 AM	0	0	0	0	0	20	0	40	0	75	88	0	0	0	72	96	391	1,890
7:45 AM	0	0	0	0	0	13	2	30	0	108	127	0	0	0	91	106	477	2,013
8:00 AM	0	0	0	0	0	18	0	38	0	79	174	0	0	0	81	102	492	1,951
8:15 AM	0	0	0	0	0	12	1	33	0	96	115	0	0	0	133	140	530	
8:30 AM	0	0	0	0	0	22	0	38	0	104	122	0	0	0	102	126	514	
8:45 AM	0	0	0	0	0	18	2	19	0	73	106	0	0	0	79	118	415	
Count Total	0	0	0	0	0	141	7	264	0	656	792	0	0	0	648	803	3,311	
Peak Hour	0	0	0	0	0	65	3	139	0	387	538	0	0	0	407	474	2,013	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles in Crosswalk

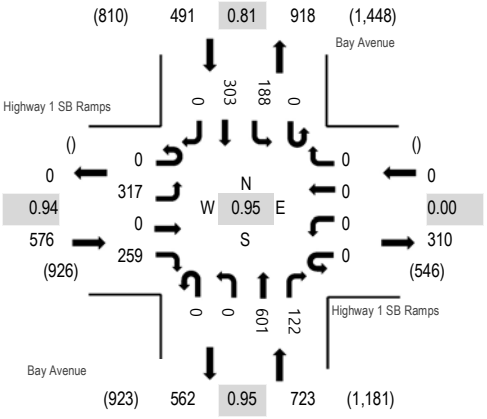
Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
7:00 AM	0	3	1	0	4	7:00 AM	0	0	0	0	0	7:00 AM	0	0	4	0	4
7:15 AM	0	1	1	4	6	7:15 AM	0	0	0	0	0	7:15 AM	1	0	1	0	2
7:30 AM	0	2	2	0	4	7:30 AM	0	0	0	0	0	7:30 AM	1	0	0	0	1
7:45 AM	0	7	1	6	14	7:45 AM	0	1	0	0	1	7:45 AM	1	0	1	0	2
8:00 AM	0	1	2	2	5	8:00 AM	0	2	0	10	12	8:00 AM	3	0	3	0	6
8:15 AM	0	5	2	3	10	8:15 AM	0	3	0	2	5	8:15 AM	8	0	1	0	9
8:30 AM	0	8	0	2	10	8:30 AM	0	1	0	3	4	8:30 AM	3	0	0	0	3
8:45 AM	0	4	1	3	8	8:45 AM	0	1	0	1	2	8:45 AM	2	0	3	0	5
Count Total	0	31	10	20	61	Count Total	0	8	0	16	24	Count Total	19	0	13	0	32
Peak Hour	0	21	5	13	39	Peak Hour	0	7	0	15	22	Peak Hour	15	0	5	0	20

ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 2 Bay Avenue & Highway 1 SB Ramps AM
Date: Tuesday, February 15, 2022
Study Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes in Study Peak Hour: 08:15 AM - 08:30 AM

Study Peak Hour (for all study intersections)

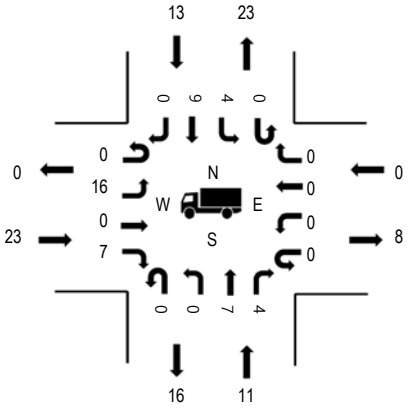
Motorized Vehicles



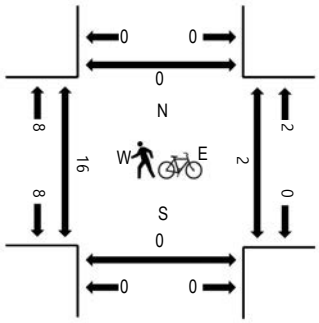
Note: Total study counts contained in parentheses.

	HV%	PHF
EB	4.0%	0.94
WB	0.0%	0.00
NB	1.5%	0.95
SB	2.6%	0.81
All	2.6%	0.95

Heavy Vehicles



Pedestrians/Bicycles in Crosswalk



Traffic Counts - Motorized Vehicles

Interval Start Time	Highway 1 SB Ramps Eastbound				Highway 1 SB Ramps Westbound				Bay Avenue Northbound				Bay Avenue Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
7:00 AM	0	13	0	36	0	0	0	0	0	0	64	17	0	23	40	0	193	1,186
7:15 AM	0	27	0	38	0	0	0	0	0	0	73	25	0	29	34	0	226	1,442
7:30 AM	0	53	0	48	0	0	0	0	0	0	118	27	0	42	51	0	339	1,687
7:45 AM	0	84	0	60	0	0	0	0	0	0	149	30	0	58	47	0	428	1,790
8:00 AM	0	92	0	61	0	0	0	0	0	0	164	27	0	34	71	0	449	1,731
8:15 AM	0	69	0	78	0	0	0	0	0	0	138	34	0	47	105	0	471	
8:30 AM	0	72	0	60	0	0	0	0	0	0	150	31	0	49	80	0	442	
8:45 AM	0	73	0	62	0	0	0	0	0	0	108	26	1	47	52	0	369	
Count Total	0	483	0	443	0	0	0	0	0	0	964	217	1	329	480	0	2,917	
Peak Hour	0	317	0	259	0	0	0	0	0	0	601	122	0	188	303	0	1,790	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles in Crosswalk

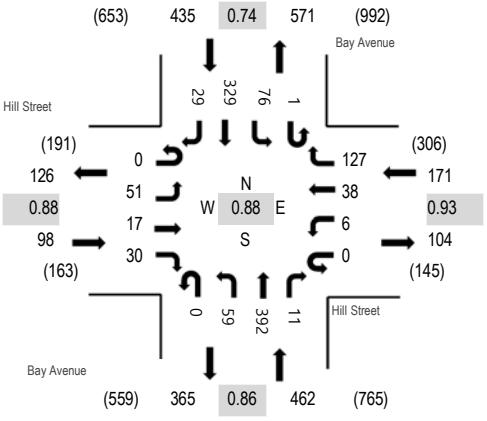
Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
7:00 AM	5	0	0	1	6	7:00 AM	0	0	0	0	0	7:00 AM	0	0	0	0	0
7:15 AM	1	0	0	3	4	7:15 AM	0	0	0	0	0	7:15 AM	1	0	0	0	1
7:30 AM	2	1	0	0	3	7:30 AM	0	0	0	0	0	7:30 AM	3	0	0	0	3
7:45 AM	8	3	0	3	14	7:45 AM	0	1	0	0	1	7:45 AM	4	0	0	0	4
8:00 AM	2	2	0	2	6	8:00 AM	0	2	0	7	9	8:00 AM	5	0	1	0	6
8:15 AM	5	3	0	6	14	8:15 AM	0	2	0	3	5	8:15 AM	5	0	0	0	5
8:30 AM	8	3	0	2	13	8:30 AM	0	0	0	2	2	8:30 AM	2	0	1	0	3
8:45 AM	4	4	0	4	12	8:45 AM	0	1	0	1	2	8:45 AM	3	0	2	0	5
Count Total	35	16	0	21	72	Count Total	0	6	0	13	19	Count Total	23	0	4	0	27
Peak Hour	23	11	0	13	47	Peak Hour	0	5	0	12	17	Peak Hour	16	0	2	0	18

ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 3 Bay Avenue & Hill Street AM
Date: Tuesday, February 15, 2022
Study Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes in Study Peak Hour: 08:15 AM - 08:30 AM

Study Peak Hour (for all study intersections)

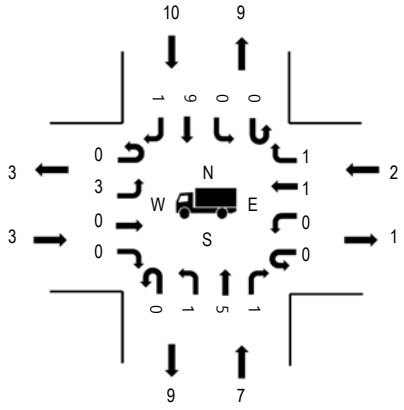
Motorized Vehicles



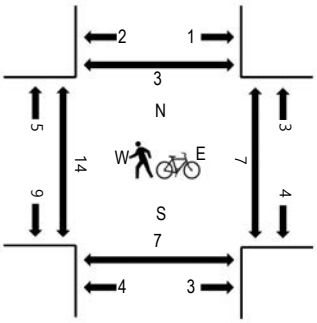
Note: Total study counts contained in parentheses.

	HV%	PHF
EB	3.1%	0.88
WB	1.2%	0.93
NB	1.5%	0.86
SB	2.3%	0.74
All	1.9%	0.88

Heavy Vehicles



Pedestrians/Bicycles in Crosswalk



Traffic Counts - Motorized Vehicles

Interval Start Time	Hill Street Eastbound				Hill Street Westbound				Bay Avenue Northbound				Bay Avenue Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
7:00 AM	0	13	4	5	0	1	6	20	0	8	40	0	0	5	22	5	129	721
7:15 AM	0	7	3	3	0	1	2	21	0	3	42	1	0	9	35	5	132	882
7:30 AM	0	7	1	6	0	0	3	40	0	10	92	1	0	2	58	4	224	1,081
7:45 AM	0	7	3	6	0	2	4	35	0	8	97	1	0	11	55	7	236	1,156
8:00 AM	0	10	3	6	0	1	10	35	0	12	110	1	1	19	79	3	290	1,166
8:15 AM	0	17	4	7	0	1	8	37	0	14	95	2	0	22	119	5	331	
8:30 AM	0	13	4	7	0	0	12	25	0	12	118	4	0	20	75	9	299	
8:45 AM	0	11	6	10	0	4	8	30	0	21	69	4	0	15	56	12	246	
Count Total	0	85	28	50	0	10	53	243	0	88	663	14	1	103	499	50	1,887	
Peak Hour	0	51	17	30	0	6	38	127	0	59	392	11	1	76	329	29	1,166	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles in Crosswalk

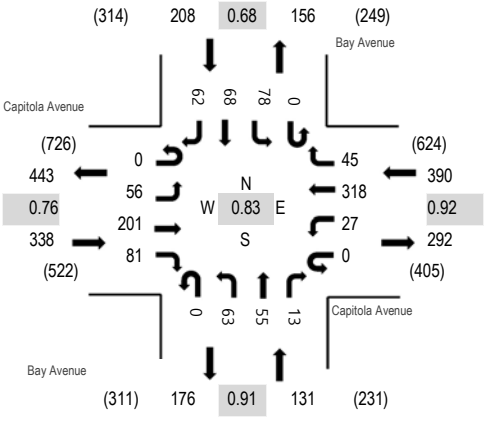
Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
7:00 AM	0	0	0	2	2	7:00 AM	0	0	0	0	0	7:00 AM	0	1	1	1	3
7:15 AM	0	0	0	3	3	7:15 AM	0	0	0	0	0	7:15 AM	0	1	1	1	3
7:30 AM	0	2	0	2	4	7:30 AM	0	0	1	0	1	7:30 AM	3	3	2	3	11
7:45 AM	0	2	0	4	6	7:45 AM	0	0	1	0	1	7:45 AM	2	0	0	2	4
8:00 AM	0	2	0	1	3	8:00 AM	0	1	0	7	8	8:00 AM	5	2	3	0	10
8:15 AM	2	1	1	5	9	8:15 AM	3	2	0	4	9	8:15 AM	4	4	2	0	10
8:30 AM	0	2	0	2	4	8:30 AM	0	1	0	3	4	8:30 AM	2	0	0	0	2
8:45 AM	1	2	1	2	6	8:45 AM	0	2	0	1	3	8:45 AM	3	1	2	3	9
Count Total	3	11	2	21	37	Count Total	3	6	2	15	26	Count Total	19	12	11	10	52
Peak Hour	3	7	2	10	22	Peak Hour	3	6	0	15	24	Peak Hour	14	7	7	3	31

ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 4 Bay Avenue & Capitola Avenue AM
Date: Tuesday, February 15, 2022
Study Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes in Study Peak Hour: 08:15 AM - 08:30 AM

Study Peak Hour (for all study intersections)

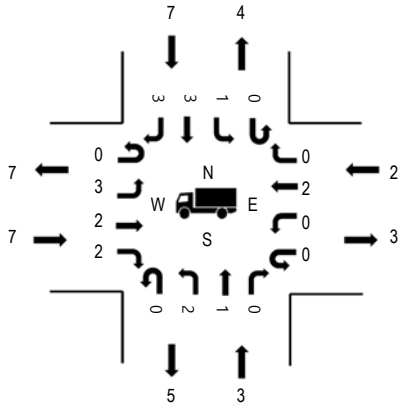
Motorized Vehicles



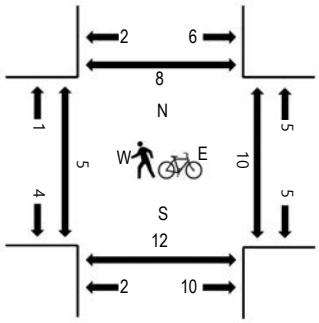
Note: Total study counts contained in parentheses.

	HV%	PHF
EB	2.1%	0.76
WB	0.5%	0.92
NB	2.3%	0.91
SB	3.4%	0.68
All	1.8%	0.83

Heavy Vehicles



Pedestrians/Bicycles in Crosswalk



Traffic Counts - Motorized Vehicles

Interval Start Time	Capitola Avenue Eastbound				Capitola Avenue Westbound				Bay Avenue Northbound				Bay Avenue Southbound					Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	
7:00 AM	0	5	14	6	0	1	27	1	0	10	12	1	0	2	6	5	90	621
7:15 AM	0	10	16	12	0	4	30	2	0	9	6	2	0	4	20	6	121	817
7:30 AM	0	7	37	23	0	3	76	4	0	17	7	1	0	6	10	12	203	1,018
7:45 AM	0	14	31	17	0	6	70	9	0	12	14	2	0	6	16	10	207	1,067
8:00 AM	0	11	59	19	0	6	80	20	0	15	17	2	0	26	13	18	286	1,070
8:15 AM	0	15	78	18	0	8	86	8	0	16	10	7	0	38	22	16	322	
8:30 AM	0	16	33	27	0	7	82	8	0	20	14	2	0	8	17	18	252	
8:45 AM	0	10	21	23	0	7	69	10	0	13	19	3	0	6	20	9	210	
Count Total	0	88	289	145	0	42	520	62	0	112	99	20	0	96	124	94	1,691	
Peak Hour	0	56	201	81	0	27	318	45	0	63	55	13	0	78	68	62	1,067	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles in Crosswalk

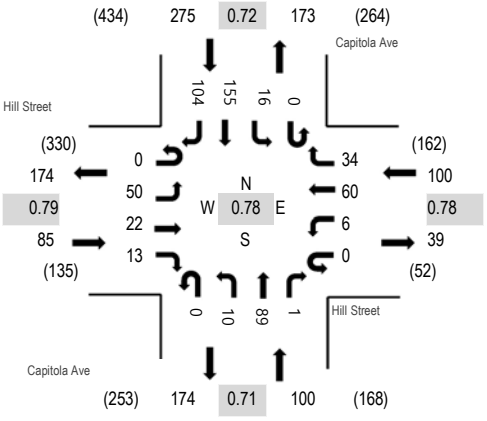
Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
7:00 AM	2	0	0	0	2	7:00 AM	0	0	0	0	0	7:00 AM	0	2	0	0	2
7:15 AM	1	0	0	0	1	7:15 AM	0	0	0	0	0	7:15 AM	3	1	2	1	7
7:30 AM	1	0	2	0	3	7:30 AM	0	0	0	0	0	7:30 AM	1	1	2	1	5
7:45 AM	2	0	2	2	6	7:45 AM	0	2	0	0	2	7:45 AM	1	0	1	2	4
8:00 AM	0	0	0	1	1	8:00 AM	6	0	3	2	11	8:00 AM	3	6	3	3	15
8:15 AM	2	1	0	1	4	8:15 AM	3	1	0	1	5	8:15 AM	0	4	4	2	10
8:30 AM	3	2	0	3	8	8:30 AM	1	0	0	0	1	8:30 AM	1	2	2	1	6
8:45 AM	1	0	3	1	5	8:45 AM	0	1	1	0	2	8:45 AM	1	6	1	3	11
Count Total	12	3	7	8	30	Count Total	10	4	4	3	21	Count Total	10	22	15	13	60
Peak Hour	7	3	2	7	19	Peak Hour	10	3	3	3	19	Peak Hour	5	12	10	8	35

ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 5 Capitola Ave & Hill Street AM
Date: Tuesday, February 15, 2022
Study Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes in Study Peak Hour: 08:15 AM - 08:30 AM

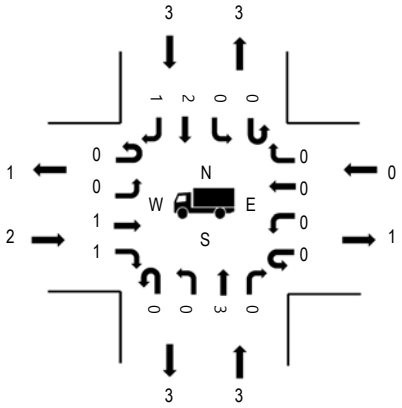
Study Peak Hour (for all study intersections)

Motorized Vehicles

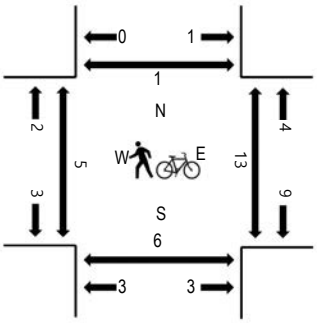


Note: Total study counts contained in parentheses.

Heavy Vehicles



Pedestrians/Bicycles in Crosswalk



	HV%	PHF
EB	2.4%	0.79
WB	0.0%	0.78
NB	3.0%	0.71
SB	1.1%	0.72
All	1.4%	0.78

Traffic Counts - Motorized Vehicles

Interval Start Time	Hill Street Eastbound				Hill Street Westbound				Capitola Ave Northbound				Capitola Ave Southbound					Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	
7:00 AM	0	3	4	0	0	2	9	1	0	7	4	0	0	0	8	13	51	291
7:15 AM	0	7	0	3	0	0	5	4	0	1	9	0	0	0	21	22	72	411
7:30 AM	0	5	1	0	0	0	13	2	0	6	9	1	0	0	15	25	77	519
7:45 AM	0	7	1	1	0	1	15	3	0	2	15	1	0	3	20	22	91	560
8:00 AM	0	15	7	2	0	2	18	12	0	2	33	0	0	4	47	29	171	608
8:15 AM	0	18	6	3	0	3	13	14	0	3	25	0	0	8	57	30	180	
8:30 AM	0	10	8	7	0	0	14	5	0	3	16	0	0	1	31	23	118	
8:45 AM	0	21	4	2	0	4	16	6	0	9	20	2	0	1	24	30	139	
Count Total	0	86	31	18	0	12	103	47	0	33	131	4	0	17	223	194	899	
Peak Hour	0	50	22	13	0	6	60	34	0	10	89	1	0	16	155	104	560	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles in Crosswalk

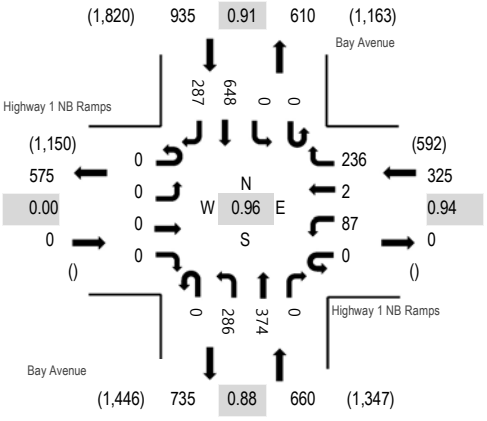
Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
7:00 AM	0	0	0	0	0	7:00 AM	0	0	1	0	1	7:00 AM	1	0	2	0	3
7:15 AM	0	0	0	0	0	7:15 AM	0	1	0	0	1	7:15 AM	0	0	3	0	3
7:30 AM	0	0	0	0	0	7:30 AM	0	0	1	3	4	7:30 AM	3	0	4	0	7
7:45 AM	0	0	0	0	0	7:45 AM	0	1	0	4	5	7:45 AM	1	1	4	0	6
8:00 AM	1	1	0	2	4	8:00 AM	0	1	1	2	4	8:00 AM	3	2	7	1	13
8:15 AM	0	0	0	1	1	8:15 AM	2	0	0	4	6	8:15 AM	1	1	2	0	4
8:30 AM	1	2	0	0	3	8:30 AM	0	0	0	1	1	8:30 AM	0	2	0	0	2
8:45 AM	0	0	0	2	2	8:45 AM	0	1	1	0	2	8:45 AM	0	0	3	0	3
Count Total	2	3	0	5	10	Count Total	2	4	4	14	24	Count Total	9	6	25	1	41
Peak Hour	2	3	0	3	8	Peak Hour	2	2	1	11	16	Peak Hour	5	6	13	1	25

ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 1 Bay Avenue & Highway 1 NB Ramps PM
Date: Tuesday, February 15, 2022
Study Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes in Study Peak Hour: 05:00 PM - 05:15 PM

Study Peak Hour (for all study intersections)

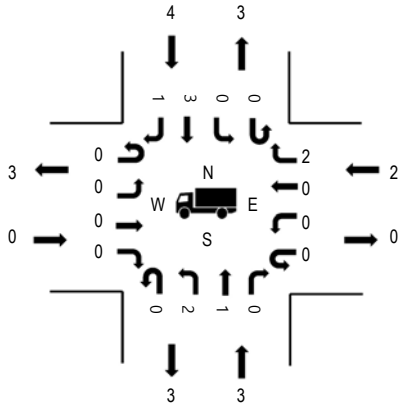
Motorized Vehicles



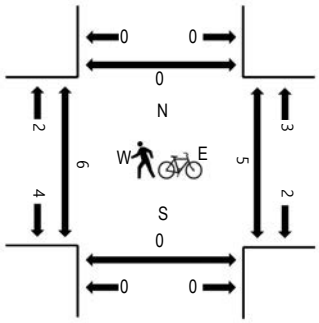
Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.0%	0.00
WB	0.6%	0.94
NB	0.5%	0.88
SB	0.4%	0.91
All	0.5%	0.96

Heavy Vehicles



Pedestrians/Bicycles in Crosswalk



Traffic Counts - Motorized Vehicles

Interval Start Time	Highway 1 NB Ramps Eastbound				Highway 1 NB Ramps Westbound				Bay Avenue Northbound				Bay Avenue Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
4:00 PM	0	0	0	0	0	18	0	46	0	76	100	0	0	0	191	81	512	1,915
4:15 PM	0	0	0	0	0	27	0	43	0	75	93	0	0	0	159	70	467	1,901
4:30 PM	0	0	0	0	0	22	0	56	0	77	85	0	0	0	178	78	496	1,920
4:45 PM	0	0	0	0	0	19	1	66	0	61	90	0	0	0	144	59	440	1,878
5:00 PM	0	0	0	0	0	20	0	57	0	83	104	0	0	0	163	71	498	1,844
5:15 PM	0	0	0	0	0	26	1	57	0	65	95	0	0	0	163	79	486	
5:30 PM	0	0	0	0	0	29	0	47	0	77	105	0	0	0	140	56	454	
5:45 PM	0	0	0	0	0	22	0	35	0	77	84	0	0	0	125	63	406	
Count Total	0	0	0	0	0	183	2	407	0	591	756	0	0	0	1,263	557	3,759	
Peak Hour	0	0	0	0	0	87	2	236	0	286	374	0	0	0	648	287	1,920	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles in Crosswalk

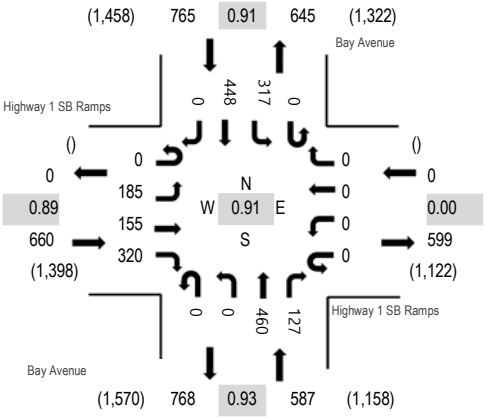
Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	0	0	2	4	6	4:00 PM	0	3	0	1	4	4:00 PM	0	0	0	0	0
4:15 PM	0	3	2	2	7	4:15 PM	0	0	0	0	0	4:15 PM	2	0	3	0	5
4:30 PM	0	1	0	0	1	4:30 PM	0	4	0	3	7	4:30 PM	1	0	2	0	3
4:45 PM	0	0	1	1	2	4:45 PM	0	1	0	4	5	4:45 PM	3	0	2	0	5
5:00 PM	0	1	0	1	2	5:00 PM	0	1	0	2	3	5:00 PM	0	0	1	0	1
5:15 PM	0	1	1	2	4	5:15 PM	0	1	0	1	2	5:15 PM	2	0	0	0	2
5:30 PM	0	1	1	1	3	5:30 PM	0	0	0	0	0	5:30 PM	1	0	3	0	4
5:45 PM	0	1	0	2	3	5:45 PM	0	0	0	3	3	5:45 PM	2	0	3	0	5
Count Total	0	8	7	13	28	Count Total	0	10	0	14	24	Count Total	11	0	14	0	25
Peak Hour	0	3	2	4	9	Peak Hour	0	7	0	10	17	Peak Hour	6	0	5	0	11

ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 2 Bay Avenue & Highway 1 SB Ramps PM
Date: Tuesday, February 15, 2022
Study Peak Hour: 04:00 PM - 05:00 PM
Peak 15-Minutes in Study Peak Hour: 04:00 PM - 04:15 PM

Study Peak Hour (for all study intersections)

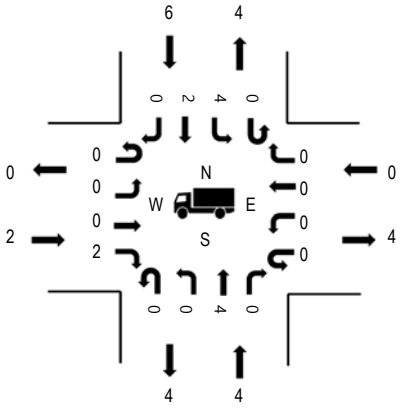
Motorized Vehicles



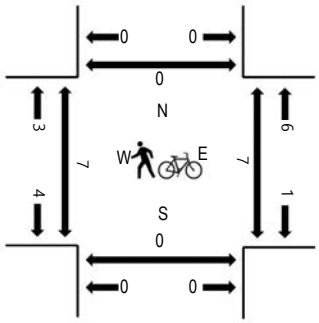
Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.3%	0.89
WB	0.0%	0.00
NB	0.7%	0.93
SB	0.8%	0.91
All	0.6%	0.91

Heavy Vehicles



Pedestrians/Bicycles in Crosswalk



Traffic Counts - Motorized Vehicles

Interval Start Time	Highway 1 SB Ramps Eastbound				Highway 1 SB Ramps Westbound				Bay Avenue Northbound				Bay Avenue Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
4:00 PM	0	54	35	96	0	0	0	0	0	0	118	37	0	96	114	0	550	2,012
4:15 PM	0	43	33	67	0	0	0	0	0	0	124	33	0	80	113	0	493	1,976
4:30 PM	0	45	43	71	0	0	0	0	0	0	111	30	0	84	116	0	500	1,999
4:45 PM	0	43	44	86	0	0	0	0	0	0	107	27	0	57	105	0	469	1,992
5:00 PM	0	56	44	70	0	0	0	0	0	0	124	33	0	80	107	0	514	2,002
5:15 PM	0	57	39	99	0	0	0	0	0	0	102	30	0	61	128	0	516	
5:30 PM	0	56	42	88	0	0	0	0	0	0	116	17	0	64	110	0	493	
5:45 PM	0	52	28	107	0	0	0	0	0	0	114	35	0	50	93	0	479	
Count Total	0	406	308	684	0	0	0	0	0	0	916	242	0	572	886	0	4,014	
Peak Hour	0	185	155	320	0	0	0	0	0	0	460	127	0	317	448	0	2,012	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles in Crosswalk

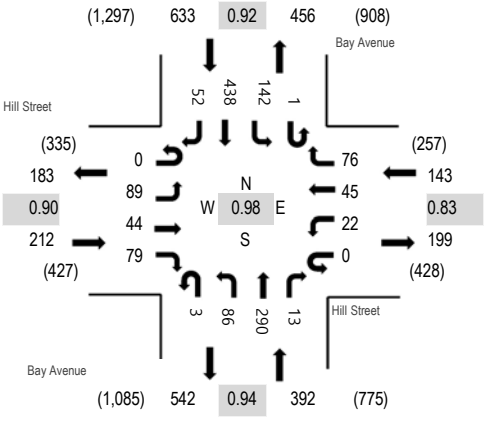
Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	1	0	0	3	4	4:00 PM	0	3	0	0	3	4:00 PM	0	0	0	0	0
4:15 PM	0	3	0	2	5	4:15 PM	0	0	0	0	0	4:15 PM	4	0	3	0	7
4:30 PM	0	1	0	0	1	4:30 PM	0	3	0	3	6	4:30 PM	1	0	3	0	4
4:45 PM	1	0	0	1	2	4:45 PM	0	0	0	3	3	4:45 PM	2	0	1	0	3
5:00 PM	1	0	0	0	1	5:00 PM	0	1	0	2	3	5:00 PM	2	0	1	0	3
5:15 PM	1	1	0	2	4	5:15 PM	0	0	0	0	0	5:15 PM	1	0	0	0	1
5:30 PM	1	1	0	1	3	5:30 PM	0	0	0	0	0	5:30 PM	1	0	2	0	3
5:45 PM	4	0	0	1	5	5:45 PM	0	0	0	3	3	5:45 PM	3	0	2	0	5
Count Total	9	6	0	10	25	Count Total	0	7	0	11	18	Count Total	14	0	12	0	26
Peak Hour	2	4	0	6	12	Peak Hour	0	6	0	6	12	Peak Hour	7	0	7	0	14

ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 3 Bay Avenue & Hill Street PM
Date: Tuesday, February 15, 2022
Study Peak Hour: 04:00 PM - 05:00 PM
Peak 15-Minutes in Study Peak Hour: 04:00 PM - 04:15 PM

Study Peak Hour (for all study intersections)

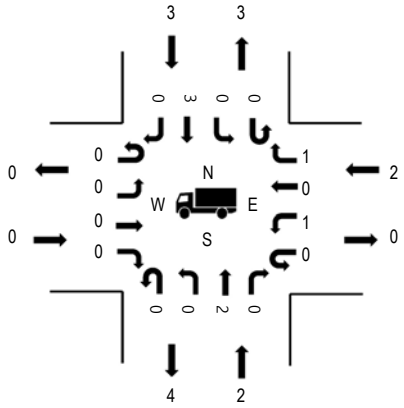
Motorized Vehicles



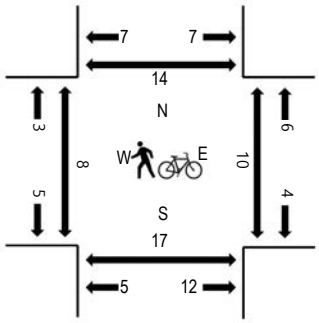
Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.0%	0.90
WB	1.4%	0.83
NB	0.5%	0.94
SB	0.5%	0.92
All	0.5%	0.98

Heavy Vehicles



Pedestrians/Bicycles in Crosswalk



Traffic Counts - Motorized Vehicles

Interval Start Time	Hill Street Eastbound				Hill Street Westbound				Bay Avenue Northbound				Bay Avenue Southbound					Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	
4:00 PM	0	23	9	16	0	7	18	18	1	17	69	3	1	41	120	9	352	1,380
4:15 PM	0	19	10	18	0	3	10	25	1	20	79	4	0	25	99	13	326	1,368
4:30 PM	0	22	15	22	0	7	9	21	0	25	72	4	0	36	99	18	350	1,382
4:45 PM	0	25	10	23	0	5	8	12	1	24	70	2	0	40	120	12	352	1,383
5:00 PM	0	23	13	21	0	2	10	15	0	20	84	2	1	44	93	12	340	1,376
5:15 PM	0	21	18	20	0	5	4	17	0	16	63	4	0	32	127	13	340	
5:30 PM	0	17	15	13	0	1	6	16	0	18	82	8	0	34	126	15	351	
5:45 PM	0	21	14	19	0	4	12	22	0	12	70	4	0	41	112	14	345	
Count Total	0	171	104	152	0	34	77	146	3	152	589	31	2	293	896	106	2,756	
Peak Hour	0	89	44	79	0	22	45	76	3	86	290	13	1	142	438	52	1,380	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles in Crosswalk

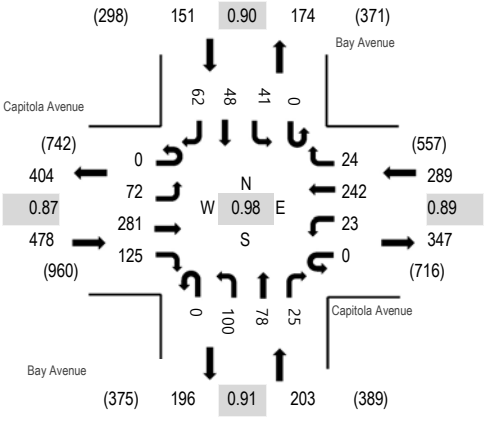
Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	0	0	0	1	1	4:00 PM	1	0	0	1	2	4:00 PM	3	3	3	2	11
4:15 PM	0	1	1	1	3	4:15 PM	2	1	0	0	3	4:15 PM	0	2	1	4	7
4:30 PM	0	1	1	0	2	4:30 PM	0	4	1	3	8	4:30 PM	3	6	2	4	15
4:45 PM	0	0	0	1	1	4:45 PM	2	0	2	2	6	4:45 PM	2	6	4	4	16
5:00 PM	0	0	0	0	0	5:00 PM	3	0	1	1	5	5:00 PM	0	6	2	1	9
5:15 PM	0	1	0	0	1	5:15 PM	0	0	0	0	0	5:15 PM	3	4	2	2	11
5:30 PM	0	0	0	1	1	5:30 PM	0	0	0	0	0	5:30 PM	0	5	2	0	7
5:45 PM	0	0	0	0	0	5:45 PM	0	2	0	2	4	5:45 PM	0	4	7	5	16
Count Total	0	3	2	4	9	Count Total	8	7	4	9	28	Count Total	11	36	23	22	92
Peak Hour	0	2	2	3	7	Peak Hour	5	5	3	6	19	Peak Hour	8	17	10	14	49

ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 4 Bay Avenue & Capitola Avenue PM
Date: Tuesday, February 15, 2022
Study Peak Hour: 04:00 PM - 05:00 PM
Peak 15-Minutes in Study Peak Hour: 04:45 PM - 05:00 PM

Study Peak Hour (for all study intersections)

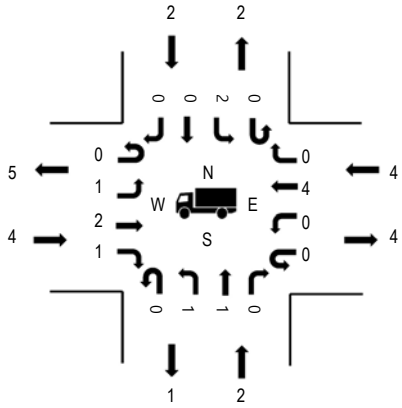
Motorized Vehicles



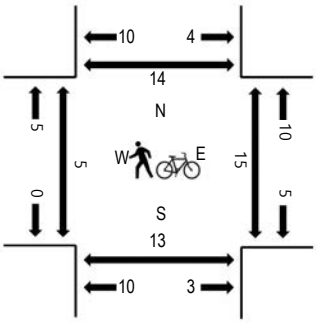
Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.8%	0.87
WB	1.4%	0.89
NB	1.0%	0.91
SB	1.3%	0.90
All	1.1%	0.98

Heavy Vehicles



Pedestrians/Bicycles in Crosswalk



Traffic Counts - Motorized Vehicles

Interval Start Time	Capitola Avenue Eastbound				Capitola Avenue Westbound				Bay Avenue Northbound				Bay Avenue Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
4:00 PM	0	25	78	34	0	7	57	6	0	19	19	3	0	10	5	17	280	1,121
4:15 PM	0	21	56	27	0	4	70	7	0	26	22	8	0	10	14	16	281	1,109
4:30 PM	0	12	72	38	0	4	49	5	0	28	17	8	0	14	15	13	275	1,106
4:45 PM	0	14	75	26	0	8	66	6	0	27	20	6	0	7	14	16	285	1,109
5:00 PM	0	16	72	21	0	4	56	6	0	22	21	11	0	9	17	13	268	1,083
5:15 PM	0	26	89	25	0	3	52	5	0	17	18	6	0	9	17	11	278	
5:30 PM	0	17	65	24	0	8	60	8	0	21	24	6	0	15	17	13	278	
5:45 PM	0	20	79	28	0	6	47	13	0	14	23	3	0	5	9	12	259	
Count Total	0	151	586	223	0	44	457	56	0	174	164	51	0	79	108	111	2,204	
Peak Hour	0	72	281	125	0	23	242	24	0	100	78	25	0	41	48	62	1,121	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles in Crosswalk

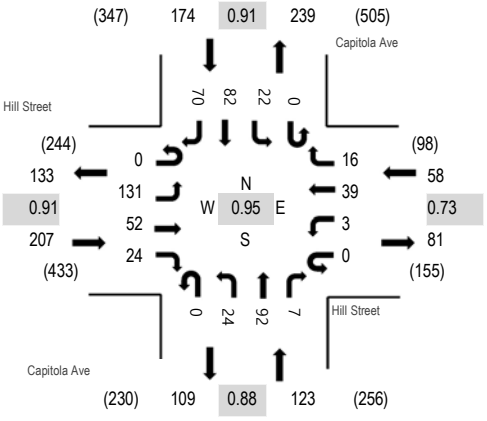
Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	1	1	1	1	4	4:00 PM	1	3	0	4	8	4:00 PM	0	2	6	5	13
4:15 PM	1	1	0	0	2	4:15 PM	0	0	1	0	1	4:15 PM	2	4	5	3	14
4:30 PM	1	0	2	1	4	4:30 PM	2	0	0	0	2	4:30 PM	0	4	0	0	4
4:45 PM	1	0	1	0	2	4:45 PM	0	1	0	1	2	4:45 PM	3	3	4	6	16
5:00 PM	0	0	0	0	0	5:00 PM	1	2	1	1	5	5:00 PM	4	5	5	4	18
5:15 PM	0	1	1	0	2	5:15 PM	0	0	0	0	0	5:15 PM	2	3	2	7	14
5:30 PM	0	1	0	0	1	5:30 PM	0	0	0	1	1	5:30 PM	1	1	4	4	10
5:45 PM	0	0	0	0	0	5:45 PM	2	0	1	0	3	5:45 PM	2	0	4	4	10
Count Total	4	4	5	2	15	Count Total	6	6	3	7	22	Count Total	14	22	30	33	99
Peak Hour	4	2	4	2	12	Peak Hour	3	4	1	5	13	Peak Hour	5	13	15	14	47

ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 5 Capitola Ave & Hill Street PM
Date: Tuesday, February 15, 2022
Study Peak Hour: 04:00 PM - 05:00 PM
Peak 15-Minutes in Study Peak Hour: 04:00 PM - 04:15 PM

Study Peak Hour (for all study intersections)

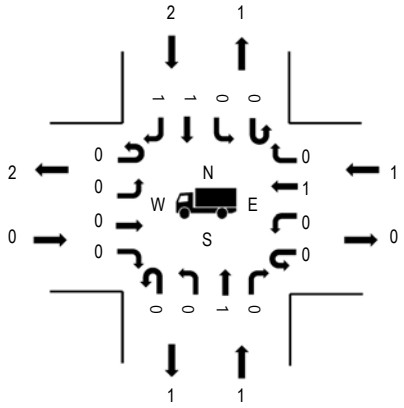
Motorized Vehicles



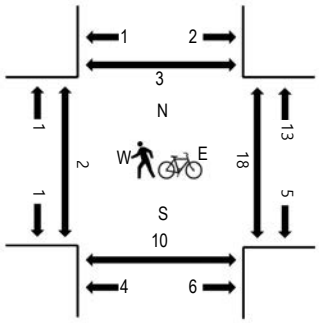
Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.0%	0.91
WB	1.7%	0.73
NB	0.8%	0.88
SB	1.1%	0.91
All	0.7%	0.95

Heavy Vehicles



Pedestrians/Bicycles in Crosswalk



Traffic Counts - Motorized Vehicles

Interval Start Time	Hill Street Eastbound				Hill Street Westbound				Capitola Ave Northbound				Capitola Ave Southbound					Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	
4:00 PM	0	33	13	3	0	1	8	8	0	6	27	2	0	5	25	18	149	562
4:15 PM	0	24	13	8	0	0	18	2	0	5	21	1	0	8	18	19	137	557
4:30 PM	0	37	12	8	0	2	8	4	0	8	20	0	0	4	16	19	138	558
4:45 PM	0	37	14	5	0	0	5	2	0	5	24	4	0	5	23	14	138	568
5:00 PM	0	38	15	6	0	2	5	3	0	3	28	0	0	5	22	17	144	572
5:15 PM	0	37	9	5	0	1	7	2	0	7	29	0	0	4	26	11	138	
5:30 PM	0	38	15	6	0	1	6	2	0	7	26	0	0	7	26	14	148	
5:45 PM	0	34	15	8	0	0	8	3	0	5	26	2	0	2	18	21	142	
Count Total	0	278	106	49	0	7	65	26	0	46	201	9	0	40	174	133	1,134	
Peak Hour	0	131	52	24	0	3	39	16	0	24	92	7	0	22	82	70	562	

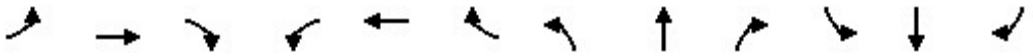
Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles in Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	0	1	0	0	1	4:00 PM	0	1	2	2	5	4:00 PM	1	3	5	1	10
4:15 PM	0	0	1	0	1	4:15 PM	1	1	0	3	5	4:15 PM	0	2	6	1	9
4:30 PM	0	0	0	1	1	4:30 PM	0	0	0	0	0	4:30 PM	1	1	2	1	5
4:45 PM	0	0	0	1	1	4:45 PM	0	1	1	3	5	4:45 PM	0	4	5	0	9
5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	1	1	5:00 PM	1	4	5	1	11
5:15 PM	0	0	0	0	0	5:15 PM	1	2	0	0	3	5:15 PM	1	1	2	0	4
5:30 PM	0	1	0	0	1	5:30 PM	1	0	0	2	3	5:30 PM	2	0	6	1	9
5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	1	1	5:45 PM	2	2	6	0	10
Count Total	0	2	1	2	5	Count Total	3	5	3	12	23	Count Total	8	17	37	5	67
Peak Hour	0	1	1	2	4	Peak Hour	1	3	3	8	15	Peak Hour	2	10	18	3	33

Appendices C – Synchro Intersection Operations Analysis

HCM 6th Signalized Intersection Summary
1: Bay Ave & Hwy 1 NB Off-Ramp

Existing
03/23/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	65	3	139	387	538	0	0	407	474
Future Volume (veh/h)	0	0	0	65	3	139	387	538	0	0	407	474
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		0.93
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1826	1900	1885	1885	1856	0	0	1870	1885
Adj Flow Rate, veh/h				68	3	146	407	566	0	0	428	499
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %				5	0	1	1	3	0	0	2	1
Cap, veh/h				214	4	194	743	2575	0	0	426	353
Arrive On Green				0.12	0.12	0.12	0.83	1.00	0.00	0.00	0.24	0.24
Sat Flow, veh/h				1739	33	1583	1795	3618	0	0	1870	1469
Grp Volume(v), veh/h				68	0	149	407	566	0	0	428	499
Grp Sat Flow(s),veh/h/ln				1739	0	1615	1795	1763	0	0	1777	1469
Q Serve(g_s), s				2.1	0.0	5.3	4.3	0.0	0.0	0.0	14.4	14.4
Cycle Q Clear(g_c), s				2.1	0.0	5.3	4.3	0.0	0.0	0.0	14.4	14.4
Prop In Lane				1.00		0.98	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				214	0	198	743	2575	0	0	426	353
V/C Ratio(X)				0.32	0.00	0.75	0.55	0.22	0.00	0.00	1.00	1.42
Avail Cap(c_a), veh/h				371	0	345	743	2575	0	0	426	353
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.68	0.68	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				24.0	0.0	25.4	3.4	0.0	0.0	0.0	22.8	22.8
Incr Delay (d2), s/veh				0.3	0.0	2.1	0.3	0.1	0.0	0.0	44.5	202.8
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				0.8	0.0	2.0	1.0	0.0	0.0	0.0	10.9	24.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				24.3	0.0	27.6	3.7	0.1	0.0	0.0	67.3	225.6
LnGrp LOS				C	A	C	A	A	A	A	F	F
Approach Vol, veh/h					217			973			927	
Approach Delay, s/veh					26.6			1.6			152.5	
Approach LOS					C			A			F	

Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	29.4	19.0		11.6		48.4						
Change Period (Y+Rc), s	4.6	* 4.6		* 4.2		4.6						
Max Green Setting (Gmax), s	17.3	* 14		* 13		38.4						
Max Q Clear Time (g_c+I1), s	6.3	16.4		7.3		2.0						
Green Ext Time (p_c), s	0.2	0.0		0.2		1.7						

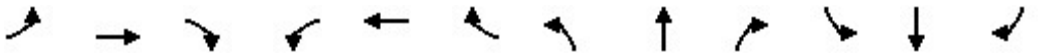
Intersection Summary		
HCM 6th Ctrl Delay		70.3
HCM 6th LOS		E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
2: Bay Ave & Hwy 1 SB Off-Ramp

Existing
03/23/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	317	0	259	0	0	0	0	601	122	188	303	0
Future Volume (veh/h)	317	0	259	0	0	0	0	601	122	188	303	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.97	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1826	1900	1856				0	1885	1856	1870	1856	0
Adj Flow Rate, veh/h	419	0	182				0	633	128	198	319	0
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	5	0	3				0	1	3	2	3	0
Cap, veh/h	541	0	244				0	856	173	590	2460	0
Arrive On Green	0.16	0.00	0.16				0.00	0.29	0.29	0.11	0.23	0.00
Sat Flow, veh/h	3478	0	1572				0	3046	596	1781	3618	0
Grp Volume(v), veh/h	419	0	182				0	384	377	198	319	0
Grp Sat Flow(s),veh/h/ln	1739	0	1572				0	1791	1756	1781	1763	0
Q Serve(g_s), s	6.9	0.0	6.6				0.0	11.6	11.7	6.2	4.3	0.0
Cycle Q Clear(g_c), s	6.9	0.0	6.6				0.0	11.6	11.7	6.2	4.3	0.0
Prop In Lane	1.00		1.00				0.00		0.34	1.00		0.00
Lane Grp Cap(c), veh/h	541	0	244				0	519	509	590	2460	0
V/C Ratio(X)	0.77	0.00	0.74				0.00	0.74	0.74	0.34	0.13	0.00
Avail Cap(c_a), veh/h	742	0	335				0	519	509	590	2460	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	0.33	0.33	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	0.75	0.75	0.00
Uniform Delay (d), s/veh	24.3	0.0	24.2				0.0	19.2	19.3	20.6	8.6	0.0
Incr Delay (d2), s/veh	2.2	0.0	3.3				0.0	9.1	9.4	0.1	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	0.0	2.5				0.0	5.8	5.7	2.6	1.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.6	0.0	27.5				0.0	28.3	28.6	20.7	8.7	0.0
LnGrp LOS	C	A	C				A	C	C	C	A	A
Approach Vol, veh/h		601						761			517	
Approach Delay, s/veh		26.8						28.5			13.3	
Approach LOS		C						C			B	

Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		46.5			24.5	22.0		13.5				
Change Period (Y+Rc), s		4.6			4.6	* 4.6		4.2				
Max Green Setting (Gmax), s		38.4			14.3	* 17		12.8				
Max Q Clear Time (g_c+I1), s		6.3			8.2	13.7		8.9				
Green Ext Time (p_c), s		0.9			0.1	0.9		0.4				

Intersection Summary	
HCM 6th Ctrl Delay	23.8
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	15.8
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	51	17	30	6	38	127	59	392	11	77	329	29
Future Vol, veh/h	51	17	30	6	38	127	59	392	11	77	329	29
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles, %	6	0	0	0	3	1	2	1	9	0	3	3
Mvmt Flow	58	19	34	7	43	144	67	445	13	88	374	33
Number of Lanes	0	1	1	0	1	0	1	2	0	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	1	2
HCM Control Delay	13	15.4	17	15.2
HCM LOS	B	C	C	C

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	75%	0%	4%	100%	0%	0%
Vol Thru, %	0%	100%	92%	25%	0%	22%	0%	100%	79%
Vol Right, %	0%	0%	8%	0%	100%	74%	0%	0%	21%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	59	261	142	68	30	171	77	219	139
LT Vol	59	0	0	51	0	6	77	0	0
Through Vol	0	261	131	17	0	38	0	219	110
RT Vol	0	0	11	0	30	127	0	0	29
Lane Flow Rate	67	297	161	77	34	194	88	249	158
Geometry Grp	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.144	0.595	0.326	0.191	0.073	0.407	0.189	0.507	0.314
Departure Headway (Hd)	7.744	7.216	7.299	8.891	7.692	7.543	7.783	7.324	7.175
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	463	499	493	403	464	476	460	491	501
Service Time	5.498	4.969	5.053	6.661	5.462	5.303	5.538	5.079	4.929
HCM Lane V/C Ratio	0.145	0.595	0.327	0.191	0.073	0.408	0.191	0.507	0.315
HCM Control Delay	11.8	20.1	13.6	13.8	11.1	15.4	12.4	17.4	13.2
HCM Lane LOS	B	C	B	B	B	C	B	C	B
HCM 95th-tile Q	0.5	3.8	1.4	0.7	0.2	2	0.7	2.8	1.3

Intersection	
Intersection Delay, s/veh	25.6
Intersection LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	78	68	62	63	55	13	56	201	81	27	318	45
Future Vol, veh/h	78	68	62	63	55	13	56	201	81	27	318	45
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles, %	0	4	5	3	2	0	6	1	2	0	1	0
Mvmt Flow	94	82	75	76	66	16	67	242	98	33	383	54
Number of Lanes	0	1	1	1	1	0	0	1	1	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	2	2
HCM Control Delay	14.5	12.8	18.4	42
HCM LOS	B	B	C	E

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	22%	0%	53%	0%	100%	8%	7%
Vol Thru, %	78%	0%	47%	0%	0%	74%	82%
Vol Right, %	0%	100%	0%	100%	0%	17%	12%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	257	81	146	62	57	74	390
LT Vol	56	0	78	0	57	6	27
Through Vol	201	0	68	0	0	55	318
RT Vol	0	81	0	62	0	13	45
Lane Flow Rate	310	98	176	75	68	90	470
Geometry Grp	7	7	7	7	7	7	6
Degree of Util (X)	0.617	0.17	0.391	0.147	0.163	0.198	0.884
Departure Headway (Hd)	7.175	6.26	8.003	7.074	8.567	7.949	6.775
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	502	571	449	506	418	450	536
Service Time	4.935	4.02	5.766	4.837	6.338	5.719	4.828
HCM Lane V/C Ratio	0.618	0.172	0.392	0.148	0.163	0.2	0.877
HCM Control Delay	20.9	10.3	15.9	11.1	13	12.7	42
HCM Lane LOS	C	B	C	B	B	B	E
HCM 95th-tile Q	4.1	0.6	1.8	0.5	0.6	0.7	9.9

Intersection	
Intersection Delay, s/veh	10
Intersection LOS	A

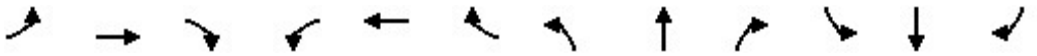
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	50	22	13	6	60	34	10	89	1	16	155	104
Future Vol, veh/h	50	22	13	6	60	34	10	89	1	16	155	104
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Heavy Vehicles, %	0	4	7	0	0	0	0	3	0	0	2	2
Mvmt Flow	64	28	17	8	77	44	13	114	1	21	199	133
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	9.3	9.1	9	10.9
HCM LOS	A	A	A	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	10%	59%	6%	6%
Vol Thru, %	89%	26%	60%	56%
Vol Right, %	1%	15%	34%	38%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	100	85	100	275
LT Vol	10	50	6	16
Through Vol	89	22	60	155
RT Vol	1	13	34	104
Lane Flow Rate	128	109	128	353
Geometry Grp	1	1	1	1
Degree of Util (X)	0.175	0.157	0.176	0.435
Departure Headway (Hd)	4.917	5.196	4.955	4.441
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	724	684	717	807
Service Time	2.985	3.275	3.033	2.492
HCM Lane V/C Ratio	0.177	0.159	0.179	0.437
HCM Control Delay	9	9.3	9.1	10.9
HCM Lane LOS	A	A	A	B
HCM 95th-tile Q	0.6	0.6	0.6	2.2

HCM 6th Signalized Intersection Summary
1: Bay Ave & Hwy 1 NB Off-Ramp

Existing
03/23/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	87	2	236	286	374	0	0	648	287
Future Volume (veh/h)	0	0	0	87	2	236	286	374	0	0	648	287
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		0.96
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1900	1900	1885	1885	1900	0	0	1885	1900
Adj Flow Rate, veh/h				91	2	246	298	390	0	0	675	299
Peak Hour Factor				0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %				0	0	1	1	0	0	0	1	0
Cap, veh/h				322	2	284	606	2561	0	0	744	330
Arrive On Green				0.18	0.18	0.18	0.68	1.00	0.00	0.00	0.31	0.31
Sat Flow, veh/h				1810	13	1599	1795	3705	0	0	2473	1054
Grp Volume(v), veh/h				91	0	248	298	390	0	0	508	466
Grp Sat Flow(s),veh/h/ln				1810	0	1612	1795	1805	0	0	1791	1642
Q Serve(g_s), s				3.4	0.0	11.7	6.3	0.0	0.0	0.0	21.2	21.2
Cycle Q Clear(g_c), s				3.4	0.0	11.7	6.3	0.0	0.0	0.0	21.2	21.2
Prop In Lane				1.00		0.99	1.00		0.00	0.00		0.64
Lane Grp Cap(c), veh/h				322	0	286	606	2561	0	0	560	514
V/C Ratio(X)				0.28	0.00	0.87	0.49	0.15	0.00	0.00	0.91	0.91
Avail Cap(c_a), veh/h				367	0	327	606	2561	0	0	560	514
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.85	0.85	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				27.8	0.0	31.2	9.4	0.0	0.0	0.0	25.7	25.7
Incr Delay (d2), s/veh				0.2	0.0	17.5	0.2	0.1	0.0	0.0	20.9	22.3
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				1.4	0.0	5.7	1.9	0.0	0.0	0.0	11.9	11.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				27.9	0.0	48.7	9.6	0.1	0.0	0.0	46.6	48.0
LnGrp LOS				C	A	D	A	A	A	A	D	D
Approach Vol, veh/h					339			688			974	
Approach Delay, s/veh					43.1			4.2			47.3	
Approach LOS					D			A			D	

Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	30.9	29.0		18.1		59.9						
Change Period (Y+Rc), s	4.6	* 4.6		* 4.2		4.6						
Max Green Setting (Gmax), s	22.3	* 24		* 16		53.4						
Max Q Clear Time (g_c+I1), s	8.3	23.2		13.7		2.0						
Green Ext Time (p_c), s	0.1	0.5		0.2		1.1						

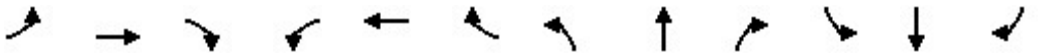
Intersection Summary	
HCM 6th Ctrl Delay	31.8
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
2: Bay Ave & Hwy 1 SB Off-Ramp

Existing
03/23/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	185	155	320	0	0	0	0	460	127	317	448	0
Future Volume (veh/h)	185	155	320	0	0	0	0	460	127	317	448	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.96	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1885				0	1885	1900	1885	1900	0
Adj Flow Rate, veh/h	192	265	266				0	505	140	348	492	0
Peak Hour Factor	0.91	0.91	0.91				0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	1				0	1	0	1	0	0
Cap, veh/h	355	373	313				0	824	227	596	2494	0
Arrive On Green	0.20	0.20	0.20				0.00	0.30	0.30	0.44	0.92	0.00
Sat Flow, veh/h	1810	1900	1598				0	2842	757	1795	3705	0
Grp Volume(v), veh/h	192	265	266				0	328	317	348	492	0
Grp Sat Flow(s),veh/h/ln	1810	1900	1598				0	1791	1713	1795	1805	0
Q Serve(g_s), s	7.4	10.2	12.5				0.0	12.2	12.4	11.4	1.1	0.0
Cycle Q Clear(g_c), s	7.4	10.2	12.5				0.0	12.2	12.4	11.4	1.1	0.0
Prop In Lane	1.00		1.00				0.00		0.44	1.00		0.00
Lane Grp Cap(c), veh/h	355	373	313				0	537	514	596	2494	0
V/C Ratio(X)	0.54	0.71	0.85				0.00	0.61	0.62	0.58	0.20	0.00
Avail Cap(c_a), veh/h	483	507	426				0	537	514	596	2494	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.33	1.33	1.00
Upstream Filter(I)	1.00	1.00	1.00				0.00	1.00	1.00	0.70	0.70	0.00
Uniform Delay (d), s/veh	28.2	29.3	30.2				0.0	23.4	23.4	17.7	1.0	0.0
Incr Delay (d2), s/veh	0.5	1.4	8.8				0.0	5.1	5.5	0.7	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	4.6	5.3				0.0	5.8	5.6	4.2	0.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.7	30.7	39.0				0.0	28.5	28.9	18.4	1.1	0.0
LnGrp LOS	C	C	D				A	C	C	B	A	A
Approach Vol, veh/h		723						645			840	
Approach Delay, s/veh		33.2						28.7			8.3	
Approach LOS		C						C			A	

Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		58.5			30.5	28.0		19.5				
Change Period (Y+Rc), s		4.6			4.6	* 4.6		4.2				
Max Green Setting (Gmax), s		48.4			18.3	* 23		20.8				
Max Q Clear Time (g_c+I1), s		3.1			13.4	14.4		14.5				
Green Ext Time (p_c), s		1.4			0.1	1.3		0.8				

Intersection Summary	
HCM 6th Ctrl Delay	22.4
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	15.9
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	89	44	79	22	45	76	89	290	13	143	438	52
Future Vol, veh/h	89	44	79	22	45	76	89	290	13	143	438	52
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	2
Mvmt Flow	91	45	81	22	46	78	91	296	13	146	447	53
Number of Lanes	0	1	1	0	1	0	1	2	0	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	1	2
HCM Control Delay	14.3	15.1	14.7	17.4
HCM LOS	B	C	B	C

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	67%	0%	15%	100%	0%	0%
Vol Thru, %	0%	100%	88%	33%	0%	31%	0%	100%	74%
Vol Right, %	0%	0%	12%	0%	100%	53%	0%	0%	26%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	89	193	110	133	79	143	143	292	198
LT Vol	89	0	0	89	0	22	143	0	0
Through Vol	0	193	97	44	0	45	0	292	146
RT Vol	0	0	13	0	79	76	0	0	52
Lane Flow Rate	91	197	112	136	81	146	146	298	202
Geometry Grp	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.21	0.428	0.24	0.328	0.171	0.334	0.317	0.606	0.402
Departure Headway (Hd)	8.32	7.806	7.721	8.697	7.646	8.228	7.83	7.317	7.164
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	430	460	463	413	467	435	458	492	501
Service Time	6.094	5.58	5.495	6.48	5.428	6.011	5.597	5.084	4.93
HCM Lane V/C Ratio	0.212	0.428	0.242	0.329	0.173	0.336	0.319	0.606	0.403
HCM Control Delay	13.3	16.3	12.9	15.7	12	15.1	14.2	20.8	14.7
HCM Lane LOS	B	C	B	C	B	C	B	C	B
HCM 95th-tile Q	0.8	2.1	0.9	1.4	0.6	1.4	1.3	4	1.9

Intersection	
Intersection Delay, s/veh	15.1
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	41	48	62	100	78	25	72	281	125	23	242	24
Future Vol, veh/h	41	48	62	100	78	25	72	281	125	23	242	24
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles, %	5	0	0	1	1	0	1	1	1	0	2	0
Mvmt Flow	42	49	63	102	80	26	73	287	128	23	247	24
Number of Lanes	0	1	1	1	1	0	0	1	1	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	2	2
HCM Control Delay	11.3	12	16.8	16.6
HCM LOS	B	B	C	C

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	20%	0%	46%	0%	100%	9%	8%
Vol Thru, %	80%	0%	54%	0%	0%	69%	84%
Vol Right, %	0%	100%	0%	100%	0%	22%	8%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	353	125	89	62	90	113	289
LT Vol	72	0	41	0	90	10	23
Through Vol	281	0	48	0	0	78	242
RT Vol	0	125	0	62	0	25	24
Lane Flow Rate	360	128	91	63	92	115	295
Geometry Grp	7	7	7	7	7	7	6
Degree of Util (X)	0.632	0.195	0.19	0.114	0.193	0.223	0.528
Departure Headway (Hd)	6.32	5.506	7.516	6.474	7.585	6.959	6.447
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	569	647	474	549	470	512	554
Service Time	4.095	3.281	5.316	4.272	5.38	4.754	4.53
HCM Lane V/C Ratio	0.633	0.198	0.192	0.115	0.196	0.225	0.532
HCM Control Delay	19.4	9.6	12.1	10.1	12.2	11.8	16.6
HCM Lane LOS	C	A	B	B	B	B	C
HCM 95th-tile Q	4.4	0.7	0.7	0.4	0.7	0.8	3.1

Intersection	
Intersection Delay, s/veh	9.1
Intersection LOS	A

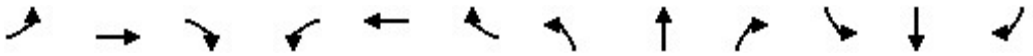
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	131	52	24	3	39	16	24	92	7	22	82	70
Future Vol, veh/h	131	52	24	3	39	16	24	92	7	22	82	70
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	0	0	0	0	0	0	0	1	0	0	0	0
Mvmt Flow	138	55	25	3	41	17	25	97	7	23	86	74
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	9.7	8.2	8.9	8.9
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	20%	63%	5%	13%
Vol Thru, %	75%	25%	67%	47%
Vol Right, %	6%	12%	28%	40%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	123	207	58	174
LT Vol	24	131	3	22
Through Vol	92	52	39	82
RT Vol	7	24	16	70
Lane Flow Rate	129	218	61	183
Geometry Grp	1	1	1	1
Degree of Util (X)	0.173	0.288	0.081	0.23
Departure Headway (Hd)	4.797	4.756	4.748	4.52
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	744	752	750	791
Service Time	2.846	2.805	2.807	2.565
HCM Lane V/C Ratio	0.173	0.29	0.081	0.231
HCM Control Delay	8.9	9.7	8.2	8.9
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.6	1.2	0.3	0.9

HCM 6th Signalized Intersection Summary
1: Bay Ave & Hwy 1 NB Off-Ramp

Existing Plus Project
03/23/2022



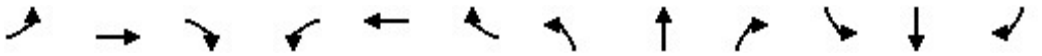
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	69	3	139	390	538	0	0	407	474
Future Volume (veh/h)	0	0	0	69	3	139	390	538	0	0	407	474
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		0.93
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1826	1900	1885	1885	1856	0	0	1870	1885
Adj Flow Rate, veh/h				73	3	146	411	566	0	0	428	499
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %				5	0	1	1	3	0	0	2	1
Cap, veh/h				214	4	195	742	2574	0	0	426	353
Arrive On Green				0.12	0.12	0.12	0.83	1.00	0.00	0.00	0.24	0.24
Sat Flow, veh/h				1739	33	1583	1795	3618	0	0	1870	1469
Grp Volume(v), veh/h				73	0	149	411	566	0	0	428	499
Grp Sat Flow(s),veh/h/ln				1739	0	1615	1795	1763	0	0	1777	1469
Q Serve(g_s), s				2.3	0.0	5.3	4.4	0.0	0.0	0.0	14.4	14.4
Cycle Q Clear(g_c), s				2.3	0.0	5.3	4.4	0.0	0.0	0.0	14.4	14.4
Prop In Lane				1.00		0.98	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				214	0	199	742	2574	0	0	426	353
V/C Ratio(X)				0.34	0.00	0.75	0.55	0.22	0.00	0.00	1.00	1.42
Avail Cap(c_a), veh/h				371	0	345	742	2574	0	0	426	353
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.68	0.68	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				24.1	0.0	25.4	3.4	0.0	0.0	0.0	22.8	22.8
Incr Delay (d2), s/veh				0.3	0.0	2.1	0.4	0.1	0.0	0.0	44.5	202.8
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				0.9	0.0	2.0	1.0	0.0	0.0	0.0	10.9	24.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				24.4	0.0	27.5	3.8	0.1	0.0	0.0	67.3	225.6
LnGrp LOS				C	A	C	A	A	A	A	F	F
Approach Vol, veh/h					222			977			927	
Approach Delay, s/veh					26.5			1.7			152.5	
Approach LOS					C			A			F	

Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	29.4	19.0		11.6		48.4						
Change Period (Y+Rc), s	4.6	* 4.6		* 4.2		4.6						
Max Green Setting (Gmax), s	17.3	* 14		* 13		38.4						
Max Q Clear Time (g_c+I1), s	6.4	16.4		7.3		2.0						
Green Ext Time (p_c), s	0.2	0.0		0.2		1.7						

Intersection Summary		
HCM 6th Ctrl Delay		70.0
HCM 6th LOS		E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	317	0	263	0	0	0	0	604	125	188	308	0
Future Volume (veh/h)	317	0	263	0	0	0	0	604	125	188	308	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.97	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1826	1900	1856				0	1885	1856	1870	1856	0
Adj Flow Rate, veh/h	420	0	185				0	636	132	198	324	0
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	5	0	3				0	1	3	2	3	0
Cap, veh/h	542	0	245				0	852	176	589	2459	0
Arrive On Green	0.16	0.00	0.16				0.00	0.29	0.29	0.11	0.23	0.00
Sat Flow, veh/h	3478	0	1572				0	3031	608	1781	3618	0
Grp Volume(v), veh/h	420	0	185				0	387	381	198	324	0
Grp Sat Flow(s),veh/h/ln	1739	0	1572				0	1791	1754	1781	1763	0
Q Serve(g_s), s	7.0	0.0	6.8				0.0	11.8	11.8	6.2	4.4	0.0
Cycle Q Clear(g_c), s	7.0	0.0	6.8				0.0	11.8	11.8	6.2	4.4	0.0
Prop In Lane	1.00		1.00				0.00		0.35	1.00		0.00
Lane Grp Cap(c), veh/h	542	0	245				0	519	509	589	2459	0
V/C Ratio(X)	0.78	0.00	0.76				0.00	0.75	0.75	0.34	0.13	0.00
Avail Cap(c_a), veh/h	742	0	335				0	519	509	589	2459	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	0.33	0.33	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	0.75	0.75	0.00
Uniform Delay (d), s/veh	24.3	0.0	24.2				0.0	19.3	19.3	20.6	8.7	0.0
Incr Delay (d2), s/veh	2.3	0.0	3.8				0.0	9.4	9.7	0.1	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	0.0	2.6				0.0	5.9	5.8	2.6	1.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.6	0.0	28.1				0.0	28.7	29.0	20.7	8.8	0.0
LnGrp LOS	C	A	C				A	C	C	C	A	A
Approach Vol, veh/h		605						768			522	
Approach Delay, s/veh		27.0						28.9			13.3	
Approach LOS		C						C			B	

Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		46.5			24.5	22.0		13.5				
Change Period (Y+Rc), s		4.6			4.6	* 4.6		4.2				
Max Green Setting (Gmax), s		38.4			14.3	* 17		12.8				
Max Q Clear Time (g_c+I1), s		6.4			8.2	13.8		9.0				
Green Ext Time (p_c), s		0.9			0.1	0.9		0.4				

Intersection Summary	
HCM 6th Ctrl Delay	24.0
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	16.1
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	51	17	30	7	38	134	59	392	12	86	329	29
Future Vol, veh/h	51	17	30	7	38	134	59	392	12	86	329	29
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles, %	6	0	0	0	3	1	2	1	9	0	3	3
Mvmt Flow	58	19	34	8	43	152	67	445	14	98	374	33
Number of Lanes	0	1	1	0	1	0	1	2	0	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	1	2
HCM Control Delay	13.1	16	17.4	15.4
HCM LOS	B	C	C	C

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	75%	0%	4%	100%	0%	0%
Vol Thru, %	0%	100%	92%	25%	0%	21%	0%	100%	79%
Vol Right, %	0%	0%	8%	0%	100%	75%	0%	0%	21%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	59	261	143	68	30	179	86	219	139
LT Vol	59	0	0	51	0	7	86	0	0
Through Vol	0	261	131	17	0	38	0	219	110
RT Vol	0	0	12	0	30	134	0	0	29
Lane Flow Rate	67	297	162	77	34	203	98	249	158
Geometry Grp	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.146	0.602	0.332	0.193	0.074	0.429	0.213	0.512	0.317
Departure Headway (Hd)	7.827	7.298	7.377	8.986	7.786	7.597	7.851	7.391	7.241
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	457	493	486	398	458	472	456	486	495
Service Time	5.586	5.057	5.136	6.764	5.564	5.362	5.61	5.15	5
HCM Lane V/C Ratio	0.147	0.602	0.333	0.193	0.074	0.43	0.215	0.512	0.319
HCM Control Delay	11.9	20.6	13.8	13.9	11.2	16	12.7	17.7	13.4
HCM Lane LOS	B	C	B	B	B	C	B	C	B
HCM 95th-tile Q	0.5	3.9	1.4	0.7	0.2	2.1	0.8	2.9	1.3

Intersection	
Intersection Delay, s/veh	25.7
Intersection LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	78	69	62	63	56	13	56	201	81	27	318	45
Future Vol, veh/h	78	69	62	63	56	13	56	201	81	27	318	45
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles, %	0	4	5	3	2	0	6	1	2	0	1	0
Mvmt Flow	94	83	75	76	67	16	67	242	98	33	383	54
Number of Lanes	0	1	1	1	1	0	0	1	1	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	2	2
HCM Control Delay	14.5	12.8	18.4	42.4
HCM LOS	B	B	C	E

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	22%	0%	53%	0%	100%	8%	7%
Vol Thru, %	78%	0%	47%	0%	0%	74%	82%
Vol Right, %	0%	100%	0%	100%	0%	17%	12%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	257	81	147	62	57	75	390
LT Vol	56	0	78	0	57	6	27
Through Vol	201	0	69	0	0	56	318
RT Vol	0	81	0	62	0	13	45
Lane Flow Rate	310	98	177	75	68	91	470
Geometry Grp	7	7	7	7	7	7	6
Degree of Util (X)	0.619	0.17	0.394	0.147	0.163	0.201	0.886
Departure Headway (Hd)	7.191	6.276	8.01	7.084	8.579	7.961	6.789
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	502	570	448	505	417	450	531
Service Time	4.95	4.034	5.775	4.847	6.349	5.731	4.842
HCM Lane V/C Ratio	0.618	0.172	0.395	0.149	0.163	0.202	0.885
HCM Control Delay	21	10.3	15.9	11.1	13	12.7	42.4
HCM Lane LOS	C	B	C	B	B	B	E
HCM 95th-tile Q	4.1	0.6	1.8	0.5	0.6	0.7	10

Intersection	
Intersection Delay, s/veh	10
Intersection LOS	A

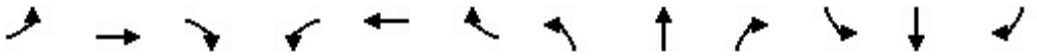
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	50	22	13	6	60	34	10	89	1	16	155	104
Future Vol, veh/h	50	22	13	6	60	34	10	89	1	16	155	104
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Heavy Vehicles, %	0	4	7	0	0	0	0	3	0	0	2	2
Mvmt Flow	64	28	17	8	77	44	13	114	1	21	199	133
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	9.3	9.1	9	10.9
HCM LOS	A	A	A	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	10%	59%	6%	6%
Vol Thru, %	89%	26%	60%	56%
Vol Right, %	1%	15%	34%	38%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	100	85	100	275
LT Vol	10	50	6	16
Through Vol	89	22	60	155
RT Vol	1	13	34	104
Lane Flow Rate	128	109	128	353
Geometry Grp	1	1	1	1
Degree of Util (X)	0.175	0.157	0.176	0.435
Departure Headway (Hd)	4.917	5.196	4.955	4.441
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	724	684	717	807
Service Time	2.985	3.275	3.033	2.492
HCM Lane V/C Ratio	0.177	0.159	0.179	0.437
HCM Control Delay	9	9.3	9.1	10.9
HCM Lane LOS	A	A	A	B
HCM 95th-tile Q	0.6	0.6	0.6	2.2

HCM 6th Signalized Intersection Summary
1: Bay Ave & Hwy 1 NB Off-Ramp

Existing Plus Project
03/23/2022



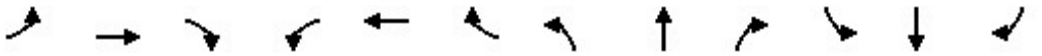
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	92	2	236	291	374	0	0	648	287
Future Volume (veh/h)	0	0	0	92	2	236	291	374	0	0	648	287
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		0.96
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1900	1900	1885	1885	1900	0	0	1885	1900
Adj Flow Rate, veh/h				96	2	246	303	390	0	0	675	299
Peak Hour Factor				0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %				0	0	1	1	0	0	0	1	0
Cap, veh/h				322	2	284	606	2561	0	0	744	330
Arrive On Green				0.18	0.18	0.18	0.68	1.00	0.00	0.00	0.31	0.31
Sat Flow, veh/h				1810	13	1599	1795	3705	0	0	2473	1054
Grp Volume(v), veh/h				96	0	248	303	390	0	0	508	466
Grp Sat Flow(s),veh/h/ln				1810	0	1612	1795	1805	0	0	1791	1642
Q Serve(g_s), s				3.6	0.0	11.7	6.5	0.0	0.0	0.0	21.2	21.2
Cycle Q Clear(g_c), s				3.6	0.0	11.7	6.5	0.0	0.0	0.0	21.2	21.2
Prop In Lane				1.00		0.99	1.00		0.00	0.00		0.64
Lane Grp Cap(c), veh/h				322	0	287	606	2561	0	0	560	514
V/C Ratio(X)				0.30	0.00	0.87	0.50	0.15	0.00	0.00	0.91	0.91
Avail Cap(c_a), veh/h				367	0	327	606	2561	0	0	560	514
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.85	0.85	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				27.8	0.0	31.2	9.4	0.0	0.0	0.0	25.7	25.7
Incr Delay (d2), s/veh				0.2	0.0	17.5	0.2	0.1	0.0	0.0	20.9	22.3
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				1.5	0.0	5.7	1.9	0.0	0.0	0.0	11.9	11.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				28.0	0.0	48.7	9.6	0.1	0.0	0.0	46.6	48.0
LnGrp LOS				C	A	D	A	A	A	A	D	D
Approach Vol, veh/h					344			693			974	
Approach Delay, s/veh					42.9			4.3			47.3	
Approach LOS					D			A			D	

Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	30.9	29.0		18.1		59.9						
Change Period (Y+Rc), s	4.6	* 4.6		* 4.2		4.6						
Max Green Setting (Gmax), s	22.3	* 24		* 16		53.4						
Max Q Clear Time (g_c+I1), s	8.5	23.2		13.7		2.0						
Green Ext Time (p_c), s	0.1	0.5		0.2		1.1						

Intersection Summary	
HCM 6th Ctrl Delay	31.7
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	185	155	325	0	0	0	0	465	132	317	454	0
Future Volume (veh/h)	185	155	325	0	0	0	0	465	132	317	454	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.96	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1885				0	1885	1900	1885	1900	0
Adj Flow Rate, veh/h	192	268	269				0	511	145	348	499	0
Peak Hour Factor	0.91	0.91	0.91				0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	1				0	1	0	1	0	0
Cap, veh/h	358	376	316				0	819	231	593	2488	0
Arrive On Green	0.20	0.20	0.20				0.00	0.30	0.30	0.44	0.92	0.00
Sat Flow, veh/h	1810	1900	1598				0	2825	770	1795	3705	0
Grp Volume(v), veh/h	192	268	269				0	334	322	348	499	0
Grp Sat Flow(s),veh/h/ln	1810	1900	1598				0	1791	1710	1795	1805	0
Q Serve(g_s), s	7.4	10.3	12.7				0.0	12.5	12.7	11.4	1.1	0.0
Cycle Q Clear(g_c), s	7.4	10.3	12.7				0.0	12.5	12.7	11.4	1.1	0.0
Prop In Lane	1.00		1.00				0.00		0.45	1.00		0.00
Lane Grp Cap(c), veh/h	358	376	316				0	537	513	593	2488	0
V/C Ratio(X)	0.54	0.71	0.85				0.00	0.62	0.63	0.59	0.20	0.00
Avail Cap(c_a), veh/h	483	507	426				0	537	513	593	2488	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.33	1.33	1.00
Upstream Filter(I)	1.00	1.00	1.00				0.00	1.00	1.00	0.70	0.70	0.00
Uniform Delay (d), s/veh	28.1	29.2	30.2				0.0	23.5	23.5	17.9	1.1	0.0
Incr Delay (d2), s/veh	0.5	1.6	9.2				0.0	5.3	5.7	0.7	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	4.6	5.4				0.0	5.9	5.8	4.2	0.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.5	30.8	39.3				0.0	28.8	29.3	18.6	1.2	0.0
LnGrp LOS	C	C	D				A	C	C	B	A	A
Approach Vol, veh/h		729						656			847	
Approach Delay, s/veh		33.3						29.0			8.3	
Approach LOS		C						C			A	

Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		58.4			30.4	28.0		19.6				
Change Period (Y+Rc), s		4.6			4.6	* 4.6		4.2				
Max Green Setting (Gmax), s		48.4			18.3	* 23		20.8				
Max Q Clear Time (g_c+I1), s		3.1			13.4	14.7		14.7				
Green Ext Time (p_c), s		1.5			0.1	1.3		0.8				

Intersection Summary		
HCM 6th Ctrl Delay		22.6
HCM 6th LOS		C

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	16.3
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	89	44	79	23	45	86	89	290	14	154	438	52
Future Vol, veh/h	89	44	79	23	45	86	89	290	14	154	438	52
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	2
Mvmt Flow	91	45	81	23	46	88	91	296	14	157	447	53
Number of Lanes	0	1	1	0	1	0	1	2	0	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	1	2
HCM Control Delay	14.6	15.7	15	17.7
HCM LOS	B	C	B	C

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	67%	0%	15%	100%	0%	0%
Vol Thru, %	0%	100%	87%	33%	0%	29%	0%	100%	74%
Vol Right, %	0%	0%	13%	0%	100%	56%	0%	0%	26%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	89	193	111	133	79	154	154	292	198
LT Vol	89	0	0	89	0	23	154	0	0
Through Vol	0	193	97	44	0	45	0	292	146
RT Vol	0	0	14	0	79	86	0	0	52
Lane Flow Rate	91	197	113	136	81	157	157	298	202
Geometry Grp	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.213	0.433	0.245	0.332	0.174	0.361	0.345	0.612	0.407
Departure Headway (Hd)	8.424	7.91	7.819	8.805	7.753	8.272	7.911	7.398	7.245
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	425	454	457	407	460	432	453	486	495
Service Time	6.205	5.691	5.6	6.594	5.542	6.061	5.683	5.17	5.016
HCM Lane V/C Ratio	0.214	0.434	0.247	0.334	0.176	0.363	0.347	0.613	0.408
HCM Control Delay	13.5	16.7	13.1	16	12.2	15.7	14.8	21.2	14.9
HCM Lane LOS	B	C	B	C	B	C	B	C	B
HCM 95th-tile Q	0.8	2.1	1	1.4	0.6	1.6	1.5	4	2

Intersection	
Intersection Delay, s/veh	15.2
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	41	49	62	100	79	25	72	281	125	23	242	24
Future Vol, veh/h	41	49	62	100	79	25	72	281	125	23	242	24
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles, %	5	0	0	1	1	0	1	1	1	0	2	0
Mvmt Flow	42	50	63	102	81	26	73	287	128	23	247	24
Number of Lanes	0	1	1	1	1	0	0	1	1	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	2	2
HCM Control Delay	11.3	12	16.9	16.7
HCM LOS	B	B	C	C

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	20%	0%	46%	0%	100%	9%	8%
Vol Thru, %	80%	0%	54%	0%	0%	69%	84%
Vol Right, %	0%	100%	0%	100%	0%	22%	8%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	353	125	90	62	90	114	289
LT Vol	72	0	41	0	90	10	23
Through Vol	281	0	49	0	0	79	242
RT Vol	0	125	0	62	0	25	24
Lane Flow Rate	360	128	92	63	92	116	295
Geometry Grp	7	7	7	7	7	7	6
Degree of Util (X)	0.633	0.195	0.194	0.116	0.196	0.228	0.529
Departure Headway (Hd)	6.328	5.514	7.62	6.579	7.692	7.066	6.557
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	566	644	474	548	469	511	554
Service Time	4.122	3.307	5.326	4.285	5.392	4.766	4.557
HCM Lane V/C Ratio	0.636	0.199	0.194	0.115	0.196	0.227	0.532
HCM Control Delay	19.5	9.7	12.2	10.1	12.3	11.8	16.7
HCM Lane LOS	C	A	B	B	B	B	C
HCM 95th-tile Q	4.4	0.7	0.7	0.4	0.7	0.9	3.1

Intersection	
Intersection Delay, s/veh	9.1
Intersection LOS	A

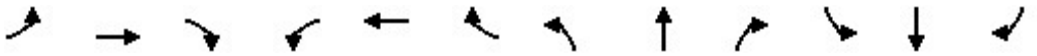
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	131	52	25	3	39	16	25	92	7	22	82	70
Future Vol, veh/h	131	52	25	3	39	16	25	92	7	22	82	70
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	0	0	0	0	0	0	0	1	0	0	0	0
Mvmt Flow	138	55	26	3	41	17	26	97	7	23	86	74
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	9.7	8.2	8.9	8.9
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	20%	63%	5%	13%
Vol Thru, %	74%	25%	67%	47%
Vol Right, %	6%	12%	28%	40%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	124	208	58	174
LT Vol	25	131	3	22
Through Vol	92	52	39	82
RT Vol	7	25	16	70
Lane Flow Rate	131	219	61	183
Geometry Grp	1	1	1	1
Degree of Util (X)	0.174	0.289	0.081	0.23
Departure Headway (Hd)	4.8	4.757	4.753	4.524
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	744	753	749	791
Service Time	2.849	2.803	2.81	2.568
HCM Lane V/C Ratio	0.176	0.291	0.081	0.231
HCM Control Delay	8.9	9.7	8.2	8.9
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.6	1.2	0.3	0.9

HCM 6th Signalized Intersection Summary
1: Bay Ave & Hwy 1 NB Off-Ramp

Cumulative
03/23/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	121	3	139	387	541	0	0	407	503
Future Volume (veh/h)	0	0	0	121	3	139	387	541	0	0	407	503
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		0.93
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1826	1900	1885	1885	1856	0	0	1870	1885
Adj Flow Rate, veh/h				127	3	146	407	569	0	0	428	529
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %				5	0	1	1	3	0	0	2	1
Cap, veh/h				218	4	199	738	2566	0	0	426	353
Arrive On Green				0.13	0.13	0.13	0.82	1.00	0.00	0.00	0.24	0.24
Sat Flow, veh/h				1739	33	1583	1795	3618	0	0	1870	1469
Grp Volume(v), veh/h				127	0	149	407	569	0	0	428	529
Grp Sat Flow(s),veh/h/ln				1739	0	1615	1795	1763	0	0	1777	1469
Q Serve(g_s), s				4.1	0.0	5.3	4.4	0.0	0.0	0.0	14.4	14.4
Cycle Q Clear(g_c), s				4.1	0.0	5.3	4.4	0.0	0.0	0.0	14.4	14.4
Prop In Lane				1.00		0.98	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				218	0	203	738	2566	0	0	426	353
V/C Ratio(X)				0.58	0.00	0.74	0.55	0.22	0.00	0.00	1.00	1.50
Avail Cap(c_a), veh/h				371	0	345	738	2566	0	0	426	353
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.50	0.50	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				24.8	0.0	25.3	3.5	0.0	0.0	0.0	22.8	22.8
Incr Delay (d2), s/veh				0.9	0.0	1.9	0.3	0.1	0.0	0.0	44.5	239.5
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				1.6	0.0	2.0	1.0	0.0	0.0	0.0	10.9	28.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				25.7	0.0	27.2	3.8	0.1	0.0	0.0	67.3	262.3
LnGrp LOS				C	A	C	A	A	A	A	F	F
Approach Vol, veh/h					276			976			957	
Approach Delay, s/veh					26.5			1.6			175.1	
Approach LOS					C			A			F	

Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	29.3	19.0		11.7		48.3						
Change Period (Y+Rc), s	4.6	* 4.6		* 4.2		4.6						
Max Green Setting (Gmax), s	17.3	* 14		* 13		38.4						
Max Q Clear Time (g_c+I1), s	6.4	16.4		7.3		2.0						
Green Ext Time (p_c), s	0.2	0.0		0.3		1.7						

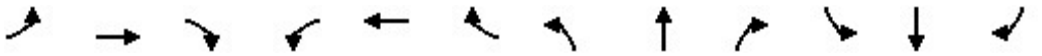
Intersection Summary		
HCM 6th Ctrl Delay		79.9
HCM 6th LOS		E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
2: Bay Ave & Hwy 1 SB Off-Ramp

Cumulative
03/23/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	517	0	376	0	0	0	0	601	122	236	303	0
Future Volume (veh/h)	517	0	376	0	0	0	0	601	122	236	303	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.97	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1826	1900	1856				0	1885	1856	1870	1856	0
Adj Flow Rate, veh/h	667	0	264				0	633	128	248	319	0
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	5	0	3				0	1	3	2	3	0
Cap, veh/h	742	0	335				0	856	173	487	2256	0
Arrive On Green	0.21	0.00	0.21				0.00	0.29	0.29	0.09	0.21	0.00
Sat Flow, veh/h	3478	0	1572				0	3046	596	1781	3618	0
Grp Volume(v), veh/h	667	0	264				0	384	377	248	319	0
Grp Sat Flow(s),veh/h/ln	1739	0	1572				0	1791	1756	1781	1763	0
Q Serve(g_s), s	11.2	0.0	9.5				0.0	11.6	11.7	8.0	4.4	0.0
Cycle Q Clear(g_c), s	11.2	0.0	9.5				0.0	11.6	11.7	8.0	4.4	0.0
Prop In Lane	1.00		1.00				0.00		0.34	1.00		0.00
Lane Grp Cap(c), veh/h	742	0	335				0	519	509	487	2256	0
V/C Ratio(X)	0.90	0.00	0.79				0.00	0.74	0.74	0.51	0.14	0.00
Avail Cap(c_a), veh/h	742	0	335				0	519	509	487	2256	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	0.33	0.33	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	0.69	0.69	0.00
Uniform Delay (d), s/veh	23.0	0.0	22.3				0.0	19.2	19.3	23.5	10.3	0.0
Incr Delay (d2), s/veh	13.5	0.0	10.8				0.0	9.1	9.4	0.3	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.5	0.0	4.2				0.0	5.8	5.7	3.6	1.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.5	0.0	33.1				0.0	28.3	28.6	23.7	10.4	0.0
LnGrp LOS	D	A	C				A	C	C	C	B	A
Approach Vol, veh/h		931						761			567	
Approach Delay, s/veh		35.6						28.5			16.2	
Approach LOS		D						C			B	

Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		43.0			21.0	22.0		17.0				
Change Period (Y+Rc), s		4.6			4.6	* 4.6		4.2				
Max Green Setting (Gmax), s		38.4			14.3	* 17		12.8				
Max Q Clear Time (g_c+I1), s		6.4			10.0	13.7		13.2				
Green Ext Time (p_c), s		0.9			0.1	0.9		0.0				

Intersection Summary		
HCM 6th Ctrl Delay		28.3
HCM 6th LOS		C

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	18.2
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	51	17	30	8	38	127	59	392	11	77	425	29
Future Vol, veh/h	51	17	30	8	38	127	59	392	11	77	425	29
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles, %	6	0	0	0	3	1	2	1	9	0	3	3
Mvmt Flow	58	19	34	9	43	144	67	445	13	88	483	33
Number of Lanes	0	1	1	0	1	0	1	2	0	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	1	2
HCM Control Delay	13.5	16.7	18.5	19.4
HCM LOS	B	C	C	C

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	75%	0%	5%	100%	0%	0%
Vol Thru, %	0%	100%	92%	25%	0%	22%	0%	100%	83%
Vol Right, %	0%	0%	8%	0%	100%	73%	0%	0%	17%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	59	261	142	68	30	173	77	283	171
LT Vol	59	0	0	51	0	8	77	0	0
Through Vol	0	261	131	17	0	38	0	283	142
RT Vol	0	0	11	0	30	127	0	0	29
Lane Flow Rate	67	297	161	77	34	197	88	322	194
Geometry Grp	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.151	0.623	0.342	0.2	0.077	0.433	0.192	0.666	0.395
Departure Headway (Hd)	8.088	7.558	7.642	9.311	8.109	7.923	7.912	7.452	7.331
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	443	475	470	384	439	452	452	483	489
Service Time	5.856	5.327	5.41	7.104	5.9	5.701	5.68	5.22	5.098
HCM Lane V/C Ratio	0.151	0.625	0.343	0.201	0.077	0.436	0.195	0.667	0.397
HCM Control Delay	12.3	22.1	14.4	14.4	11.6	16.7	12.6	24	14.8
HCM Lane LOS	B	C	B	B	B	C	B	C	B
HCM 95th-tile Q	0.5	4.2	1.5	0.7	0.2	2.1	0.7	4.8	1.9

Intersection	
Intersection Delay, s/veh	8.2
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	332	173	421	470
Demand Flow Rate, veh/h	342	177	430	474
Vehicles Circulating, veh/h	498	424	262	247
Vehicles Exiting, veh/h	223	268	578	354
Ped Vol Crossing Leg, #/h	8	12	5	10
Ped Cap Adj	0.999	0.998	0.999	0.999
Approach Delay, s/veh	9.6	6.1	7.9	8.3
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	342	177	430	474
Cap Entry Lane, veh/h	830	895	1056	1073
Entry HV Adj Factor	0.970	0.980	0.978	0.992
Flow Entry, veh/h	332	173	421	470
Cap Entry, veh/h	805	876	1032	1062
V/C Ratio	0.412	0.198	0.407	0.443
Control Delay, s/veh	9.6	6.1	7.9	8.3
LOS	A	A	A	A
95th %tile Queue, veh	2	1	2	2

Intersection	
Intersection Delay, s/veh	10
Intersection LOS	A

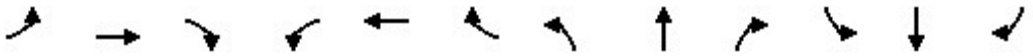
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	50	22	13	6	60	34	10	89	1	16	155	104
Future Vol, veh/h	50	22	13	6	60	34	10	89	1	16	155	104
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Heavy Vehicles, %	0	4	7	0	0	0	0	3	0	0	2	2
Mvmt Flow	64	28	17	8	77	44	13	114	1	21	199	133
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	9.3	9.1	9	10.9
HCM LOS	A	A	A	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	10%	59%	6%	6%
Vol Thru, %	89%	26%	60%	56%
Vol Right, %	1%	15%	34%	38%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	100	85	100	275
LT Vol	10	50	6	16
Through Vol	89	22	60	155
RT Vol	1	13	34	104
Lane Flow Rate	128	109	128	353
Geometry Grp	1	1	1	1
Degree of Util (X)	0.175	0.157	0.176	0.435
Departure Headway (Hd)	4.917	5.196	4.955	4.441
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	724	684	717	807
Service Time	2.985	3.275	3.033	2.492
HCM Lane V/C Ratio	0.177	0.159	0.179	0.437
HCM Control Delay	9	9.3	9.1	10.9
HCM Lane LOS	A	A	A	B
HCM 95th-tile Q	0.6	0.6	0.6	2.2

HCM 6th Signalized Intersection Summary
1: Bay Ave & Hwy 1 NB Off-Ramp

Cumulative
03/23/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	93	2	236	464	586	0	0	648	287
Future Volume (veh/h)	0	0	0	93	2	236	464	586	0	0	648	287
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		0.96
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1900	1900	1885	1885	1900	0	0	1885	1900
Adj Flow Rate, veh/h				97	2	246	483	610	0	0	675	299
Peak Hour Factor				0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %				0	0	1	1	0	0	0	1	0
Cap, veh/h				322	2	284	606	2561	0	0	744	330
Arrive On Green				0.18	0.18	0.18	0.68	1.00	0.00	0.00	0.31	0.31
Sat Flow, veh/h				1810	13	1599	1795	3705	0	0	2473	1054
Grp Volume(v), veh/h				97	0	248	483	610	0	0	508	466
Grp Sat Flow(s),veh/h/ln				1810	0	1612	1795	1805	0	0	1791	1642
Q Serve(g_s), s				3.6	0.0	11.7	14.7	0.0	0.0	0.0	21.2	21.2
Cycle Q Clear(g_c), s				3.6	0.0	11.7	14.7	0.0	0.0	0.0	21.2	21.2
Prop In Lane				1.00		0.99	1.00		0.00	0.00		0.64
Lane Grp Cap(c), veh/h				322	0	287	606	2561	0	0	560	514
V/C Ratio(X)				0.30	0.00	0.87	0.80	0.24	0.00	0.00	0.91	0.91
Avail Cap(c_a), veh/h				367	0	327	606	2561	0	0	560	514
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.55	0.55	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				27.9	0.0	31.2	10.8	0.0	0.0	0.0	25.7	25.7
Incr Delay (d2), s/veh				0.2	0.0	17.5	3.8	0.1	0.0	0.0	20.9	22.3
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				1.5	0.0	5.7	3.8	0.0	0.0	0.0	11.9	11.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				28.1	0.0	48.6	14.6	0.1	0.0	0.0	46.6	48.0
LnGrp LOS				C	A	D	B	A	A	A	D	D
Approach Vol, veh/h					345			1093			974	
Approach Delay, s/veh					42.9			6.5			47.3	
Approach LOS					D			A			D	

Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	30.9	29.0		18.1		59.9						
Change Period (Y+Rc), s	4.6	* 4.6		* 4.2		4.6						
Max Green Setting (Gmax), s	22.3	* 24		* 16		53.4						
Max Q Clear Time (g_c+I1), s	16.7	23.2		13.7		2.0						
Green Ext Time (p_c), s	0.2	0.5		0.2		1.8						

Intersection Summary		
HCM 6th Ctrl Delay		28.2
HCM 6th LOS		C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
2: Bay Ave & Hwy 1 SB Off-Ramp

Cumulative
03/23/2022

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	507	155	431	0	0	0	0	543	127	331	448	0
Future Volume (veh/h)	507	155	431	0	0	0	0	543	127	331	448	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.96	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1885				0	1885	1900	1885	1900	0
Adj Flow Rate, veh/h	414	465	373				0	597	140	364	492	0
Peak Hour Factor	0.91	0.91	0.91				0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	1				0	1	0	1	0	0
Cap, veh/h	479	503	423				0	857	200	473	2246	0
Arrive On Green	0.26	0.26	0.26				0.00	0.30	0.30	0.35	0.83	0.00
Sat Flow, veh/h	1810	1900	1598				0	2951	668	1795	3705	0
Grp Volume(v), veh/h	414	465	373				0	374	363	364	492	0
Grp Sat Flow(s),veh/h/ln	1810	1900	1598				0	1791	1733	1795	1805	0
Q Serve(g_s), s	17.0	18.6	17.5				0.0	14.4	14.5	14.1	2.2	0.0
Cycle Q Clear(g_c), s	17.0	18.6	17.5				0.0	14.4	14.5	14.1	2.2	0.0
Prop In Lane	1.00		1.00				0.00		0.39	1.00		0.00
Lane Grp Cap(c), veh/h	479	503	423				0	537	520	473	2246	0
V/C Ratio(X)	0.86	0.92	0.88				0.00	0.70	0.70	0.77	0.22	0.00
Avail Cap(c_a), veh/h	483	507	426				0	537	520	473	2246	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.33	1.33	1.00
Upstream Filter(I)	1.00	1.00	1.00				0.00	1.00	1.00	0.70	0.70	0.00
Uniform Delay (d), s/veh	27.3	27.9	27.5				0.0	24.1	24.2	23.2	2.7	0.0
Incr Delay (d2), s/veh	14.2	22.3	18.1				0.0	7.3	7.6	4.9	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.8	11.0	8.4				0.0	7.0	6.8	5.9	0.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.6	50.2	45.6				0.0	31.4	31.8	28.2	2.9	0.0
LnGrp LOS	D	D	D				A	C	C	C	A	A
Approach Vol, veh/h		1252						737			856	
Approach Delay, s/veh		46.0						31.6			13.6	
Approach LOS		D						C			B	

Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		53.1			25.1	28.0		24.9				
Change Period (Y+Rc), s		4.6			4.6	* 4.6		4.2				
Max Green Setting (Gmax), s		48.4			18.3	* 23		20.8				
Max Q Clear Time (g_c+I1), s		4.2			16.1	16.5		20.6				
Green Ext Time (p_c), s		1.4			0.1	1.3		0.1				

Intersection Summary		
HCM 6th Ctrl Delay		32.5
HCM 6th LOS		C

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	23.6
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	89	44	79	22	45	121	89	490	13	143	438	52
Future Vol, veh/h	89	44	79	22	45	121	89	490	13	143	438	52
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	2
Mvmt Flow	91	45	81	22	46	123	91	500	13	146	447	53
Number of Lanes	0	1	1	0	1	0	1	2	0	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	1	2
HCM Control Delay	17.1	20.8	27.7	22.8
HCM LOS	C	C	D	C

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	67%	0%	12%	100%	0%	0%
Vol Thru, %	0%	100%	93%	33%	0%	24%	0%	100%	74%
Vol Right, %	0%	0%	7%	0%	100%	64%	0%	0%	26%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	89	327	176	133	79	188	143	292	198
LT Vol	89	0	0	89	0	22	143	0	0
Through Vol	0	327	163	44	0	45	0	292	146
RT Vol	0	0	13	0	79	121	0	0	52
Lane Flow Rate	91	333	180	136	81	192	146	298	202
Geometry Grp	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.228	0.79	0.424	0.379	0.201	0.494	0.364	0.701	0.467
Departure Headway (Hd)	9.051	8.533	8.48	10.052	8.987	9.261	8.988	8.471	8.315
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	396	423	425	357	398	389	400	426	432
Service Time	6.814	6.296	6.243	7.83	6.764	7.035	6.752	6.234	6.078
HCM Lane V/C Ratio	0.23	0.787	0.424	0.381	0.204	0.494	0.365	0.7	0.468
HCM Control Delay	14.5	36.8	17.4	18.9	14	20.8	16.8	28.9	18.2
HCM Lane LOS	B	E	C	C	B	C	C	D	C
HCM 95th-tile Q	0.9	6.9	2.1	1.7	0.7	2.6	1.6	5.3	2.4

Intersection	
Intersection Delay, s/veh	7.4
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	257	241	517	315
Demand Flow Rate, veh/h	259	243	522	320
Vehicles Circulating, veh/h	378	439	188	320
Vehicles Exiting, veh/h	262	271	449	362
Ped Vol Crossing Leg, #/h	14	13	5	15
Ped Cap Adj	0.998	0.998	0.999	0.998
Approach Delay, s/veh	6.7	7.1	8.2	7.0
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	259	243	522	320
Cap Entry Lane, veh/h	938	882	1139	996
Entry HV Adj Factor	0.992	0.991	0.991	0.985
Flow Entry, veh/h	257	241	517	315
Cap Entry, veh/h	929	873	1128	978
V/C Ratio	0.277	0.276	0.459	0.322
Control Delay, s/veh	6.7	7.1	8.2	7.0
LOS	A	A	A	A
95th %tile Queue, veh	1	1	2	1

Intersection	
Intersection Delay, s/veh	9.1
Intersection LOS	A

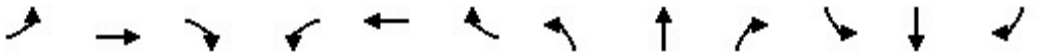
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	131	52	24	3	39	16	24	92	7	22	82	70
Future Vol, veh/h	131	52	24	3	39	16	24	92	7	22	82	70
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	0	0	0	0	0	0	0	1	0	0	0	0
Mvmt Flow	138	55	25	3	41	17	25	97	7	23	86	74
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	9.7	8.2	8.9	8.9
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	20%	63%	5%	13%
Vol Thru, %	75%	25%	67%	47%
Vol Right, %	6%	12%	28%	40%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	123	207	58	174
LT Vol	24	131	3	22
Through Vol	92	52	39	82
RT Vol	7	24	16	70
Lane Flow Rate	129	218	61	183
Geometry Grp	1	1	1	1
Degree of Util (X)	0.173	0.288	0.081	0.23
Departure Headway (Hd)	4.797	4.756	4.748	4.52
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	744	752	750	791
Service Time	2.846	2.805	2.807	2.565
HCM Lane V/C Ratio	0.173	0.29	0.081	0.231
HCM Control Delay	8.9	9.7	8.2	8.9
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.6	1.2	0.3	0.9

HCM 6th Signalized Intersection Summary
1: Bay Ave & Hwy 1 NB Off-Ramp

Cumulative Plus Project
03/23/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	125	3	139	390	541	0	0	407	503
Future Volume (veh/h)	0	0	0	125	3	139	390	541	0	0	407	503
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		0.93
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1826	1900	1885	1885	1856	0	0	1870	1885
Adj Flow Rate, veh/h				132	3	146	411	569	0	0	428	529
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %				5	0	1	1	3	0	0	2	1
Cap, veh/h				218	4	199	738	2566	0	0	426	353
Arrive On Green				0.13	0.13	0.13	0.82	1.00	0.00	0.00	0.24	0.24
Sat Flow, veh/h				1739	33	1583	1795	3618	0	0	1870	1469
Grp Volume(v), veh/h				132	0	149	411	569	0	0	428	529
Grp Sat Flow(s),veh/h/ln				1739	0	1615	1795	1763	0	0	1777	1469
Q Serve(g_s), s				4.3	0.0	5.3	4.5	0.0	0.0	0.0	14.4	14.4
Cycle Q Clear(g_c), s				4.3	0.0	5.3	4.5	0.0	0.0	0.0	14.4	14.4
Prop In Lane				1.00		0.98	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				218	0	203	738	2566	0	0	426	353
V/C Ratio(X)				0.60	0.00	0.73	0.56	0.22	0.00	0.00	1.00	1.50
Avail Cap(c_a), veh/h				371	0	345	738	2566	0	0	426	353
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.50	0.50	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				24.8	0.0	25.3	3.5	0.0	0.0	0.0	22.8	22.8
Incr Delay (d2), s/veh				1.0	0.0	1.9	0.3	0.1	0.0	0.0	44.5	239.5
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				1.7	0.0	2.0	1.0	0.0	0.0	0.0	10.9	28.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				25.8	0.0	27.2	3.8	0.1	0.0	0.0	67.3	262.3
LnGrp LOS				C	A	C	A	A	A	A	F	F
Approach Vol, veh/h					281			980			957	
Approach Delay, s/veh					26.6			1.7			175.1	
Approach LOS					C			A			F	

Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	29.3	19.0		11.7		48.3						
Change Period (Y+Rc), s	4.6	* 4.6		* 4.2		4.6						
Max Green Setting (Gmax), s	17.3	* 14		* 13		38.4						
Max Q Clear Time (g_c+I1), s	6.5	16.4		7.3		2.0						
Green Ext Time (p_c), s	0.2	0.0		0.3		1.7						

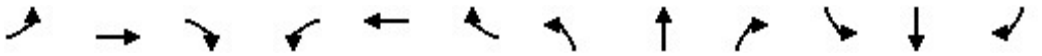
Intersection Summary		
HCM 6th Ctrl Delay		79.6
HCM 6th LOS		E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
2: Bay Ave & Hwy 1 SB Off-Ramp

Cumulative Plus Project
03/23/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	517	0	380	0	0	0	0	604	125	236	308	0
Future Volume (veh/h)	517	0	380	0	0	0	0	604	125	236	308	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.97	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1826	1900	1856				0	1885	1856	1870	1856	0
Adj Flow Rate, veh/h	668	0	267				0	636	132	248	324	0
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	5	0	3				0	1	3	2	3	0
Cap, veh/h	742	0	335				0	852	176	487	2256	0
Arrive On Green	0.21	0.00	0.21				0.00	0.29	0.29	0.09	0.21	0.00
Sat Flow, veh/h	3478	0	1572				0	3031	608	1781	3618	0
Grp Volume(v), veh/h	668	0	267				0	387	381	248	324	0
Grp Sat Flow(s),veh/h/ln	1739	0	1572				0	1791	1754	1781	1763	0
Q Serve(g_s), s	11.2	0.0	9.7				0.0	11.8	11.8	8.0	4.5	0.0
Cycle Q Clear(g_c), s	11.2	0.0	9.7				0.0	11.8	11.8	8.0	4.5	0.0
Prop In Lane	1.00		1.00				0.00		0.35	1.00		0.00
Lane Grp Cap(c), veh/h	742	0	335				0	519	509	487	2256	0
V/C Ratio(X)	0.90	0.00	0.80				0.00	0.75	0.75	0.51	0.14	0.00
Avail Cap(c_a), veh/h	742	0	335				0	519	509	487	2256	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	0.33	0.33	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	0.64	0.64	0.00
Uniform Delay (d), s/veh	23.0	0.0	22.4				0.0	19.3	19.3	23.5	10.3	0.0
Incr Delay (d2), s/veh	13.7	0.0	11.6				0.0	9.4	9.7	0.2	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.5	0.0	4.3				0.0	5.9	5.8	3.6	1.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.7	0.0	34.0				0.0	28.7	29.0	23.7	10.4	0.0
LnGrp LOS	D	A	C				A	C	C	C	B	A
Approach Vol, veh/h		935						768			572	
Approach Delay, s/veh		35.9						28.9			16.1	
Approach LOS		D						C			B	

Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		43.0			21.0	22.0		17.0				
Change Period (Y+Rc), s		4.6			4.6	* 4.6		4.2				
Max Green Setting (Gmax), s		38.4			14.3	* 17		12.8				
Max Q Clear Time (g_c+I1), s		6.5			10.0	13.8		13.2				
Green Ext Time (p_c), s		0.9			0.1	0.9		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	28.6
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	18.6
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	51	17	30	9	38	134	59	392	12	86	425	29
Future Vol, veh/h	51	17	30	9	38	134	59	392	12	86	425	29
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles, %	6	0	0	0	3	1	2	1	9	0	3	3
Mvmt Flow	58	19	34	10	43	152	67	445	14	98	483	33
Number of Lanes	0	1	1	0	1	0	1	2	0	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	1	2
HCM Control Delay	13.7	17.3	18.9	19.7
HCM LOS	B	C	C	C

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	75%	0%	5%	100%	0%	0%
Vol Thru, %	0%	100%	92%	25%	0%	21%	0%	100%	83%
Vol Right, %	0%	0%	8%	0%	100%	74%	0%	0%	17%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	59	261	143	68	30	181	86	283	171
LT Vol	59	0	0	51	0	9	86	0	0
Through Vol	0	261	131	17	0	38	0	283	142
RT Vol	0	0	12	0	30	134	0	0	29
Lane Flow Rate	67	297	162	77	34	206	98	322	194
Geometry Grp	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.152	0.63	0.348	0.202	0.078	0.456	0.217	0.672	0.398
Departure Headway (Hd)	8.173	7.643	7.722	9.412	8.208	7.977	7.979	7.519	7.397
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	438	472	464	379	434	450	449	480	485
Service Time	5.946	5.416	5.495	7.209	6.004	5.759	5.752	5.292	5.17
HCM Lane V/C Ratio	0.153	0.629	0.349	0.203	0.078	0.458	0.218	0.671	0.4
HCM Control Delay	12.4	22.7	14.6	14.6	11.7	17.3	13	24.5	15
HCM Lane LOS	B	C	B	B	B	C	B	C	B
HCM 95th-tile Q	0.5	4.3	1.5	0.7	0.3	2.3	0.8	4.9	1.9

Intersection	
Intersection Delay, s/veh	8.2
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	333	174	421	470
Demand Flow Rate, veh/h	343	178	430	474
Vehicles Circulating, veh/h	498	424	263	248
Vehicles Exiting, veh/h	224	269	578	354
Ped Vol Crossing Leg, #/h	8	12	5	10
Ped Cap Adj	0.999	0.998	0.999	0.999
Approach Delay, s/veh	9.7	6.1	7.9	8.3
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	343	178	430	474
Cap Entry Lane, veh/h	830	895	1055	1071
Entry HV Adj Factor	0.970	0.980	0.978	0.992
Flow Entry, veh/h	333	174	421	470
Cap Entry, veh/h	805	876	1031	1061
V/C Ratio	0.414	0.199	0.408	0.443
Control Delay, s/veh	9.7	6.1	7.9	8.3
LOS	A	A	A	A
95th %tile Queue, veh	2	1	2	2

Intersection	
Intersection Delay, s/veh	10
Intersection LOS	A

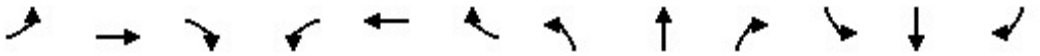
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	50	22	13	6	60	34	10	89	1	16	155	104
Future Vol, veh/h	50	22	13	6	60	34	10	89	1	16	155	104
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Heavy Vehicles, %	0	4	7	0	0	0	0	3	0	0	2	2
Mvmt Flow	64	28	17	8	77	44	13	114	1	21	199	133
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	9.3	9.1	9	10.9
HCM LOS	A	A	A	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	10%	59%	6%	6%
Vol Thru, %	89%	26%	60%	56%
Vol Right, %	1%	15%	34%	38%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	100	85	100	275
LT Vol	10	50	6	16
Through Vol	89	22	60	155
RT Vol	1	13	34	104
Lane Flow Rate	128	109	128	353
Geometry Grp	1	1	1	1
Degree of Util (X)	0.175	0.157	0.176	0.435
Departure Headway (Hd)	4.917	5.196	4.955	4.441
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	724	684	717	807
Service Time	2.985	3.275	3.033	2.492
HCM Lane V/C Ratio	0.177	0.159	0.179	0.437
HCM Control Delay	9	9.3	9.1	10.9
HCM Lane LOS	A	A	A	B
HCM 95th-tile Q	0.6	0.6	0.6	2.2

HCM 6th Signalized Intersection Summary
1: Bay Ave & Hwy 1 NB Off-Ramp

Cumulative Plus Project
03/23/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	98	2	236	469	586	0	0	648	287
Future Volume (veh/h)	0	0	0	98	2	236	469	586	0	0	648	287
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		0.96
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1900	1900	1885	1885	1900	0	0	1885	1900
Adj Flow Rate, veh/h				102	2	246	489	610	0	0	675	299
Peak Hour Factor				0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %				0	0	1	1	0	0	0	1	0
Cap, veh/h				322	2	284	606	2561	0	0	744	330
Arrive On Green				0.18	0.18	0.18	0.68	1.00	0.00	0.00	0.31	0.31
Sat Flow, veh/h				1810	13	1599	1795	3705	0	0	2473	1054
Grp Volume(v), veh/h				102	0	248	489	610	0	0	508	466
Grp Sat Flow(s),veh/h/ln				1810	0	1612	1795	1805	0	0	1791	1642
Q Serve(g_s), s				3.8	0.0	11.7	15.2	0.0	0.0	0.0	21.2	21.2
Cycle Q Clear(g_c), s				3.8	0.0	11.7	15.2	0.0	0.0	0.0	21.2	21.2
Prop In Lane				1.00		0.99	1.00		0.00	0.00		0.64
Lane Grp Cap(c), veh/h				322	0	287	606	2561	0	0	560	514
V/C Ratio(X)				0.32	0.00	0.87	0.81	0.24	0.00	0.00	0.91	0.91
Avail Cap(c_a), veh/h				367	0	327	606	2561	0	0	560	514
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.53	0.53	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				27.9	0.0	31.2	10.9	0.0	0.0	0.0	25.7	25.7
Incr Delay (d2), s/veh				0.2	0.0	17.5	4.0	0.1	0.0	0.0	20.9	22.3
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				1.6	0.0	5.7	3.9	0.0	0.0	0.0	11.9	11.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				28.1	0.0	48.6	14.9	0.1	0.0	0.0	46.6	48.0
LnGrp LOS				C	A	D	B	A	A	A	D	D
Approach Vol, veh/h					350			1099			974	
Approach Delay, s/veh					42.7			6.7			47.3	
Approach LOS					D			A			D	

Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	30.9	29.0		18.1		59.9						
Change Period (Y+Rc), s	4.6	* 4.6		* 4.2		4.6						
Max Green Setting (Gmax), s	22.3	* 24		* 16		53.4						
Max Q Clear Time (g_c+I1), s	17.2	23.2		13.7		2.0						
Green Ext Time (p_c), s	0.2	0.5		0.2		1.8						

Intersection Summary	
HCM 6th Ctrl Delay	28.2
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
2: Bay Ave & Hwy 1 SB Off-Ramp

Cumulative Plus Project
03/23/2022

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	507	155	436	0	0	0	0	548	132	331	454	0
Future Volume (veh/h)	507	155	436	0	0	0	0	548	132	331	454	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.96	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1885				0	1885	1900	1885	1900	0
Adj Flow Rate, veh/h	415	465	376				0	602	145	364	499	0
Peak Hour Factor	0.91	0.91	0.91				0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	1				0	1	0	1	0	0
Cap, veh/h	479	503	423				0	852	205	473	2246	0
Arrive On Green	0.26	0.26	0.26				0.00	0.30	0.30	0.35	0.83	0.00
Sat Flow, veh/h	1810	1900	1598				0	2933	682	1795	3705	0
Grp Volume(v), veh/h	415	465	376				0	379	368	364	499	0
Grp Sat Flow(s),veh/h/ln	1810	1900	1598				0	1791	1730	1795	1805	0
Q Serve(g_s), s	17.1	18.6	17.6				0.0	14.7	14.7	14.1	2.3	0.0
Cycle Q Clear(g_c), s	17.1	18.6	17.6				0.0	14.7	14.7	14.1	2.3	0.0
Prop In Lane	1.00		1.00				0.00		0.39	1.00		0.00
Lane Grp Cap(c), veh/h	479	503	423				0	537	519	473	2246	0
V/C Ratio(X)	0.87	0.92	0.89				0.00	0.71	0.71	0.77	0.22	0.00
Avail Cap(c_a), veh/h	483	507	426				0	537	519	473	2246	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.33	1.33	1.00
Upstream Filter(I)	1.00	1.00	1.00				0.00	1.00	1.00	0.69	0.69	0.00
Uniform Delay (d), s/veh	27.3	27.9	27.6				0.0	24.2	24.3	23.2	2.7	0.0
Incr Delay (d2), s/veh	14.5	22.3	19.2				0.0	7.6	8.0	4.9	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.8	11.0	8.6				0.0	7.1	7.0	5.9	0.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.8	50.2	46.7				0.0	31.8	32.2	28.1	2.9	0.0
LnGrp LOS	D	D	D				A	C	C	C	A	A
Approach Vol, veh/h		1256						747			863	
Approach Delay, s/veh		46.4						32.0			13.5	
Approach LOS		D						C			B	

Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		53.1			25.1	28.0		24.9				
Change Period (Y+Rc), s		4.6			4.6	* 4.6		4.2				
Max Green Setting (Gmax), s		48.4			18.3	* 23		20.8				
Max Q Clear Time (g_c+I1), s		4.3			16.1	16.7		20.6				
Green Ext Time (p_c), s		1.5			0.1	1.3		0.1				

Intersection Summary		
HCM 6th Ctrl Delay		32.7
HCM 6th LOS		C

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	24.5
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	89	44	79	23	45	131	89	490	14	154	438	52
Future Vol, veh/h	89	44	79	23	45	131	89	490	14	154	438	52
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	2
Mvmt Flow	91	45	81	23	46	134	91	500	14	157	447	53
Number of Lanes	0	1	1	0	1	0	1	2	0	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	1	2
HCM Control Delay	17.4	22.2	28.8	23.5
HCM LOS	C	C	D	C

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	67%	0%	12%	100%	0%	0%
Vol Thru, %	0%	100%	92%	33%	0%	23%	0%	100%	74%
Vol Right, %	0%	0%	8%	0%	100%	66%	0%	0%	26%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	89	327	177	133	79	199	154	292	198
LT Vol	89	0	0	89	0	23	154	0	0
Through Vol	0	327	163	44	0	45	0	292	146
RT Vol	0	0	14	0	79	131	0	0	52
Lane Flow Rate	91	333	181	136	81	203	157	298	202
Geometry Grp	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.232	0.802	0.433	0.385	0.205	0.527	0.397	0.71	0.473
Departure Headway (Hd)	9.182	8.663	8.606	10.201	9.135	9.343	9.098	8.579	8.424
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	391	417	418	351	392	386	394	420	426
Service Time	6.952	6.433	6.376	7.987	6.92	7.126	6.87	6.351	6.196
HCM Lane V/C Ratio	0.233	0.799	0.433	0.387	0.207	0.526	0.398	0.71	0.474
HCM Control Delay	14.7	38.6	17.8	19.3	14.3	22.2	17.8	29.9	18.6
HCM Lane LOS	B	E	C	C	B	C	C	D	C
HCM 95th-tile Q	0.9	7.1	2.1	1.8	0.8	3	1.9	5.4	2.5

Intersection	
Intersection Delay, s/veh	7.4
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	258	242	517	315
Demand Flow Rate, veh/h	260	244	522	320
Vehicles Circulating, veh/h	378	439	189	321
Vehicles Exiting, veh/h	263	272	449	362
Ped Vol Crossing Leg, #/h	14	13	5	15
Ped Cap Adj	0.998	0.998	0.999	0.998
Approach Delay, s/veh	6.7	7.1	8.2	7.0
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	260	244	522	320
Cap Entry Lane, veh/h	938	882	1138	995
Entry HV Adj Factor	0.992	0.991	0.991	0.985
Flow Entry, veh/h	258	242	517	315
Cap Entry, veh/h	929	873	1127	977
V/C Ratio	0.278	0.277	0.459	0.322
Control Delay, s/veh	6.7	7.1	8.2	7.0
LOS	A	A	A	A
95th %tile Queue, veh	1	1	2	1

Intersection	
Intersection Delay, s/veh	9.1
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	131	52	25	3	39	16	25	92	7	22	82	70
Future Vol, veh/h	131	52	25	3	39	16	25	92	7	22	82	70
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	0	0	0	0	0	0	0	1	0	0	0	0
Mvmt Flow	138	55	26	3	41	17	26	97	7	23	86	74
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	9.7	8.2	8.9	8.9
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	20%	63%	5%	13%
Vol Thru, %	74%	25%	67%	47%
Vol Right, %	6%	12%	28%	40%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	124	208	58	174
LT Vol	25	131	3	22
Through Vol	92	52	39	82
RT Vol	7	25	16	70
Lane Flow Rate	131	219	61	183
Geometry Grp	1	1	1	1
Degree of Util (X)	0.174	0.289	0.081	0.23
Departure Headway (Hd)	4.8	4.757	4.753	4.524
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	744	753	749	791
Service Time	2.849	2.803	2.81	2.568
HCM Lane V/C Ratio	0.176	0.291	0.081	0.231
HCM Control Delay	8.9	9.7	8.2	8.9
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.6	1.2	0.3	0.9

MEMORANDUM

Date: May 16, 2022	
To: Brian Froelich, AICP – Senior Planner	**Organization:** City of Capitola
From: RRM Design Group	**Title:** Design Review Team
Project Name: Capitola Hotel Design Peer Review	**Project Number:** 1783-02-CU21 (A.01)
Topic: 720 Hill Street – Boutique Hotel – Second Review	

Dear Brian,

We have reviewed the revised project design for 720 Hill Street based on the previously provided Design Recommendations Memo, dated August 26, 2021.

Revised project documents are dated April 5, 2022 and include Title Sheet, Overall Site Plan Sheet A100, Level 2 Site Plan Sheet A101, Level 1 Site Plan Sheet A102, Level 2 Site Plan Sheet A103, Ground Floor Plan Sheet A201, Level 2 Floor Plan Sheet A202, Level 3 Floor Plan A203, Roof Top Patio Plan Sheet A204, Roof Plan Sheet A205, Elevations A301, Elevations Sheet A302, Rendered Elevations Sheet A301R-A305, Color/Materials Board, Inspirational Images, Civil Site Plan Sheet C1.0-C1.1, Preliminary Grading Plan Sheet C2.0-2.2. Retaining Wall Profiles Sheet C2.3, Preliminary Drainage Plan Sheet C3.0 1 and 2, Preliminary Stormwater Control Plan Sheet C3.2, Preliminary Drainage Details Sheet C3.3, Preliminary Utility Plan Sheet C4.0, Preliminary Utility Plan Sheet C4.1, Preliminary Phase 1 Erosion and Sediment Control Plan Sheet C5.0, Preliminary Phase 2 Erosion and Sediment Control Plan Sheet C5.1-C5.2, Preliminary Erosion and Sediment Control Details Sheet C5.3, Existing Trees Sheet L-1.0, Planting Ground Level Sheet L-1.1, Plant Images Sheet L-1.2, Planting Roof Garden Sheet L-1.3, Planting Details and Notes Sheet L-1.4, Hardscape and Lighting Plan Sheet L-2.0, Elevations, Details, & Cut Sheets L-2.1, Site Amenity Cut Sheets L-2.2, Concrete Details and Layout Plans, Irrigation Ground Level & Roof Garden Sheet L-3.0, Irrigation Details Sheet L-3.1, and Hydrozone Map & Water Use Calculations Sheet L-3.2.

Revised project response documents also reviewed include GJ Architecture PLLC Response Letter dated April 6, 2022, and Gwen Jarick, AIA Response Letter dated April 4, 2022.

Previous Additional Information Needed
The following project information was previously requested to ensure adequate staff review going forward.

1. Conceptual Landscaping Plan
   - *The applicant has provided a conceptual landscaping plan to allow for staff review.*

Previous Design Recommendations
The following recommendations were previously made to ensure the project responded to the proposed "Modern" architectural style in a manner that was consistent with relevant Capitola Municipal Code design guidance and to enhance the overall project design.

Site Planning

1. Consider integrating screening at the roof top egress/stair tower and refine stair tower orientation to minimize potential privacy impacts on adjacent single-family residences (CMC 17.120.070.B).
   - *Applicant has sufficiently addressed the previous comment by relocating the stair tower further north, away from the adjacent single-family residences.*
2. Look for opportunities to introduce fast-growing, evergreen landscaping along the southern property line adjacent to the existing single-family residences to further enhance screening (CMC 17.120.070.F).
   - *Applicant has sufficiently addressed the previous comment by integrating a variety of fast-growing, larger, evergreen sized landscaping along the southern property line, as noted on Sheet L-1.1.*
3. Look for opportunities to incorporate unique paving, pedestrian lighting, enhanced landscaping, and/or other features to facilitate pedestrian access and enhance the overall project design (CMC 17.120.070.L).
   - *Applicant has sufficiently addressed the previous comment. Unique paving, lighting, and landscaping provided, as noted on Conceptual Landscape Plan sheets.*
4. Provide adequate signage to direct and inform guest traveling from the parking area, through the hotel, to the lobby area (CMC 17.120.070.L).
   - *Per Item #14 in GJ Architecture PLLC Response Letter dated April 6, 2022, signage will be added in strategic locations to direct guests accordingly. Applicant should continue to work with City staff in the design and placement of noted signage.*

5. Confirm design intent of outdoor patio area adjacent to internal dining/buffet area at ground level (CMC 17.120.070.O). Incorporate pedestrian elements to enhance ground level activity and guest experience.
   - *Applicant has addressed the previous comment. Small outdoor patio intended to serve lobby/breakfast area and includes planters, enhanced paving, and tables and seating, as shown on the Conceptual Landscape plans.*

6. Consider locating any required public art as part of the project proposal at the intersection corner of the Private Drive/Crossroads Loop to further enhance and provide attractive semi-public outdoor spaces (CMC 17.120.070.O).
   - *Comment still applies going forward. Applicant should work with City staff to determine public art approach for project. If practical, integration of art at north elevation at entry drive should be pursued, consistent with applicable City code requirements for public art.*

Architecture

7. Look for opportunities to introduce additional vertical elements into the project massing design (CMC 17.120.070.H). This could include expansion of projecting/recessed massing elements, enhanced massing at prominent areas such as the primary entry or building corners, among other possible design interventions.
   - *Applicant has sufficiently addressed the previous comment through minor modifications to the massing and additional refinement to roofline variation.*

8. Reduce blank wall areas through additional design interventions such as windows/ doors, materials/colors, among other possibilities (CMC 17.120.070.H).
   - *Applicant has indicated that the primary blank wall concern, along the entry drive, may include a public art installation. If not practical, applicant should consider alternative design interventions, such as windows, material/color changes, among other possible design interventions.*

9. Enhance project articulation/detailing, consistent with architectural style direction, in order to foster greater visual interest and the coastal character and aesthetic within project design (CMC 17.120.070.J). This could include incorporation of additional trim, wood or composite wood accents, other materials/colors, architectural features, and/or other stylistic appropriate elements.
   - *Applicant has addressed the previous comment through integration of additional materials, colors, and detailing, including aluminum, decorative laser cut metal, among other accents.*

10. Look for opportunities to further enhance exterior staircase design, such as decorative paneling, rather than metal picket as shown (CMC 17.120.070.J). The applicant may also consider enclosing the exterior staircase, if appropriate.
    - *Applicant has appropriately addressed the previous comment by introducing custom laser cut metal guard rail, consistent with the design direction shown at the primary hotel entry.*

11. Provide additional roofline variation in order to break up the appearance of a continuous, unarticulated roof plane (CMC 17.120.070.J).
    - *Applicant has sufficiently addressed the previous comment by providing additional roofline variation at the north, south, east and west elevations.*

12. Integrate additional design interventions at the primary hotel entry (CMC 17.120.070.E), which could include awning/overhang, variation in window/door mullion systems, varying material/color, public art, among other possible design interventions.
    - *Applicant has addressed the previous comment by introducing a custom laser cut metal surround, enhanced materials and lighting at soffit of porte cochere, as well as enhanced paving design at entry drive. However, as shown on Sheet L-2.3, concrete colors noted for paving design at porte cochere appear overly bright and inconsistent with overall project design direction. Applicant should revise selected colors and/or material selection at porte cochere paving design to be in line with the direction of the project color/material palette – refer to Sheet A305 for more appropriate palette.*

      In addition, applicant should provide additional emphasis at secondary entry located at East Elevation. While metal awning shown in previous design, additional design interventions should be pursued to provide emphasis at this entry location, consistent with the overall project design direction. This could include additional material/color variation, among other possible design interventions.

13. Consider integration of higher-end window system with casement and/or operable windows to further enhance the visual interest of the project (CMC 17.120.070.J).
    - *Applicant has addressed previous comment. Window Detail 4 provided on Sheet A301, noting operable window to 4-inches proposed within project design, consistent with relevant Building Code requirements.*

14. Revise A/C unit grill at individual room design to further enhance visual interest within the overall project (CMC 17.120.070.J).

- *Applicant has addressed the previous comment. Louvered a/c unit grill integrated into window design and consistent with window color/design, as noted on Window Detail 4 on Sheet A301.*

15. Ensure applied materials within project design terminate at an inside corner, rather than hap-hazardously in the middle of a flat wall plane (CMC 17.120.070.K).
    - *Applicant has sufficiently addressed the previous comment, noting that all materials revised to have natural termination point, as shown on revised plan set.*

16. Consider expansion of resin panels at north and south elevations to provide enhanced visual interest of overall building design (CMC 17.120.070.K).
    - *Applicant has sufficiently addressed the previous comment.*

17. Integrate wood and/or composite wood-like materials into the project design to further enhance the coastal village character of the project (CMC 17.120.070.K).
    - *The applicant has appropriately integrated additional materials into the project design to further the coastal village character of the project. This includes custom laser cut and decorative metal screen materials, aluminum paneling, as well as wave inspired materials at primary entry soffit.*

Landscaping

18. Provide a conceptual landscape plan for the project to allow for adequate staff review.
    - *The applicant has provided a conceptual landscaping plan to allow for staff review.*

19. Ensure landscape design for the project is appropriate to the coastal character and aesthetic of the site location, complements the design of the building, and enhances the surrounding area of the project site (CMC 17.120.070M). The conceptual landscape design should address the materials/colors aesthetic of the planters, outdoor dining furniture, signage, rooftop deck, bellhop desk, sidewalk experience, and other exterior elements to ensure consistency and coherency within the overall project design.
    - *The applicant has addressed the previous comment. Conceptual landscape plans identify appropriate landscape planting selection, planters, outdoor furniture and other amenities that complement the design of the building.*

20. Look for opportunities to strategically place landscaping to soften the building transition at the ground plane.
    - *The applicant has appropriately addressed the comment by refining the landscape design to provide landscaping along the building edge to aide in transitioning and softening the building at the ground plane.*

General Comments

21. Clarify any intended project features related to sustainability, such as on-site energy generation, passive solar design, enhanced energy efficiencies, water conservation measures, and/or other green building techniques for staff review (CMC 17.120.070.D).
    - *No clarifying information provided by applicant for staff review. Comment still applies going forward.*

22. Ensure all site and building light fixtures selected for the project are complementary of the architectural style (CMC 17.120.070.Q).
    - *The applicant has addressed the previous comment. Light fixtures are identified on Sheet L-2.0 and are considered consistent with the overall project design direction.*

23. Ensure all lighting fixtures are shielded and directed downward so as minimize spillover onto adjacent properties and minimize illumination of the night sky (CMC 17.120.070.Q).
    - *Per Sheet L-2.0, selected light fixtures are shown as shielded and to be directed downward, consistent with CMC 17.120.070.Q.*

24. Acknowledging utility provider setbacks from their facilities, the applicant should incorporate architectural enclosures, fencing, landscaping, and/or other design interventions to screen these areas from view (CMC 17.120.070.S).
    - *Per Sheet L-1.1, applicant has identified Cat's Claw Creeper vine at wall adjacent to transformer at internal drive. However, Detail 3 on Sheet L-1.4 notes vine to attach to wall. Applicant should verify that vine is able to attach and be maintained at retaining wall without assistance and that ultimate height of vine is sufficient to screen views of adjacent transformer at internal drive.*

25. Clarify if existing monument signage at the intersection corner of Crossroads Loop and Hill Street will remain and/or be revised as part of the project. If revised, design should be consistent with the new boutique hotel aesthetic given its immediate adjacency.
    - *Applicant has clarified that the existing monument signage will be removed and a directional sign will be placed appropriate for the existing hotel, under separate permit.*

26. Clarify elevation labels shown on Sheet A301, as they appear to be incorrect.
    - *Applicant has sufficiently addressed the previous comment.*

Overall, we feel the applicant has made significant strides in addressing the previous design recommendations. By addressing and refining the remaining comments, as noted above, we believe the project will be a welcomed addition to Capitola, while also being consistent with the City's desire for high quality new developments, consistent with the Capitola Municipal Code design direction.

Very truly yours,

RRM DESIGN GROUP

Design Permit Design Review Criteria

17.120.070 Design review criteria**.** When considering design permit applications, the city shall evaluate applications to ensure that they satisfy the following criteria, comply with the development standards of the zoning district, conform to policies of the general plan, the local coastal program, and any applicable specific plan, and are consistent with any other policies or guidelines the city council may adopt for this purpose. To obtain design permit approval, projects must satisfy these criteria to the extent they apply.

A. Community Character. The overall project design including site plan, height, massing, architectural style, materials, and landscaping contribute to Capitola's unique coastal village character and distinctive sense of place.

B. Neighborhood Compatibility. The project is designed to respect and complement adjacent properties. The project height, massing, and intensity is compatible with the scale of nearby buildings. The project design incorporates measures to minimize traffic, parking, noise, and odor impacts on nearby residential properties.

C. Historic Character. Renovations and additions respect and preserve existing historic structure. New structures and additions to non-historic structures reflect and complement the historic character of nearby properties and the community at large.

D. Sustainability. The project supports natural resource protection and environmental sustainability through features such as on-site renewable energy generation, passive solar design, enhanced energy efficiency, water conservation measures, and other green building techniques.

E. Pedestrian Environment. The primary entrances are oriented towards and visible from the street to support an active public realm and an inviting pedestrian environment.

F. Privacy. The orientation and location of buildings, entrances, windows, doors, decks, and other building features minimizes privacy impacts on adjacent properties and provides adequate privacy for project occupants.

G. Safety. The project promotes public safety and minimizes opportunities for crime through design features such as property access controls (e.g., placement of entrances, fences), increased visibility and features that promote a sense of ownership of outdoor space.

H. Massing and Scale. The massing and scale of buildings complement and respect neighboring structures and correspond to the scale of the human form. Large volumes are divided into small components through varying wall planes, heights, and setbacks. Building placement and massing avoids impacts to public views and solar access.

I. Architectural Style. Buildings feature an architectural style that is compatible with the surrounding built and natural environment, is an authentic implementation of appropriate established architectural styles, and reflects Capitola's unique coastal village character.

J. Articulation and Visual Interest. Building facades are well articulated to add visual interest, distinctiveness, and human scale. Building elements such as roofs, doors, windows, and

porches are part of an integrated design and relate to the human scale. Architectural details such as trim, eaves, window boxes, and brackets contribute to the visual interest of the building.

K. Materials. Building facades include a mix of natural, high quality, and durable materials that are appropriate to the architectural style, enhance building articulation, and are compatible with surrounding development.

L. Parking and Access. Parking areas are located and designed to minimize visual impacts and maintain Capitola's distinctive neighborhoods and pedestrian-friendly environment. Safe and convenient connections are provided for pedestrians and bicyclists.

M. Landscaping. Landscaping is an integral part of the overall project design, is appropriate to the site and structures, and enhances the surrounding area.

N. Drainage. The site plan is designed to maximize efficiency of on-site drainage with runoff directed towards permeable surface areas and engineered retention.

O. Open Space and Public Places. Single-family dwellings feature inviting front yards that enhance Capitola's distinctive neighborhoods. Multifamily residential projects include public and private open space that is attractive, accessible, and functional. Nonresidential development provides semi-public outdoor spaces, such as plazas and courtyards, which help support pedestrian activity within an active and engaging public realm.

P. Signs. The number, location, size, and design of signs complement the project design and are compatible with the surrounding context.

Q. Lighting. Exterior lighting is an integral part of the project design with light fixtures designed, located, and positioned to minimize illumination of the sky and adjacent properties.

R. Accessory Structures. The design of detached garages, sheds, fences, walls, and other accessory structures relates to the primary structure and is compatible with adjacent properties.

S. Mechanical Equipment, Trash Receptacles, and Utilities. Mechanical equipment, trash receptacles, and utilities are contained within architectural enclosures or fencing, sited in unobtrusive locations, and/or screened by landscaping.