



COUNTY OF SANTA CRUZ

PLANNING DEPARTMENT

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TOM BURNS, PLANNING DIRECTOR

Agenda Date: November 9, 2005

November 1, 2005

PLANNING COMMISSION

County of Santa Cruz
701 Ocean Street
Santa Cruz, CA 95060

Subject: Application No. 04-0176; Minor Land Division
Assessor's Parcel No.: 029-101-03

Members of the Commission:

The above referenced application is scheduled to return for further hearing by your Commission on November 9, 2005 as Item 7. After discussions with the Department of Public Works Road Engineering and Surveyors staff regarding the road dedication issues, staff has determined that modifications are needed on the tentative map and the building locations in order to meet the required setbacks from the sidewalks. Consequently, staff is requesting a continuance of this item to the December 14, 2005 agenda in order for the applicant to submit revised plans. Staff recommends that your Commission continue your consideration of this item to the to December 14, 2005 scheduled meeting.

Prepared by:

Cathleen Carr
Project Planner
Development Review

Reviewed by:

Cathy Graves
Principal Planner
Development Review

Attachments: Correspondence by Road Engineering and Surveyors Office

Cathleen Carr

From: Carl Rom
Sent: Tuesday, November 01, 2005 1:03 PM
To: Cathleen Carr
CC: Jack Sohriakoff
Subject: Application 04-0176, APN 029-101-03, Chanticleer Avenue

Hi Cathleen-

My understanding is that the new street proposed as part of this development will be dedicated to the County as a public street. The applicant has asked whether we will accept the street, and I told him that Public Works has determined that the street will probably not be accepted until the adjacent property develops and the bulb at the Chanticleer Avenue intersection is removed and replaced with a standard return.

If the street is to be dedicated to the County, that once again raises the issue of the pedestrian easements shown at the driveways. The accessible transitions at the driveways should ideally be included in the right-of-way dedication to the County rather than be in separate easements. This situation first arose in the August 2004 submittal for the project, when the road alignment was shifted to the south and the applicant showed the easements to avoid redesigning the buildings. However, whether the transitions are in the right-of-way or in a sidewalk easement, I still think the garage setbacks should be measured **from** the back of sidewalk at minimum.

Carl Rom
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11/1/2005

Cathleen Carr

From: Greg Martin
Sent: Tuesday, November 01, 2005 11:10 AM
To: Cathleen Carr
Subject: Chanticleer Graves MLD.doc

The Department of Public Works **has** reviewed the traffic information submitted by the applicant's traffic engineer, Larry Hail, regarding the four lot minor land division on Chanticleer Avenue. The analysis concentrated on analyzing the potential traffic operations impacts at the proposed offset intersection on Chanticleer Avenue at Thomas Avenue and the new proposed cul-de-sac. **The** proposed offset is 30 feet between the centerlines of the two roads. The County of Santa Cruz Design Criteria allows up to a 10 foot offset; otherwise, a 200 foot offset is required. The proposed 30 foot off-set does not meet the minimum standard.

The reason for the offset, according to the applicant, is to maintain the two significant *oak* trees on the site. Several alternative roadway alignments created by the applicant were reviewed to establish the best possible configuration, avoid the trees, and to meet design criteria standards as much as possible. Based upon the review of these alternatives, the applicant **has** provided sufficient arguments to accept the currently proposed roadway alignment although it does not meet two of the design criteria standards: intersection offset and curb return radius. The 30 foot intersection offset as proposed will not pose a significant risk to the general public due to the extremely low volumes of left turns expected at these locations.

In addition, the minimum design criterion for the curb return on Chanticleer Avenue is 20 feet. Due to the close proximity of the adjacent driveway to the north, a substandard curb return of 12 feet is proposed. The proposed design also allows for a bulb-out in order to avoid impacts to the adjacent driveway to the north, maximize the curb return radius, and to direct incoming vehicles away from the parking shoulder. This curb return can be considered temporary until the adjacent lot to the north is redeveloped. At that time the conflicting driveway to the north would be removed and the cul-de-sac would be improved to a full standard **36** foot paved width.

It is our opinion that the applicant has provided the best possible design based upon the need to retain the two *oak* trees and given the level of development proposed. **The** design will allow for the future road improvements to accommodate the redevelopment of the adjacent lot to the north. A standard intersection design could be developed only if the oak trees were to be removed.

It is recommended that the street right-of-way be dedicated for public use. It is unlikely that the County would accept the right-of-way and improvements until the adjacent lot to the north is redeveloped and the ultimate road improvements are constructed.