



# COUNTY OF SANTA CRUZ

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## PLANNING DEPARTMENT

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TOM BURNS, PLANNING DIRECTOR

Agenda Date: February 8, 2006

January 26, 2006

### PLANNING COMMISSION

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

**Subject: Application No. 04-0176; Four Lot Minor Land Division on APN.: 029-101-03**

Members of the Commission:

Your Commission continued consideration of application No. 04-0176 at the October 12<sup>th</sup> meeting in order to address a number of issues related to the proposed road alignment, design and dedication and the Redevelopment Agency's concerns regarding the drainage plan. Staff requested subsequent continuances to allow adequate time to incorporate necessary modifications of the Tentative Map.

### **Road Design Issues**

The applicant submitted additional traffic information prepared by Larry Hail, Traffic Engineer (Attachments E and G). The Department of Public Works has reviewed this traffic information for the proposed four lot land division off of 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 intersections. The County of Santa Cruz Design Criteria specifies up to a 10 foot offset; otherwise requiring a 200-foot offset. The proposed 30-foot offset does not meet the Design Criteria standard.

The reason for the offset 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, even though 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 the new cul-de-sac and Thomas Avenue.

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 creates 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 DPW and Planning staffs' 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. DPW staff recommends 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.

The road plans were routed by Planning staff to the Central Fire Agency to ensure that the road width and bulb-out designs had been reviewed and approved by the Fire Agency. In addition, the applicant determined that a fire hydrant was required to serve the new cul-de-sac. The plans were revised to include a fire hydrant, and Central Fire has approved the project plans in their letter dated November 1, 2005.

### **Plan Revisions**

The applicant has made the following revisions to the project plans:

- Included the sidewalks within the right-of-way (ROW) easement
- Corrected the building footprints to meet the 20-foot front yard setbacks from the ROW
- Slight modification to the structures to meet the 30% maximum lot coverage.
- Added a fire hydrant.
- Raised the sill height to 5 feet on the windows for Parcels 3 and 4 on the side yards facing the neighboring parcels
- Modified the dwelling design on Parcel 2 to minimize tree impacts

The dwelling on Lot 2 is angled to preserve the largest *oak*, which is located within the proposed backyard of Lot 2. This home's design originally had both one and two-story elements, however the portion of the structure under the trees canopy was two-stories. After discussions between staff and the applicant, the applicant agreed to modify the design of the proposed house on Lot 2 to place more of the one-story elements under the *oak* tree's canopy. The proposed design will reduce potential impacts to this *oak*.

### **Drainage Issues**

The Redevelopment Agency raised concerns regarding the potential for this project to route a portion of its runoff through a future connection into a storm drain improvement through the

adjacent mobile home park. In discussion with DPW staff, it was determined that in order to accommodate this future connection, the detention facilities on the project site would need to be modified. This potential connection is not necessary to the proper design and function of the proposed drainage system and there is adequate downstream capacity to accommodate this project in the Chanticleer storm drain facilities. Therefore, the applicant has chosen not to plan for a future tie-in to any future drainage facilities through the mobile home park.

## SUMMARY

The project, subject to the revised conditions of approval, is consistent with all applicable codes and policies of the Zoning Ordinance and General Plan/LCP, and other applicable County ordinances and policies. Please see the revised Findings for a complete listing of findings and evidence related to the above discussion.

## Staff Recommendation

- Certification that the proposal is exempt from further Environmental Review under the California Environmental Quality Act.
- **APPROVAL** of Application Number **04-0176**, based on the attached revised findings and conditions.

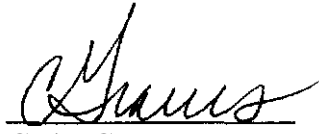
**Supplementary reports and information referred to in this report are on file and available for viewing at the Santa Cruz County Planning Department, and are hereby made a part of the administrative record for the proposed project.**

**The County Code and General Plan, as well as hearing agendas and additional information are available online at: [www.co.santa-cruz.ca.us](http://www.co.santa-cruz.ca.us)**

Prepared by:



Cathleen Carr  
Project Planner  
Development Review



Cathy Graves  
Principal Planner  
Development Review

## Attachments:

- Revised Plans (Exhibit A)
- Revised Findings
- Revised Conditions
- Categorical Exemption under CEQA
- Traffic Letter
- Department of Public Works and Central Fire Comments
- Traffic Study (on file with the Planning Department)
- Planning Commission Staff Report of October 14, 2005 (on file with the Planning Department)

## **SUBDIVISION FINDINGS:**

1. THAT THE PROPOSED SUBDIVISION MEETS ALL REQUIREMENTS OR CONDITIONS OF THE SUBDIVISION ORDINANCE AND THE STATE SUBDIVISION MAP ACT.

The proposed division of land meets all requirements and conditions of the County Subdivision Ordinance and the State Map Act in that the project meets all of the technical requirements of the Subdivision Ordinance and is consistent with the County General Plan and the Zoning Ordinance as set forth in the findings below.

2. THAT THE PROPOSED SUBDIVISION, ITS DESIGN, AND ITS IMPROVEMENTS, ARE CONSISTENT WITH THE GENERAL PLAN, AND THE AREA GENERAL PLAN OR SPECIFIC PLAN, IF ANY.

The proposed division of land, its design, and its improvements, are consistent with the General Plan. The project creates four new single-family lots, located in the Residential, Urban Low General Plan designation. This designation allows a density range of **4.4** to 7.2 Units per Net Developable Acre (U/ND A), which corresponds to lot size requirements of 6,000 to 10,000 net square feet. The objective of this land use designation is to provide for lower density residential development in areas within the Urban Services Line that have a full range of urban services. As proposed, the four residential units on 28,876 net developable square feet results in a density of 6.0 U/ND A and is therefore consistent with the General Plan.

The project is consistent with the General Plan in that the full range of urban services is available and will be extended to the new parcels created, including municipal water and sewer service. The land division will be served by a new cul-de-sac off of Chanticleer Avenue, to provide satisfactory access to the new parcels created by the project and will provide on street parking on one side of the street. The proposed subdivision is similar to the pattern and density of surrounding development, is near commercial shopping facilities and recreational opportunities, and, with proposed road improvements, will have adequate and safe vehicular access.

The land division, as conditioned, will be consistent with the General Plan regarding infill development in that the proposed single-family development will be consistent with the pattern of the surrounding development, and the design of the proposed home is consistent with the character of the surrounding neighborhood. The land division is not in a hazardous or environmentally sensitive area and protects natural resources by providing residential development in an area designated for this type and density of development.

3. THAT THE PROPOSED SUBDIVISION COMPLIES WITH ZONING ORDINANCE PROVISIONS AS TO USES OF LAND, LOT SIZES AND DIMENSIONS AND ANY OTHER APPLICABLE REGULATIONS.

The proposed division of land complies with the zoning ordinance provisions as to uses of land, lot sizes and dimensions and other applicable regulations in that the use of the property will be residential in nature, lot sizes meet the minimum dimensional standards for the R-1-6 zone district where the project is located, and all setbacks will be consistent with the zoning standards. The proposed new dwellings will comply with the development standards in the zoning ordinance as they relate to setbacks, maximum parcel coverage, minimum site width, floor ~~area~~ ratio and minimum site frontage.

4. THAT THE SITE OF THE PROPOSED SUBDIVISION IS PHYSICALLY SUITABLE FOR THE TYPE AND DENSITY OF DEVELOPMENT.

The site of the proposed land division is physically suitable for the type and density of development in that no challenging topography affects the site, the existing property is commonly shaped to ensure efficiency in further development of the property, and the proposed parcels offer a traditional arrangement and shape to insure development without the need for variances or site standard exceptions. No environmental constraints exist which would necessitate the area remain undeveloped.

5. THAT THE DESIGN OF THE PROPOSED SUBDIVISION OR TYPE OF IMPROVEMENTS WILL NOT CAUSE SUBSTANTIAL ENVIRONMENTAL DAMAGE NOR SUBSTANTIALLY AND AVOIDABLY INJURE FISH OR WILDLIFE OR THEIR HABITAT.

The design of the proposed division of land and its improvements will not cause environmental damage nor substantially and avoidably injure fish or wildlife or their habitat. No mapped or observed sensitive habitats or threatened species impede development of the site as proposed. The project was determined to be categorically exempt from CEQA, pursuant to the California Environmental Quality Act and the County Environmental Review Guidelines.

6. THAT THE PROPOSED SUBDIVISION OR TYPE OF IMPROVEMENTS WILL NOT CAUSE SERIOUS PUBLIC HEALTH PROBLEMS.

The proposed division of land or its improvements will not cause serious public health problems in that municipal water and sewer are available to serve the proposed parcel, and these services will be extended to serve the new parcels created. The intersection of the proposed access road for this land division and Chanticleer Avenue is offset by about 30-feet from the intersection of Thomas and Chanticleer Avenue. This offset has been evaluated by a Traffic Engineer and reviewed by the Department of Public Works, demonstrating that 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 the new cul-de-sac and Thomas Avenue.

7. THAT THE DESIGN OF THE PROPOSED SUBDIVISION OR TYPE OF IMPROVEMENTS WILL NOT CONFLICT WITH EASEMENTS, ACQUIRED BY THE PUBLIC AT LARGE, FOR ACCESS THROUGH, OR USE OF PROPERTY WITHIN THE PROPOSED SUBDIVISION.

The design of the proposed division of land and its improvements will not conflict with public easements for access in that no easements are known to encumber the property. Access to all lots will be from the proposed new cul-de-sac connecting to Chanticleer Avenue.

8. THE DESIGN OF THE PROPOSED SUBDIVISION PROVIDES, TO THE EXTENT FEASIBLE, FOR FUTURE PASSIVE OR NATURAL HEATING OR COOLING OPPORTUNITIES.

The design of the proposed division of land provides to the fullest extent possible, the ability to use passive and natural heating and cooling in that the resulting parcels are oriented in a manner to take advantage of solar opportunities. All of the proposed parcels are conventionally configured and the

proposed building envelopes meet the minimum setbacks as required by the zone district for the property and County code.

9. THE PROPOSED DEVELOPMENT PROJECT IS CONSISTENT WITH THE DESIGN STANDARDS AND GUIDELINES (SECTIONS 13.11.070 THROUGH 13.11.076) AND ANY OTHER APPLICABLE REQUIREMENTS OF THIS CHAPTER.

The proposed development is consistent with the Design Standards and Guidelines of the County Code in that the proposed lot sizes meet the minimum dimensional standards for the R-1-6 zone district, and all development standards for the zone district will be met.

The new home is proposed to be two-stories with a design that incorporates some of the architectural details found on other homes in the area. Siding for the new homes on Lots 1, 2 and 4 is proposed to be stucco on the first floor and horizontal "hardiplank" siding for the second floor. Lot 1, which is located at the corner of Chanticleer Avenue and the land division's new access road, will have additional shingle trim at the tops of the gables. The home on Lot 3 is proposed to use stucco on both the first and second floors and on the single story detached accessory structure (habitable accessory structure and garage). The exterior colors for the homes are proposed to be earth tones in beige, cream, brown, green and gold tones. Roofing material is proposed to be darker earth toned composition shingles. The house located at the corner of Chanticleer and the access road provides a more detailed side yard façade facing Chanticleer, and fencing along Chanticleer will not exceed 3 feet in height along the side yard setback along Chanticleer to enhance an open, inviting streetscape.

The land division has been configured to retain the two existing mature Live oak trees and to minimize the impacts to these trees to the greatest extent feasible. The retention of these trees will enhance the appearance of the project. The proposed project has been designed to complement and harmonize with the existing and proposed land uses in the vicinity. It will be compatible with the physical design aspects, land use intensities, and dwelling unit densities of the neighborhood.

## **Development Permit Findings**

1. THAT THE PROPOSED LOCATION OF THE PROJECT AND THE CONDITIONS UNDER WHICH IT WOULD BE OPERATED OR MAINTAINED WILL NOT BE DETRIMENTAL TO THE HEALTH, SAFETY, OR WELFARE OF PERSONS RESIDING OR WORKING IN THE NEIGHBORHOOD OR THE GENERAL PUBLIC, AND WILL NOT RESULT IN INEFFICIENT OR WASTEFUL USE OF ENERGY, AND WILL NOT BE MATERIALLY INJURIOUS TO PROPERTIES OR IMPROVEMENTS IN THE VICINITY.

The location of the proposed residential development and the conditions under which it would be operated or maintained will not be detrimental to the health, safety, or welfare of persons residing or working in the neighborhood or the general public, and will not result in inefficient or wasteful use of energy, and will not be materially injurious to properties or improvements in the vicinity in that the project is located in an area designated for residential uses and is not encumbered by physical constraints to development. Construction will comply with prevailing building technology, the Uniform Building Code, and the County Building ordinance to insure the optimum in safety and the conservation of energy and resources. A soils engineering report has been completed to ensure the proper design and functioning of the proposed residences. The proposed residential development will not deprive adjacent

properties or the neighborhood of light, air, or open space, in that the structure meets all current setbacks that ensure access to light, air, and open space in the neighborhood.

An engineered drainage plan has been prepared for the project. The proposed drainage plan will not only handle the runoff generated by the increased impervious surfaces, but will also include drainage swales and inlets which will intercept the existing runoff that currently leaves the site and adversely affects the neighboring parcel to the southwest.

2. THAT THE PROPOSED LOCATION OF THE PROJECT AND THE CONDITIONS UNDER WHICH IT WOULD BE OPERATED OR MAINTAINED WILL BE CONSISTENT WITH ALL PERTINENT COUNTY ORDINANCES AND THE PURPOSE OF THE ZONE DISTRICT IN WHICH THE SITE IS LOCATED.

The project site is located in the R-1-6 (Single-Family Residential - 6,000 square foot minimum) zone district. The proposed location of the residential development and the conditions under which it would be operated or maintained will be consistent with all pertinent County ordinances and the purpose of the R-1-6 zone district in that the primary use of the property will be one residential development that meets all current site standards for the zone district.

3. THAT THE PROPOSED USE IS CONSISTENT WITH ALL ELEMENTS OF THE COUNTY GENERAL PLAN AND WITH ANY SPECIFIC PLAN WHICH HAS BEEN ADOPTED FOR THE AREA.

As discussed in Subdivision Finding #2, the project creates four new single-family lots and is located in the Residential, Urban Low General Plan designation. This designation allows a density range of 4.4 to 7.2 Units per Net Developable Acre (U/ND A), which corresponds to lot size requirements of 6,000 to 10,000 net square feet. The objective of this land use designation is to provide for lower density residential development in areas within the Urban Services Line that have a full range of urban services. As proposed, the four residential units on 28,876 net developable square feet results in a density of 6.0 U/ND A and is therefore consistent with the General Plan.

The proposed residential development will not adversely impact the light, solar opportunities, air, and/or open space available to other structures or properties, and meets all current site and development standards for the zone district as specified in Policy 8.1.3 (Residential Site and Development Standards Ordinance), in that the residential development will not adversely shade adjacent properties, and will meet current setbacks for the zone district that ensure access to light, air, and open space in the neighborhood.

The proposed residential development will not be improperly proportioned to the parcel size or the character of the neighborhood as specified in General Plan Policy 8.6.1 (Maintaining a Relationship Between Structure and Parcel Sizes), in that the proposed residential development will comply with the site standards for the R-1-6 zone district (including setbacks, lot coverage, floor area ratio, height, and number of stories) and will result in a structure consistent with a design that could be approved on any similarly sized lot in the vicinity.

A specific plan has not been adopted for this portion of the County.

4. THAT THE PROPOSED USE WILL NOT OVERLOAD UTILITIES AND WILL NOT GENERATE MORE THAN THE ACCEPTABLE LEVEL OF TRAFFIC ON THE STREETS IN THE VICINITY.

The proposed use will not overload utilities or generate more than the acceptable level of traffic on the streets in the vicinity in that it is a residential development on an existing developed lot. The expected level of traffic generated by the proposed project is anticipated to be four (4) peak trips per day (1 peak trip per dwelling unit), such an increase will not adversely impact existing roads and intersections in the surrounding area.

5. THAT THE PROPOSED PROJECT WILL COMPLEMENT AND HARMONIZE WITH THE EXISTING AND PROPOSED LAND USES IN THE VICINITY AND WILL BE COMPATIBLE WITH THE PHYSICAL DESIGN ASPECTS, LAND USE INTENSITIES, AND DWELLING UNIT DENSITIES OF THE NEIGHBORHOOD.

The proposed residential development will complement and harmonize with the existing and proposed land uses in the vicinity and will be compatible with the physical design aspects, land use intensities, and dwelling unit densities of the neighborhood in the vicinity, in that the proposed structure is two stories, in a mixed neighborhood of both one and two story homes and the proposed residential development is consistent with the land use intensity and density of the neighborhood.

6. THE PROPOSED DEVELOPMENT PROJECT IS CONSISTENT WITH THE DESIGN STANDARDS AND GUIDELINES (SECTIONS 13.11.070 THROUGH 13.11.076), AND ANY OTHER APPLICABLE REQUIREMENTS OF THIS CHAPTER.

The proposed development is consistent with the Design Standards and Guidelines of the County Code in that the proposed residential development will be of an appropriate scale and type of design that will enhance the aesthetic qualities of the surrounding properties and will not reduce or visually impact available open space in the surrounding area. The existing mature oak trees have been incorporated into the design of the land division in order to retain these trees.

### **Roadway/Roadside Exception Findings**

1. THE IMPROVEMENTS WOULD BE LOCATED IN AN ENVIRONMENTALLY SENSITIVE AREA AS SHOWN BY INFORMATION ON FILE IN THE PLANNING DEPARTMENT; AND THE IMPACTS CANNOT BE SATISFACTORILY MITIGATED;

The construction of a separated sidewalk along the proposed access road and cul-de-sac would adversely impact the root system of an existing mature *oak* tree. This additional disturbance would likely result in the decline of the tree's long-term health. The size of the tree and its visibility is an asset to the aesthetic design of the land division and neighborhood. The narrower right-of-way and road width and corner radius (northern corner) also result from designing the proposed access road and cul-de-sac to retain the two existing mature oak trees. The bulb to the north is necessary to minimize conflicts between the access road and a driveway immediately adjacent to it on the northern contiguous parcel. Without the roadway and roadside exceptions, the impacts the subdivision improvements would have on the mature *oak* trees could not be satisfactorily mitigated.



# Conditions of Approval

## Minor Land Division Permit 04-0176

Applicant: Stephen Graves and Associates

Property Owners: Gary and Judy Jones, Trustees

Assessor's Parcel Number(s): 029-101-03

Property Address and Location: 1815 Chanticleer Avenue, on the west side of Chanticleer Avenue at the intersection of Thomas Avenue

Planning Area: Live Oak

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### Exhibits:

- A. Tentative Map and Preliminary Improvement Plans, 3 sheets, prepared by Mid Coast Engineers, dated 4/20/04 last revised 1/20/06, Neighborhood Concept Plan dated 8/3/04, last revised 1/12/06

Architectural and floor plans prepared by Gary Jones 7/27/05;

Landscape Plans prepared by Greg Lewis, Landscape Architect, dated 4/20/04, last revised 7/13/05

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All correspondence and maps relating to this land division shall carry the permit number noted above.

- I. Prior to exercising any rights granted by this Approval, the owner shall:
- A. Sign, date and return one copy of the Permit Form to indicate acceptance and agreement with the conditions thereof, and
  - B. Record the Conditions of Approval on the Final Map. The conditions of approval shall be applicable to all resulting parcels.
  - C. ***The property owner(s) shall sign and record the Indemnity Waiver within 30 days of the effective date of this permit. Submit proof that these Indemnity Waiver has been recorded in the official records of the County of Santa Cruz (Office of the County Recorder).***
- II. A Parcel Map for this land division must be recorded prior to the expiration date of the Tentative Map and prior to sale, lease or financing of any new lots. The Parcel Map shall be submitted to the County Surveyor (Department of Public Works) for review and approval prior to recordation. No improvements, including, without limitation, grading and vegetation removal, shall be done prior to recording the Parcel Map unless such improvements are allowable on the parcel as a whole (prior to approval of the land division). The Parcel Map shall meet the following requirements:
- A. The Parcel Map shall be in general conformance with the approved Tentative Map and shall conform to the conditions contained herein. All other State and County laws

relating to improvement of the property, or affecting public health and safety shall remain fully applicable.

- B. This land division shall result in no more than four **(4)** single-family residential lots.
- C. The minimum lot size shall be 6,000 square feet, net developable land.
- D. The following items shall be shown on the Parcel Map:
  - 1. Development envelopes and/or building setback lines located according to the approved Tentative Map. The building envelope shall meet the minimum setbacks for the R-1-6 zone district. Garages shall be a minimum of 20 feet from the edge of the sidewalk or from the edge of the right-of-way, whichever is the more restrictive setback.
  - 2. Show the net area of each lot to nearest square foot.
  - 3. The owner's certificate shall include:
    - a. **An** irrevocable offer of dedication to the County of Santa Cruz for improvements shown on the Tentative Map.
- E. The following requirements shall be noted on the Parcel Map as items to be completed prior to obtaining a building permit on lots created by this land division:
  - 1. Lots shall be connected for water service to City of Santa Cruz Water District.
  - 2. Lots shall be connected for sewer service to Santa Cruz County Sanitation District. All regulations and conditions of the Sanitation District shall be met.
  - 3. All future construction on the lots shall conform to the Architectural Floor Plans and Elevations, and the Perspective Drawing as stated or depicted in Exhibits "A" and shall also meet the following additional conditions:
    - a. Exterior finishes shall incorporate stucco side, wood shingles, and wood trim (painted in earth tones) with accents and details, as shown on the approved plans. T1-11 type wood siding is not permitted.
    - b. Notwithstanding the approved preliminary architectural plans, all future development shall comply with the development standards for the R-1-6 zone district. The development of any lot shall not exceed 30 percent lot coverage, or 50 percent floor area ratio, or other standards **as** may be established *for* the zone district.
    - c. ***The south facing windows on the second story of the residence on Lot 3 and the north facing windows on the second story of the residence on Lot 4 shall utilize obscured glass or shall be clerestory windows.***

- d. Lots 1, 2 and 4 shall have a minimum of three on-site parking spaces and Lot 3 shall have a minimum of four on-site parking spaces, including both covered and uncovered spaces.
  - e. For any structure proposed to be within 2 feet of the maximum height limit for the zone district, the building plans must include a roof plan and a surveyed contour map of the ground surface, superimposed and extended to allow height measurement of all features. Spot elevations shall be provided at points on the structure that have the greatest difference between ground surface (existing and final grades) and the highest portion of the structure above. This requirement is in addition to the standard requirement of detailed elevations and cross-sections and the topography of the project site, which clearly depict the total height of the proposed structure.
  - f. For building sites containing fill placed as part of the land division improvements, the building height shall include the height of the fill above the original grade.
  - g. No fencing shall exceed three feet in height within the required front yard or street-side setbacks and shall not exceed six feet in height within the required interior side or rear yard setbacks.
  - h. Trimming or pruning of the *oak* trees on Lot 2 is prohibited, unless completed under the supervision of the project certified arborist.
  - i. ***Prior to Building Permit issuance for the detached accessory structure on Lot 3, the owner shall record declarations of restrictions specifying the allowed uses for the non-habitable garage and the habitable accessory structure.***
4. A final Landscape Plan for the entire site specifying the species, their size, and irrigation plans and meet the following criteria and must conform to all water conservation requirement of the City of Santa Cruz water conservation regulations and to the tree preservation recommendations contained in the Arborist Report by Maureen Hamb:
- a. Turf Limitation. Turf area shall not exceed 25 percent of the total landscaped area. Turf area shall be of low to moderate water-using varieties, such as tall or dwarf fescue.
  - b. Plant Selection. At least 80 percent of the plant materials selected for non-turf areas (equivalent to 60 percent of the total landscaped area) shall be well-suited to the climate of the region and require minimal water once established (drought tolerant). Native plants *are* encouraged. Up to 20 percent of the plant materials in non-turf areas (equivalent to 15 percent of the total landscaped area), need not be drought tolerant, provided they are grouped together and can be irrigated separately.

- i. Plantings are prohibited within the critical root zone of the two existing *oak* trees.
  - ii. The critical root zone of the existing *oaks* shall be treated with mulch, wood chips, river rock or other treatment as recommended by the project Arborist.
- c. Soil Conditioning. In new planting areas, soil shall be tilled to a depth of 6 inches and amended with six cubic yards of organic material per 1,000 square feet to promote infiltration and water retention. After planting, a minimum of 2 inches of mulch shall be applied to all non-turf areas to retain moisture, reduce evaporation and inhibit weed growth.
- d. Imigation Management. All required landscaping shall be provided with an adequate, permanent and nearby source of water which shall be applied by an installed irrigation, or where feasible, a drip irrigation system. Irrigation systems shall be designed to avoid runoff, overspray, low head drainage, or other similar conditions where water flows onto adjacent property, non-irrigated areas, walks, roadways or structures.
  - i. The irrigation plan and an irrigation schedule for the established landscape shall be submitted with the building permit applications. The irrigation plan shall show the location, size and type of components of the irrigation system, the point of connection to the public water supply and designation of hydrozones. The irrigation schedule shall designate the timing and frequency of irrigation for each station and list the amount of water, in gallons or hundred cubic feet, recommended on a monthly and annual basis.
  - ii. Irrigation within the critical root zones established in the Arborist's Report is prohibited. Imigation outside of the critical root zone, but under the dripline of each existing *oak* shall be limited to very low flow drip-type emitters.
  - iii. Appropriate irrigation equipment, including the use of a separate landscape water meter, pressure regulators, automated controllers, low volume sprinkler heads, drip or bubbler irrigation systems, rain shutoff devices, and other equipment shall be used to maximize the efficiency of water applied to the landscape.
  - iv. Plants having similar water requirements shall be grouped together in distinct hydrozones and shall be irrigated separately.
  - v. Landscape irrigation should be scheduled between 6:00 p.m. and 11:00 a.m. to reduce evaporative water loss.
- e. All planting shall conform to the preliminary plan shown as part of Exhibit A, except that all trees planted adjacent to or in the public right of way

shall be 24" box in size and shall be selected from the suggested planting list in the Urban Forestry Master Plan. Also:

- i. All landscaping shall be permanently maintained by the property owner including any plantings within the County right of way along the frontage of the property.
  - ii. Any trees planted in the County right of way shall be approved by the Department of Public Works and shall be installed according to provisions of the County Design Criteria.
  - iii. Notes shall be added to the improvement plans and the building permit plans that include all of the tree protection measures specified in the Arborist Report in order to protect the two existing *oak* trees during construction.
5. The final plans shall be consistent with the recommendation of the accepted soils report by Haro Kasunich, dated April 2003. Final plans shall reference the project soils report and soils engineer. A plan review letter from the project soils engineer is required.
6. The final plans shall be consistent with the recommendations of the accepted arborist report by Maureen Hamb, dated April 19, 2004. The final plans shall reference the project arborist report and include the arborist's name and contact number. A plan review letter from the project arborist is required.
7. Submit grading and drainage plans that include limits of grading, estimated earthwork, cross sections through all pads delineating existing and proposed cut and fill areas, existing and proposed grades, existing and proposed drainage facilities, and details of devices such as back drains, culverts, energy dissipaters, etc. Final drainage and grading plans shall incorporate the comments of David Sims dated April 15, 2005 and shall include the following:
  - a. The final drainage plan shall include a detention system.
  - b. Full detention design calculations and all maintenance agreements shall be submitted with the final improvement plans.
  - c. The final drainage plans shall incorporate the recommendations for drainage improvement locations and construction methods contained in the accepted Arborist Report.
  - d. The final grading plans shall include all tree protection measures including fencing locations and specifications set forth in the accepted Arborist Report.
  - e. Final grading plans shall provide cross sections showing the existing and proposed grades and the maximum fill depths through all building sites.

- f. The final grading plans shall be reviewed and approved by the Environmental Planning Section of the Planning Department and the Department of Public Works.
  - g. Zone 5 drainage fees will apply to the net increase in impervious surface.
8. Submit a written statement signed by an authorized representative of the school district in which the project is located confirming payment in full of all applicable developer fees and other requirements lawfully imposed by the school district in which the project is located. In the case of Live Oak School District, the applicant/developer is advised that the development may be subject to inclusion in a Mello-Roos Community Facilities District.
  9. Prior to any building permit issuance or ground disturbance, a detailed erosion control plan shall be reviewed and approved by the Department of Public Works and the Planning Department. Earthwork between October 15 and April 15 requires a separate winter grading approval from Environmental Planning that may or may not be granted. The erosion control plans shall identify the location and type of erosion control practices and devices to be used and shall include the following:
    - a. An effective sediment barrier placed along the perimeter of the disturbance area and maintenance of the barrier.
    - b. Soil management that prevents loose material from leaving the site.
    - c. A plan to prevent construction vehicles from carrying soil, dirt, gravel, or other material onto public streets. The owner/applicant is responsible for cleaning the street should materials from the site reach the street.
    - d. Tree protection fencing and straw bales.
  10. Any changes between the approved Tentative Map, including but not limited to the attached exhibits for architectural and landscaping plans, must be submitted for review and approval by the decision-making body. Such proposed changes will be included in a report to the decision making body to consider if they are sufficiently material to warrant consideration at a public hearing noticed in accordance with Section 18.10.223 of the County Code.

III. Prior to recordation of the Parcel Map, the following requirements shall be met:

- A. Submit a letter of certification from the Tax Collector's Office that there are no outstanding ~~tax~~ liabilities affecting the subject parcels.
- B. Meet all requirements of the Santa Cruz County Sanitation District as stated in the District's letter dated December 30, 2004 including, without limitation, the following standard conditions:

1. Submit and secure final approval of an engineered sewer improvement plan showing on-site and off-site sewers needed to provide service to each lot proposed. The improvement plan shall conform to the County's "Design Criteria" and shall also show any roads and easements.
  2. All existing and proposed easements shall be shown on the Final Map.
  3. Pay all necessary bonding, deposits, and connections fees, and furnish a copy of the CC&R's to the district, if applicable.
- C. All new utilities shall be underground. All facility relocation, upgrades or installations required for utilities service to the project shall be noted on the construction plans. All preliminary engineering for such utility improvements is the responsibility of the owner/applicant. Pad-mounted transformers shall not be located in the front setback or in any area visible from public view unless they are completely screened by walls and/or landscaping (underground vaults may be located in the front setback). Utility equipment such as gas meters and electrical panels shall not be visible from public streets or building entries.
- D. Engineered improvement plans are required for *this* land division, and an agreement backed by financial securities is necessary. Improvements shall occur with the issuance of building permits for the new parcels and shall comply with the following:
1. All improvement plans shall be prepared by a registered civil engineer and shall meet the requirements of the County of Santa Cruz Design Criteria. Plans shall also comply with applicable provisions of the Americans With Disabilities Act and/or Title 24 of the State Building Code.
  2. Complete drainage details including existing and proposed contours, plan views and centerline profiles of all driveway improvements, complete drainage calculations, and cross-sections for the grassy lined swales. The plans shall show construction details for the detention system. The detention system should include safe overflow and bypass provisions. Describe all paths of runoff.
  3. The final improvement plans shall be consistent with the recommendations of the accepted arborist report by Maureen Hamb, dated April 19, 2004. The final plans shall reference the project arborist report and include the arborist's name and contact number. A plan review letter from the project arborist is required.
  4. Plans shall comply with the accepted soils report by Haro Kasunich, dated April 2003. Plan review letters shall be submitted as needed to verify that the plans are in compliance with geotechnical recommendations.
- E. Engineered improvement plans for all water line extensions, if required by City of Santa Cruz, shall be submitted for the review and approval of the water agency.
- F. A street lighting plan shall be submitted and installed.

- G. All requirements of the Central Fire District shall be met as set forth in the District's letter dated *November 1, 2005*.
- H. Park dedication in-lieu fees shall be paid for four (4) dwelling units (with four bedrooms each) and one additional bedroom (habitable accessory structure). These fees are \$4,000 per unit and \$1,000 for the habitable accessory structure, but are subject to change.
- I. Transportation improvement fees shall be paid for four (4) dwelling units and one additional bedroom (habitable accessory structure). These fees \$2,000 per unit and \$667 per additional bedroom, but are subject to change.
- J. Roadside improvement fees shall be paid for four (4) dwelling units and one additional bedroom (habitable accessory structure). These fees are \$2,000 per unit and \$667 per additional bedroom, but are subject to change.
- K. Child Care Development fees shall be paid for four (4) dwelling units and one additional bedroom (habitable accessory structure). These fees \$436 per unit (which assumes four bedrooms at \$109 per bedroom), but are subject to change.
- L. A credit in the Capital Improvement fees may be granted for the original dwelling, if proof of its legality and the number of bedrooms are provided.
- M. Inclusionary Housing In-lieu Fee for Small Residential Projects shall be paid for two (2) new dwelling units. These fees are \$10,000 per unit, but are subject to change.
- N. Submit one reproducible copy of the Parcel Map to the County Surveyor for distribution and assignment of temporary Assessor's parcel numbers and situs address.
- O.** *A Road and Drainage Maintenance Agreement shall be recorded on the deeds of all parcels for maintenance of retention structures, the drainage system, silt and grease traps, private access road and cul-de-sac (if not accepted by the County) and landscaping in the public right of way and along the north street road. Prior to recordation, this agreement shall be approved by the Planning Department and County Counsel, and shall include details on funding mechanisms to perform the required maintenance.*
- P.** *The owner shall record an easement for the benefit of the adjacent parcel **APN 029-281-12** to provide future ingress, egress and utilities and allowing all necessary construction access as part of any future land division of the above referenced parcel. The easement shall be granted at no cost to the property owner of **APN 029-281-12**. The property owner/developer of **APN 029-281-12** shall be responsible for his/her construction and costs of with new improvement associated with the division of **APN 029-281-12**. Proof of recordation of this easement is required*

IV. All future construction within the property shall meet the following conditions:

- A. All work adjacent to or within a County road shall be subject to the provisions of Chapter 9.70 of the County Code, including obtaining an encroachment permit where required. Where feasible, all improvements adjacent to or affecting a County road shall be



coordinated with any planned County-sponsored construction on that road. Obtain an Encroachment Permit from the Department of Public Works for any work performed in the public right of way. All work shall be consistent with the Department of Public Works Design Criteria.

- B. No land clearing, grading or excavating shall take place between October 15 and April 15 unless the Planning Director approves a separate winter erosion-control plan that may or may not be granted.
- C. No land disturbance shall take place prior to issuance of building permits (except the minimum required to install required improvements, provide access for County required tests or to carry out work required by another of these conditions).
- D. Pursuant to Sections 16.40.040 and 16.42.100 of the County Code, if at any time during site preparation, excavation, or other ground disturbance associated with this development, any artifact or other evidence of an historic archaeological resource or a Native American cultural site is discovered, the responsible persons shall immediately cease and desist from all further site excavation and notify the Sheriff-Coroner if the discovery contains human remains, or the Planning Director if the discovery contains no human remains. The procedures established in Sections 16.40.040 and 16.42.100, shall be observed.
- E. To minimize noise, dust and nuisance impacts of surrounding properties to insignificant levels during construction, the owner/applicant shall or shall have the project contractor, comply with the following measures during all construction work
  - 1. Limit all construction to the time between 8:00 am and 5:00 pm weekdays unless a temporary exception to this time restriction is approved in advance by County Planning to address and emergency situation; and
  - 2. Each day it does not rain, wet all exposed soil frequently enough to prevent significant amounts of dust from leaving the site.
- F. Construction of improvements shall comply with the requirements and recommendations of the accepted soil report by Haro Kasunich, dated April 2003. The geotechnical engineer shall inspect the completed project and certify in writing that the improvements have been constructed in conformance with any geotechnical recommendations.
- G. Construction of improvements and landscaping adjacent to the two *oak* trees shall comply with the requirements and recommendations of the accepted arborist report by Maureen Hamb, dated April 19, 2004. The arborist engineer shall supervise any trenching within the trees' driplines and shall inspect the completed project and certify in writing that the improvements have been constructed in conformance with any report recommendations.
- H. All required land division improvements shall be installed and inspected prior to final inspection clearance for any new structure on the new lots.
- I. The health of the *oak* trees shall be evaluated by the project arborist within six months of completion of the land division improvements for health and long-term viability.

- V. All future development on lots created by this subdivision shall comply with the requirements set forth in Condition II.E, above.
- A. The health of the *oak* tree adjacent to the cul-de-sac shall be monitored by the project arborist shall be monitored for a one-year period of time for health and vigor.
- B. Any *oak* that dies or is removed shall be replaced by a minimum of one 36-inch **box** live *oak* tree.
- VI. In the event that future County inspections of the subject property disclose non-compliance with any Conditions of this Approval or any violation of the County Code, the owner shall pay to the County the full cost of such County inspections, including any follow-up inspections and/or necessary enforcement actions, up to and including Approval revocation.
- VII. As a condition of this development approval, the holder of this development approval ("Development Approval Holder"), is required to defend, indemnify, and hold harmless the COUNTY, its officers, employees, and agents, from and against any claim (including attorneys' fees), against the COUNTY, its officers, employees, and agents to attack, set aside, void, or ~~annul~~ this development approval of the COUNTY or any subsequent amendment of this development approval which is requested by the Development Approval Holder.
- A. COUNTY shall promptly notify the Development Approval Holder of any claim, action, or proceeding against which the COUNTY seeks to be defended, indemnified, or held harmless. COUNTY shall cooperate fully in such defense. If COUNTY fails to notify the Development Approval Holder within sixty (60) days of any such claim, action, or proceeding, or fails to cooperate fully in the defense thereof, the Development Approval Holder shall not thereafter be responsible to defend, indemnify, or hold harmless the COUNTY if such failure to notify or cooperate was significantly prejudicial to the Development Approval Holder.
- B. Nothing contained herein shall prohibit the COUNTY from participating in the defense of any claim, action, or proceeding if both of the following occur:
1. COUNTY bears its own attorney's fees and costs; and
  2. COUNTY defends the action in good faith.
- C. Settlement. The Development Approval Holder shall not be required to pay or perform any settlement unless such Development Approval Holder has approved the settlement. When representing the County, the Development Approval Holder shall not enter into any stipulation or settlement modifying or affecting the interpretation or validity of any of the terms or conditions of the development approval without the prior written consent of the County.
- D. Successors Bound. "Development Approval Holder" shall include the applicant and the successor(s) in interest, transferee(s), and assign(s) of the applicant.

- E. Within 30 days of the issuance **of** this development approval, the Development Approval Holder shall record in the office of the Santa Cruz County Recorder **an** agreement, which incorporates the provisions of this condition, or this development approval shall become null and void.

**AMENDMENTS TO THIS LAND DIVISION APPROVAL SHALL BE  
PROCESSED IN ACCORDANCE WITH CHAPTER 18.10 OF THE COUNTY CODE.**

Approval Date: \_\_\_\_\_

Effective Date: \_\_\_\_\_

Expiration Date: \_\_\_\_\_

\_\_\_\_\_  
Cathy Graves  
Principal Planner

\_\_\_\_\_  
Cathleen Carr  
Project Planner

\_\_\_\_\_  
Appeals: Any property owner, or other person aggrieved, or any other person whose interests are adversely affected by any act or determination of the Planning Commission, may appeal the act or determination to the Board of Supervisors **in** accordance with chapter 18.10 of the Santa Cruz County Code.

# CALIFORNIA ENVIRONMENTAL QUALITY ACT

## NOTICE OF EXEMPTION

The Santa Cruz County Planning Department has reviewed the project described below and has determined that it is exempt from the provisions of CEQA as specified in Sections 15061 - 15332 of CEQA for the reason(s) which have been specified in this document.

Application Number: 04-0176

Assessor Parcel Number: 029-101-03

Project Location: 1815 Chanticleer Avenue

Project Description: Proposal to divide a parcel into 4 single family lots of **6,491, 6,533, 9,028 and 6,432** square feet and to reduce the required right-of-way and road width from **56** feet and **36** feet to **41** feet and **32** feet respectively, to reduce the required corner radius from **20** feet to **12** feet on the northern corner of the new road and Chanticleer Avenue and construct contiguous (not separated) sidewalks.

Person or Agency Proposing Project: Stephen Graves & Associates

Contact Phone Number: (831) 465-0677

- A. \_\_\_\_\_ The proposed activity is not a project under CEQA Guidelines Section 15378.  
B. \_\_\_\_\_ The proposed activity is not subject to CEQA as specified under CEQA Guidelines Section 15060(c).  
C. \_\_\_\_\_ Ministerial Project involving only the use of fixed standards or objective measurements without personal judgment.  
D. \_\_\_\_\_ Statutory Exemption other than a Ministerial Project (CEQA Guidelines Section 15260 to 15285).

Specify type:

E. X Categorical Exemption

Specify type: Class 15 - Minor Land Divisions (Section 15315)

F. Reasons why the project is exempt:

Division of a parcel in an urbanized area with existing road access and utilities available.

In addition, none of the conditions described in Section 15300.2 apply to this project.

  
Cathleen Carr, Project Planner

Date: 

## PINACLE TRAFFIC ENGINEERING

930 San Benito Street  
Hollister, California 95023  
(831) 638-9260 / FAX (831) 638-9268  
pte@sbcglobal.net

October 31, 2005

Mr. Gary Jones  
c/o: Mr. Zack Dahl  
Stephen Graves and Associates  
2735 Porter Street  
Soquel, CA 95073

Chanticleer MLD Project; Santa Cruz County, California  
Supplemental Traffic Data

Dear Mr. Jones,

Per your request, I have provide some supplemental traffic data regarding the development of 4 new single family detached dwelling units (SFDU) on the west side of Chanticleer Avenue, opposite Thomas Avenue (see attached site plan). Chanticleer Avenue has a single 12.5' travel lane in each direction between Capitola Road and Soquel Avenue, with 5' bike lanes in both the north and southbound directions (see attached pictures). This section of Chanticleer Avenue is posted with a 25 miles per hour (mph) speed limit. Passing maneuvers are prohibited along the section of Chanticleer Avenue adjacent to Thomas Avenue (double yellow stripe). Numerous residential driveways also have direct access on this section of Chanticleer Avenue (6 on the east side of Chanticleer Avenue, and 7 south of Thomas Avenue, and 12 on west side of Chanticleer Avenue).

To document existing traffic conditions, new peak hour turning movement traffic count data was collected at the existing Chanticleer Avenue / Thomas Avenue intersection during the morning (7:00-9:00AM) and afternoon (4:00-6:00PM) peak travel time periods on October 25, 2005. In addition, new 24-hour traffic count data was also collected on the section of Chanticleer Avenue south of Thomas Avenue on October 25, 2005 (see attached Figure 1). The 85th percentile speeds were 30-35mph. An evaluation of this data indicates that total vehicle delays are within the level of service (LOS) A range during both peak hour periods (see Table 1).

**Table 1 - Existing Peak Hour LOS Analysis**

Study Intersection	Average Delay - LOS Value	
	AM Peak Hour	PM Peak Hour
<b>Chanticleer Avenue / Tomas Avenue :</b>	<b>1.0 - A</b>	<b>0.6 - A</b>
Westbound Approach -	12.3 - B	12.0 - B
Northbound Approach -	0.0 - A	0.0 - A
Southbound Approach -	0.3 - A	0.3 - A

Using standard ITE trip generation rates (7th Edition) the project will generate approximately 38 new vehicle trip ends per day (2-way), with 3 vehicle trips will occur during the AM peak hour

(1 inbound and 2 outbound) and 4 vehicle trips will occur during the PM peak hour and 1 outbound). The trip generation rates and quantities are presented in Table 2

**Table 2 - Project Trip Generation Characteristics**

Trip Scenario and Type	Number of Vehicle Trips			
	AM Peak Hour		PM Peak Hour	
	IN	OUT	IN	OUT
<b><u>ITE Trip Generation Rate :</u></b> Per 1,000 Square Feet -	0.19	0.56	0.64	0.37
<b><u>Proposed Project Trip Generation :</u></b> 4 Single Family Dwelling Units -	1	2	3	1
<b><u>Future Trip Generation Quantities :</u></b> +3 Single Family Dwelling Units -	+1	+2	+2	+1

Actual observations of peak hour traffic conditions indicated that overall levels of within the LOS A range. In addition, there was no more than 1 vehicle at any one to make the southbound left-turn movement to Thomas Avenue during either peak. Nor were there more than 2 vehicles at any time in the queue on Thomas Road.

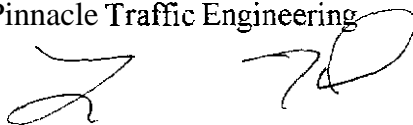
An evaluation of existing plus project conditions indicates that levels of service within the LOS A range with the addition of project traffic (see Table 3). LOS worksheets are

**Table 3 - Existing Plus Project Peak Hour LOS Analysis**

Study Intersection	Average Delay - LOS Value	
	AM Peak Hour	PM Peak Hour
<b><u>Chanticleer Avenue / Thomas Avenue :</u></b>	<b>1.1 - A</b>	<b>0.7 - A</b>
Eastbound Approach -	12.1 - B	10.2 - B
Westbound Approach -	12.9 - B	12.7 - B
Northbound Approach -	0.0 - A	0.1 - A
Southbound Approach -	0.3 - A	0.3 - A

Though the new project access road will be offset by about 30' from Thomas Avenue, it is anticipated that the probability of conflict between left-turn movements will be very low. If you have any questions regarding the contents of this letter or need additional information, please contact me at your earliest possible opportunity.

Pinnacle Traffic Engineering



Larry D. Hail, P.E.  
President

ldh:msword

attachment

Chanticleer Subdivision L03.doc

# PINNACLE TRAFFIC ENGINEERING

( Chanticleer MLD - Traffic Study)

Intersection: Chanticleer Avenue and Thomas Avenue

Weather: Hazy & West

Date: 10/25/05

Count Conducted By: Sean McEachin

Beginning  Time of Count	Intersection Turning Movement - Direction / Turning Movement												15-Min. Totals	Hourly Totals
	Northbound			Southbound			Westbound							
	1	2	3	4	5	6	7	8	9	10	11	12		
Direction	RT.	THRU		LT.	THRU		LT.		RT.					
7:00 AM - 7:15 AM	0	39		0	19		3		4				65	
7:15 AM - 7:30 AM	0	49		1	26		6		5				87	
7:30 AM - 7:45 AM	4	50		3	30		9		2				98	
7:45 AM - 8:00 AM	2	101		1	44		4		9				161	411
8:00 AM - 8:15 AM	4	93		2	53		8		7				167	513
8:15 AM - 8:30 AM	2	57		1	49		6		2				117	543
8:30 AM - 8:45 AM	4	66		1	44		2		5				122	567
8:45 AM - 9:00 AM	2	46		1	27		3		1				80	486
2 Hour Totals :	18	501		10	292		41		35					

Direction	NBRT	NBTH		SBLT	S B M		WBLT		WBRT				Total
7:45 AM - 8:45 AM	12	317		5	190		20		23				567

PHF = 0.85

# PINNACLE TRAFFIC ENGINEERING

( Chanticleer MLD - Traffic Study )

Intersection: Chanticleer Avenue and Thomas Avenue

Weather: Clear & Dry

Date: 10/25/05

Count Conducted By: Sean McEachin

Beginning  Time of Count	Intersection Turning Movement - Direction / Turning Movement												15-Min.  Totals	Hourly  Totals
	Northbound			Southbound			Westbound							
	1	2	3	4	5	6	7	8	9	10	11	12		
Direction	RT.	THRU		LT.	THRU		LT.		RT.					
4:00 PM - 4:15 PM	8	39		3	78		3		1				132	
4:15 PM - 4:30 PM	5	38		3	66		6		5				123	
4:30 PM - 4:45 PM	5	44		3	73		3		1				129	
4:45 PM - 5:00 PM	10	42		2	89		3		1				147	531
5:00 PM - 5:15 PM	2	45		2	71		5		2				127	526
5:15 PM - 5:30 PM	7	34		3	92		5		1				142	545
5:30 PM - 5:45 PM	5	30		4	80		4		4				127	543
5:45 PM - 6:00 PM	6	27		3	62		5		2				105	501
2 Hour Totals:	48	299		23	611		34		17					

Direction	NBRT	NBTH	SBLT	SBTH	WBLT	WBRT	Total
4:30 PM - 5:30 PM	24	165	10	325	16	5	545

PHF=0.93



# Daily Speed Report

Prepared by: Southland Car Counters

## City of Santa Cruz

Project #: 05-7134-001

Date: 10/25/2005

Location: Chanticleer Ave. N/o Capitola

Time	0	10	15	20	25	30	35	40	45	50	55	59	64	69	74+	Total
00:00 AM	0	0	0	1	3	1	0	0	0	0	0	0	0	0	0	5
01:00	0	0	1	1	0	1	0	1	0	0	0	0	0	0	0	4
02:00	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	4
03:00	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	8
04:00	0	1	0	1	10	7	2	0	0	0	0	0	0	0	0	21
05:00	0	0	1	1	16	20	8	0	0	0	0	0	0	0	0	46
06:00	0	0	1	10	39	32	6	0	0	0	0	0	0	1	0	89
07:00	1	0	1	36	169	63	7	1	0	0	0	0	0	0	0	278
08:00	0	0	2	35	127	75	5	0	0	0	0	0	0	0	0	244
09:00	3	0	1	7	68	52	8	1	0	0	0	0	0	0	0	140
10:00	0	0	0	16	76	41	11	0	0	0	0	0	0	0	0	144
11:00	0	0	3	13	78	50	10	2	0	0	0	0	0	0	0	156
12:00 PM	0	1	5	14	86	76	13	1	0	0	0	0	0	0	0	196
13:00	1	0	3	15	66	68	14	1	0	0	0	0	0	0	0	169
14:00	0	1	4	15	126	71	5	2	1	0	0	0	0	0	0	225
15:00	1	1	1	27	87	52	10	0	1	0	0	0	0	0	0	180
16:00	2	0	1	10	98	73	10	1	0	0	0	0	0	0	0	195
17:00	0	0	2	20	73	58	9	0	0	0	0	0	0	0	0	162
18:00	0	0	0	21	70	51	7	1	0	0	0	0	0	0	0	150
19:00	0	3	1	15	52	33	5	0	0	0	0	0	0	0	0	109
20:00	0	1	1	13	42	20	6	0	0	0	0	0	0	0	0	83
21:00	0	1	0	6	23	23	5	0	0	0	0	0	0	0	0	58
22:00	0	1	1	4	16	11	3	0	0	0	0	0	0	0	0	36
23:00	0	0	1	4	6	5	2	0	0	0	0	0	0	0	0	18
<b>Totals</b>	<b>8</b>	<b>10</b>	<b>30</b>	<b>285</b>	<b>1336</b>	<b>890</b>	<b>146</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2719</b>
% of Totals	0%	0%	1%	10%	49%	33%	5%	0%	0%	0%	0%	0%	0%	0%	0%	100%
% AM	0%	0%	0%	4%	22%	13%	2%	0%	0%	0%	0%	0%	0%	0%	0%	42%
AM Peak Hour	09:00	04:00	11:00	07:00	07:00	08:00	10:00	11:00	11:00	06:00	07:00	07:00	07:00	07:00	07:00	07:00
Volume	3	1	3	36	169	75	11	2	1	1	278	278	278	278	278	278
% PM	0%	0%	1%	6%	27%	20%	3%	0%	0%	0%	58%	58%	58%	58%	58%	58%
PM Peak Hour	16:00	19:00	12:00	15:00	14:00	12:00	13:00	14:00	14:00	14:00	14:00	14:00	14:00	14:00	14:00	14:00
Volume	2	3	5	27	126	76	14	2	1	1	225	225	225	225	225	225

Average Speed	50th Percentile	85th Percentile
29.0	29	34

Prepared by: Southland Car Counters

## City of Santa Cruz

Project #: 05-7134-001

Date: 10/25/2005

**Location:** Chanticleer Ave. N/o Capitola

**SOUTHBOUND**

	6	16	16	26	26	26	30	35	40	45	50	55	66	75	74+	Total
Time	9	14	19	24	29	34	39	44	49	54	59	64	69	74+	Total	
00:00 AM	0	0	0	0	6	1	4	0	0	0	0	0	0	0	11	
01:00	0	0	0	2	5	3	1	1	0	1	0	0	0	0	13	
02:00	0	0	0	2	4	0	0	0	0	0	0	0	0	0	6	
03:00	0	0	0	2	2	1	0	0	0	0	0	0	0	0	5	
04:00	1	1	1	2	3	1	0	0	0	0	0	0	0	0	9	
05:00	0	0	0	4	12	7	0	0	0	0	0	0	0	0	23	
06:00	0	1	1	18	27	19	2	0	0	0	0	0	0	0	68	
07:00	2	1	4	62	84	25	4	0	0	0	0	0	0	0	182	
08:00	0	0	5	49	89	24	1	0	0	0	0	0	0	0	168	
09:00	0	2	1	21	77	38	4	0	0	0	0	0	0	0	143	
10:00	0	0	3	27	88	44	5	0	0	0	0	0	0	0	167	
11:00	0	0	4	41	97	50	2	0	0	0	0	0	0	0	194	
12:00 PM	1	1	2	49	94	57	6	2	0	0	0	0	0	0	212	
13:00	0	0	7	36	113	50	4	0	0	0	0	0	0	0	240	
14:00	1	2	4	55	129	40	8	1	0	0	0	0	0	0	240	
15:00	5	6	15	86	107	37	4	1	0	0	0	0	0	0	261	
16:00	4	11	23	89	136	40	5	1	0	0	0	0	0	0	309	
17:00	3	14	23	87	141	47	5	0	0	0	0	0	0	0	320	
18:00	0	0	8	52	100	42	3	1	0	0	0	0	0	0	206	
19:00	0	0	0	23	72	30	7	0	0	0	0	0	0	0	132	
20:00	0	1	1	16	47	16	4	1	0	0	0	0	0	0	86	
21:00	1	1	0	8	34	16	2	0	0	0	0	0	0	0	62	
22:00	0	0	1	9	27	12	0	0	0	0	0	0	0	0	49	
23:00	0	0	0	4	11	9	2	0	0	0	0	0	0	0	26	
Totals	18	41	103	744	1505	609	73	8	0	1	0	0	0	0	3102	
% of Totals	1%	1%	3%	24%	49%	20%	2%	0%	0%	0%	0%	0%	0%	0%	100%	
% AM	0%	0%	1%	7%	16%	7%	1%	0%	0%	0%	0%	0%	0%	0%	32%	
AM Peak Hour	07:00	09:00	08:00	07:00	11:00	11:00	10:00	01:00	01:00	01:00	0	0	0	0	11:00	
Volume	2	2	5	62	97	50	5	1	1	1	0	0	0	0	194	
% PM	0%	1%	3%	17%	33%	13%	2%	0%	0%	0%	0%	0%	0%	0%	68%	
PM Peak Hour	15:00	17:00	16:00	16:00	17:00	12:00	14:00	12:00	12:00	12:00	0	0	0	0	17:00	
Volume	5	14	23	89	141	57	8	2	2	2	0	0	0	0	320	

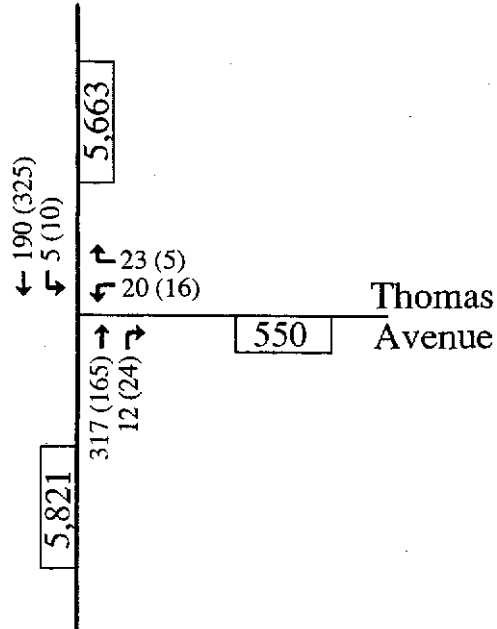
Average Speed	50th Percentile	85th Percentile
26.9	27	32

## **LEVEL OF SERVICE - 24-Hour ADT Volume Threshold Criteria**

<b>Roadway Type</b>	<b>LOS A</b>	<b>LOS B</b>	<b>LOS C</b>	<b>LOS D</b>	<b>LOS E</b>
8 Lane Freeway	51,000	79,000	112,000	136,000	146,000
6 Lane Freeway	39,000	59,000	85,000	102,000	110,000
4 Lane Freeway	26,000	40,000	57,000	69,000	74,000
8 Lane Expressway	40,000	54,000	75,000	90,000	98,000
6 Lane Expressway	32,000	42,000	56,000	67,000	74,000
4 Lane Expressway	22,000	27,000	36,000	45,000	50,000
8 Lane Divided Arterial (with Left-Turn Lanes)	35,000	47,000	54,000	61,000	68,000
6 Lane Divided Arterial (with Left-Turn Lanes)	32,000	38,000	43,000	49,000	54,000
4 Lane Divided Arterial (with Left-Turn Lanes)	18,000	25,000	29,000	32,500	36,000
4 Lane Undivided Arterial (with Left-Turn Lanes)	17,000	22,000	25,500	28,250	31,500
4 Lane Undivided Arterial (without Left-Turn Lanes)	16,000	19,000	22,000	24,000	27,000
2 Lane Arterial (with Left-Turn Lanes)	11,000	12,500	14,500	16,000	18,000
2 Lane Arterial (without Left-Turn Lanes)	8,500	10,000	11,750	13,250	15,000
2 Lane Collector	6,000	7,500	9,000	10,500	12,000

Source data contained in the Highway Capacity Manual (HCM)

Chanticleer  
Avenue



### LEGEND

← 00 (00) = Existing AM (PM) Peak Hour Traffic Volume

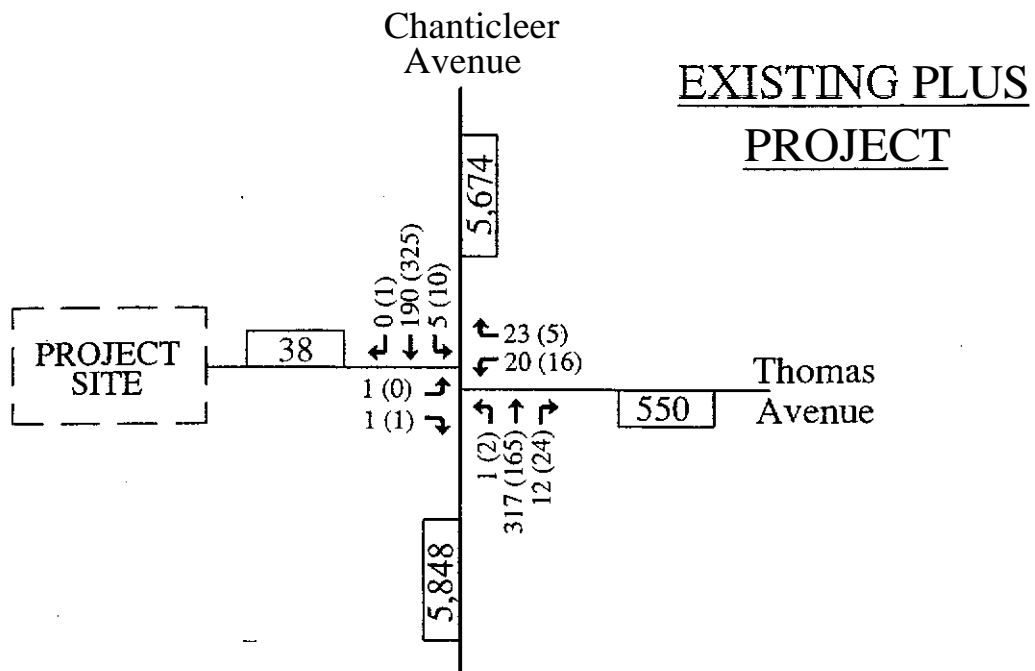
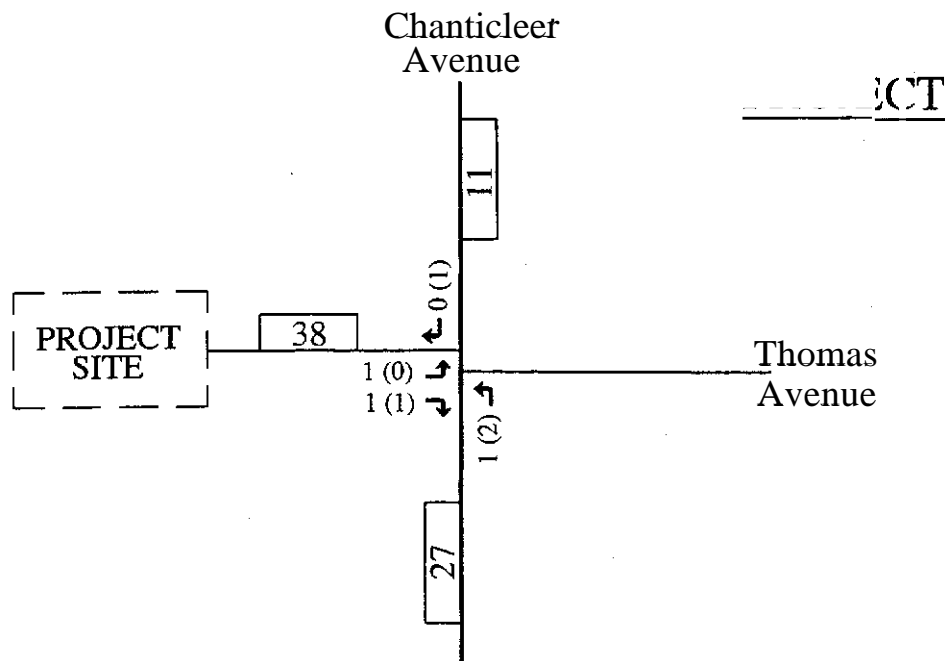
000 = Existing Average Daily Traffic (ADT)

**A**  
NORTH

**PINNACLE**  
**TRAFFIC**  
**ENGINEERING**

Chanticleer MLP Project  
- Supplemental Traffic Data -

**FIGURE 1**  
**EXISTING**  
**TRAFFIC VOLUMES**



### LEGEND

← 00 (00) = AM (PM) Peak Hour Traffic Volume  
 [000] = Average Daily Traffic (ADT)










INNACLE  
 TRAFFIC  
 ENGINEERING

Chanticleer MLP Project  
 - Supplemental Traffic Data -

FIGURE 2  
 PROJECT  
 TRAFFIC VOLUMES

# HCM Unsignalized Intersection Capacity Analysis 3: Thomas Ave. & Chanticleer Ave.

Existing **AM**  
HCM Unsignalized Intersection Capacity Analysis










						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	20	23	317	12	5	190
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Hourlyflow rate (vph)	24	27	373	14	6	224
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	615	380			387	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	615	380			387	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	95	96			99	
cM capacity (veh/h)	452	667			1171	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	51	387	229			
Volume Len	24	0	6			
Volume Right	27	14	0			
cSH	546	1700	1171			
Volume to Capacity	0.09	0.23	0.01			
Queue Length 95th (ft)	8	0	0			
Control Delay (s)	12.3	0.0	0.3			
Lane LOS	B		A			
Approach Delay (s)	12.3	0.0	0.3			
Approach LOS	B					
Intersection Summary						
Average Delay			1.0			
Intersection Capacity Utilization			27.4%	ICU Level of Service		A
Analysis Period (min)			15			

# HCM Unsignalized Intersection Capacity Analysis

3: Thomas Ave. & Chanticleer Ave.

















Existing PM

HCM Unsignalized Intersection Capacity Analysis

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign control	stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	16	5	165	24	10	325
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	17	5	177	26	11	349
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	561	190			203	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	561	190			203	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	96	99			99	
cM capacity (veh/h)	485	851			1368	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	23	203	360			
Volume Left	17	0	11			
Volume Right	5	26	0			
cSH	540	1700	1368			
Volume to Capacity	0.04	0.12	0.01			
Queue Length 95th (ft)	3	0	1			
Control Delay (s)	12.0	0.0	0.3			
Lane LOS	B		A			
Approach Delay (s)	12.0	0.0	0.3			
Approach LOS	B					
Intersection Summary						
Average Delay			0.6			
Intersection Capacity Utilization			35.2%	ICU Level of Service	A	
Analysis Period (min)			15			

# HCM Unsignalized Intersection Capacity Analysis 3: Thomas Ave. & Chanticleer Ave.

















## Existing AM + Project HCM Unsignalized Intersection Capacity Analysis

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		stop			stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	1	0	1	20	0	23	1	317	12	5	190	0
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	1	0	1	24	0	27	1	373	14	6	224	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	645	625	224	619	618	380	224			387		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	645	625	224	619	618	380	224			387		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	94	100	96	100			99		
cM capacity (veh/h)	368	399	816	399	403	667	1345			1171		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	2	51	388	229								
Volume Left	1	24	1	6								
Volume Right	1	27	14	0								
cSH	507	508	1345	1171								
Volume to Capacity	0.00	0.10	0.00	0.01								
Queue Length 95th (ft)	0	8	0	0								
Control Delay (s)	12.1	12.9	0.0	0.3								
Lane LOS	B	B	A	A								
Approach Delay (s)	12.1	12.9	0.0	0.3								
Approach LOS	B	B										
Intersection Summary												
Average Delay			1.1									
Intersection Capacity Utilization			27.9%		ICU Level of Service					A		
Analysis Period (min)			15									



# HCM Unsignalized Intersection Capacity Analysis 3: Thomas Ave. & Chanticleer Ave.

## Existing PM + Project HCM Unsignalized Intersection Capacity Analysis

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		stop			stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (vehlh)	0	0	1	16	0	5	2	165	24	10	325	1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	0	0	1	17	0	5	2	177	26	11	349	1
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	572	579	350	567	567	190	351			203		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	572	579	350	567	567	190	351			203		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	96	100	99	100			99		
cM capacity (vehlh)	425	422	693	430	429	851	1208			1368		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	1	23	205	361								
Volume Left	0	17	2	11								
Volume Right	1	5	26	1								
cSH	693	488	1208	1368								
Volume to Capacity	0.00	0.05	0.00	0.01								
Queue Length 95th (ft)	0	4	0	1								
Control Delay (s)	10.2	12.7	0.1	0.3								
Lane LOS	B	B	A	A								
Approach Delay (s)	10.2	12.7	0.1	0.3								
Approach LOS	B	B										
Intersection Summary												
Average Delay			2.7									
Intersection Capacity Utilization			37.9%									
Analysis Period (min)			15									
ICU Level of Service												
A												

mailed 11/7



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

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

**Date:** November 1, 2005  
**To:** Gary and Judy Jones  
**Applicant:** Steven Graves  
**From:** Tom Wiley  
**Subject:** 04-0176  
**Address:** 1815 Chanticleer Ave.  
**APN:** 029-101-03  
**OCC:** 2910103  
**Permit:** 20050328

We have reviewed plans for the above subject project.

We have reviewed plans for the above subject project. District requirements appear to have been met.

NOTE on the plans that these plans are in compliance with California Building and Fire Codes (2001) and District Amendment.

Submit a check in the amount of \$100.00 for this particular plan check, made payable to Central Fire Protection District. A \$35.00 Late Fee may be added to your plan check fees if payment is not received within 30 days of the date of this Discretionary Letter. INVOICE MAILED TO APPLICANT. Please contact the Fire Prevention Secretary at (831) 479-6843 for total fees due for your project.

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

CC: File & County

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

Any order of the Fire Chief shall be appealable to the Fire Code Board of Appeals as established by any party beneficially interested, except for order affecting acts or conditions which, in the opinion of the Fire Chief, pose an immediate threat to life, property, or the environment as a result of panic, fire, explosion or release.

Any beneficially interested party has the right to appeal the order served by the Fire Chief by filing a written "NOTICE OF APPEAL" with the office of the Fire Chief within ten days after service of such written order. The notice shall state the order appealed from, the identity and mailing address of the appellant, and the specific grounds upon which the appeal is taken.  
2910103-110105

*Serving the communities of Capitola, Live Oak, and Soquel*

## 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.

**ADDITIONS TO THE STAFF REPORT  
FOR THE PLANNING COMMISSION**

**Item 8: 04-0176**

**LATE CORRESPONDENCE**

04-0176

**Maureen Hamb- WCZSA Certified Arborist #2280**  
**Professional Consulting Services**



January 26, 2006

**Steve Graves & Associates**

Attention: Zack Dahl  
2735 Porter Street  
Soquel, CA 95073

Regarding: Jones/1815 Chanticleer Avenue

As you requested I have reviewed the most recent plans (Mid Coast Engineers 01/20/06) for the **Gary** Jones project located at 1815 Chanticleer Avenue.

The updated plans do not propose any modifications that **will** be detrimental to either coast live **oak** tree retained **on** the site. The footprint of the building on lot #2 is approximately 12 inches closer to the tree, but impacts to the canopy may be reduced due to the relocation of the second story element.

The footprint of the home proposed for lot #1 is 21 feet from the **trunk** of the tree, a distance that is within the **original** recommendations made for this tree in my initial report for this project.

The tree protection measures (exclusionary fencing and straw bale **barricades**) outlined in my **report** prepared for the project site must be implemented prior to the onset of grading.

Any questions regarding the **trees on** this property can be directed to my office.

Respectfully

Maureen Hamb-WCZSA Certified Arborist #2280

849 Almar Ave. Suite C #319  
Santa Cruz, CA 95060  
email: [maureenah@sbcglobal.net](mailto:maureenah@sbcglobal.net)

Telephone: 831-420-1287  
Fax: 831-420-1251  
Mobile: 831-234-7735

**APPLICATION NO. 04-0176**  
**STAFF REPORT TO THE PLANNING COMMISSION**

**ATTACHMENT H**

Planning Commission Staff Report  
of October 14, 2005

(On file with the Planning Department,  
or go to Item 8 of **the** online agenda for 10/14/08)