

AGENDA CITY OF WATSONVILLE PLANNING COMMISSION MEETING



Working with our community to create positive impact through service with heart.

Values: Teamwork, Integrity, Honesty, Service and Respect

**Chair, Jenni Veitch-Olson, District 3
Vice-Chair, Veronica Dorantes-Pulido, District 4**

**Daniel Dodge, District 1
Gina Cole, District 2
Anna Kammer, District 5
Lucy Rojas, District 6
Ed Acosta, District 7**

**Suzi Merriam, Secretary to Planning Commission
Samantha W. Zutler, City Attorney
Deborah Muniz, Recording Secretary**

**Location:
City Council Chambers
275 Main Street, Top Floor
Watsonville, CA 95076**

FACE MASKS REQUIRED

Anyone addressing the Planning Commission is asked to fill out a yellow card and leave it at the podium for recording purposes

IF YOU CHALLENGE ANY ACTION APPEARING ON THIS AGENDA IN COURT, YOU MAY BE LIMITED TO RAISING ONLY THOSE ISSUES YOU OR SOMEONE ELSE RAISED AT THE PUBLIC MEETING DESCRIBED ON THIS AGENDA, OR IN WRITTEN CORRESPONDENCE DELIVERED TO THE CLERK PRIOR TO, OR AT, THE PUBLIC MEETING.

SPANISH INTERPRETATION AVAILABLE INSIDE THE COUNCIL CHAMBERS

Americans with Disabilities Act



The Council Chambers is an accessible facility. If you wish to attend a meeting and you will require assistance in order to attend and/or participate, please call the Community Development at least three (3) business days in advance of the meeting to make arrangements. The City of Watsonville TDD number is (831) 763-4075.

**For Information regarding this agenda, please call the
Community Development Department at (831) 768-3050**



**AGENDA
CITY OF WATSONVILLE
PLANNING COMMISSION MEETING**

Opportunity Through Diversity; Unity Through Cooperation.

Working with our community to create positive impact through service with heart.

Tuesday, January 18, 2022, 6:00 p.m.

Pages

1. ROLL CALL

Motion to excuse absent Planning Commissioners (If any)

Pursuant to Charter Section 900, Paragraph 2.

2. PLEDGE OF ALLEGIANCE

3. PRESENTATIONS & ORAL COMMUNICATIONS

This time is set aside for members of the general public to address the Planning Commission on any item not on the Agenda, which is within the subject matter jurisdiction of the Planning Commission. No action or discussion shall be taken on any item presented except that any Commissioner may respond to statements made or questions asked, or may ask questions for clarification. All matters of an administrative nature will be referred to staff. All matters relating to Planning Commission will be noted in the minutes and may be scheduled for discussion at a future meeting or referred to staff for clarification and report. Any Commissioner may place matters brought up under Oral Communications on a future agenda. ALL SPEAKERS ARE ASKED ANNOUNCE THEIR NAME IN ORDER TO OBTAIN AN ACCURATE RECORD FOR THE MINUTES

3.a. ORAL COMMUNICATIONS FROM THE PUBLIC

3.b. ORAL COMMUNICATIONS FROM THE COMMISSION

3.c. PRESENTATION ON RAMSAY PARK RENAISSANCE PROJECT (35% DESIGN UPDATE)

1) Staff Report

2) Planning Commission Questions

4. CONSENT AGENDA

All items appearing on the Consent Agenda are recommended actions which are considered to be routine and will be acted upon as one consensus motion. Any items

3

removed will be considered immediately after the consensus motion. The Chair will allow public input prior to the approval of the Consent Agenda.

Public Input on any Consent Agenda Item

4.a. MOTION APPROVING MINUTES OF DECEMBER 7, 2021 29

5. PUBLIC HEARINGS

5.a. SPECIAL USE PERMIT WITH DESIGN REVIEW AND ENVIRONMENTAL REVIEW (APPLICATION NO. 627) FOR AN AUTOMATED CAR WASH FOR AN EXISTING GAS STATION WITH MINI-MART LOCATED AT 1455 FREEDOM BOULEVARD (APN: 016-061-06) 37

- 1) Staff Report
- 2) Planning Commission Clarifying & Technical Questions
- 3) Applicant Presentation
- 4) Planning Commission Clarifying & Technical Questions
- 5) Public Hearing
- 6) Appropriate Motion(s)
- 7) Deliberation
- 8) Chair Calls for a Vote on Motion(s)

6. REPORT OF THE SECRETARY

7. ADJOURNMENT

The next Planning Commission meeting will be held on February 1, 2022.

Pursuant to Section 54954.2(a)(1) of the Government Code of the State of California, this agenda was posted at least 72 hours in advance of the scheduled meeting at a public place freely accessible to the public 24 hours a day and on the City of Watsonville website at <https://www.cityofwatsonville.org/195/Planning-Commission>

Materials related to an item on this Agenda submitted to the Commission after distribution of the agenda packet are available for public inspection in the Community Development Department (250 Main Street) during normal business hours.

Such documents are also available on the City of Watsonville website at: <https://www.cityofwatsonville.org/195/Planning-Commission> subject to staff's ability to post the document before the meeting.



Agenda Report

MEETING DATE: Tuesday, January 18, 2022

TO: Planning Commission

FROM: PARKS & COMMUNITY SERVICES DIRECTOR CALUBAQUIB

SUBJECT: PRESENTATION ON RAMSAY PARK RENAISSANCE PROJECT
(35% DESIGN UPDATE)

STATEMENT OF ISSUES

This report is intended to provide an update on the 35% design plans for the Ramsay Park Renaissance Project.

RECOMMENDED ACTION

Report only. No action needed.

DISCUSSION

In 2019, Parks and Community Services Department (PCS) teammates worked with Verde Design, Inc. to conduct an extensive community engagement process in order to develop a Strategic Plan for Parks and Recreation and Park Master Plans for Ramsay Park and City Plaza. The overall purpose of these initiatives was to engage the community to develop strategic direction for the development, expansion and rehabilitation of parks and recreation programs, services and facilities. On February 11, 2020, the Council adopted a Park Master Plan for Ramsay Park.

Request of Proposal for Design Services

In April 2021, PCS teammates released a Request for Proposals (RFP) for Landscape Architectural Design and Consultant Services for Ramsay Park Improvements and on July 6, 2021, the City Council awarded a contract to Verde Design, Inc. The contract includes the design of the following elements of the Ramsay Park Master Plan:

- **Sotomayor Soccer Field.** The Park Master Plan identifies the need to level out the fields, using tall curbs, to provide for a maximum slope of 1.2%, which is ideal for soccer play. The Master Plan design also includes terraced concrete seating along the south side of the field that would work with the existing slope to retain the hillside. This project also includes the addition of field lighting, storage and possibly concessions.
- **Dog Park.** The City has been awarded funding through the State's Prop 68 Per Capita Grant Program for the construction of a new dog park at the summit of the hilltop area of the park, as a dog park is one of the few site elements that could work with the varying steep terrain. This project consists of a small and large dog park, an accessible path of

travel to the entry into the dog park from the future play area, and installation of perimeter fencing and amenities.

- **New Nature Center Area.** A new Nature Center is proposed to be located at the site of the current playground area. The City's Public Works Department is currently working towards designing the building. This project will require design of the surrounding landscape and coordination with City staff and City contractors regarding project elements in the park that may overlap (e.g. drainage, utilities, etc.) or affect one another.
- **Inclusive Playground.** One of the most passionately supported items through the development of the Master Plan was the inclusion of a large centrally located play area for all ages and abilities of children.

The play area is proposed to be located at the lower edge of the hilltop of Ramsay Park, which is the most level part of the hilltop area. This project also includes the redesign of the picnic areas, currently located on the hilltop. The Master Plan design for the hilltop picnic areas uses the spaces around the play area as pockets for small group picnic experiences where parents could have a comfortable space to watch their children play. The hilltop area also includes two larger group picnic areas, one of which could be for rentals and some picnic areas that overlook the soccer field for use while watching the games going on below.

- **Multi-Use Sports Field.** The Park Master Plan includes the redesign of the existing softball field as a synthetic turf multi-use field. The existing softball field is located outside the flood plain, and is an ideal location for an expanded synthetic turf field. The synthetic turf field will provide a space for not only the softball and baseball groups that use this space currently, but also the local soccer groups that are constantly searching for additional fields. The multi-use field will provide permanent striping for both baseball and soccer. Due to the expansion of the new multi-use field, the northern parking lot would need to be redesigned. The new Main Street Parking Lot is designed to come off Main Street (HWY 152) and would address the parking spaces lost by the addition of the multi-use field. This element also requires the redesign of the multi-use path off Main Street and connection to the new parking lot.

Community Engagement

Significant community engagement efforts were conducted to create the Ramsay Park Master Plan, including over a dozen community meetings, a community survey and pop up events. Throughout the current design process, there will be multiple opportunities for community members to provide input and learn about the project:

- Prior to 35% Design
 - Community Meeting (held on November 16)
 - Parks and Rec Commission Meeting (December 6)
 - City Council Meeting (January 11)
- Prior to 65% Design (Spring 2022, dates TBD)
 - Community Meeting
 - Parks and Rec Commission Meeting

- Prior to 100% Design (Late Fall 2022, dates TBD)
 - Parks and Rec Commission Meeting
 - City Council Meeting

Timeline

- August 2021 – Begin design process
- December 2022 – Complete 100% design and release RFP for construction
- Spring/Early Summer 2023 – Award contract for construction
- Summer 2023 – Begin construction

STRATEGIC PLAN

This recommendation is consistent with a number of Council Strategic Goals, such as 03-Infrastructure & Environment, for replacing aging park infrastructure and improving the environment and 05-Community Engagement & Well-Being, for enhancing recreational and exercise opportunities.

FINANCIAL IMPACT

The contract with Verde Design, Inc. for the design of this project is in the amount of \$1,553,182, which includes the add alternate and optional services. Funding for the construction of the included elements will be provided by the City's General Fund, City ARPA funds and various grant sources, included a \$7 million allocation grant from the State of California.

ALTERNATIVE ACTION

None.

ATTACHMENTS

1. Presentation slides



Watsonville

PARKS & COMMUNITY SERVICES

We make Watsonville an ideal place to live, work & play.

Ramsay Park Renaissance

Planning Commission Meeting No.1

January 18, 2022



VERDE DESIGN
LANDSCAPE ARCHITECTURE
CIVIL ENGINEERING
SPORT PLANNING & DESIGN

Agenda

- **Welcome**
 - Project Introduction
- **Project Milestones**
 - Process Schedule
- **The Park Site**
 - Site Historic Background
 - Approved Master Plan
- **Community Workshop #1 Survey Results**
- **Project Program**
 - Overall Site Plan
 - Focus Areas
- **Play Options**
- **Next Steps**



Process Schedule

• Project Milestones

- Start 30% Construction Package
- Community Workshop No. 1
- Parks and Recreation Meeting No. 1
- Council Presentation No. 1
- Planning Commission No. 1
- 65% Construction Package
- Community Workshop No. 2
- PRC Meeting No. 2
- Planning Commission No. 1
- 95% Construction Package
- Community Workshop No. 3
- PRC Meeting No. 3
- Council Presentation No. 3
- Final Documents
- Bidding
- Construction Start

September 2021

November 2021

December 6

January 2022

January 2022 March

2022 March 2022

April 2022

June 2022

June 2022

July 2022

September 2022

October 2022

Spring 2023



Ramsay Park

Approved Master Plan - April 2019

CONCEPT LEGEND

- ① FULL SIZE SOCCER FIELD
- ② STORAGE BUILDING
- ③ RENOVATED FAMILY CENTER
- ④ FAMILY CENTER / GYM BUILDING EXPANSION
- ⑤ EXISTING TRAIL
- ⑥ PROPOSED TRAIL
- ⑦ INDIVIDUAL PICNIC AREA
- ⑧ GROUP PICNIC AREA
- ⑨ SOFTBALL AND SOCCER MULTI-USE FIELD
- ⑩ DOG PARK
- ⑪ PUMP TRACK
- ⑫ PLAY AREA
- ⑬ RELOCATED AND IMPROVED SLIDE
- ⑭ SPECTATOR AREA
- ⑮ SERVICE PARKING SPACE
- ⑯ AMPHITHEATER/ OUTDOOR CLASSROOM
- ⑰ NATURE CENTER
- ⑱ WETLAND OVERLOOK DECK
- ⑲ FEMA FLOOD ZONE
- ⑳ RENOVATED RESTROOM
- ㉑ EXERCISE STATION
- ㉒ MODIFIED PARKING LOT
- ㉓ SCORER'S BOOTH
- ㉔ NEW PARKING ON MAIN STREET
- ㉕ EXISTING RESTROOM
- ㉖ BASKETBALL COURT
- ART FEATURE

Base Bid
Contract
Work

Bid
Alternate
Work



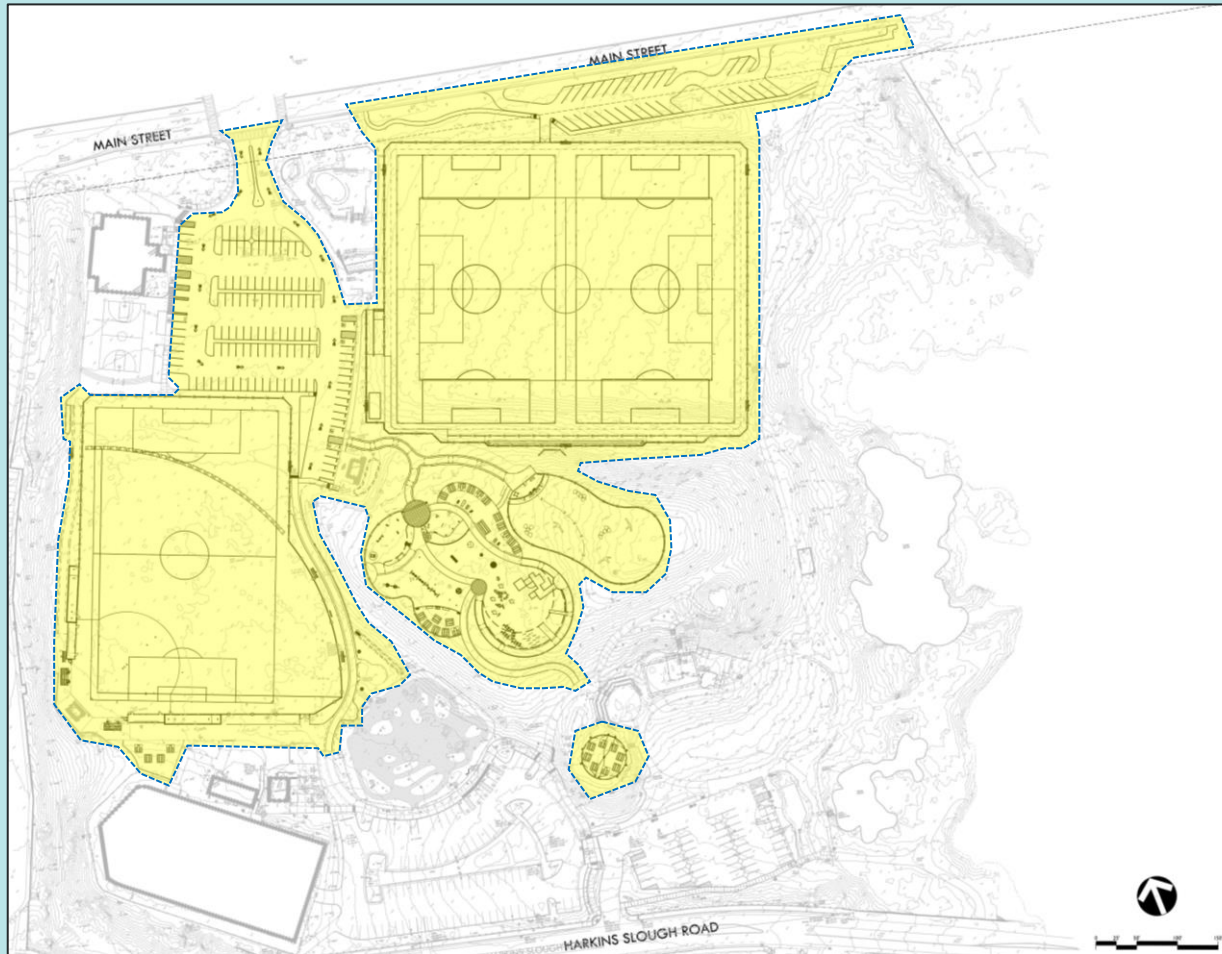
Ramsay Park Phase I



Watsonville Slough Connector Trail Project

5

Ramsay Park Phase II



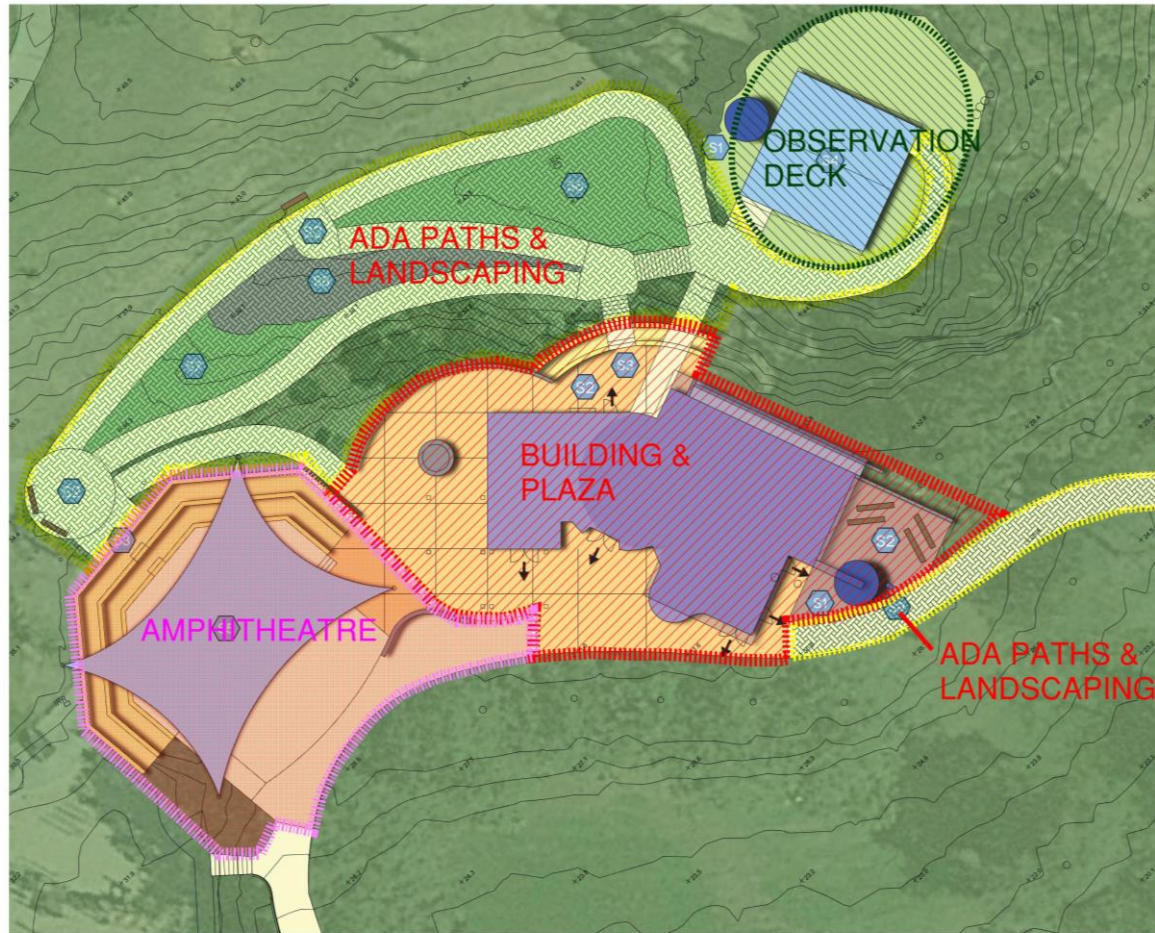
Ramsay Park Renaissance Project

Ramsay Park Phase III



Ramsay Park Exploration Center

Exploration Center Concept Design



SITE LEGEND

- S1 RAINWATER CATCHMENT TANK
- S2 DEMONSTRATION SPACE
- S3 OUTDOOR AMPHITHEATRE
- S4 DECK AREA W/ OBSERVATION
- S5 FABRIC SHADE STRUCTURE
- S6 NATIVE PLANT GARDEN
- S7 TERRACED FOOD GARDEN
- S8 ROCK GARDEN
- S9 SIGNAGE



Ramsay Park

(E) Family Center

Basketball Court

(E) Skate Park

Multi Use Fields

(E) Soccer Central

Sotomayor Fields

Dog Play Area

Children's Play Area

(E) Pump Track

Future Exploration Center

South Parking Lot

Stormwater Treatment



Sotomayor Fields



- Natural Turf
- Adult Soccer Striping
- Youth Soccer Striping
- Football Striping
- Hillside Spectator Seating



WRP - SOTOMAYOR FIELDS

Multi-use Fields



- Synthetic Turf
- Adult Soccer Striping (white)
- Lacrosse Striping (blue)
- Rugby Striping (red)
- Softball with 300' outfield

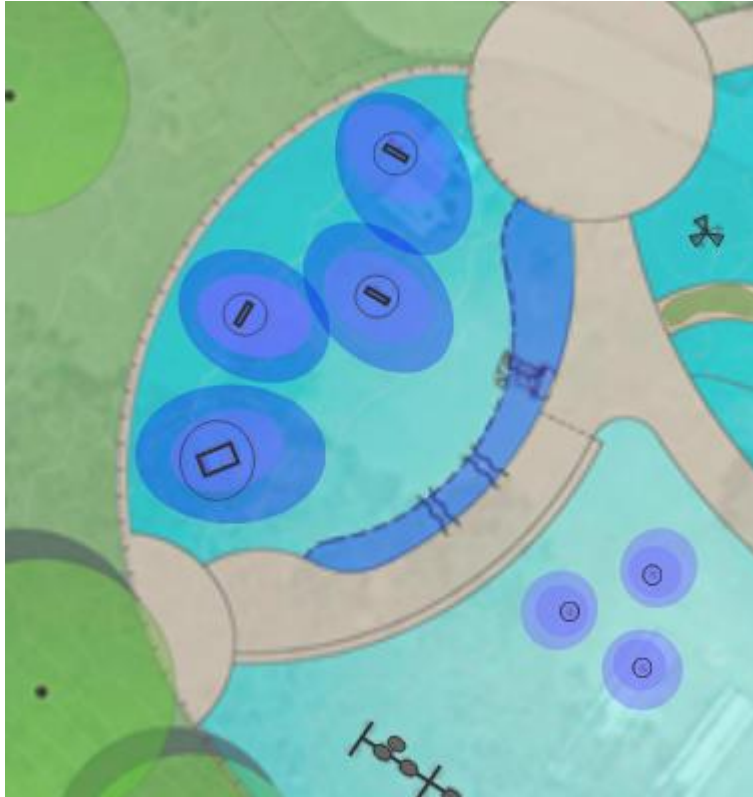


WRP — MULTI-USE FIELDS

Play Areas



2-5 Play Area



Sensory Play Area



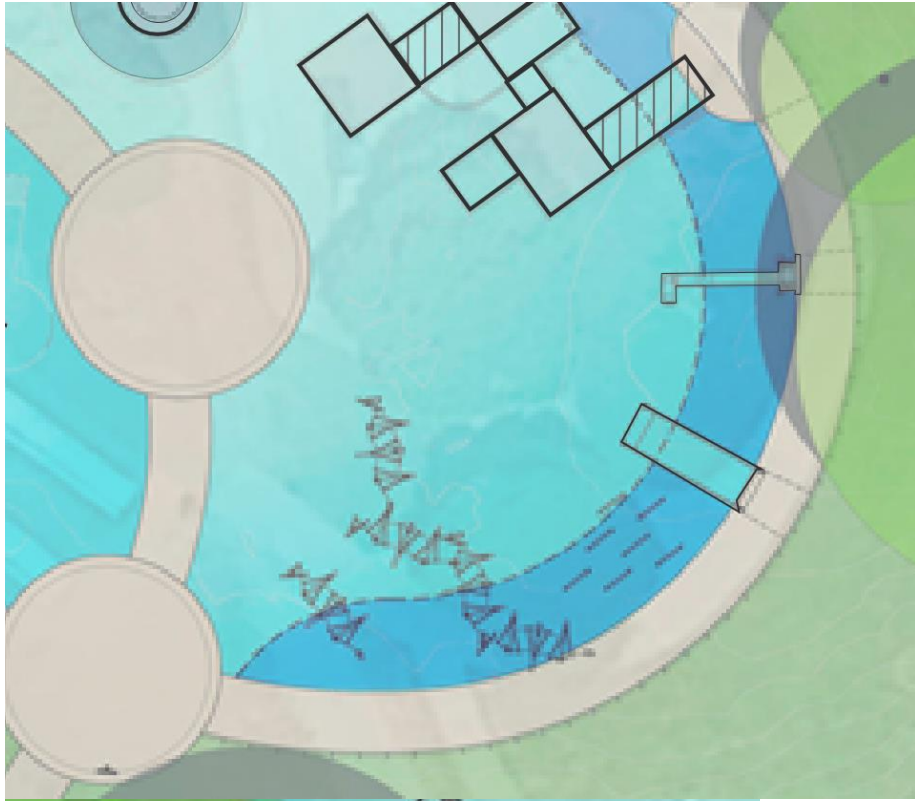
Swing and Sway Zone



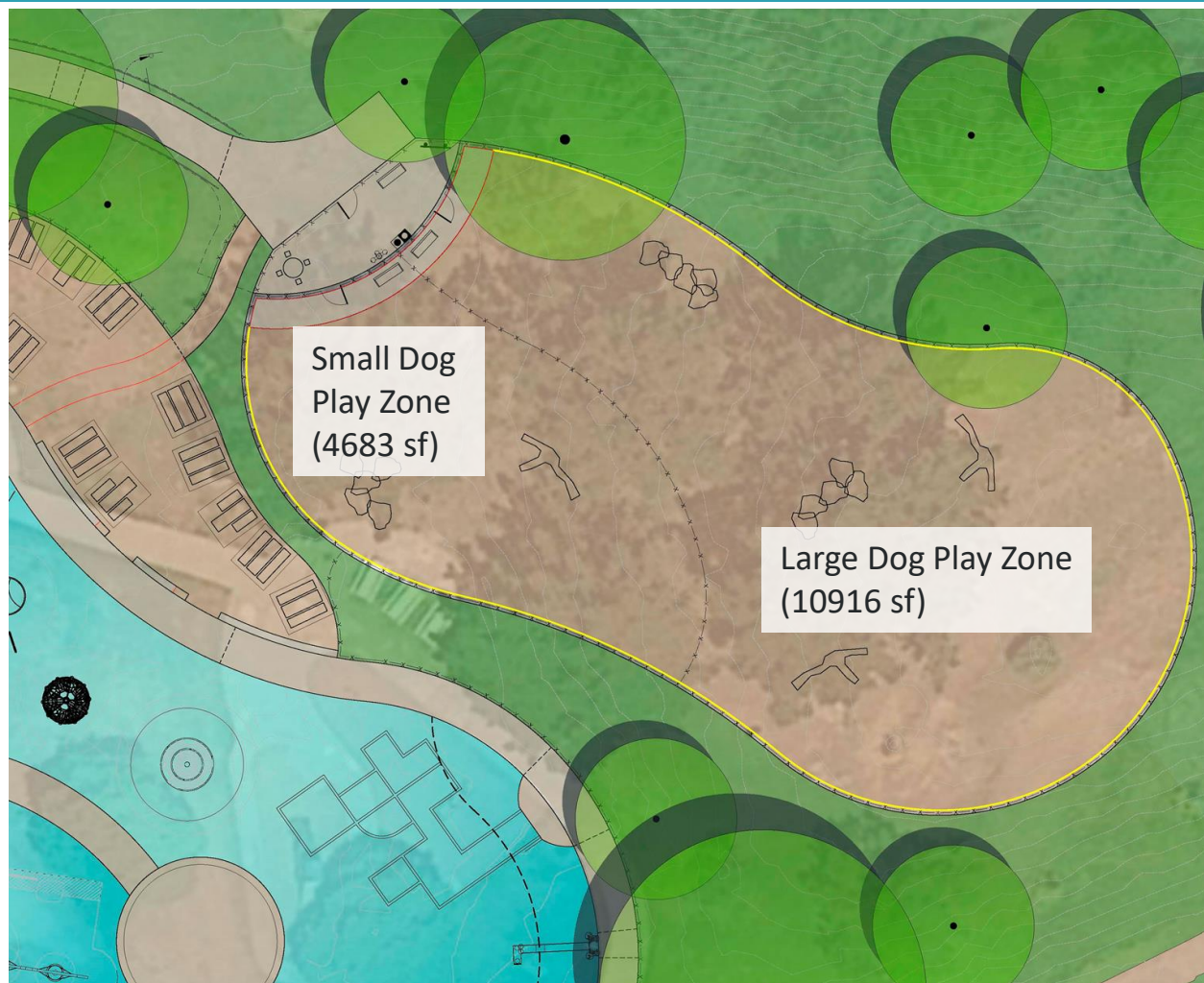
Spin and Climb Zone



Climb and Slide Zone

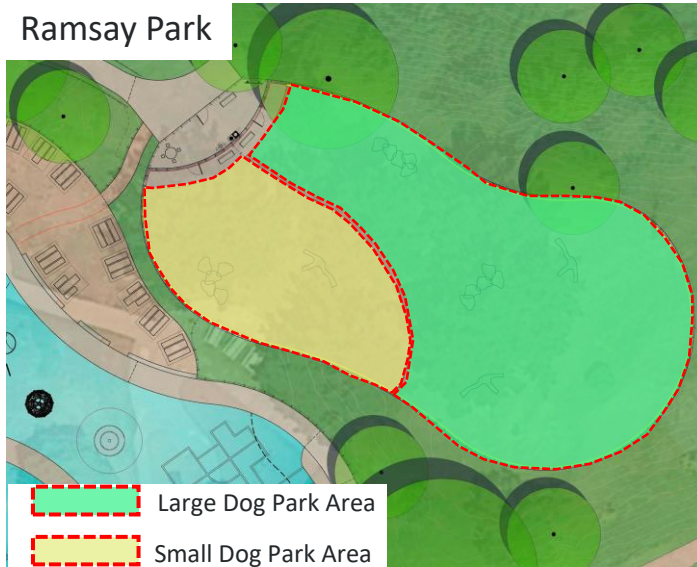


Dog Park



Existing Dog Parks

Ramsay Park



Franich Dog Park



Polo Grounds Dog Park



Chanticleer Park



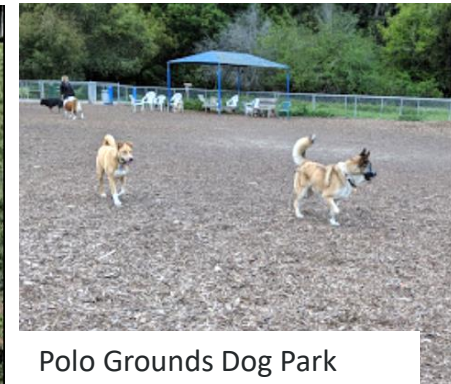
Morgan Hill Community Park



Park Name	Location	Total Square Footage
		Large Dog Area / Small Dog Area
Ramsay Park	Watsonville	Total 15,599 10,916 SF / 4,683 SF
Franich Dog Park	Watsonville	Total 18,500 SF 14,000 SF / 4,500 SF
Polo Ground Dog Park	Aptos	Total 39,500 SF 34,000 SF / 5,500 SF
Chanticleer Park	Santa Cruz	Total 14,000 SF 8,000 SF / 5,500 SF
Morgan Hill Community Park	Morgan Hill	Total 15,000 SF 9,000 SF / 6,000 SF



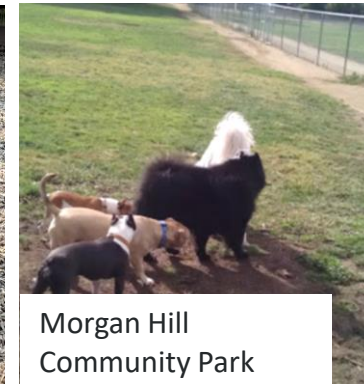
Franich Dog Park



Polo Grounds Dog Park



Chanticleer Park



Morgan Hill Community Park

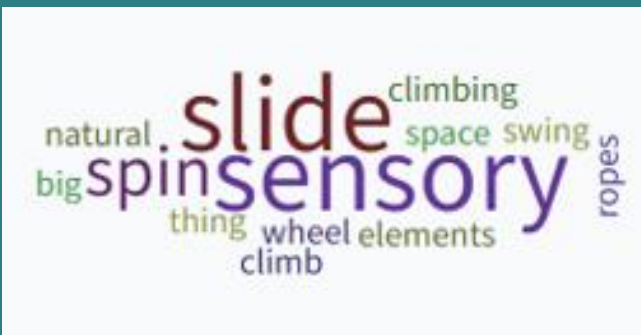
Community Workshop No.1 Survey Results

Virtual Workshop

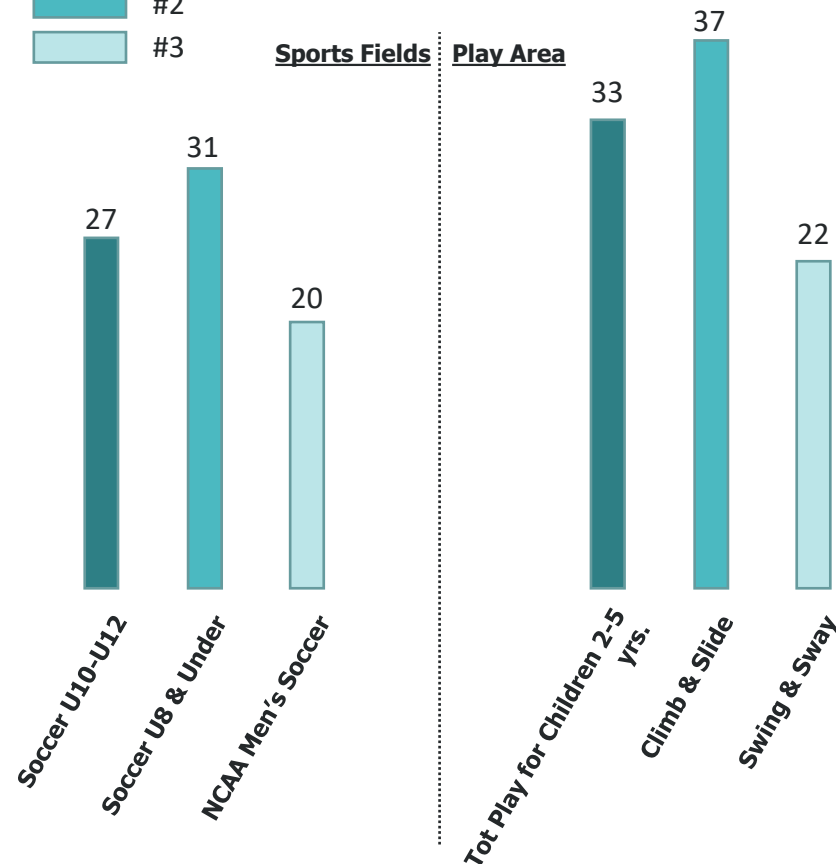
on-line participants **27**

Survey participants **102**

As a child's caregiver at the play are which of the following features are you most interested in?



Top Three Categories



General Comments

Multi Use Field

"...multi field is a good idea...soccer is really popular & we still get a softball field"

"Watsonville needs a world class baseball/ softball facility to help our youth compete without having to travel"

Sotomayor Soccer Field

"Access to being able to move goals for public would be nice"

"Hopefully soccer fields can host regional youth tournaments"

Dog Park

"It is great that there will be a designated park for dogs that is more central to the city"

"Thank you so much for including a large and small dog park in the design. It will be a great place for dogs and people to meet"

Play + Picnic Areas

"Having an updated playground will encourage community activities"

"The sensory garden is a great feature"

"I've always loved Ramsay especially the big slide don't get rid of it!"

Process Schedule

- Project Milestones

- Start 30% Construction Package
- Community Workshop No. 1
- Parks and Recreation Meeting No. 1
- Council Presentation No. 1
- Planning Commission No. 1

- 65% Construction Package
- Community Workshop No. 2
- PRC Meeting No. 2
- Planning Commission No. 1

- 95% Construction Package
- Community Workshop No. 3
- PRC Meeting No. 3
- Council Presentation No. 3

- Final Documents
- Bidding
- Construction Start

September 2021

November 2021

December 6

January 2022

January 2022

March 2022

March 2022

April 2022

June 2022

June 2022

July 2022

September 2022

October 2022

Spring 2023





Watsonville

PARKS & COMMUNITY SERVICES

We make Watsonville an ideal place to live, work & play.



Next Steps

Ramsay Park Renaissance

- Finalize 30% Documents
- Community Workshop No. 2 in March 2022



Watsonville

PARKS & COMMUNITY SERVICES

We make Watsonville an ideal place to live, work & play.



Thank You!

MINUTES

REGULAR MEETING OF THE PLANNING COMMISSION
OF THE CITY OF WATSONVILLE**December 7, 2021****6:03 PM**

In accordance with City policy, all Planning Commission meetings are recorded on audio and video in their entirety and are available for review in the Community Development Department (CDD). These minutes are a brief summary of action taken.

1. ROLL CALL

Chair Veitch-Olson announced that Vice-Chair Dorantes Pulido was absent and recommended an excused absence

Chair Jenni Veitch-Olson and Commissioners Ed Acosta, Gina Cole, Daniel Dodge, Anna Kammer, Lucy Rojas were present. Vice-Chair Veronica Dorantes-Pulido was absent.

Staff members present were City Attorney Alan Smith, Community Development Director Suzi Merriam, Interim Assistant Police Chief Jorge Zamora, Principal Planner Justin Meek, Associate Planner Ivan Carmona, Associate Planner Sarah Wikle, City Interpreter Carlos Landaverry, City Interpreter Angelica Jauregui, Administrative Analyst Maria Elena Ortiz, and Executive Assistant Deborah Muniz.

2. PLEDGE OF ALLEGIANCE

Chair Veitch-Olson led the Pledge of Allegiance.

3. PRESENTATIONS & ORAL COMMUNICATIONS**A. ORAL COMMUNICATIONS FROM THE PUBLIC**

None

B. ORAL COMMUNICATIONS FROM THE COMMISSION

Commissioner Dodge stated a Redistricting Committee is proposing to split Santa Cruz County and the Salinas valley into different regions particular the state assembly and congressional district. He urged the public to check the City's website and to send in their comments.

Commissioner Cole invited the public to attend Santa's workshop on December 19 from 11:00 am to 3:00 pm at the Veterans of Foreign War on Freedom Boulevard sponsored by the Watsonville Recreation Advocates. The cost is \$5.00 per child and adults are free.

Commissioner Cole thanked all the participants who have supported the Mayor's bike ride during the past year. The Friends of the Parks and Recreation Department has been sponsoring and supporting a monthly Mayor's bike ride and she hopes it will continue in the new year.

4. CONSENT AGENDA

A. MOTION APPROVING MINUTES OF OCTOBER 11, 2021 AND NOVEMBER 2, 2021 REGULAR MEETINGS

MOTION: It was moved by Commissioner Dodge, seconded by Commissioner Cole, and carried by the following vote to approve the Consent Agenda:

AYES: COMMISSIONERS: Acosta, Cole, Dodge, Kammer, Rojas,
Veitch-Olson

NOES: COMMISSIONERS: None

ABSENT: COMMISSIONERS: Dorantes-Pulido

5. PUBLIC HEARINGS

A. SPECIAL USE PERMIT WITH ENVIRONMENTAL REVIEW (PP2021-2533) TO ALLOW A SOCIAL SERVICE ORGANIZATION TO OPERATE IN A MODULAR BUILDING UNTIL MAY 31, 2023 LOCATED AT 680 WEST BEACH STREET (APN: 018-321-06)

1) Staff Report

Staff report was given by Associate Planner Carmona.

2) Planning Commission Clarifying & Technical Questions

None

3) Applicant Presentation

Applicant Heidi Boynton, newly appointed Executive Director for Jacob's Heart, stated it is very important to continue the care they provide to the community at their location. They have provided services for 23 years and serve families in four counties. They are well supported by the community.

4) Planning Commission Clarifying & Technical Questions

In answering Commissioner Dodge, Associate Planner Carmona confirmed that the applicant requested approval of the Special Use Permit until May 2023 and is included in the Conditions of Approval.

In answering Commissioner Cole, Ms. Boynton replied there are 11 full time staff members and as an essential service provider they have been working in the office throughout the pandemic. Due to the pandemic they are unable to provide

their full scope of services. At the present time there are 15 to 20 people at any given time.

5) Public Hearing

Chair Veitch-Olson opened the public hearing.

Renee Skelton, president of the Freedom's Lions Club, spoke in support of Jacob's Heart. She stated Jacob's Heart has allowed them to operate their vision screenings in a small office of the building.

In answering both Commissioner Cole and Commissioner Dodge, Director Merriam replied that staff was not aware of the office space used by the Freedom Lions Club and this issue will be reviewed by staff and handled separately. The main use of the building is for Jacob's Heart.

Hearing no further comments, Chair Veitch-Olson closed the public hearing.

6) Appropriate Motion (s)

MAIN MOTION: It was moved by Commissioner Dodge, seconded by Acosta, to approve the following resolution:

RESOLUTION NO. 19-21 (PC):

RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF WATSONVILLE, CALIFORNIA, APPROVING A SPECIAL USE PERMIT (PP2021-2533) TO ALLOW JACOB'S HEART CHILDREN'S CANCER SUPPORT SERVICES, A NON-PROFIT CORPORATION TO OPERATE IN A MODULAR BUILDING UNTIL MAY 31, 2023 LOCATED AT 680 WEST BEACH STREET (APN: 018-321-06), WATSONVILLE, CALIFORNIA

7) Deliberation

None.

8) Chair calls for a Vote on Motion (s)

AYES:	COMMISSIONERS:	Acosta, Cole, Dodge, Kammer, Rojas Veitch-Olson
NOES:	COMMISSIONERS:	None
ABSENT:	COMMISSIONERS:	Dorantes-Pulido

B. SPECIAL USE PERMIT (APPLICATION NO. 1949) TO ALLOW GROW CO. A LAWFULLY ESTABLISHED CANNABIS CULTIVATION FACILITY TO EXPAND ITS CULTIVATION OPERATIONS TO SUITES 1B AND 4 LOCATED AT 9 HANGAR WAY SUITE 2 (APN: 015- 111-17)

1) Staff Report

The staff report was given by Associate Planner Ivan Carmona.

2) Planning Commission Clarifying & Technical Questions

In answering Commissioner Dodge, Principal Planner Meek explained whenever you have an application you base it on the policies or regulations that are in place at the time. The approval of the housing project and rezoning located to the north of the facility had not yet occurred yet when the application for the cannabis facility was received.

In answering Commissioner Rojas, Associate Planner Carmona stated the project met all the separation requirements per the Watsonville Municipal Code in 2016; however, with the changes to the Cannabis Ordinance in 2020 the site became nonconforming. The separation requirement is now from parcel line to the nearest wall of sensitive use instead of the path of travel.

In answering Commissioner Rojas, Associate Planner Carmona replied only approval of the expansion of Suite 1B and Suite 4 is being requested by the applicant. If the site met separation requirements the project would not require consideration by the Planning Commission; only approval by the Zoning Administrator by a minor modification.

City Attorney Smith added all Use Permits run with the land unless there is a change of use or abandonment of use for a prescribed period of six months and some unique circumstances with the alcohol and cannabis process.

In answering Commissioner Rojas, Associate Planner Carmona stated the Police Department is tasked with monitoring the cannabis facilities and report any nuisances to the Community Development Department. The Police Department did not find any issues with the applicant and met all security standards.

In answering Commissioner Cole, Associate Planner Carmona replied the reason for the location of the nursery is due to less odor and it will help with the cultivation process.

Principal Planner Meek added that the plants grow in different stages in different areas.

3) Applicant Presentation

Bryce Berryessa, applicant, stated the residential units are very close to the facility; however, on his side of the property there is a 6-foot-tall concrete wall which is 18 inches thick and it is 9 feet tall on the residential side. The plants in the nursery are not sprayed with chemicals and have no odor. They use an advanced HVAC and infiltration system to minimize odor and have not had any odor complaints. They will not be coming back to the Planning Commission for further expansions since this expansion will maximize their space.

4) Planning Commission Clarifying & Technical Questions

In answering Commissioner Cole, Mr. Berryessa replied that there are no issues with the other tenants.

In answering Commissioner Dodge, Mr. Berryessa explained the process on how their HVAC and infiltration system minimizes odor.

In answering Commissioner Rojas, Mr. Berryessa stated the ownership structure will not be changing and they will be self-funding the project. The project will be done in two phases with the minimal amount of construction and to be operating soon.

In answering Commissioner Rojas, Mr. Berryessa replied currently there are three full time employees and one part-time employee. With additional cultivation they will need to hire additional employees with a maximum of eight full time employees.

In answering Commissioner Rojas, Mr. Berryessa stated they donate 5% of their annual proceeds each year to various local organizations including Pajaro Valley soccer league and Jacob's Heart.

5) Public Hearing

Chair Veitch-Olson opened the public hearing.

Hearing no comment, Chair Veitch-Olson closed the public hearing.

6) Appropriate Motion(s)

MAIN MOTION: It was moved by Commissioner Kammer, seconded by Dodge, to approve the following resolution:

RESOLUTION NO. 20-21 (PC):

RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF WATSONVILLE, CALIFORNIA, APPROVING A CANNABIS SPECIAL USE PERMIT (APP. NO. 1949) TO ALLOW GROWCO, LLC., A LAWFULLY ESTABLISHED CANNABIS CULTIVATION FACILITY TO EXPAND ITS CULTIVATION OPERATIONS INTO SUITES 1B AND 4 LOCATED AT 9 HANGAR WAY SUITE 2 (APN 015-111-17), WATSONVILLE, CALIFORNIA

7) Deliberation

None

8) Chair Calls for a Vote on Motion(s)

AYES: COMMISSIONERS: Acosta, Cole, Dodge, Kammer, Rojas
Veitch-Olson

NOES: COMMISSIONERS: None
ABSENT: COMMISSIONERS: Dorantes-Pulido

C. SPECIAL USE PERMIT (APPLICATION NO. 1318) TO ALLOW THE ESTABLISHMENT OF AN ON-SALE BEER (TYPE 40 ABC LICENSE) UNDER NEW OWNERSHIP FOR AN EXISTING 1,425 SQUARE FOOT BAR WITH LIVE ENTERTAINMENT LOCATED AT 118 MAIN STREET (APN: 017-681-08)

1) Staff Report

The staff report was given by Associate Planner Sarah Wikle.

2) Planning Commission Clarifying & Technical Questions

In answering Commissioner Dodge, Interim Assistant Police Chief Zamora replied he is not certain how ABC is defining over concentrated areas. This is not a new license and it is not located in a high crime area. Twenty-five years ago, this was a high crime area but that is not the case today.

In answering Commissioner Dodge, Interim Assistant Police Chief Zamora stated the difference is the City does not have the same type of criminal activity they experienced 10-15 years ago.

In answering Commissioner Dodge, Associate Planner Wikle confirmed that the transfer of ownership has a time limit of 20 years.

In answering Commissioner Rojas, Associate Planner Wikle replied the documents in Spanish in the packet were not translated into English. Another department Planner who is bilingual assisted with the scoring and interview process with the applicant.

In answering Commissioner Rojas, Director Merriam explained only certain items are translated such as meetings, notices to the public, public hearing notices but staff reports, application forms, etc. are not translated and the City does not have the ability to provide those services.

In answering Commissioner Cole, Associate Planner Wikle replied she is not familiar with the population that resides at the boarding house located near the bar. Separation requirements do not apply to this license since this is an existing license and just a transfer of ownership.

In answering Commissioner Kammer, Associate Planner Wikle stated an entertainment permit is required for a one-time event; however, for ongoing events a yearly permit can be issued and entertainment permits are issued by the Police Department.

3) Applicant Presentation

Juana Ortiz, applicant, stated the safety and security of the community is a priority and she will work with the neighbors to address any problems. Both her and Jorge who will be the bar manager have worked together in a nightclub in San Jose for two years. Jorge has a lot of experience and knowledge and his family has owned and operated various night clubs and bars. They have already made some cosmetic improvements to the exterior of the building.

4) Planning Commission Clarifying & Technical Questions

In answering Commissioner Cole, Ms. Ortiz replied that her role with the other establishments she has worked at has been the administrative side of the business and Jorge has more experience in operations.

5) Public Hearing

Chair Veitch-Olson opened the public hearing.

Hearing no comment, Chair Veitch-Olson closed the public hearing.

6) Appropriate Motion(s)

MAIN MOTION: It was moved by Commissioner Kammer, seconded by Commissioner Cole, to approve the following resolution:

RESOLUTION NO. 21-21 (PC):

RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF WATSONVILLE, CALIFORNIA, APPROVING A SPECIAL USE PERMIT (APPLICATION NO. 1318) TO ALLOW THE ESTABLISHMENT OF AN ON-SALE BEER (TYPE 40) ABC LICENSE UNDER NEW OWNERSHIP FOR AN EXISTING 1,425± SQUARE FOOT BAR WITH LIVE ENTERTAINMENT (EL MALECON INC.) LOCATED AT 118 MAIN STREET (APN 017-681-08) WATSONVILLE, CALIFORNIA

7) Deliberation

Commissioner Dodge thanked the applicant for her presentation. He expressed his concern regarding the historical problems that occurred with the previous establishments located in the same area.

In answering Commissioner Dodge, Associate Planner Wikle replied that the maximum time frame an entertainment permit can be issued is a year; however, the time limit is at the digression of the Police Department. The yearly permit is reviewed yearly and the applicant has to apply yearly.

Chair Veitch-Olson thanked the applicant for all of the tenant improvements and commended them on their application score.

In answering Commissioner Cole, Associate Planner Wikle replied that the applicant has two years from the date the permit is approved to act on it.

Director Merriam stated during the pandemic bars are allowed to be open and the applicant just needs to get a business license and that would begin their permit effectiveness.

8) Chair Calls for a Vote on Motion(s)

AYES:	COMMISSIONERS:	Acosta, Cole, Dodge, Kammer, Rojas, Veitch-Olson
NOES:	COMMISSIONERS:	None
ABSENT:	COMMISSIONERS:	Dorantes-Pulido

6. REPORT OF THE SECRETARY

Community Development Director Suzi Merriam gave her report. She announced that a building application for the construction of 50 residential units which includes 20% affordable units was submitted for 558 Main Street. Due to the holidays City offices will be closed to the public from December 23, 2021 through January 2, 2022. The City along with other local jurisdictions have been working on a request for proposal for a county-wide bike share program. They are in the final stages of selecting an operator.

7. ADJOURNMENT

Chair Veitch-Olson adjourned the meeting at 7:58 PM. The next Planning Commission meeting is scheduled for Tuesday, January 18, 2022, at 6:00 PM.

Suzi Merriam, Secretary
Planning Commission

Jenni Veitch-Olson, Chair
Planning Commission



Agenda Report

MEETING DATE: Tuesday, January 18, 2022

TO: PLANNING COMMISSION

FROM: COMMUNITY DEVELOPMENT DIRECTOR MERRIAM
ASSOCIATE PLANNER IVAN CARMONA

SUBJECT: SPECIAL USE PERMIT WITH DESIGN REVIEW AND
ENVIRONMENTAL REVIEW (APPLICATION NO. 627) FOR AN
AUTOMATED CAR WASH FOR EXISTING GAS STATION LOCATED
AT 1455 FREEDOM BLVD (APN: 016-061-06)

RECOMMENDED ACTION:

Staff recommends that the Planning Commission adopt a resolution recommending that the Planning Commission approve the project to allow construction of a new 1,600± square foot automated drive-thru mechanical car wash in an existing gas station with mini-mart located at 1455 Freedom Boulevard (APN 016-061-06). The recommendations are based on the findings attached to the Resolution as Exhibit A and subject to the conditions of approval attached to the Resolution as Exhibits B, and C.

BASIC PROJECT DATA

Application No.: 627

Location: 1455 Freedom Blvd

APN: 016-061-06

Lot Size: 0.52± acres (22,956± square feet)

General Plan: General Commercial (CG)

Zoning: Neighborhood Shopping Center (CNS)

Surrounding General Plan/Zoning: Public/Quasi Public (P/QP) in the Institutional (N) Zoning District to the north, General Commercial (CG) in the CNS Zoning District to the west, east, and south.

Existing Use: 2,363± square foot mini-mart with fueling stations

Proposed Use: same use with new self-automated 1,600± square foot drive thru car wash

Surrounding Uses: Various commercial uses to the south, west and east. Institutional uses to the north east

Flood Zone: N/A

Applicant: Brenda Ramirez, CVEAS, Inc. 2511 Logan Street, Selma, CA 93662

Property Owner: Shashi Sharma, Watsonville Petroleum, 82 N. Main Street, Milpitas, CA 95035

BACKGROUND

According to the Santa Cruz County Assessor's Office, in 1968 the parcel was developed with a 2,363± square foot gas station containing two pump islands including four fueling stations.

On December 30, 1986, the City of Watsonville Community Development Department issued an Administrative Use Permit (U-71-86) to allow a mini-mart with an ABC Type 20 License for off-sale beer and wine sales in conjunction with an existing gas station located at 1455 Freedom Blvd (APN: 016-061-06).

On January 29, 2003, the City of Watsonville Community Development Department issued a no fee Special Use Permit (PP2002-232) to allow a change of ownership of an existing gas station with mini-mart operating an ABC Type 20 license for off-sale beer and wine sales located at 1455 Freedom Blvd (APN: 016-061-06).

On August 28, 2005, the City of Watsonville Community Development Department issued a Special Use permit (PP2005-309) for a change of ownership of an existing gas station with mini-mart operating an ABC Type 20 license located at 1455 Freedom Blvd (APN: 016-061-06).

On February 13, 2013, the City of Watsonville Community Development Department issued a Special Use Permit (PP2013-3) for a change of ownership of an existing gas station with mini-mart operating an ABC Type 20 license located at 1455 Freedom Blvd (APN: 016-061-06).

On April 2, 2013, the City of Watsonville Planning Commission approved a Special Use Permit with Design Review (PP2013-31) for the construction of a 1,097± square foot addition to an existing gas station for expanding a convenience store operating an ABC Type 20 license located at 1455 Freedom Blvd (APN: 016-061-06).

On May 6, 2014, the City of Watsonville Planning Commission approved a Special Use Permit with Design Review (PP2014-46) for the construction of a 1,640± square foot car wash to an existing gas station with mini-mart located at 1455 Freedom Blvd (APN: 016-061-06). The applicant/property owner had two years to finalize the Planning Commission's approval with issuance of a building permit. No building permit was issued for the approved project and, therefore, the approval expired on May 6, 2016.

On September 9, 2020, Brenda Ramirez, on behalf of Shashi Sharma, property owner, submitted a Special Use Permit with Design Review and Environmental Review (Application No. 627) for a proposed 1,600± square foot automated drive thru mechanical car wash in an existing gas station with mini-mart operating an ABC Type 20 License located at 1455 Freedom Blvd (APN: 016-061-06).

Staff determined that the property at 1455 Freedom Blvd (APN: 016-061-06) is located within the Neighborhood Shopping Center (CNS) Zoning District. The CNS zoning district does not allow automated mechanical drive-thru carwashes. The Planning Commission approval of

Special Use Permit with Design Review (PP2014-46) for the construction of a 1,640± square foot automated mechanical drive-thru car wash to an existing gas station with mini-mart located at 1455 Freedom Blvd was approved in error. As the CNS zoning district does not allow automated drive-thru car washes, in order to move the project forward, a zoning code text amendment is required for the CNS zoning district.

On September 7, 2021, the City of Watsonville Planning Commission adopted Resolution No. 12-21 (PC) recommending that the City Council adopt an ordinance amending section 14-16.1403 (Conditional Uses Table) of the Watsonville Municipal Code to allow mechanical car washes (GLU 6341) as conditionally permitted use in the Neighborhood Shopping Center Zoning District.

On October 26, 2021, the City of Watsonville City Council adopted Ordinance No. amending Section 14-16.1403 (Conditional Uses Table) of the Watsonville Municipal Code to allow mechanical car washes (DLU 6341) as conditionally permitted uses in the Neighborhood Shopping Center Zoning District.

PROCESS

Design Review

All new construction, exterior remodeling, additions, or changes in use requiring additional parking, which involve structures used for multi-family residential, commercial, industrial or public purpose are subject to a Design Review. [WMC § 14-12.400](#). No Building Permit shall be issued for a development subject to a Design Review until a Design Review Permit has been approved in accordance with WMC Chapter 14-12 and conditions of approval have been met.

When considering applications for Design Review, the Planning Commission shall evaluate the impact of the Design Review on and its compatibility with surrounding properties and neighborhoods to ensure the appropriateness of the development and make the findings set forth in [WMC Section 14-12.403](#). The findings for a Design Review Permit are substantially similar to those required for Special Use Permits, except for the finding set forth in subdivision (e) of WMC Section 14-12.403, which requires additional design elements to ensure an overall harmonious design to minimize adverse effects of the proposed development on adjacent properties.

Special Use Permit

Pursuant to WMC Section 14-16.1403(b), establishment of an automated mechanical drive-thru carwash is subject to a Special Use Permit approved by the Planning Commission.

The Planning Commission is authorized to approve Special Use Permits in accordance with the procedures set forth in WMC Sections [14-12.509](#) through [14-12.512](#) if it can make the findings required by [14-12.513](#).

The purpose of the Special Use Permit is to ensure the proper integration of uses which, because of their special nature, may be suitable only in certain locations or zoning districts

or only provided that such uses are arranged or designed in a particular manner.¹ This special review shall be for the purpose of determining that the proposed use is, and will continue to be, compatible with surrounding, existing, or planned uses; and for the further purpose of establishing such special conditions as may be necessary to ensure the harmonious integration and compatibility of uses in the neighborhood and with the surrounding area.²

Environmental Review

The California Environmental Quality Act (CEQA) requires local and state governments to consider the potential environmental effects of a project before making a decision on it. CEQA's purpose is to disclose any potential impacts of a project and suggest methods to minimize identified impacts so that decision-makers will have full information upon which to base their decision. Certain classes of projects, however, have been identified that do not have a significant effect on the environment, and are considered categorically exempt from the requirement for the preparation of environmental documents. [State CEQA Guidelines § 15300](#).

STANDARD OF REVIEW & APPEAL PROCESS

The decision whether to approve this Special Use Permit with Design Review (App. No. 627) is adjudicative, sometimes referred to as quasi-judicial. The Planning Commission is called upon to determine whether this project complies with local ordinances.

Whether a particular decision is adjudicative or legislative affects the requirements for findings to support the decision. Legislative decisions involve the adoption of broad policies applicable to many situations (e.g., general plan amendments). Adjudicative (or “quasi-judicial”) decisions, on the other hand, apply already adopted policies or standards to individual cases, such as a variance or conditional use permit application.

Adjudicative/quasi-judicial decisions are based on evidence and must always be supported by findings.³ Legislative decisions, however, need not be accompanied by findings unless a State law or City ordinance requires them.

The decision before the Planning Commission—a Special Use Permit with Design Review—is an adjudicative/quasi-judicial decision and requires findings, either for denial, or as recommended, for approval that is supported by substantial evidence. *Toigo v Town of Ross* (1998) 70 Cal App 4th 309; see also *Petrovich v. City of Sacramento* (2020) 48 Cal App 5th 963

If the Planning Commission's decision is appealed, the City Council would consider whether the action taken by the Zoning Administrator was erroneously taken and may sustain, modify or overrule the action. In order for an official action to be overturned by an appeal, the City Council must find that the action taken by the Planning Commission was taken erroneously

¹ [WMC § 14-12.500](#)

² [WMC § 14-12.501](#)

³ Quasi-judicial decisions require the decision-making body to take evidence and use its judgment to make factual as well as legal determinations about whether a particular property or project meets the standards established by the land use ordinance.

and was inconsistent with the intent of the Zoning District regulations that regulate the proposed action. [WMC § 14-10.1106](#)

DISCUSSION

Existing Site

The 0.52±-acre parcel is developed with a 2,363± square foot mini-mart with gas station containing two pump islands including four fueling stations under a 1,215± square foot canopy. The gas station and mini-mart are operated by 7-Eleven and 76 Gas Station. Adjacent to the parcel is an existing shopping center providing groceries, restaurants, and an array of commercial uses. The parcel is located at the intersection of Freedom Blvd and Alta Vista Avenue. Freedom Blvd is identified as one of the seven major arterials⁴ in the Watsonville 2005 General Plan. Access to the parcel is derived off one 35±-foot wide driveway approach of Alta Vista Avenue. Two more 30-foot wide driveway approaches are derived off Freedom Blvd. The parcel also has a fourth access onto the adjacent Alta Vista Shopping Center. Figure 1 identifies the parcel and surrounding uses.



FIGURE 1. Aerial Photograph of Project Site and Surrounding Uses
Source: Google Earth, 2021

⁴ Major Arterial: A relatively high speed, long distance surface street designed to move large volumes of traffic across the urbanized area and to provide access to the freeway.

Proposed Project

The project proposes construction of a 1,600± square foot detached automated drive-thru car wash on an existing gas station with a 2,363± square foot mini-mart. As shown on the site plan (Attachment 1, sheet A1.1), the proposed drive-thru car wash would provide the following associated site improvements:

- 3,466± square feet of new landscaping
- New 42-inch wrought iron fencing
- New trash enclosure
- Accessible path from public right-of-way to mini-mart
- Fire sprinklers
- New car wash water reclamation system
- Driveway approach abandonment at Alta Vista Ave

Special Use Permit with Design Review

When considering applications for Special Use Permit with Design Review, the Planning Commission shall evaluate the impact of the project on and its compatibility with surrounding properties and neighborhoods to ensure the appropriateness of the project at a particular location. This includes being able to make the finding that the proposed project is consistent with policies of the General Plan.

General Plan

Land designated General Commercial (CG) in the *City of Watsonville's 2005 General Plan* allows for a variety of commercial related uses, including retail sales; personal, professional, financial, business and medical offices and services; entertainment; lodging; restaurants and automobile sales intended to serve the needs of the community and the surrounding region. Intensities in these areas shall not exceed a Floor Area Ratio (FAR) of 0.45.

The project is proposing a 1,600± square foot automated drive thru mechanical car wash in an existing gas station with a 2,363± square foot mini-mart and 1,215± fueling station canopy. The FAR for the proposed project is 0.23⁵.

The proposed project is also consistent with the following General Plan goals, policies and implementation measures:

- **Goal 4.3 – Commercial Land Use.** Revitalize the central business district and provide adequate neighborhood commercial services.
- **Policy 4.C – Commercial Land Use.** The City shall plan for revitalization of the central business district along with the distribution of convenient neighborhood commercial centers.

⁵ Floor Area Ratio Calculation: building area ÷ lot area = FAR (5,178 SF ÷ 22,956 SF = 0.23

- **Implementation Measure 4.C.2 – Neighborhood Commercial Land Use.** The City shall designate an appropriate amount of land for neighborhood commercial services to meet the daily shopping needs of surrounding residential populations.

The project proposes construction of a new 1,600± square foot automated drive thru mechanical car wash in an existing gas station with a 2,363± square foot mini-mart. The new car wash would complement the existing gas station with mini-mart and shopping center by providing a convenient location for residents to patronize. The car wash would also serve the surrounding neighborhoods as the parcel is located on Freedom Blvd, a major arterial road, that can sustain high volumes of traffic.

Zoning

The purpose of the Neighborhood Shopping Center (CNS) Zoning District is to establish regulatory controls on commercial shopping center complexes located outside the central business district of the City; and to provide predominantly commercial retail with limited service and amusement uses on a common parcel, or a combination of adjacent parcels with common access for the public to be located on major streets and arterials. [WMC § 14-16.1400](#)

The proposed project to construct a 1,600± square foot automated drive-thru mechanical car wash is a conditionally permitted use within the CNS Zoning District, requiring approval of a Special Use Permit by the Planning Commission.

Conformity with Zoning District Regulations

The project, as conditioned, is also consistent with all development regulations for the proposed 1,600± square foot automated drive thru mechanical car wash in the CNS Zoning District.

Parking. Pursuant to WMC Section 14-17.801(e), a gas station with minimart requires one space per each 200 square feet of floor area. As shown on the site plan (Attachment 1, sheet A1.1), the minimart is 2,363± square feet in size, requiring 12 parking spaces⁶. The site plan shows that 13 total parking spaces are provided on-site. Four parking spaces are provided adjacent to the car wash exit, one ADA space is provided to the north west of the minimart, and the remaining 8 spaces are provided under the 1,215± square foot fuel canopy. The proposed carwash is ancillary to the existing mini mart with service station, therefore no extra parking spaces are required. Also, the automatic carwash allows stacking of four vehicles, which serve the carwash.

Circulation and Access. The proposed project includes two driveway access points, both off Freedom Blvd. A third driveway approach off Alta Vista Ave would be closed off and replaced with a sidewalk, curb, gutter, and landscaping strip. This would allow stacking and queuing of vehicles for the car wash and would provide better circulation. From the two driveway access points off Freedom Blvd, vehicles would traverse the site into the fueling stations or the car wash in a counter-clockwise pattern, entering the carwash on the

⁶ Parking calculation: size of minimart ÷ 200 SF = (2363 ÷ 200 = 11.8 parking spaces)

northeastern side of the site and exiting on the southeastern side of the site. Pedestrian access is provided via sidewalks and walkways connecting all the existing on-site buildings and off-site sidewalk along Alta Vista Ave. Additionally, the circulation throughout the site is designed to minimize conflicts with bicyclists, pedestrians, and other motorists. A Traffic Impact Study (Attachment 2) was prepared by Vang Inc. Consulting Engineers to determine whether the proposed carwash could have any significant impacts on the transportation network. The study found that the car wash would not have a significant impact on the surrounding transportation network, and should be approved with fulfillment of the following mitigation measures:

- It is recommended the east bound left turn lane on Alta Vista Ave be extended to provide for 130 Feet of storage with a 60 FT bay taper.
- Provide adequate wayfinding, signage, and illumination on-site to optimize safety and to reduce conflicts among delivery trucks, motorist, cyclists, and pedestrians.
- Provide on-site bike racks/bike lockers and pedestrian accessibility to all proposed buildings and offsite sidewalk.
- The project shall pay its fair share of the City-wide traffic impact fee.
- The City shall continue to monitor traffic operations at Freedom Blvd and Alta Vista Ave intersection.

These mitigation measures are included as conditions of approval. The project is also conditioned to require an encroachment permit for all proposed work in the public right-of-way. As conditioned, the project meets all WMC regulations related to circulation and access.

Setbacks. The CNS Development Standards regulate setbacks for projects proposed in the CNS Zoning District. The CNS Zoning District standards allow construction of commercial buildings with no setbacks, when the property is abutting another commercial property. As shown on the site plan (Attachment 1, sheet A1.1) the new car wash has the following setbacks:

TABLE 1 CNS Setback Standards

Setbacks	CNS setbacks	Project setbacks
Front	15 FT	118 FT
Rear	0 FT	10 FT
Sides	0 FT	35 FT and 30 FT
Buildings	6 FT	6 FT

Building Height. The CNS Zoning District allows a maximum height of 35 feet for buildings. As shown on the plans (Attachment 1, sheet A2.0), the proposed automated drive thru car

wash building height is 20± Feet. As such, the proposed building height meets the building height standards for the CNS Zoning District.

Landscaping. The CNS Zoning District landscaping standards is dependent on location of buildings to each other and to the parking lot arrangement. The landscaping areas are required to promote visual aesthetic appeal and to maintain environmental balance. As shown on the landscaping plans (Attachment 1, sheet L1.0), 3,466± square feet of landscaping are proposed for the project site. Totalling 15 percent of the site. The proposed landscaping would border the property line along the sidewalk adjacent to Alta Vista Ave and the adjacent shopping center screening the proposed car wash from public view.

The proposed Planting Plan provides a preliminary list and depicts location of trees and shrubs. The proposed plantings include an appropriate mix of drought-tolerant species suitable for the Central Coast region. A complete list is provided in Table 2.

TABLE 2 Preliminary Plan List

Latin Name	Common Name	Size	Quantity
Prunus Bureiana	Flowering Plum	15 gal	5
Chitalpa Tashkeniensis	Pink Dawn	15 gal	2
Ceroc Occidentalis	Wester Redbud	15 gal	6
Lavandula Angustifolia	English Lavander	5 gal	6
Kniphofia Uvalia	Red Hot Poker	1 gal	24
Dietes Bicolor	Fortnight Lily	1 gal	18
Callistemon Viminanalis	Little John Bottlebrush	5 gal	24
Lantana Montevidensis	Purple Tailing Lantana	5 gal	9
Raphiolepis Umbellata	Veddo Hawthorn	5 gal	9
Salvia Allen Chickering	Sage	5 gal	5
Baccharis Pilularis	Dwarf Coyote Brush	5 gal	25
Morea Irridioides	Fortnight Lily	1 gal	8

Source: CVEAS Plans Sheet L1.0

A project Condition of Approval requires the applicant to submit a final Landscape and Irrigation Plan for review and approval by the Community Development Department prior to issuance of a building permit. The Landscape Plan shall be in substantial compliance with the Planting Plan (Attachment 1, sheet L1.0). All plantings are required to be drought tolerant, all trees are required to be 24-inch box specimens, and a minimum of 25 percent of all shrub material shall have a minimum 5-gallon container size. In addition, the project has been conditioned to provide an automated, low-flow irrigation system (e.g. drip irrigation system) for all landscape areas, which requires programming for night and early morning hours in order to minimize evaporation.

Fencing. The CNS Zoning District standards requires perimeter fencing compatible with the architectural style of the project. As shown in the plans (Attachment 1, sheet A1.1-A1.3) a 42-inch tall wrought iron fence is proposed enclosing the project site, except for the frontage adjacent to Freedom Blvd. A project Condition of Approval requires the applicant to submit for a Fence Permit to the Community Development Department prior to issuance of a building permit.

Elevations, Colors and Materials. The Plan Set includes elevations and renderings for the proposed car wash (Attachment 1, sheet A2.0). The proposed architectural design is compatible with an automated mechanical car wash setting. It has a modern look, with some façade articulation with colors to create visual interest. Proposed materials include concrete with a stucco finish.

Trash Enclosure. The project is conditioned to meet WMC Section 6-3.610 which requires any development to include adequate, accessible, and convenient areas for collecting, storing, and loading solid waste or recyclable materials. The trash enclosure would be designed and constructed under current City Public Improvement Standards.

Lighting/Visual Impact. Nighttime illumination has the potential to change ambient lighting conditions that creates a visual nuisance or hazard. The impact of nighttime lighting depends upon the type of use affected, the proximity to the affected use, the intensity of specific lighting, and the background or ambient level of the combined nighttime lighting. Nighttime ambient light levels may vary considerably depending upon the age, condition, and abundance of point-of-light sources present in a particular view. The use of exterior lighting for security and aesthetic illumination of architectural features may contribute substantially to ambient nighttime lighting conditions.

Spillover of light onto adjacent properties ("light trespass") has the potential to interfere with certain activities including vision, sleep, privacy and general enjoyment of the natural nighttime condition. Light sensitive uses include residential, some commercial and institutional uses and natural areas. Changes in nighttime lighting may significantly impact sensitive land uses if a proposed project increases ambient lighting conditions beyond its property line and project lighting routinely spills over into adjacent light-sensitive land use areas.

The CNS Zoning District recommends illumination for the parking lot areas and pedestrian walkways throughout the project site. The proposed project did not submit a photometric plan, however, in order to make the finding that the project would not create a visual nuisance or hazard, all lighting must be designed for specific tasks (e.g. illuminating parking, paths, and entries). The project is conditioned to submit a Site Photometric Plan to show the location of proposed lighting and the amount of light, measured in foot-candles (fc), on the ground surface. Proposed lighting may take the form of pole or wall-mounted fixtures and shall be installed at intervals and heights to ensure adequate lighting of the parking lot and car wash. The Lighting Photometric Plan shall also demonstrate that proposed lighting would not create

a significant source of spillover light onto adjacent properties or a glare nuisance to motorists on public streets.

Drainage. In 2014, the City adopted Ordinance No. 1299-14 (CM), amending WMC Section 6-3.535 to require that Resolution No. 4-14 (CM) be implemented for all applicable new development and redevelopment construction projects. Resolution No. 4-14 (CM) provides post-construction stormwater management requirements (PCRs) for applicable projects. The primary objective of the PCRs is to ensure the reduction of pollutant discharges to the maximum extent possible and prevent stormwater runoff from causing or contributing to a violation of water quality standards. The PCRs categorize projects into four primary tiers based primarily on the net increase in impervious surfaces that would result from a project (i.e., the amount of new and replaced impervious surfaces). Each PCR tier is linked to increasingly stringent performance requirements for stormwater management and treatment. Each PCR tier is subject to the performance requirements of that tier, plus the performance requirements of the lower tiers, as applicable.

The proposed project would create 1,600± square feet of new impervious surface area. The proposed project is not considered a regulated project as the new development is creating less than 2,500 square feet of new impervious surface. Table 3 provides a summary of the PCR tiers and their associated performance requirements for stormwater management and treatment.

The project is conditioned to provide erosion control measures and Best Management Practices (BMPs) at time of construction. The car wash would also provide the best water efficient recycling system. Any wastewater generated from pre-washing of vehicles is prohibited from discharging to the valley gutter that's connected to the storm drain. Prior to submittal of a building permit, the project is conditioned to revise the plans to show the detail, size, and location of the clarifiers needed for the pretreatment of the car wash wastewater prior to discharge to the City sewer. A utility easement is also required with the adjacent APN 016-061-10 to allow connection to the existing storm drain located in the public right-of-way.

TABLE 3 Summary of City of Watsonville Post-Construction Requirements

PCR Tier	Requirements
Tier 1	Performance Requirement 1 – Site Design & Runoff Reduction
Projects that create or replace 2,500 square feet or more of impervious surface, including detached single-family home projects.	<p>Implement site design and runoff reduction measures:</p> <ul style="list-style-type: none"> • Limit disturbance of creeks and natural drainage features. • Minimize compaction of highly permeable soils. • Limit clearing and grading of native vegetation to the minimum area necessary. • Minimize impervious surfaces. • Minimize runoff by incorporating permeable surfaces and directing runoff toward permeable areas or to rain barrels for reuse.
Tier 2	Performance Requirement 2 – Water Quality Treatment

PCR Tier	Requirements
<p>Projects, except detached single-family homes, with 5,000 square feet or more of net impervious surface*.</p> <p>(Detached single-family home projects with 15,000 square feet or more of net impervious surface*.)</p>	<p>Tier 1 performance requirements, plus:</p> <ul style="list-style-type: none"> • Treat stormwater runoff using one or more on-site systems, including low impact development treatment systems, biofiltration treatment systems, and non-retention based treatment systems. • Project applicant must submit a Stormwater Control Plan to the City that sufficiently demonstrates that the project design meets performance requires of PCR Tier 2.
Tier 3	Performance Requirement 3 – Runoff Retention
<p>Projects, except detached single-family homes, that create or replace 15,000 square feet or more of impervious surface.</p> <p>(Detached single-family home projects with 15,000 square feet or more of net impervious surface*.)</p>	<p>Tier 2 performance requirements, plus:</p> <ul style="list-style-type: none"> • Use low impact development standards to prevent offsite discharge of runoff from events up to the 95th percentile rainfall event. • Where technical infeasibility prevents full on-figure site retention requirements, retention-based stormwater control measures shall be provided for no less than 10 percent of the project's impervious surface area. • Project applicant must submit a Stormwater Control Plan to the City that sufficiently demonstrates that the project design meets performance requires of PCR Tier 3.
Tier 4	Performance Requirement 4 – Peak Management
<p>Projects that create and/or replace 22,500 square feet or more of impervious surface in Watershed Management Zone 1.</p>	<p>Tier 3 performance requirements, plus:</p> <ul style="list-style-type: none"> • Control peak flows to not exceed pre-project flows for the 2-year through 10-year storm event. • Project applicant must submit a Stormwater Control Plan to the City that sufficiently demonstrates that the project design meets performance requires of PCR Tier 4. • Submit an Operations and Maintenance Plan for structural stormwater control measures to the City of Watsonville for review and approval prior to final construction sign-off.

Engineering staff reviewed the projects proposed stormwater management plans and found them to be consistent with the post construction storm water requirements.

Automated Mechanical Car Wash. The WMC establishes criteria and standards for automated mechanical car washes (Attachment 3). Those standards require a design appropriate for the site and surrounding traffic patterns and activities for the area. Sufficient space is required to provide service vehicles efficiently, to meet on-site parking and maneuvering needs, and to ensure safe movement of vehicles and pedestrians on and around the site. The minimum parcel size to establish an automated mechanical car wash is 10,000 square feet, plus 4,000 square feet for each 2 gasoline pumps, plus 7,000 square feet for each additional gasoline pump. The gas station with mini-mart contains two pump

islands with four fueling stations. Using the above standard, a lot size of 18,000 square feet is required to develop an automated mechanical car wash. The parcel size is 22,956± square feet, meeting the minimum lot size standard for automated mechanical car washes.

The proposed 1,600± square foot automated mechanical car wash is developed on a parcel providing on-site parking, drainage is maintained on-site, sufficient space allows maneuvering for vehicles, landscaping screens the car wash from public view and decorative fencing is provided enclosing the parcel from the adjacent shopping center. As conditioned, the project meets the automated mechanical car wash standards.

Environmental Review

Traffic

A Traffic Study was prepared by Vang Inc. Consulting Services that indicates the project would not result in a significant increase in traffic (Attachment 2). The study forecasts that the project would generate 0 net new weekday trips, 0 net new AM peak hour trips, and 79 net new PM peak hours trips. The existing gas station and convenience store vehicle trips are already on the roadway and therefore is included in the traffic counts. Net new vehicle trips are those trips that are actually added to the transportation network by the development. Only the proposed carwash would generate new traffic/project trips. Therefore, no new traffic related impacts would result from project implementation.

Categorical Exemption

A Categorical Exemption has been prepared for the construction of a 1,600± square foot automated mechanical drive thru car wash on a 0.52± acre site in an urbanized area, because it can be seen with certainty that there is no possibility that the project would have a significant effect on the environment. *CEQA Guidelines § 15061(b)(3)*. In addition, this project is eligible for a Class 3 Categorical Exemption, pursuant to Section 15303 of the State CEQA Guidelines, as the project involves the construction of a small structure on a site in an urbanized area where all necessary public services and facilities are available and the surrounding area is not environmentally sensitive.

PLANNING COMMISSION RECOMMENDED ACTION

The proposed project is located on a 0.52± acre parcel within the CNS zoning district surrounded by commercial uses. Landscaping would be installed adjacent to the car wash, providing screening and enhancing the appearance of the site. The building's architectural design is compatible with a car wash and gas station setting. Fencing is provided separating the project site from the adjacent shopping center. The project meets the requirements of the Watsonville Municipal Code, as conditioned, and would not cause material damage to other properties in the vicinity. Therefore, staff recommends that the Planning Commission adopt a resolution approving the Special Use Permit with Design Review and Environmental Review (Application No. 627) to allow construction of a 1,600 square foot automated mechanical car wash for an existing gas station with mini-mart located at 1455 Freedom Blvd, based on the attached findings and conditions.

ATTACHMENTS

1. Watsonville Car Wash Building Plans (received September 9, 2020, revised April 2, 2021, and revised again on May 25, 2021)
2. Traffic Impact Study – (Dated April 1, 2021 – prepared by Vang Inc. Consulting Engineers
3. Automobile Mechanical Wash Criteria and Standards

ALL IDEAS, DESIGNS, ARRANGEMENTS AND PLANS INDICATED OR REPRESENTED BY THIS DRAWING ARE OWNED BY AND THE PROPERTY OF CVEAS OR CONSULTANTS AND WERE CREATED, REVISED AND REVISITED FOR USE ON AND IN CONNECTION WITH THE SPECIFIED PROJECT. ANY USE OF SUCH IDEAS, DESIGNS, ARRANGEMENTS OR PLANS SHALL BE USED BY OR DISCLOSED TO ANY PERSON, FIRM OR CORPORATION FOR ANY PURPOSE WITHOUT THE WRITTEN PERMISSION OF CVEAS. ANY REPRODUCTION OR USE THEREOF IS NOT PERMISSIBLE WITHOUT THE CONSENT OF CVEAS.

GENERAL NOTES	
1.	CHEMICAL TOILET IS REQUIRED ON-SITE DURING CONSTRUCTION.
2.	PROVIDE 2% SLOPE AWAY FROM BUILDING FOR A MINIMUM OF TEN FEET.
3.	PROVIDE A 12" HIGH ADDRESS POSTING WITH SUITE NUMBER 4" HIGH.
4.	IF THE PLANS DO NOT ACCURATELY REFLECT THE JOB CONDITIONS OR THE CONSTRUCTION IS NOT PER PLANS, NO INSPECTIONS WILL OCCUR UNTIL AN ADDENDUM IS APPROVED BY THE CITY/COUNTY IS OBTAINED.
5.	ANY CHANGES FROM THE APPROVED PLANS DURING THE COURSE OF CONSTRUCTION SHALL CAUSE CONSTRUCTION TO BE SUSPENDED UNTIL SUCH TIME AS THE PLANS CAN BE AMENDED BY THE DESIGNER AND SUBMITTED TO THE CITY/COUNTY FOR REVIEW AND APPROVAL.
6.	THE GENERAL CONTRACTOR SHALL BE RESPONSIBLE FOR THE VERIFICATION OF ALL DIMENSIONS, GRADES, AND ALL OTHER CONDITIONS AND CORRELATE AT THE JOBSITE AND REPORT ANY DISCREPANCIES TO THE DESIGNER FOR CLARIFICATION PRIOR TO COMMENCING ANY WORK.
7.	THE GENERAL CONTRACTOR SHALL BE RESPONSIBLE FOR THE WORK AND THE COORDINATION OF ALL TRADES AND GOVERNING AGENCIES.
8.	THE DESIGNER ASSUMES NO RESPONSIBILITY FOR THE SUPERVISION OF THE WORK AND/OR POSSIBLE ERRORS OR OMISSIONS SHOWN OR INFERRED ON THE DRAWINGS OR THE PROPER EXECUTION OF THE SAME.
9.	COMPLIES WITH 2019 CBC, CMC, CFC, CEC, CFC, CA ENERGY, AND CALGREEN BUILDING STANDARD CODES.
10.	JOB CARD REQUIRED TO BE AVAILABLE FOR SIGNATURE AT JOBSITE.
11.	THESE PLANS AND RELATED DOCUMENTS MUST BE AVAILABLE AT THE JOBSITE DURING ANY INSPECTION ACTIVITY.
12.	DEFERRED SEPARATE SUBMITTAL PERMIT, REVIEW, AND APPROVAL FOR THE FOLLOWING ITEMS: 12.1. EXTERIOR BUILDING SIGNAGE 12.2. SITE SIGNAGE
13.	NO DRAINAGE TO BE TAKEN TO ADJACENT PROPERTY.
14.	ANY SURVEY MONUMENTS WITHIN THE AREA OF CONSTRUCTION SHALL BE PRESERVED OR RESET BY A PERSON LICENSED TO PRACTICE LAND SURVEYING IN THE STATE OF CALIFORNIA.
15.	TWO WORKING DAYS BEFORE COMMENCING EXCAVATION OPERATIONS WITHIN THE STREET RIGHT-OF-WAY AND/OR UTILITY EASEMENTS. ALL EXISTING UNDERGROUND FACILITIES SHALL HAVE BEEN LOCATED BY UNDERGROUND SERVICES ALERT (USA). CALL 1-800-642-2444.
16.	CONTACT PUBLIC WORKS DEPARTMENT, TRAFFIC ENGINEERING 10 WORKING DAYS PRIOR TO ANY OFF-SITE CONCRETE CONSTRUCTION.
17.	NO USES OF LAND, BUILDING, OR STRUCTURES OTHER THAN THOSE SPECIFICALLY APPROVED PURSUANT TO THIS SITE PLAN SHALL BE PERMITTED.
18.	ALL ACCESSIBLE PARKING STALL(S) SHALL BE PLACED ADJACENT TO FACILITIES OR RAMP(S) OR IN STRATEGIC AREAS WHERE THE HANDICAPPED SHALL NOT HAVE TO WHEEL OR WALK BEHIND PARKED VEHICLES WHILE TRAVELING TO OR FROM ACCESSIBLE PARKING STALLS AND RAMPS.
19.	LIGHTING WHERE PROVIDED TO ILLUMINATED PARKING, SALES OR DISPLAY AREAS SHALL BE HOLED AND SO ARRANGED AND CONTROLLED SO AS NOT TO CAUSE A NUISANCE EITHER TO HIGHWAY TRAFFIC OR TO THE LIVING ENVIRONMENT THE AMOUNT OF LIGHT SHALL BE PROVIDED ACCORDING TO THE STANDARDS OF THE DEPARTMENT OF PUBLIC WORKS.
20.	ALL ACCESSIBLE STALLS SHALL BE MARKED WITH THE INTERNATIONAL SYMBOL OF SPACES AND A WARNING THAT VEHICLES IN VIOLATION OF SECTION 01-017 OF THE MUNICIPAL CODE SHALL BE TOWED AWAY. THE INTERNATIONAL SYMBOL AND TO-AWAY WARNING SHALL BE POSTED CONSPICUOUSLY ON SEVEN-FOOT POLE(S).
21.	SIGN(S), OTHER THAN DIRECTIONAL SIGN(S), IF APPLICABLE, ARE NOT APPROVED FOR INSTALLATION AS PART OF THIS SPECIAL PERMIT.
22.	OUTDOOR STORAGE OF MATERIAL(S), INCLUDING ISO CONTAINERS, IS PROHIBITED. ALL MATERIAL(S) SHALL BE STORED WITHIN A COMPLETELY ENCLOSED BUILDING, UNLESS APPROVED BY THE DEVELOPMENT AND RESOURCE MANAGEMENT DEPARTMENT.
23.	ANY CONSTRUCTION ON STATE HIGHWAYS MUST CONFORM TO BOTH CITY AND STATE DIVISION OF HIGHWAY SPECIFICATIONS.
24.	SUBMIT PLANS TO AND OBTAIN PERMIT FROM THE FIRE PREVENTION DIVISION FOR THE INSTALLATION OR MODIFICATION OF FIRE SPRINKLER SYSTEM. INSTALLATIONS MUST ALSO COMPLY CITY/COUNTY MUNICIPAL CODE.
25.	THE GENERAL CONTRACTOR SHALL COORDINATE THE FIRE ALARM SYSTEM INTERFACES BETWEEN THE FIRE ALARM CONTRACTOR, SPRINKLER CONTRACTOR, MECHANICAL CONTRACTOR AND ANY OTHER PERTINENT TRADES (FIRE ALARM, SPRINKLER SYSTEM, HOOD AND VENT EXTINGUISHING SYSTEM, HVAC, FIRE SMOKE DAMPERS, ETC.). ALL WORK MUST REMAIN VISIBLE AND MUST NOT BE COVERED UNTIL THE REQUIRED FIRE INSPECTIONS HAVE BEEN COMPLETED BY THE FIRE DEPARTMENT.
26.	SUBMIT PLANS TO AND OBTAIN PERMIT FROM THE FIRE PREVENTION DIVISION FOR THE INSTALLATION OR MODIFICATION OF FIRE ALARM AND SPRINKLER SYSTEMS.
27.	ALL EXISTING BUILDINGS SHALL COMPLY WITH EMERGENCY RESPONDER RADIO COVERAGE PER 2019 CFC 910.1.
28.	A CONDITIONED USED PERMIT APPROVAL FROM THE CITY'S ZONING ADMINISTRATOR IS REQUIRED PRIOR TO SERVING ALCOHOL AND THAT THE APPLICANT IS CURRENTLY IN THE PROCESS OF SUBMITTING A CUP TO THE CITY TO RECEIVE A TYPE 41 ABC LICENSE. PERMIT #42020-0004
29.	FIRE SPRINKLERS SHALL PROTECT THE PROPOSED CARWASH BUILDING. FIRE SPRINKLERS SHALL MEET THE REQUIREMENTS OF NFPA 13 FOR AN ORDINARY HAZARD GROUP 1. FIRE SPRINKLERS MUST BE A SEPARATE SUBMIT.

ABBREVIATIONS:			
A.B.	ANCHOR BOLT	H&R.	HANGER
ADJ.	ADJUSTABLE	HDR.	HEADER
ABV.	ABOVE	HT.	HEIGHT
A.C.I.	AMERICAN CONCRETE INSTITUTE	HORIZ.	HORIZONTAL
A.I.S.C.	AMERICAN INSTITUTE OF STEEL CONSTRUCTION	H&B	HIGH STRENGTH BOLT
A.S.T.M	AMERICAN SOCIETY FOR TESTING & MATERIALS	H.S.	HIGH SIDE
A.P.A.	AMERICAN FLYWOOD ASSOCIATION	IN.	INCH
ARCH.	ARCHITECTURAL	I.D.	INSIDE DIAMETER
AKS	AMERICAN WELDING SOCIETY	INT.	INTERIOR
BD.	BOARD	J&T.	JOIST
BF.	BRACED FRAME	K OR KIPS	1000 lbs.
BLK.	BLOCK	L.H.D.	LAMINATED
BLK&.	BLOCKING	LB OR LBS	FOUNDS
BOT.	BOTTOM	L.S.	LOW SIDE
BLDG.	BUILDING	L.T. WT.	LIGHT WEIGHT
BM.	BEAM	LLV	LONG LEG VERTICAL
B.N	BOUNDARY NAILING	MB	MACHINE BOLT
C	CHANNEL	MAS.	MASONRY
CL&.	CEILING	MAX.	MAXIMUM
CLR.	CLEAR	MF.	MOMENT FRAME
COL.	COLUMN	MTL.	METAL
C.M.U.	CONCRETE MASONRY UNIT	MIN.	MINIMUM
C-J.	CONSTRUCTION JOINT	MIN.	NOT TO SCALE
CONN.	CONNECTION	NO OR #	NUMBER
CON&T.	CONSTRUCTION	O.C.	ON CENTER
CONT.	CONTINUOUS	OP&N.	OPENING
DA	DOUBLE ANGLE	OPP.	OPPOSITE
DEMO.	DEMOLISH	O.A.	OUTSIDE DIA.
DET.	DETAIL	PL	PLATE
DIAG.	DIAGONAL	PL	PLATE
DIA.(Ø)	DIAMETER	PLY&WD.	PLYWOOD
DIM.	DIMENSION	P.S.F.	FOUNDS PER SQUARE
DBL.	DOUBLE	P.S.I.	FOOT
DWG.	DRAWING	PRESS.	FOUNDS PER SQUARE
EA.	EACH	R	INCH
E.N.	EDGE NAILING	REIN&F.	RADIUS
ELEV.	ELEVATION	REQ&D.	REQUIRED
EOR	ENGINEER OF RECORD	R.M.	ROOM
ENG.	ENGINEER	SCHED.	SCHEDULE
EQ.	EQUAL	SHT&S.	SHEATHING
EQUIP.	EQUIPMENT	SIM.	SIMILAR
ES	EDGE SCREW OR EACH SIDE	S&LV	SHORT LEG VERTICAL
EXIST (E)	EXISTING	SPEC.	SPECIFICATION
EXP.	EXPANSION	ST&G&R.	STAGGER
FIN.	FINISH	STD.	STANDARD
FM	FIELD NAILING	ST&L	STEEL
FLR.	FLOOR MOUNT	STIFF.	STIFFENER
FTF	FLOOR TO FLOOR	STRUCT.	STRUCTURAL
FT&G.	FOOTING	SYM.	SYMMETRICAL
FDN.	FOUNDATION	TH	TOP FLANGE
FRMG.	FRAMING	THK.	THICK
GA.	GAUGE	TS	TUBE STEEL
GALV.	GALVANIZED	U.B.C.	UNIFORM BUILDING CODE
GF	GOOD FOR	U.N.O.	UNLESS NOTED OTHERWISE
G.L.B.	GLUE LAM BEAM	VERT.	VERTICAL
GRD	GRADE	W.	WIDTH
H.D.	HOLDOWN	W&F.	WELDED WIRE FABRIC
		W&M.	WELDED WIRE MESH
		W.F.	WIDE FLANGE
		W	WITH
		WS	WOOD SCREW

NOTES	
1.	ANY SURVEY MONUMENTS WITHIN THE AREA OF CONSTRUCTION SHALL BE PRESERVED OR RESET BY A PERSON LICENSED TO PRACTICE LAND SURVEYING IN THE STATE OF CALIFORNIA.
2.	ALL EXISTING UNDERGROUND FACILITIES SHALL BE LOCATED PRIOR TO COMMENCEMENT OF SITE WORK BY UNDERGROUND SERVICES ALERT (USA). CALL 1-800-642-2444

PROJECT DATA:			
EXISTING USE:		EX. C-STORE AND GAS STATION	
APN:		016-061-06	
SITE ADDRESS:		1455 FREEDOM BLVD. WATSONVILLE, CA 95076	
ZONE:		C2 - COMMERCIAL	
OCCUPANCY:		M - STORE, U - CANOPY	
OCCUPANT LOAD:		EXISTING	
CONSTRUCTION TYPE:		V-B	
FIRE SPRINKLER SYSTEM:		REQUIRED	
FIRE ALARM SYSTEM:		REQUIRED	
NUMBER OF STORIES:		ONE	
TOTAL SITE AREA:		22,956 SF	0.521 ACRES
ALLOWABLE BUILDING AREA ANALYSIS		STORE = M	4,000 SF
		CANOPY = U	3,360 SF
EXISTING GAS STATION/ CONVENIENCE STORE/RETAIL			4,000 SF < 4,000 ACCEPTABLE
EXISTING GAS CANOPY			3,360 SF < 5,500 ACCEPTABLE
NEW CARWASH BUILDING			4,000 SF < 4,000 ACCEPTABLE
ACTUAL GROUND LOT COVERAGE:			15.66 %

SEISMIC DATA:		
LATITUDE	36.9279457	
LONGITUDE	-121.7664659	
SEISMIC ITEM	VALUE	CBC REFERENCE
SITE CLASS	D	
SOILS BEARING CAPACITY	1500 PSF	APPENDIX 106.1 & TABLE 1804.2
SEISMIC IMPORTANCE FACTOR	1.0	CBC 1603.1.5.1
SITE COEFFICIENT, Fa	1.368	TABLE 1613.3.3 (1)
Ss	2.129	FIGURE 1613.3 (1)
Sms	2.129	SECTION 1613.3.3 EQN. 16-37
Sds	1.419	TABLE 1613.3.5 (1)
SITE COEFFICIENT, Fv	--	NULL - SEE SECTION 11.4.8
Si	0.832	TABLE 1613.3.1 (2)
Sml	--	NULL - SEE SECTION 11.4.8
Sdi	--	NULL - SEE SECTION 11.4.8

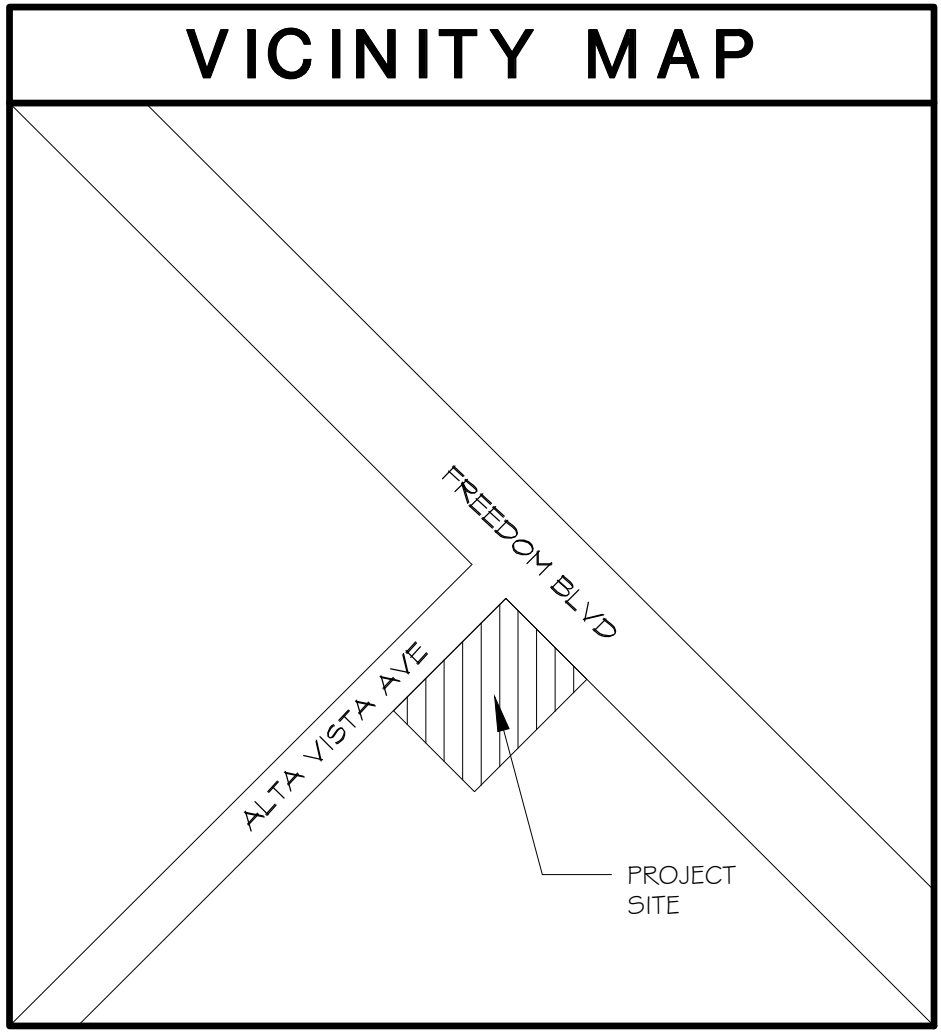
SHEET INDEX:	
A1.0	ARCHITECTURE
A1.1	COVER SHEET
A1.2	SITE PLAN
A1.3	SITE DETAILS
A1.4	FENCE DETAILS
A2.0	TRASH ENCLOSURE DETAILS
	PROPOSED FLOOR PLAN AND ELEVATIONS
	LANDSCAPE
L1.0	LANDSCAPE PLAN
L2.0	IRRIGATION PLAN
L3.0	LANDSCAPE SPECS.
L3.1	NOTES
L3.2	NOTES
L4	LANDSCAPE DETAILS
L5	IRRIGATION DETAILS

OWNER DATA	
SHASHI SHARMA 18605 ARGUELLO AVE. MORGAN HILL, CA 95037 PHONE - 408-569-3396 CONTACT - SHASHI SHARMA	

ENGINEER OF RECORD	
RICARDO LEAL - PE CENTRAL VALLEY ENGINEERING AND SURVEYING 2511 LOGAN STREET SELMA, CA 93662 PHONE - 554-891-8811	

BUILDING DEPARTMENT	
CITY OF WATSONVILLE 250 MAIN STREET WATSONVILLE, CA 95076 PHONE - 831-768-3050 CONTACT - BUILDING DEPARTMENT	

DESIGN SPECIFICATIONS	
GOVERNING CODE:	REFER TO APPLICABLE CODE TABLE
SEISMIC DESIGN CATEGORY	D
DESIGN WIND LOAD:	EXPOSURE 'C' 110 MPH
ALLOWABLE SOIL BEARING PRESSURE:	REFER TO SEISMIC DATA TABLE
COMPRESSIVE STRENGTH OF CONC. @ 28 DAYS	2500 PSI
LIVE LOADS:	
ROOF:	20.0 PSF
FLOOR:	40.0 PSF
DEAD LOADS:	
ROOF: (T-BAR CEILING)	N/A
ROOF: (STUCCO CEILING)	10.0 PSF
WALL:	15.0 PSF



APPLICABLE CODES	
EFFECTIVE JANUARY 1, 2020 PUBLIC SAFETY, STATE FIRE MARSHAL REGULATIONS 2019 BUILDING STANDARDS ADMINISTRATIVE CODE 2019 CALIFORNIA BUILDING CODE, VOL. 1 & 2 (CBC) (2018 IBC, AS AMENDED BY CA) 2019 CALIFORNIA ELECTRICAL CODE (CEC) (2011 NEC, AS AMENDED BY CA) 2019 CALIFORNIA MECHANICAL CODE (CMC) (2012 IAPMO UMC, AS AMENDED BY CA) 2019 CALIFORNIA PLUMBING CODE (CPC) (2012 IAPMO UMC, AS AMENDED BY CA) 2019 CALIFORNIA ENERGY CODE (CEC-400-2015-033-GMF) 2019 CALIFORNIA FIRE CODE (CFC) (2012 IFCC, AS AMENDED BY CA) 2019 CALIFORNIA GREEN BUILDING STDS CODE 2019 CALIFORNIA REFERENCED STANDARDS	

DESIGN CRITERA	
1.	ALL WORK AND MATERIALS SHALL BE PERFORMED AND INSTALLED IN COMPLIANCE WITH THE LATEST EDITION OF THESE CODES, STANDARDS, REFERENCES, ETC., AS ADOPTED AND MODIFIED BY THE AUTHORITY HAVING JURISDICTION. CONTRACTOR AND/OR SUB-CONTRACTORS SHALL MAKE THEMSELVES AWARE OF THESE CODES, STANDARDS, REFERENCES, ETC., NOTIFY THE ARCHITECT/ENGINEER OF ANY DISCREPANCIES BETWEEN THESE DRAWINGS AND/OR SPECIFICATIONS PRIOR TO ORDERING AND/OR INSTALLING OF THEIR WORK PRODUCT. NOTHING IN THESE PLANS IS TO BE CONSTRUED TO PERMIT WORK NOT CONFORMING TO THE CODES LISTED ABOVE.
2.	ALL WORK SHALL CONFORM TO THE BEST INDUSTRY STANDARDS AND MATERIALS SHALL BE NEW FIRST QUALITY. INSTALLED IN STRICT ACCORDANCE OF THE MANUFACTURERS INSTRUCTIONS AND RECOMMENDATIONS. ALL STANDARDS PROVIDED AND WORK PERFORMED MUST CONFORM AND/OR BE ADJUSTED TO CONFORM WITH ANY AND ALL APPLICABLE CODES.

CENTRAL VALLEY
ENGINEERING & SURVEYING, INC.
2511 LOGAN STREET Tel: (554) 891-8811
SELMA, CA 93662 Fax: (554) 891-8815
WWW.CVEAS.COM Email: info@cveas.com

PROJECT

WATSONVILLE CARWASH BLDG.
1455 FREEDOM BLVD.
AND ALTA VISTA AVE.
WATSONVILLE, CA 95076
APN - 016-061-06

DATE SIGNED: 4/1/2021

Revisions:	Date:
1. SPR REVISION #1	11-16-2020
2. SPR REVISION #2	03-28-2021

COVER SHEET AND GENERAL NOTES


CVEAS JOB # :	19030
DATE	08-12-2020
PLANNING SUBMITTAL #:	APPLICATION #627
PLAN CHECK SUBMITTAL #:	XX-XXXX
DRAWN BY:	CVEAS INC
CHECKED BY:	RL
SCALE:	AS NOTED

1

A1.0

STORMWATER DISCHARGE NOTE:
ALL STORM WATER MUST DISCHARGE AWAY FROM THE CARWASH
RECLAMATION SYSTEM.






CENTRAL VALLEY

ENGINEERING & SURVEYING, INC.

2511 LOGAN STREET Tel. (559) 891-8811
 SELMA, CA 95662 Fax (559) 891-8815
 WWW.CVEAS.COM Email: info@cveas.com

PROJECT

WATSONVILLE CARWASH BLDG.
 1455 FREEDOM BLVD.
 AND ALTA VISTA AVE.
 WATSONVILLE, CA 95076
 APN - 016-061-06



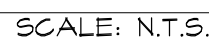
DATE SIGNED: 4/12/2021

Revisions:	Date:
1 SPR REVISION #1	11-16-2020
2 SPR REVISION #2	03-26-2021
△	
△	
△	

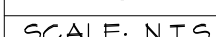
PROPOSED
SITE PLAN

CVEAS JOB # :	19030
DATE:	08-12-2020
PLANNING SUBMITTAL #:	APPLICATION #627
PLAN CHECK SUBMITTAL #:	XX-XXXX
DRAWN BY:	CVEAS INC
CHECKED BY:	RL
SCALE:	AS NOTED

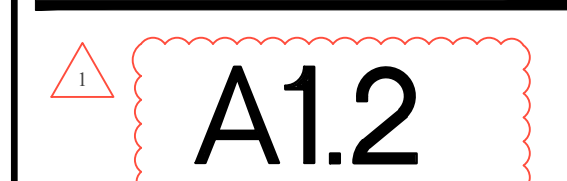
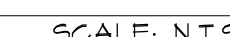
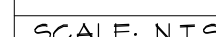
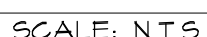
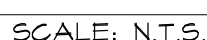
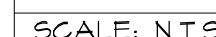
A1.1



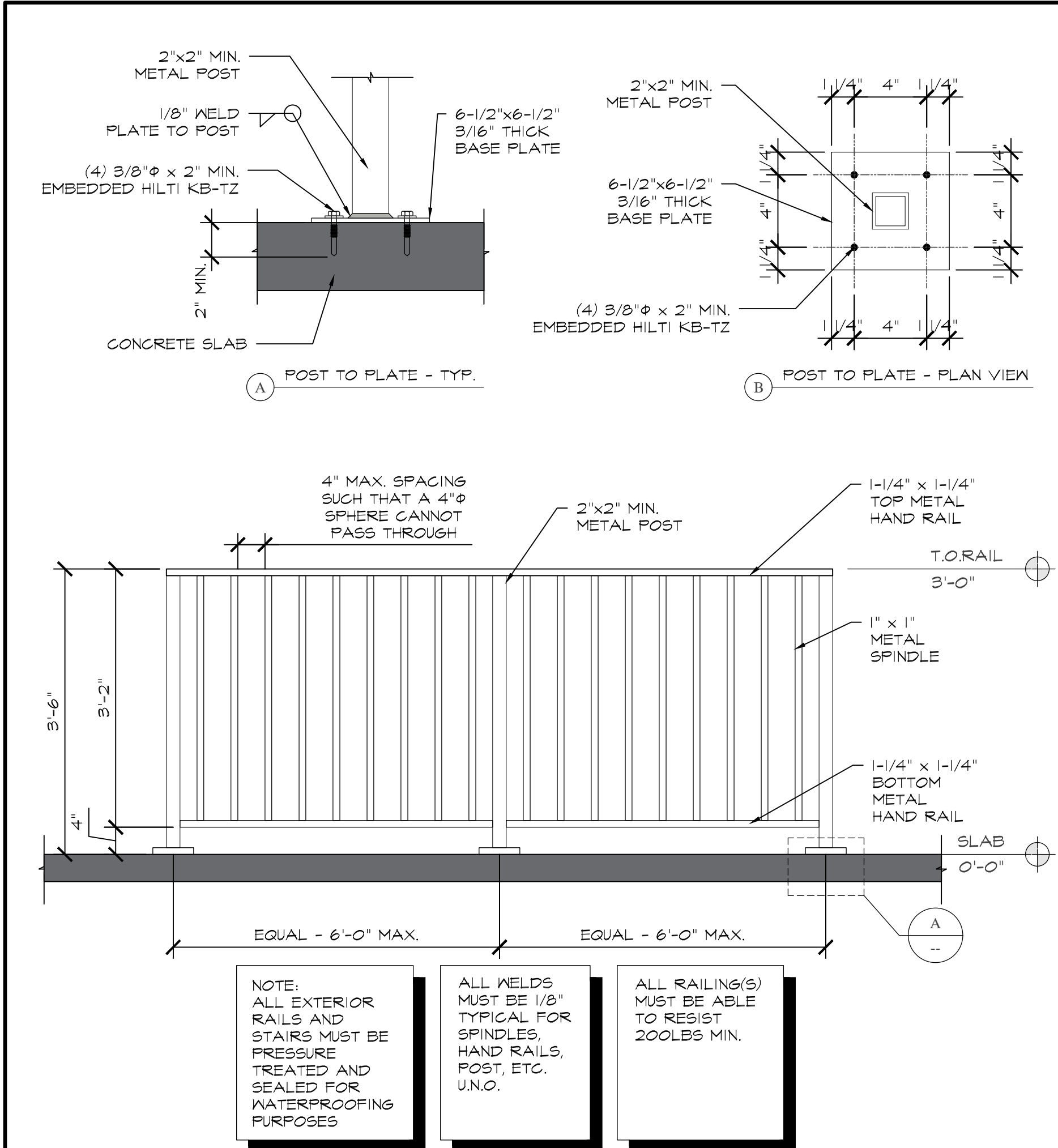
NOTE: THE TRANSITION
TO WALKS, GUTTERS
OR STREETS SHALL BE
FLUSH AND FREE OF
ABRUPT CHANGE (NO
LIP)



- SCALE: NTS



ALL IDEAS, DESIGNS, ARRANGEMENTS AND PLANS INDICATED OR REPRESENTED BY THIS DRAWING ARE OWNED BY AND THE PROPERTY OF CVEAS OR CONSULTANTS AND WERE CREATED, REVISED AND DEVELOPED FOR USE ON AND IN CONNECTION WITH THE SPECIFIC PROJECT. NONE OF SUCH IDEAS, DESIGNS, ARRANGEMENTS OR PLANS SHALL BE USED BY OR DISCLOSED TO ANY PERSON, FIRM OR CORPORATION FOR ANY PURPOSE WHATSOEVER WITHOUT THE WRITTEN PERMISSION OF CVEAS. ANY REPRODUCTION OR USE THEREOF IS PERMISSIBLE WITHOUT THE CONSENT OF CVEAS.



1 WROUGHT IRON FENCE - TYP.
SCALE: NTS

CVEAS
CENTRAL VALLEY
ENGINEERING & SURVEYING, INC.
2511 LOGAN STREET TEL: (559) 891-0811
SELMA, CA 93662 FAX: (559) 891-0815
WWW.CVEAS.COM Email: info@cveas.com

PROJECT
WATSONVILLE CARWASH BLDG.
1455 FREEDOM BLVD.
AND ALTA VISTA AVE.
WATSONVILLE, CA 95076
APN - 016-061-06

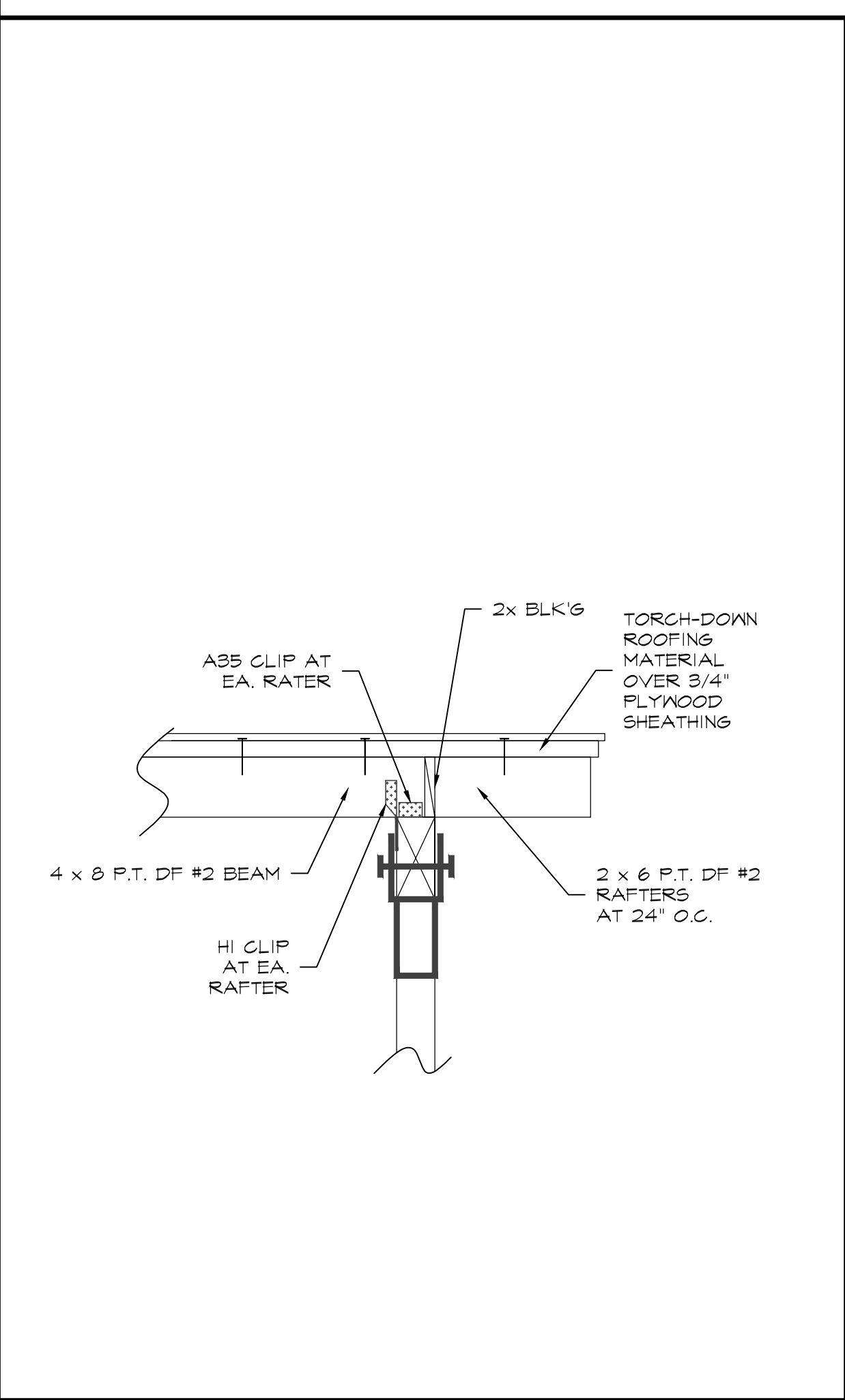
REGISTERED PROFESSIONAL ENGINEER
RICARDO LEAL
No. 77823
Exp. 06-30-31
CIVIL
STATE OF CALIFORNIA
DATE SIGNED: 4/1/2021

Revisions:	Date:
1 SPR REVISION #1	11-16-2020
2 SPR REVISION #2	03-28-2021

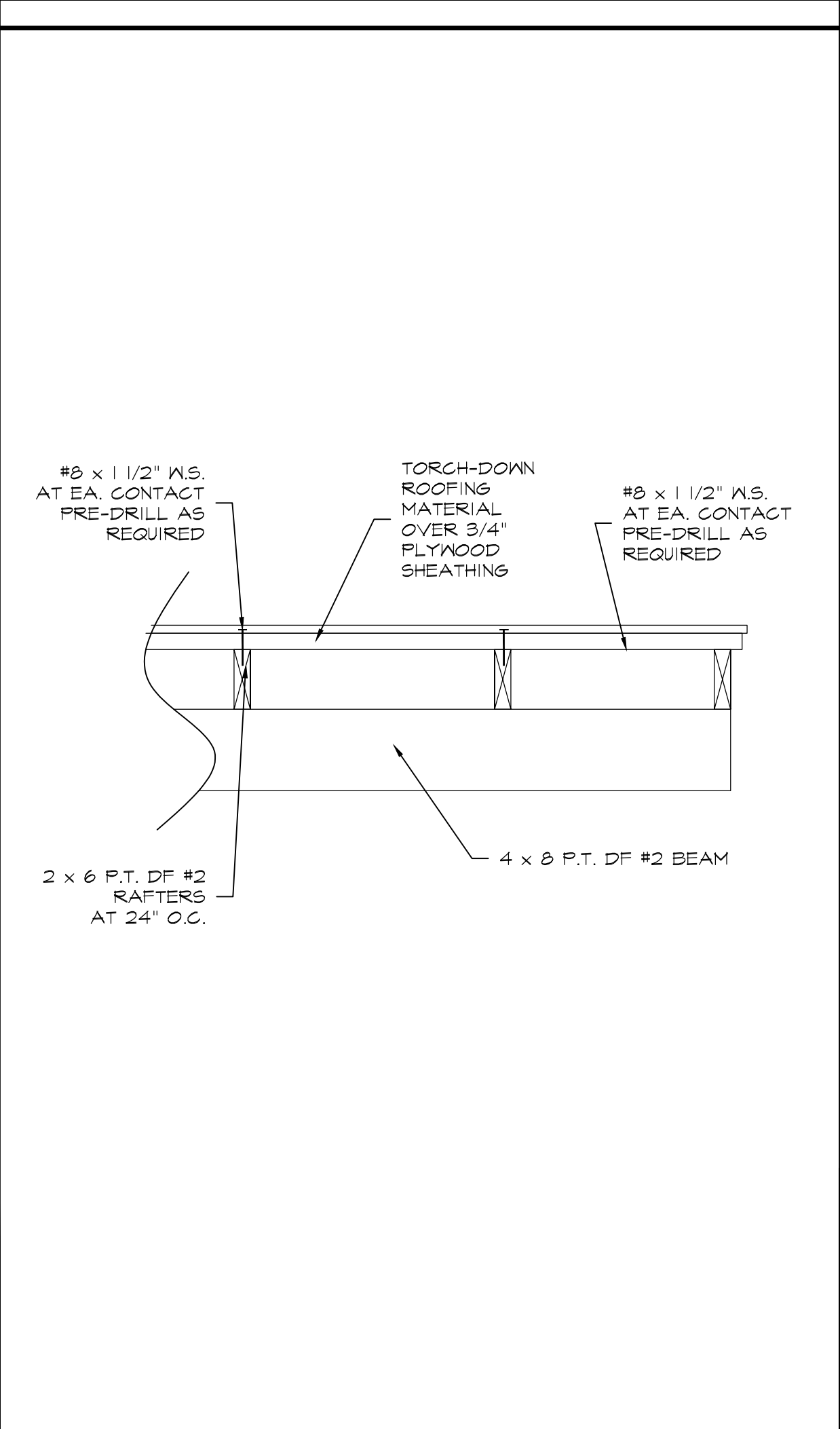
CVEAS JOB #:	19030
DATE	08-12-2020
PLANNING SUBMITTAL #:	APPLICATION #627
PLAN CHECK SUBMITTAL #:	XX-XXXX
DRAWN BY:	CVEAS INC
CHECKED BY:	RL
SCALE:	AS NOTED

A1.3

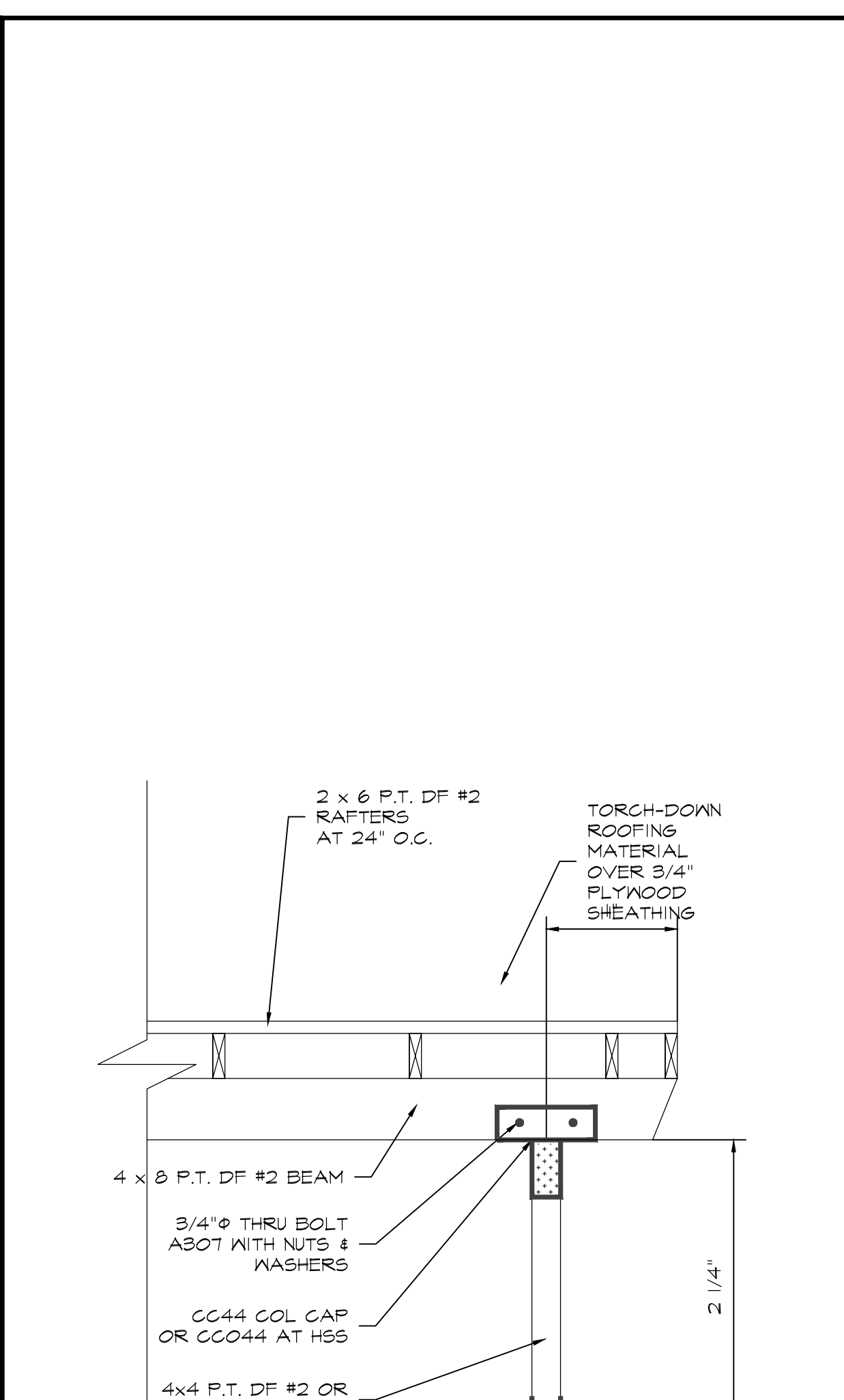
ALL IDEAS, DESIGNS, ARRANGEMENTS AND PLANS INDICATED OR REPRESENTED BY THIS DRAWING ARE OWNED BY AND THE PROPERTY OF CVEAS OR CONSULTANTS AND WERE CREATED, REVISED AND DEVELOPED FOR USE ON AND IN CONNECTION WITH THE SPECIFIC PROJECT NAME OF SUCH IDEAS, DESIGNS, ARRANGEMENTS OR PLANS SHALL BE USED OR DISCLOSED TO ANY PERSON, FIRM OR CORPORATION FOR ANY PURPOSE WHATSOEVER WITHOUT THE WRITTEN PERMISSION OF CVEAS ENGINEERING & SURVEYING, INC. OR ANY OF ITS CONSULTANTS. ANY REPRODUCTION OF THESE DRAWINGS OR SPECIFICATIONS WITH ANY PUBLICATION OF SAME, AND NO COPYING, REPRODUCTION OR USE THEREOF IS PERMISSIBLE WITHOUT THE CONSENT OF CVEAS.



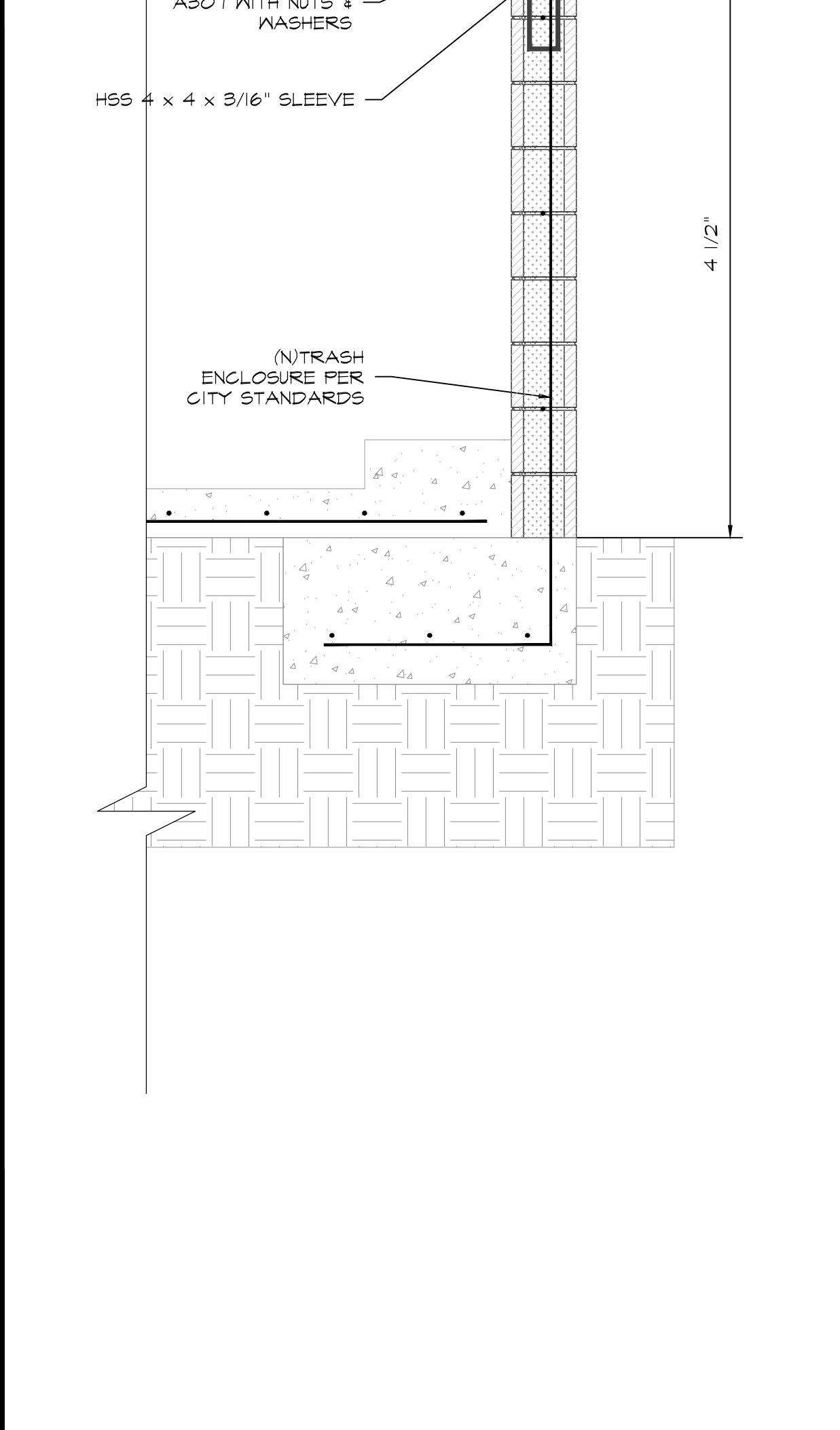
1 DETAIL #1 TYPICAL
NOT TO SCALE



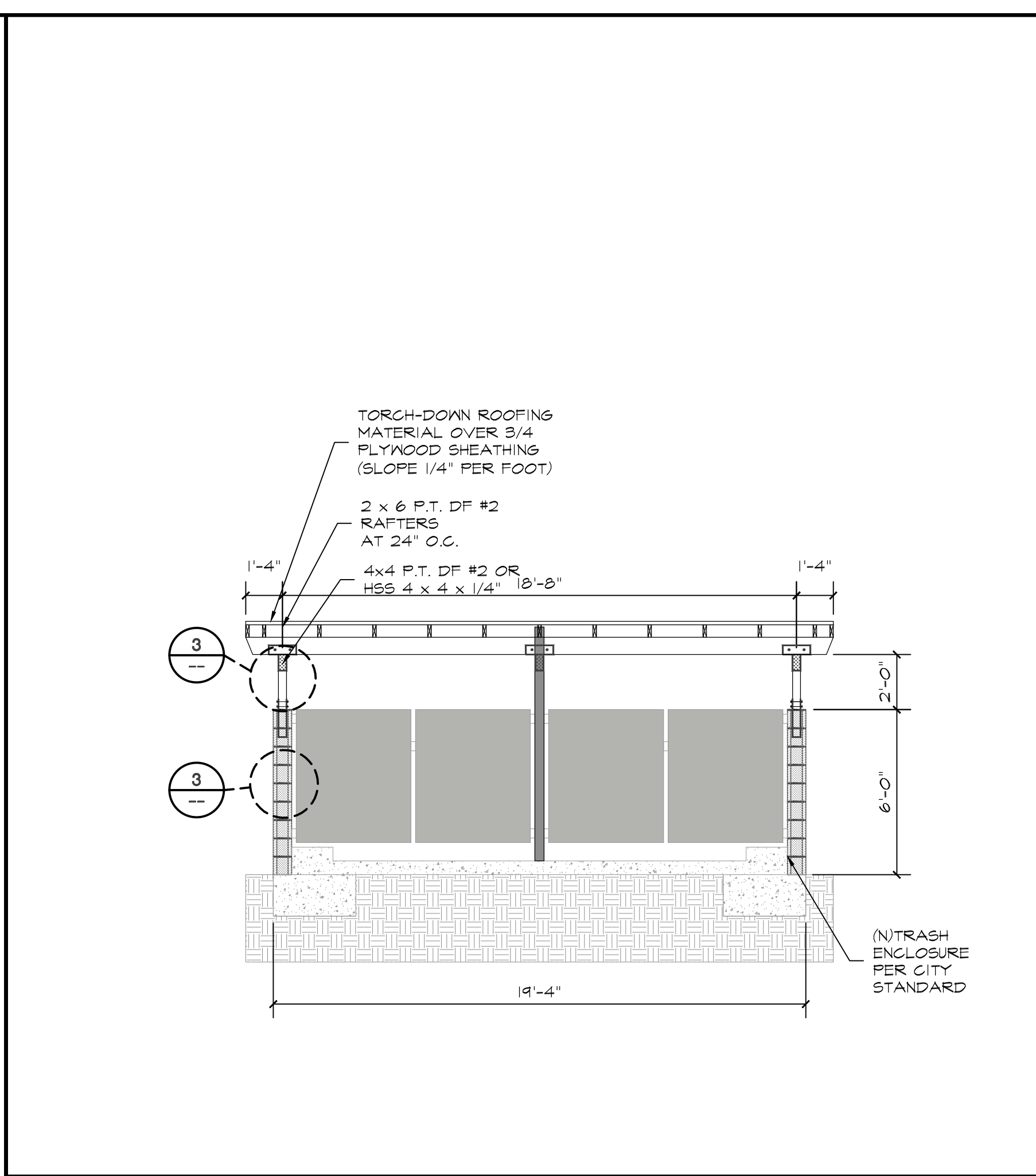
2 DETAIL #2 TYPICAL
NOT TO SCALE



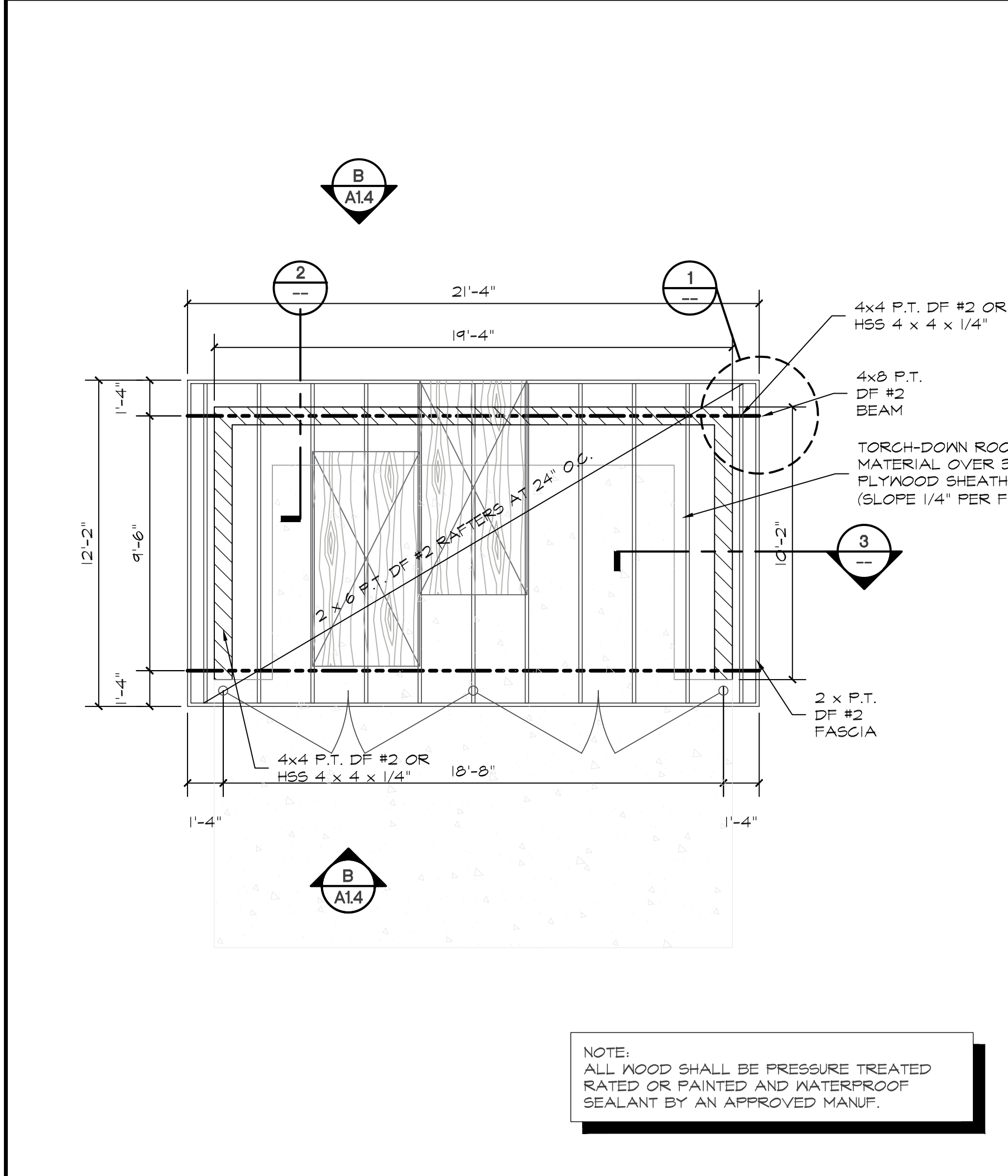
3 DETAIL #3 TYPICAL
NOT TO SCALE



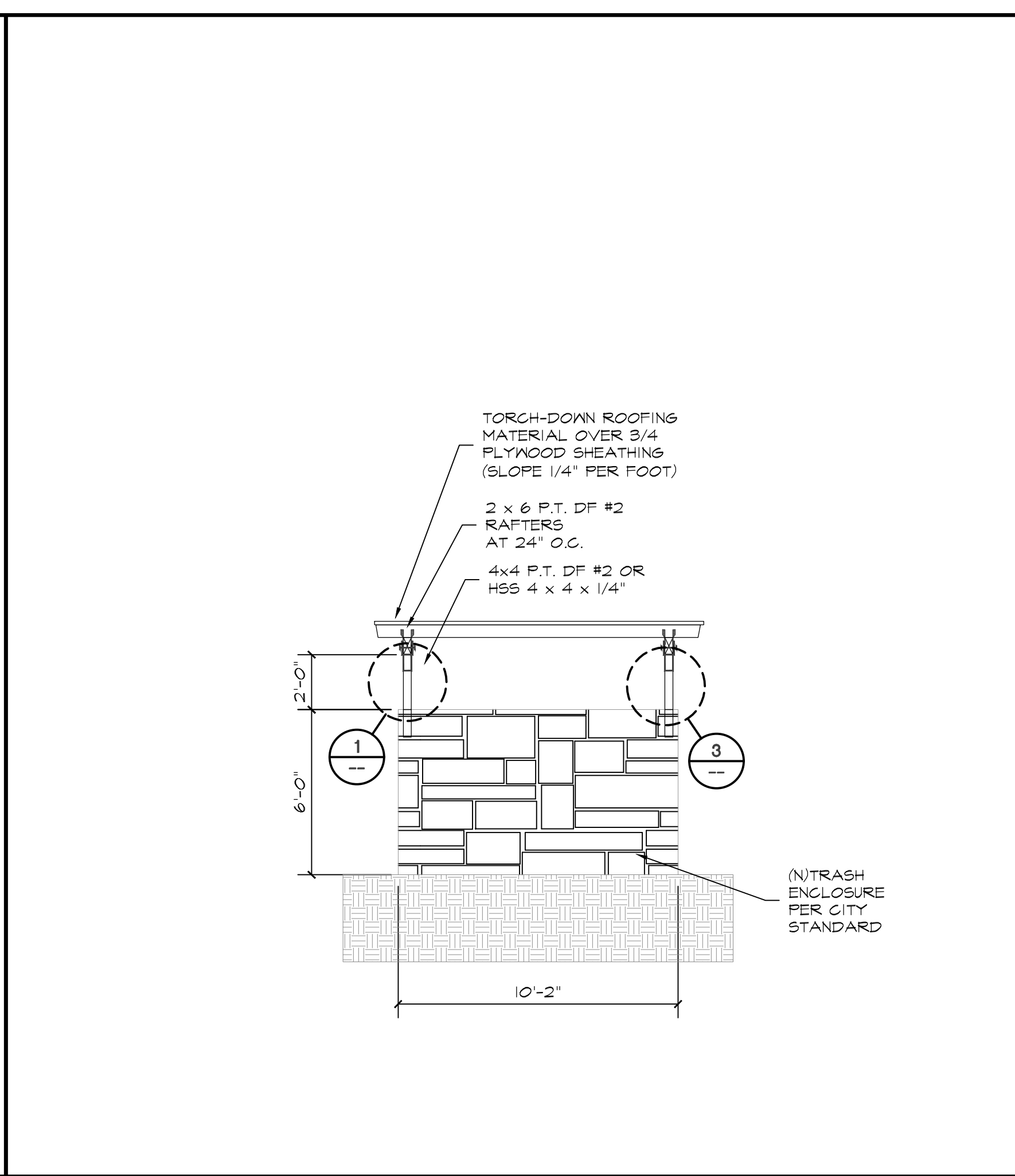
3 DETAIL #3 TYPICAL
NOT TO SCALE



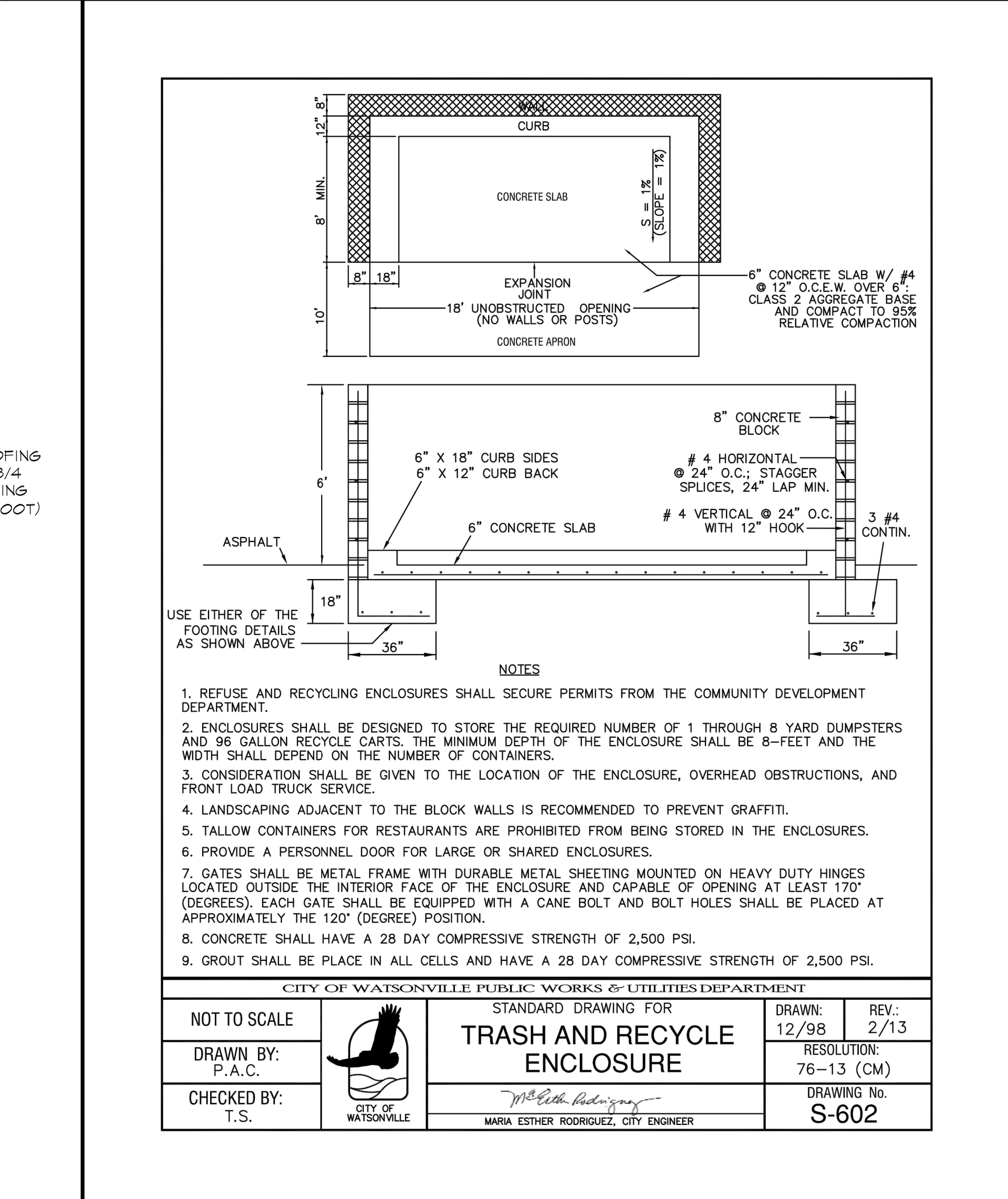
TRASH ENCLOSURE TRELLIS ELEVATION - FRONT C
SCALE: 1/4"= 1'-0"



TRASH ENCLOSURE TRELLIS FRAMING PLAN A
SCALE: 1/4"= 1'-0"



TRASH ENCLOSURE TRELLIS ELEVATION - REAR B
SCALE: 1/4"= 1'-0"



CITY OF WATSONVILLE STD S-602 -
NTS

Revisions:	Date:
1. SPR REVISION #1	11-16-2020
2. SPR REVISION #2	03-28-2021
3. SPR REVISION #3	
4. SPR REVISION #4	
5. SPR REVISION #5	
6. SPR REVISION #6	
7. SPR REVISION #7	
8. SPR REVISION #8	
9. SPR REVISION #9	
10. SPR REVISION #10	

TRASH ENCLOSURE DETAILS

CVEAS JOB #:	19030
DATE:	08-12-2020
PLANNING SUBMITTAL #:	APPLICATION #627
PLAN CHECK SUBMITTAL #:	XX-XXXX
DRAWN BY:	CVEAS INC
CHECKED BY:	RL
SCALE:	AS NOTED

SOUTHWEST ELEVATION

SCALE: 3/16" = 1'-0"

A

NORTHEAST ELEVATION

SCALE: 3/16" = 1'-0"

B

NORTHWEST ELEVATION

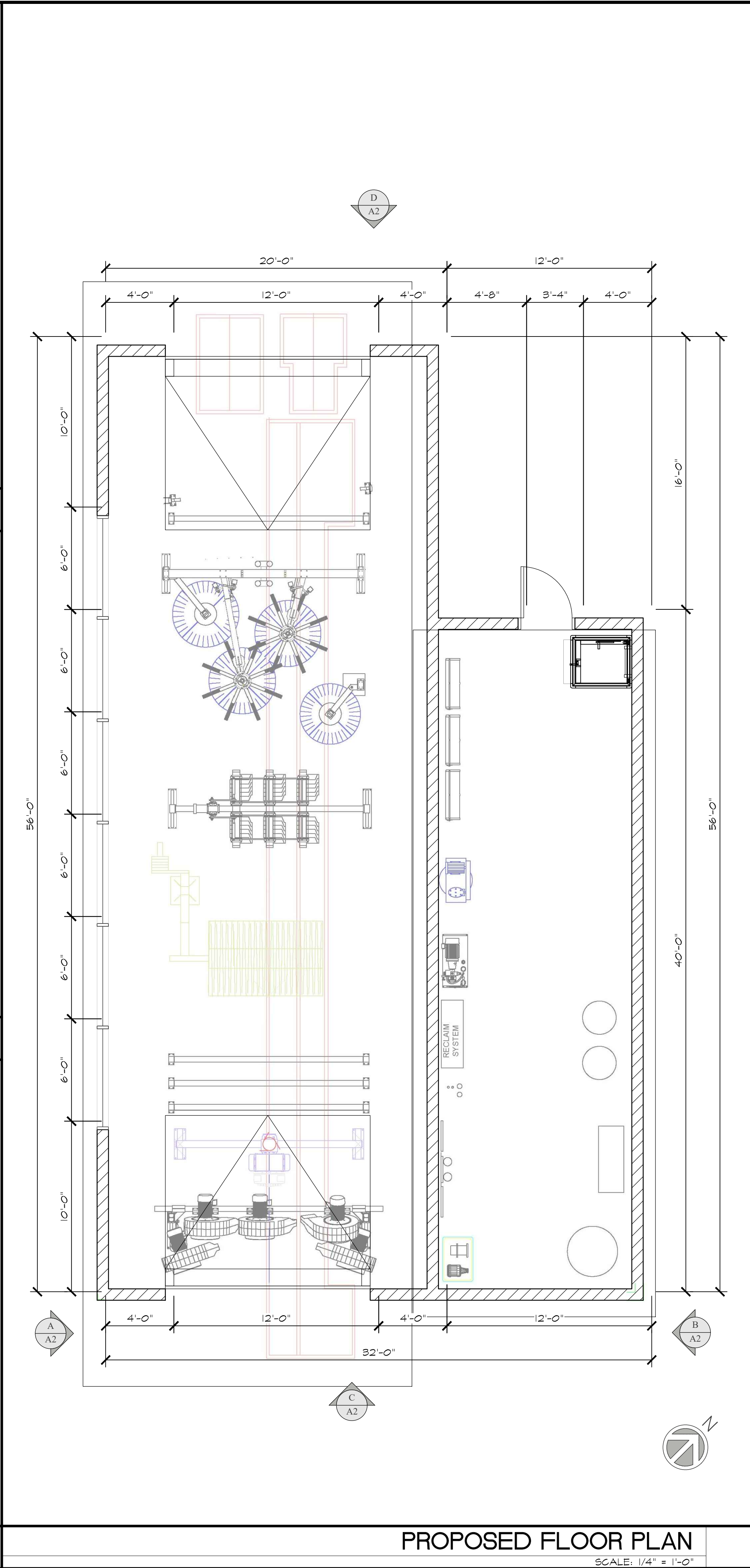
SCALE: 3/16" = 1'-0"

D

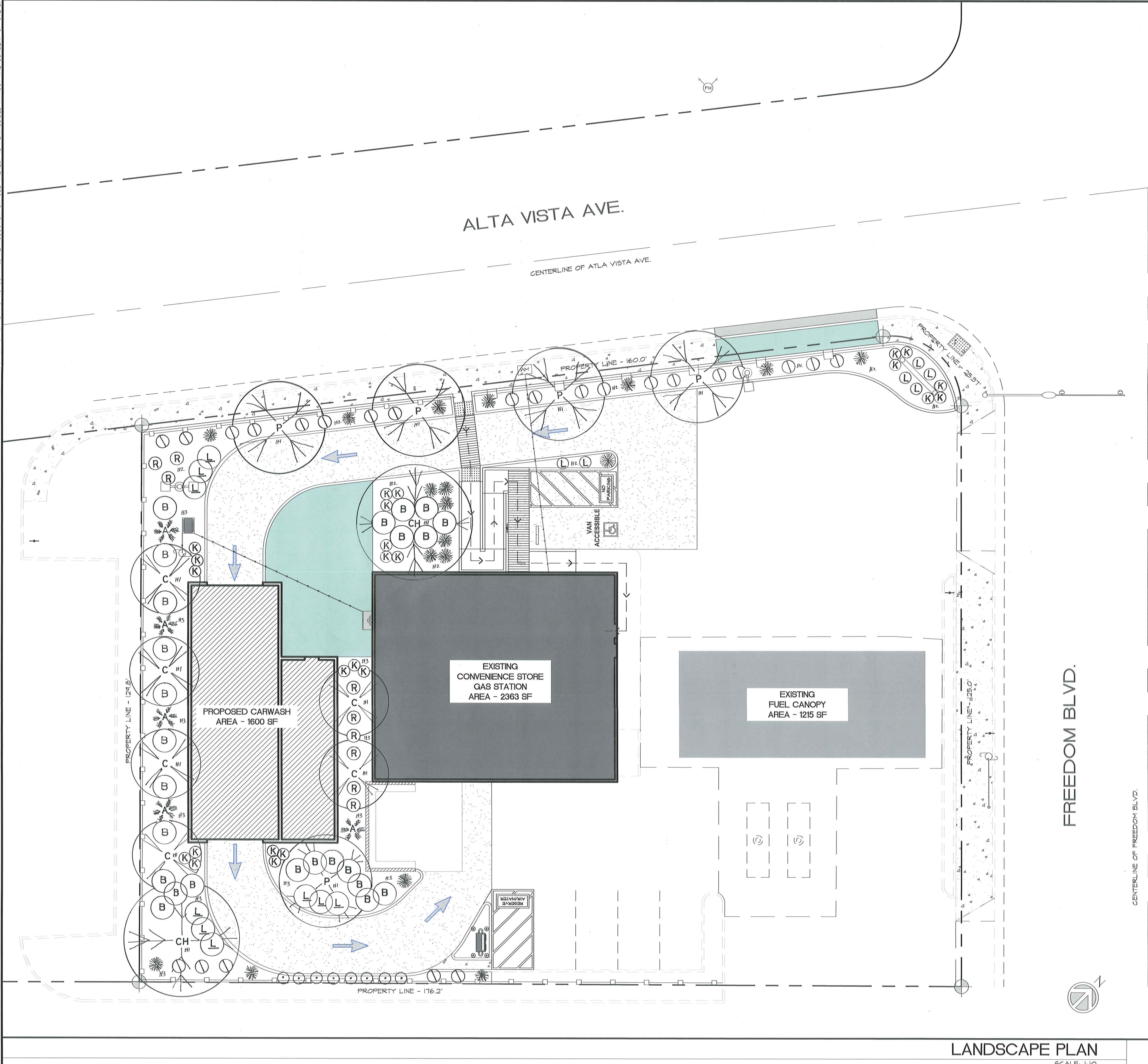
SOUTHEAST ELEVATION

SCALE: 3/16" = 1'-0"

C



ALL IDEAS, DESIGNS, ARRANGEMENTS AND PLANS INDICATED OR REPRESENTED BY THIS DRAWING ARE OWNED BY AND THE PROPERTY OF CVEAS OR CONSULTANTS, AND WERE CREATED, EVOLVED AND DEVELOPED FOR USE ON AND IN CONNECTION WITH THE SPECIFIC PROJECT. NONE OF SUCH IDEAS, DESIGNS, ARRANGEMENTS OR PLANS SHALL BE USED BY OR DISCLOSED TO ANY PERSON, FIRM OR CORPORATION FOR ANY PURPOSE WHATSOEVER WITHOUT THE WRITTEN PERMISSION OF CVEAS. ANY REPRODUCTION OR USE THEREOF IS PERMISSIBLE WITHOUT THE CONSENT OF CVEAS.



TREES			
SYMBOL	SIZE	QUANTITY	DESCRIPTION
	15'	5	PRUNUS EUROPAEA STANDARD - 15' H BARK BROWN - SPRING DECIDUOUS - 11' H, W 20' WOOD WATER RATING - LOW .3
	15'	2	QUINTALIA TASHIRENSIS 'PALE DAWN' PALE CHITRA BARK BROWN - SPRING TO FALL DECIDUOUS - 11' H, W 20' WOOD WATER RATING - LOW .3
	15'	6	CECIS OCCIDENTALIS WESTERN REDWOOD BARK BROWN - SPRING DECIDUOUS - 10' H, W 16' - 18' WOOD WATER RATING - LOW .3

SHRUBS			
SYMBOL	SIZE	QUANTITY	DESCRIPTION
	5'	6	LAURUS ARBUSTIFOLIA 'MINISTERS' DWARF ENGLISH LAUREL LAVENDER ALLE BROWN - SUMMER DECIDUOUS - 11' H, W 3' WOOD WATER RATING - LOW .3
	1/2'	24	KNOXIA UNICA RED HOT PINK VIGOROUS TO 3' H, W 3' EVERGREEN - 11' H, W 3' WOOD WATER RATING - LOW .3
	1/2'	18	DIETES BIRLOTTI PORTULACA JULY YELLOW BLOOM - SPRING TO FALL EVERGREEN - 11' H, W 3' WOOD WATER RATING - LOW .3
	5'	24	CALLISTEMON VIVIDUS 'LITTLE JOHN' DWARF BOTANICAL RED BLOOM - FALL TO SPRING EVERGREEN - 11' H, W 3' WOOD WATER RATING - LOW .3
	5'	9	LAURUS ARBUSTIFOLIA DWARF ENGLISH LAUREL LAVENDER ALLE BROWN - SUMMER DECIDUOUS - 11' H, W 3' WOOD WATER RATING - LOW .3
	5'	7	RHAMNUS LANCEOLATA 'HAWK' DWARF YEW VIGOROUS TO 3' H, W 3' EVERGREEN - 11' H, W 3' WOOD WATER RATING - LOW .3
	5'	5	SAVIA 'ALEN CHIRAZING' BLUE BLOOM - EARLY SUMMER EVERGREEN - 11' H, W 3' WOOD WATER RATING - LOW .3
	5'	25	BACCHARIS PILLULARIS 'TWIN PEAKS' DWARF GYNOE BUSH VIGOROUS TO 3' H, W 3' EVERGREEN - 11' H, W 3' WOOD WATER RATING - LOW .3
	1/2'	8	MOOREA FREEDOM PORTULACA JULY YELLOW BLOOM - SPRING TO FALL EVERGREEN - 11' H, W 3' WOOD WATER RATING - LOW .3

LANDSCAPE NOTES

(1) A SOIL ANALYSIS REPORT WITH RECOMMENDATIONS IS REQUIRED. RECOMMENDATIONS TO BE IMPLEMENTED DURING SOIL PREPARATION.

(2) ROOT BARRIERS REQUIRED ON ALL PRUNUS EUROPAEA AND QUINTALIA TASHIRENSIS TREES. DEEP 24" x 24" x 24" ROOT BARRIERS, THIRTY INCHES (30") IN LENGTH.

(3) ALL LANDSCAPE AREAS TO RECEIVE A THREE INCH (3") LAYER OF MULCH. MULCH TO BE APPLIED TO ALL AREAS. MULCH TO BE APPLIED WITH OWNERS APPROVAL. AN ANNUAL SURVEY OF MULCHING SHALL BE UTILIZED. MULCH TO BE SUBMITTED TO OWNER FOR APPROVAL, BEFORE ANY APPLICATION WILL BE ALLOWED.

(4) SEE LANDSCAPE DOCUMENTATION PROFILES.

(5) SEE LANDSCAPE DETAILS.

(6) SEE LANDSCAPE SPECIFICATIONS.

TOTAL LANDSCAPE AREA = 3,466 sq'

MAXIMUM ALLOWED WATER ALLOWANCE = 36,450.18 GPM (100%)

ESTIMATED TOTAL WATER USE = 29,970.15 GPM (40.06 HPA)

ESTIMATED TOTAL WATER USE = 34,100.00 GPM (45.38 HPA)

* FOR COMPARISON WATER EFFICIENT CALCULATIONS SEE LANDSCAPE DOCUMENTATION PROFILES

HYDROZONES

H1	TREES	LOW WATER USAGE	.3	468 sq'
H2	SHRUBS	LOW WATER USAGE	.3	1268 sq'
H3	SHRUBS	LOW WATER USAGE	.3	1730 sq'

DESIGN COMPLIANCE

LANDSCAPE DESIGN SHALL BE IN ACCORDANCE WITH THE CRITERIA OF THE WATER EFFICIENT LANDSCAPE DESIGN AND THE WATER EFFICIENT USE OF WATER IN THIS LANDSCAPE DESIGN PLAN.

OWNER DATA

SHA PETRO INC.
22 N. MAIN ST. SUITE 220
MILPITAS, CA 95035
PHONE - 408-569-3396
CONTACT - SHASHI SHARMA

LANDSCAPE PLAN

SCALE: 1:10

CENTRAL VALLEY
ENGINEERING & SURVEYING, INC.
2511 LOGAN STREET Tel: (554) 841-8811
SELMA, CA 95662 Fax: (554) 841-8815
WWW.CVEAS.COM Email: info@cveas.com

PROJECT

WATSONVILLE CARWASH BLDG.
1455 FREEDOM BLVD.
AND ALTA VISTA AVE.
WATSONVILLE, CA 95076
APN - 016-061-06

DATE SIGNED: 11/18/2020

Revisions:	Date:
1. SFR REVISION #1	11-18-2020
2. -	-
3. -	-
4. -	-
5. -	-

LANDSCAPE PLAN

CVEAS JOB #: 19030

DATE: 08-12-2020

PLANNING SUBMITTAL #: APPLICATION #627

PLAN CHECK SUBMITTAL #: XX-XXXX

DRAWN BY: CVEAS INC

CHECKED BY: RL

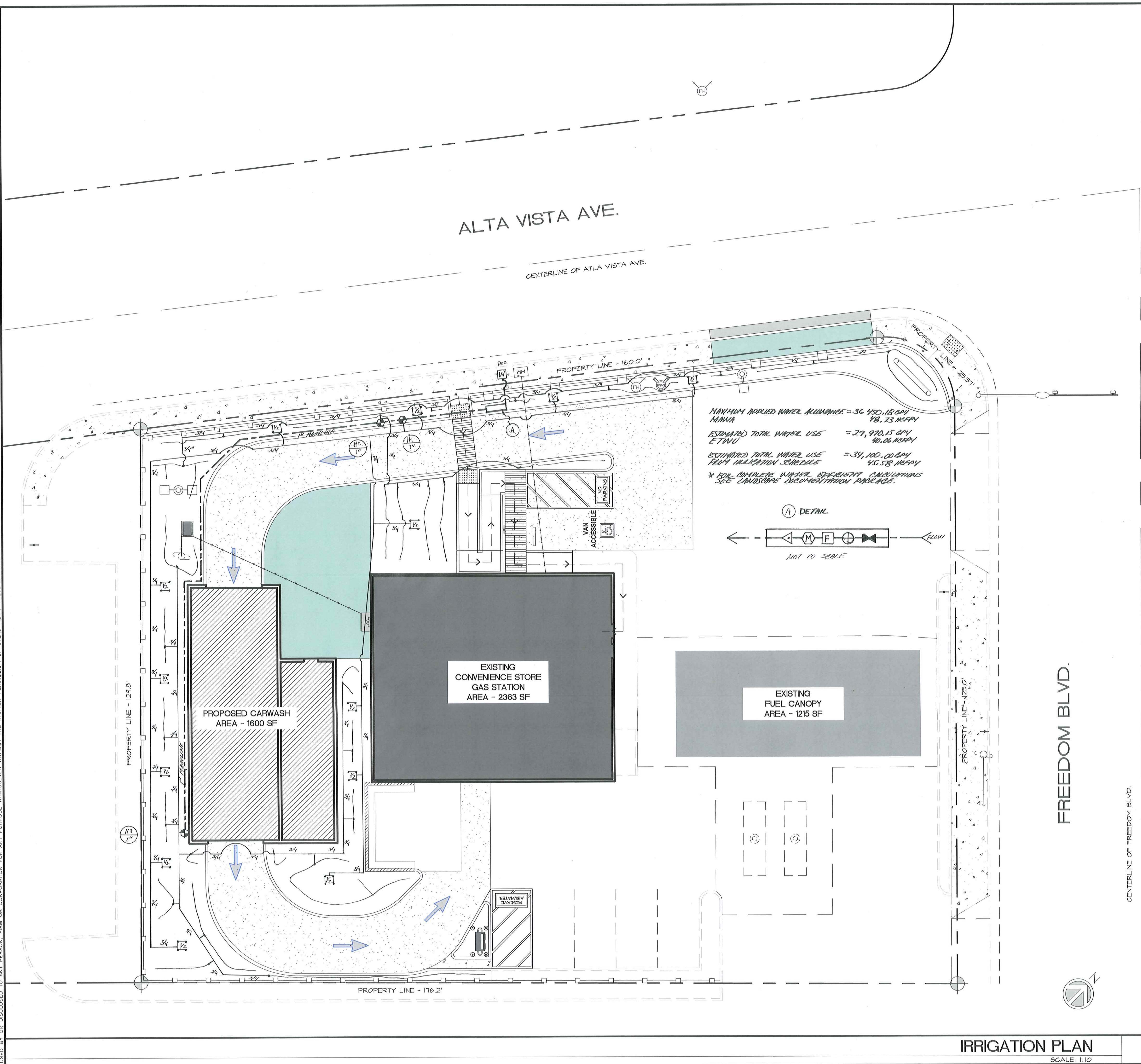
SCALE: AS NOTED

L1.0











IRRIGATION PLAN

CVEAS JOB # :	19030
DATE:	08-12-2020
PLANNING SUBMITTAL #: APPLICATION #627	
PLAN CHECK SUBMITTAL #: XX-XXXX	
DRAWN BY:	CVEAS INC
CHECKED BY:	RL
SCALE:	AS NOTED

L2.0



IRRIGATION

SYMBOL	DESCRIPTION
PC	POINT OF CONNECTION
W	1" WATER METER - MANUFACTURER TO BE APPROVED BY THE CITY OF NATIONVILLE.
	1" FIBRO BUSH BACKFLOW PREVENTER ASSEMBLY WITH PROTECTIVE CASE AND WATERER SLAMJET.
	1" BROS GATE VALVE, LOCKE GATE VALVE IN AN APPROVED 10" INCH (10") ROUND VALVE BOX.
F	RANDOLPH RAY 100 MESH FILTER ASSEMBLY, (1) VALVE, RAY FILTER WITH 200 MESH SCREEN) FILTER ASSEMBLY TO HAVE PROTECTIVE CASE AND WATERER SLAMJET.
	1801110X, ES TO FLOW SENSOR, OPERATING RANGE, 866049 - 50 GPM, LOCKE FLOW SENSOR IN AN APPROVED RECTANGULAR VALVE BOX.
	1801110X, 100 SERIES 1" MASTER VALVE, LOCKE MASTER VALVE IN AN APPROVED RECTANGULAR VALVE BOX.
	1801110X, 100 SERIES CONTAIN VALVE, WITH 1801110X, 042-100 PRESSURE REGULATORS, LOCKE CONTAIN VALVE IN AN APPROVED RECTANGULAR VALVE BOX. MINIMUM ONE (1) VALVE PER VALVE BOX.
	RANDOLPH XERI EMITTER HEADS WITH 1/2" FPT INLET, EMITTER HEAD TO BE MOUNTED ON 1/2" X 1/2" SCHEDULE 40 PIPE, WITH A RANTON SJ-306 1/2" X 1/2" WELDED TIGHT ADAPTER, TUBES TO RECEIVE 1/2" (1/2") XERI EMITTER ASSEMBLIES PER TREE. X18-20 - 3247
	RANDOLPH LANDSHAPER DEEPDUNE PRESSURE - COMPENSATING INFLUE EMITTER TUBING WITH 1/2" SPACING, (1) 1/2" X 1/2" INFLUE AL VALVE KITS IS NEEDED.
	SCHEDULE 40 DUC MAINLINE DRINKING SIZE AS NOTED.
	SCHEDULE 40 DUC LATERAL DRINKING SIZE AS NOTED.
C	1801110X, AS 4 E SERIES AUTOMATIC CONTROLLER WITH 1801110X 05-100 WIRELESS CLIMATE LOGIC SENSOR.
	VALVE IDENTIFICATION NUMBER VALVE SIZE

IRRIGATION NOTES

- (1) DUE TO THE SCALE OF THE IRRIGATION DESIGN, MAIN DESIGN PLANS ARE DRAWN DIMENSIONALLY. LOCATE ALL DIMENSION PREVENTER ASSEMBLIES, FLEX JUNCTIONS, FILTER ASSEMBLIES, AND VALVES. LOCATE MAIN SEWERS, WATERS MAINS IN LANDSCAPE AREAS. LOCATE ALL MANHOLE AND LATERAL LINE JUNCTION IN LANDSCAPE AREAS. RECORD LATERAL LINE JUNCTIONS REFERENCE TO A MAINLINE. DESIGN AND LAYOUT ARE DRAWN DIMENSIONALLY SO ACTUAL LAYOUT WILL DIFFER. ACCURATE YES BUTS ARE REQUIRED.
- (2) ALL MANHOLES, LATERAL LINES, AND WIRING UNDER PAVED AREAS TO BE REVEALED. SEE IRRIGATION SPECIFICATIONS.
- (3) A LANDSCAPE IRRIGATION AUDIT REPORT IS REQUIRED.
- (4) SEE LANDSCAPE DOCUMENTATION PACKAGE.
- (5) SEE IRRIGATION DETAILS.
- (6) SEE IRRIGATION SPECIFICATIONS.

FLOW RATES

H1	104 GPM	1.73 GPM
H2	198 GPM	3.3 GPM
H3	248 GPM	4.13 GPM

DESIGN COMPLIANCE

I HAVE COMPLIED WITH THE CRITERIA OF THE MODEL WATER EFFICIENT LANDSCAPE ORDINANCE AND ADJUSTED THEM ACCORDINGLY, FOR THE EFFICIENT USE OF WATER IN THIS IRRIGATION DESIGN PLAN.

OWNER DATA

SHA PETRO INC.
82 N. MAIN ST. SUITE 220
MILPITAS, CA 95035
PHONE - 408-569-3396
CONTACT - SHASHI SHARMA

ANTI-DRAIN VALVE - ANTI-DRAIN VALVE OR CHECK VALVE, MEANS A VALVE LOCATED UNDER A SPRINKLER HEAD TO HOLD WATER IN THE SYSTEM SO IT MINIMIZES DRAINAGE FROM THE LOWER ELEVATION SPRINKLER HEADS.

APPLICATION RATE - APPLICATION RATE MEANS THE DEPTH OF WATER APPLIED TO A GIVEN AREA, USUALLY MEASURED IN INCHES PER HOUR.

APPLIED WATER - APPLIED WATER MEANS THE PORTION OF WATER SUPPLIED BY THE IRRIGATION SYSTEM TO THE LANDSCAPE.

AUTOMATIC IRRIGATION CONTROLLER - AN AUTOMATIC TIMING DEVICE USED TO REMOTELY CONTROL VALVES THAT OPERATES AN IRRIGATION SYSTEM, CAPABLE OF OPERATING VALVE STATIONS TO THE DAYS, DAYS AND LENGTH OF TIME OF WATER APPLICATION.

BACK-FLOW PREVENTION DEVICE - A SAFETY DEVICE USED TO PREVENT POLLUTION OR CONTAMINATION OF THE WATER SUPPLY DUE TO THE REVERSE FLOW OF WATER FROM THE IRRIGATION SYSTEM.

CERTIFICATE OF COMPLETION - DOCUMENT CERTIFYING COMPLETION OF LANDSCAPE / IRRIGATION INSTALLATION AS ACCORDING TO APPROVED LANDSCAPE DOCUMENTATION PACKAGE, SIGNED BY DESIGNER OR INSTALLER.

CERTIFIED LANDSCAPE IRRIGATION AUDITOR - PERSON CERTIFIED TO PERFORM LANDSCAPE IRRIGATION AUDITS BY AN ACCREDITED ACADEMIC INSTITUTION, A PROFESSIONAL TRADE ORGANIZATION OR OTHER PROGRAM.

CHECK VALVE - A VALVE LOCATED UNDER A SPRINKLER HEAD, OR OTHER LOCATION IN THE IRRIGATION SYSTEM, TO HOLD WATER IN THE SYSTEM TO PREVENT DRAINAGE FROM SPRINKLER HEADS WHEN THE IRRIGATION SYSTEM IS OFF.

CONVERSION FACTOR - NUMBER THAT CONVERTS ACRE-INCHES PER YEAR TO GALLONS PER FOOT PER YEAR. (0.62)

DRIP IRRIGATION - NON-SPRAY LOW VOLUME IRRIGATION SYSTEM UTILIZING EMISSION DEVICES WITH A FLOW RATE MEASURED IN GALLONS PER HOUR. LOW-VOLUME IRRIGATION SYSTEMS ARE SPECIFICALLY DESIGNED TO APPLY SMALL VOLUMES OF WATER SLOWLY AT, OR NEAR, THE ROOT ZONE OF PLANTS.

EMITTER - DRIP IRRIGATION EMISSION DEVICE THAT DELIVERS WATER SLOWLY FROM THE IRRIGATION SYSTEM TO THE SOIL.

ESTABLISHED LANDSCAPE - THE POINT AT WHICH PLANTS, FROM SEEDLINGS OR POTTED PLANTS, HAVE DEVELOPED SIGNIFICANT ROOT GROWTH INTO SOIL.

ESTABLISHMENT PERIOD - THE FIRST YEAR AFTER INSTALLING THE PLANT IN THE LANDSCAPE.

ESTIMATED TOTAL WATER USE - ESTIMATED TOTAL WATER USE FOR THE LANDSCAPE FOR A PERIOD OF ONE YEAR. (ET_W)

ET ADJUSTMENT FACTOR - FACTOR APPLIED TO REFERENCE EVAPOTRANSPIRATION THAT MAKES ADJUSTMENTS FOR PLANT FACTORS AND IRRIGATION EFFICIENCY. (0.8)

EVAPOTRANSPIRATION RATE - THE QUANTITY OF WATER EVAPORATED FROM ADJACENT SOIL SURFACES AND TRANSPIRED BY PLANTS DURING A SPECIFIC TIME.

FLOW RATE - RATE AT WHICH WATER FLOWS THROUGH PIPES AND VALVES, MEASURED IN GALLONS PER MINUTE, GALLONS PER HOUR, OR CUBIC FEET PER SECOND.

HARDSCAPES - ANY DURABLE MATERIAL (PERVIOUS AND NON-PERVIOUS)

HYDROZONE - A PORTION OF THE LANDSCAPED AREA HAVING PLANTS WITH SIMILAR WATER NEEDS. A HYDRO-ZONE MAY BE IRRIGATED OR NON IRRIGATED.

INFILTRATION RATE - THE RATE OF WATER ENTRY INTO THE SOIL EXPRESSED AS A DEPTH OF WATER PER UNIT OF TIME.

IRRIGATION AUDIT - AN IN-DEPTH EVALUATION OF THE PERFORMANCE OF AN IRRIGATION SYSTEM CONDUCTED BY A CERTIFIED LANDSCAPE IRRIGATION AUDITOR. AN IRRIGATION AUDIT INCLUDES, BUT IS NOT LIMITED TO: INSPECTION, SYSTEM TUNE UP, SYSTEM TEST WITH DISTRIBUTION UNIFORMITY OR EMISSION UNIFORMITY, REPORTING OVER SPRAY OR RUN OFF THAT CAUSES OVERLAND FLOW, AND PREPARATION OF AN IRRIGATION SCHEDULE.

IRRIGATION EFFICIENCY - THE MEASUREMENT OF THE AMOUNT OF THE AMOUNT OF WATER BENEFICIALLY USED, DIVIDED BY THE AMOUNT OF WATER APPLIED. IRRIGATION EFFICIENCY IS DERIVED BY MEASUREMENTS AND ESTIMATES OF IRRIGATION SYSTEM CHARACTERISTICS AND MANAGEMENT PRACTICES. (IE) IRRIGATION EFFICIENCY FOR DRIP IRRIGATION IS 0.81. IRRIGATION EFFICIENCY FOR OVERHEAD SPRAY IRRIGATION IS 0.75.

IRRIGATION SURVEY - AN EVALUATION OF AN IRRIGATION SYSTEM THAT IS LESS DETAILED THAN AN IRRIGATION AUDIT, AN IRRIGATION SURVEY INCLUDES, BUT IS NOT LIMITED TO: INSPECTION, SYSTEM TEST, AND WRITTEN RECOMMENDATIONS TO IMPROVE PERFORMANCE OF THE IRRIGATION SYSTEM.

LANDSCAPE AREA - ALL PLANTING AREAS, TURF AREAS, AND WATER FEATURES IN A LANDSCAPE DESIGN FROM THE MAXIMUM APPLIED WATER RATE. ALL PLANTING AREAS, CALCULATION, THE LANDSCAPE AREA DOES NOT INCLUDE FOOTPRINTS OF BUILDINGS OR STRUCTURES, SIDEWALKS, DRIVEWAYS, PARKING LOTS, DECKS, PATIOS, GRAVEL OR STONE WALKS, OTHER PERVIOUS OR NON-PERVIOUS HARDSCAPES, AND OTHER NON-IRRIGATED AREAS DESIGNATED FOR NON-DEVELOPMENT.

LANDSCAPE CONTRACTOR - A PERSON LICENSED BY THE STATE OF CALIFORNIA TO CONSTRUCT, MAINTAIN, REPAIR, INSTALL, OR SUBCONTRACT THE DEVELOPMENT OF LANDSCAPE SYSTEMS.

LANDSCAPE DOCUMENTATION PACKAGE - SHALL INCLUDE THE FOLLOWING:

(1) PROJECT INFORMATION

(2) WATER-EFFICIENCY LANDSCAPE WORKSHEET

(3) SOIL MANAGEMENT REPORT

(4) LANDSCAPE DESIGN PLAN

(5) IRRIGATION DESIGN PLAN

(6) GRADING DESIGN PLAN

LANDSCAPE PROJECT - TOTAL AREA OF LANDSCAPE IN A PROJECT AS DEFINED IN "LANDSCAPE AREA" FOR THE PURPOSE OF LANDSCAPE, IRRIGATION INSTALLATION.

LATERAL LINE - THE WATER DELIVERY PIPELINE THAT SUPPLIES WATER TO THE EMITTERS OR SPRINKLERS FROM THE VALVE. THIS PIPELINE IS TYPICALLY DOWN STREAM OF THE ZONE CONTROL VALVE AND IS NOT PRESSURIZED WHEN IRRIGATION IS NOT OCCURRING.

LOW-VOLUME IRRIGATION - THE APPLICATION OF IRRIGATION WATER AT LOW PRESSURE THROUGH A SYSTEM OF TUBING OR LATERAL LINES AND LOW-VOLUME EMITTERS SUCH AS DRIP, DRIP LINES, OR BUBBLERS. LOW-VOLUME IRRIGATION SYSTEMS ARE SPECIFICALLY DESIGNED TO APPLY SMALL VOLUMES OF WATER SLOWLY AT OR NEAR THE ROOT ZONE OF PLANTS.

MAINLINE - THE PRESSURIZED PIPELINE THAT DELIVERS WATER FROM THE WATER SOURCE TO THE VALVE OR OUTLET.

MAXIMUM APPLIED WATER ALLOWANCE - FOR DESIGN PURPOSES, THE UPPER LIMIT OF ANNUAL WATER USE FOR THE ESTABLISHED LANDSCAPE AREA, BASED UPON THE AREAS REFERENCE EVAPOTRANSPIRATION, THE ET ADJUSTMENT FACTOR, AND THE SIZE OF THE LANDSCAPE AREA. THE ESTIMATE TOTAL WATER USE, (ET_W) SHALL NOT EXCEED THE MAXIMUM APPLIED WATER ALLOWANCE. (MAWA)

MULCH - ANY MATERIAL SUCH AS LEAVES, BARK, STRAW, OR OTHER MATERIALS LEFT LOOSE AND APPLIED TO THE SOIL SURFACE TO REDUCE EVAPORATION.

NEW CONSTRUCTION - A NEW BUILDING WITH A LANDSCAPE OR OTHER NEW LANDSCAPE.

OPERATING PRESSURE - THE PRESSURE AT WHICH A SYSTEM OF SPRINKLERS IS DESIGNED TO OPERATE, USUALLY INDICATED AT THE BASE OF A SPRINKLER.

OVERHEAD SPRINKLER IRRIGATION SYSTEMS - SYSTEMS THAT DELIVER WATER THROUGH THE AIR. (SPRAY HEADS, ROTORS)

OVER-SPRAY - THE WATER WHICH IS DELIVERED BEYOND THE TARGETED LANDSCAPED ARE, KETTING PAVEMENTS, WALKS, STRUCTURES, OR OTHER NON-LANDSCAPED AREAS.

PERMIT - AN AUTHORIZING DOCUMENT ISSUED BY THE CITY, COUNTY, OR STATE FOR NEW CONSTRUCTION OR REHABILITATED LANDSCAPE.

PERVIOUS - ANY SURFACE MATERIAL THAT ALLOWS PASSAGE OF WATER THROUGH THE MATERIAL AND INTO THE UNDERLYING SOIL.

PLANT FACTOR - A FACTOR THAT, WHEN MULTIPLIED BY THE REFERENCE EVAPOTRANSPIRATION (ET₀) ESTIMATES THE AMOUNT OF THE WATER NEEDED BY PLANTS. THE PLANT FACTOR FOR LOW WATER USE PLANTS IS 0.2 TO 0.3, THE PLANT FACTOR FOR AVERAGE WATER USING PLANTS IS 0.4 TO 0.6, AND THE PLANT FACTOR FOR HIGH WATER USE PLANTS IS 0.7 TO 1.0. PLANT FACTORS CITED ARE DERIVED FROM WATER USE CLASSIFICATIONS OF LANDSCAPE SPECIES. (MUCOLS)

PRECIPITATION RATE - THE RATE OF APPLICATION OF WATER MEASURED IN INCHES PER HOUR.

PROJECT APPLICANT - THE INDIVIDUAL OR ENTITY SUBMITTING A LANDSCAPE DOCUMENTATION PACKAGE, REQUIRED TO REQUEST A PERMIT, PLAN CHECK OR DESIGN REVIEW. A PROJECT APPLICANT MAY BE THE PROPERTY OWNER OR HIS OR HER DESIGNEE.

RAIN SENSOR - A COMPONENT WHICH AUTOMATICALLY SUSPENDS AN IRRIGATION EVENT WHEN IT DETECTS RAINFALL.

RECORD DRAWING OR AS-BUILT DRAWINGS - A SET OF REPRODUCIBLE DRAWINGS WHICH SHOW SIGNIFICANT CHANGES IN THE WORK MADE DURING CONSTRUCTION AND WHICH ARE USUALLY BASED ON DRAWINGS MARKED UP IN THE FIELD AND OTHER DATA FURNISHED BY THE CONTRACTOR.

RECREATIONAL AREA - AREAS DEDICATED TO ACTIVE PLAY, SUCH AS PARKS, SPORTS FIELDS, AND GOLF COURSES WHERE TURF PROVIDES A PLAYING SURFACE.

RECYCLED WATER - TREATED OR RECYCLED WASTE WATER OF A QUALITY SUITABLE FOR NON-PORTABLE USES SUCH AS LANDSCAPE IRRIGATION AND WATER FEATURES. THIS WATER IS NOT INTENDED FOR HUMAN CONSUMPTION.

REFERENCE EVAPOTRANSPIRATION - A STANDARD MEASUREMENT OF ENVIRONMENTAL PARAMETERS WHICH AFFECT THE WATER USE OF PLANTS. ET₀ IS EXPRESSED IN INCHES PER DAY, MONTH OR YEAR AND IS AN ESTIMATE OF THE EVAPOTRANSPIRATION OF A LARGE FIELD OF FOUR TO SEVEN INCH TALL COOL-SEASON GRASS THAT IS WELL WATERED. REFERENCE EVAPOTRANSPIRATION IS USED AS THE BASIS OF DETERMINING THE MAXIMUM APPLIED WATER ALLOWANCE SO THAT REGIONAL DIFFERENCES IN CLIMATE CAN BE ACCOMMODATED.

REHABILITATED LANDSCAPE - ANY RE-LANDSCAPING PROJECT THAT REQUIRES A PERMIT, PLAN CHECK, OR DESIGN REVIEW.

RUN OFF - WATER WHICH IS NOT ABSORBED BY THE SOIL OR LANDSCAPE TO WHICH IT IS APPLIED AND FLOWS FROM THE LANDSCAPE AREA, RUN OFF MAY RESULT FROM WATER THAT IS APPLIED AT TOO A GREAT RATE. (APPLICATION RATE EXCEEDS INFILTRATION RATE) OR WHEN THERE IS A SLOPE.

SOIL MOISTURE SENSING DEVICE - A DEVICE THAT MEASURES THE AMOUNT OF WATER IN THE SOIL. THE DEVICE MAY ALSO SUSPEND OR INITIATE AN IRRIGATION EVENT.

SOIL TEXTURE - THE CLASSIFICATION OF A SOIL BASED ON THE PERCENTAGE OF SAND, SILT, AND CLAY IN THE SOIL.

SPECIAL LANDSCAPE AREA - AN AREA OF THE LANDSCAPE DEDICATED SOLELY TO EDIBLE PLANTS, AREAS IRRIGATED WITH RECYCLED WATER, WATER FEATURES USING RECYCLED WATER AND AREAS DEDICATED TO ACTIVE PLAY SUCH AS PARKS, SPORT FIELDS, GOLF COURSES, AND WHERE TURF PROVIDES A PLAYING SERVICE.

SPRINKLER HEAD - A DEVICE THAT DELIVERS WATER THROUGH A NOZZLE.

STATIC WATER PRESSURE - THE PIPELINE OR MUNICIPAL WATER SUPPLY PRESSURE WHEN WATER IS NOT FLOWING.

STATION - AN AREA SERVED BY ONE VALVE OR BY A SET OF VALVES THAT OPERATE SIMULTANEOUSLY.

SWING JOINT - AN IRRIGATION COMPONENT THAT PROVIDES A FLEXIBLE, LEAK FREE CONNECTION BETWEEN THE EMISSION DEVICE AND LATERAL PIPELINE TO ALLOW MOVEMENT IN ANY DIRECTION AND TO PREVENT EQUIPMENT DAMAGE.

TURF - A SURFACE LAYER OF EARTH CONTAINING MOWED GRASS AND ITS ROOTS.

VALVE - A DEVICE USED TO CONTROL THE FLOW OF WATER IN THE IRRIGATION SYSTEM.

WATER FEATURE - A DESIGN ELEMENT WHERE OPEN WATER PERFORMS AN AESTHETIC OR RECREATIONAL FUNCTION ONLY. THE SURFACE AREA OF WATER FEATURES IS INCLUDED IN THE HIGH WATER USE HYDROZONE OF THE LANDSCAPE AREA.

WATERING WINDOW - THE TIME OF DAY IRRIGATION IS ALLOWED.

IRRIGATION SPECIFICATIONS

1. INSTALLATION OF COMPLETE AUTOMATIC IRRIGATION SYSTEM AS ACCORDING TO DESIGN PLANS, DESIGN DETAILS, AND IRRIGATION SPECIFICATIONS.
2. LAYOUT OF ALL IRRIGATION HEADS, VALVES CONTROLLERS, WIRING, QUICK COUPLERS, BACK-FLOW PREVENTERS, POINTS OF CONNECTIONS LOCATIONS, AS SPECIFIED ON DESIGN PLANS, DESIGN DETAILS, AND IRRIGATION SPECIFICATIONS.
3. POINT OF CONNECTION, FOR IRRIGATION SYSTEM SHALL BE VERIFIED WITH PLUMBING CONTRACTOR. ALL ELECTRICAL CONNECTIONS, CONDUIT INSTALLATION SHALL BE COORDINATED WITH ELECTRICAL CONTRACTOR.
4. CONTRACTOR SHALL BE RESPONSIBLE TO VERIFY ALL DIMENSIONS SHOWN, AND ADJUST SAID DIMENSIONS TO FIT EXISTING SITE CONDITIONS.
5. DUE TO SCALE OF DRAWINGS, IT IS NOT POSSIBLE TO INDICATE ALL OFFSETS, FITTINGS, ETC., WHICH MAY BE REQUIRED. CONTRACTOR SHALL CAREFULLY INVESTIGATE CONDITIONS AFFECTING HIS WORK AND PLAN HIS WORK ACCORDINGLY, FURNISHING ALL FITTING, ETC., AS MAY BE REQUIRED TO INSTALL THE PROPOSED IRRIGATION SYSTEM.
6. CONTRACTOR SHALL NOT WILLFULLY INSTALL THE IRRIGATION SYSTEM, AS INDICATED ON DESIGN PLANS, WHEN UNKNOWN FIELD CONDITIONS ARISE.
7. CONTRACTOR TO CONSULT WITH LANDSCAPE ENGINEER, WHERE REVISIONS MAY BE ADVISABLE OR A DISCREPANCY ARISES.
8. CONTRACTOR TO PROVIDE ALL LABOR, MATERIALS, AND EQUIPMENT, AS NECESSARY TO MEET ALL CODE REQUIREMENTS, (CITY, COUNTY, STATE, FEDERAL, ECT.)
9. CONTRACTOR TO PROVIDE ADEQUATE SAFETY MEASURES TO PROTECT THE PUBLIC AND ALL WORKERS INVOLVED IN THE PROJECT FROM INJURY, DUE TO CONSTRUCTION OR EQUIPMENT OPERATIONS. CONTRACTOR TO POST ALL SIGNS, BARRICADES, BANNERS, ETC., AS DEEMED NECESSARY TO WARN PUBLIC OF ANY HAZARDS. IT IS THE CONTRACTOR'S RESPONSIBILITY / LIABILITY TO MAINTAIN THE SAFETY OF THE PUBLIC AND ALL WORKERS AT ALL TIMES.
10. CONTRACTOR TO FAMILIARIZE HIMSELF WITH ALL EXISTING UTILITY LOCATIONS, UNDER GROUND SERVICE ALERT, (USA) (811) IS TO BE NOTIFIED BEFORE EXCAVATION IS COMMENCED. CONTRACTOR IS RESPONSIBLE NOTIFY ANY OTHER UTILITIES NOT COVERED BY UNDERGROUND SERVICE ALERT. CONTRACTOR TO TAKE GREAT CARE AS NOT TO DAMAGE ANY EXISTING UTILITIES. IT IS THE CONTRACTOR'S RESPONSIBILITY / LIABILITY FOR ANY AND ALL REPAIRS, AT HIS EXPENSE, TO ANY UTILITY DAMAGE INCURRED BY HIM WHILE COMPLETING HIS SCOPE OF WORK.
11. CONTRACTOR TO VERIFY, FOR PROPER ROUGH GRADE COMPLETION, BEFORE COMMENCEMENT OF IRRIGATION INSTALLATION.


SUBMITTALS

1. CONTRACTOR TO SUBMIT, PRODUCT SUBMITTALS, PROMPTLY UPON AWARDDING OF CONTRACT.
2. CONTRACTOR TO PROVIDE TWO (2) SETS OF OPERATION AND MAINTENANCE MANUALS. THESE MANUALS SHALL CONTAIN THE FOLLOWING INFORMATION:
 - 2.1. CONTRACTOR'S NAME, ADDRESS AND TELEPHONE NUMBER.
 - 2.2. WRITTEN ONE YEAR WARRANTY / GUARANTEE.
 - 2.3. NAMES AND ADDRESSES OF ALL MANUFACTURERS AND SUPPLIERS
 - 2.4. COMPLETE SET OF MANUFACTURER'S LITERATURE INFORMATION AND SPECIFICATIONS, ON ALL MATERIAL / EQUIPMENT INSTALLED.
 - 2.5. COMPLETE OPERATING AND MAINTENANCE INSTRUCTIONS FOR ALL EQUIPMENT INSTALLED.
 - 2.6. CERTIFICATE OF CONSTRUCTION COMPLIANCE, STATING ALL WORK PERFORMED IS IN CONFORMANCE WITH APPROVED DESIGN PLANS, DESIGN DETAILS, SPECIFICATIONS AND ALL AUTHORIZED REVISIONS
3. CONTRACTOR TO MAINTAIN A SET OF "AS BUILT" DRAWINGS, DETAILING ANY CHANGES OR DEVIATIONS MADE DURING CONSTRUCTION. INDICATE ANY DEVIATION FROM DESIGN PLANS BY REFERENCING TWO (2) PERMANENT POINTS OF REFERENCE. "AS BUILT" DRAWINGS ARE TO BE SUBMITTED, UPON COMPLETION OF PROJECT TO OWNER.
4. A CONTROLLER CHART SHALL BE PROVIDED FOR EACH INDIVIDUAL CONTROLLER. A REDUCED DRAWING OF ACTUAL DESIGN PLANS MAY BE UTILIZED. ALL VALVES AND LATERAL LINES CONTROLLED ARE TO BE COLOR CODED FOR EASY ACCESS / LOCATION RECOGNITION.

IRRIGATION MATERIALS

1. PVC PIPING, FITTINGS, AND CONNECTIONS
 - 1.1. ALL PVC PIPING TWO INCHES IN DIAMETER AND UNDER TO BE SCHEDULE 40 PIPING.
 - 1.2. ALL PVC PIPING OVER TWO INCHES IN DIAMETER TO BE CLASS 315 PIPING.
 - 1.3. PIPING EXPOSED AT BACK-FLOW PREVENTER AND PUMP ASSEMBLIES, TO BE GALVANIZED PIPING UNLESS CITY, COUNTY, FEDERAL CODE(S) DIFFER.
 - 1.4. ALL PVC FITTINGS TO BE SCHEDULE 40 MINIMUM.
 - 1.5. ALL PIPING AND FITTINGS TO MEET ALL CITY, COUNTY, STATE, AND FEDERAL CODES.
2. IRRIGATION HEADS
 - 2.1. IRRIGATION HEADS ARE TO BE THOSE SPECIFIED ON DESIGN PLANS, DESIGN DETAILS, AND SPECIFICATIONS OR AN APPROVED EQUAL PRE-APPROVED BY LANDSCAPE ENGINEER.
 - 2.2. IRRIGATION RISER ASSEMBLIES ARE TO BE THOSE SPECIFIED ON DESIGN PLANS, DESIGN DETAILS, AND SPECIFICATIONS OR AN APPROVED EQUAL, PRE-APPROVED BY LANDSCAPE ENGINEER.


3. AUTOMATIC CONTROL VALVES
 - 3.1. AUTOMATIC CONTROL VALVES ARE TO BE MAKE, MODEL, AND SIZE SPECIFIED ON DESIGN PLANS, DESIGN DETAILS, AND SPECIFICATIONS OR AN APPROVED EQUAL, MAY BE UTILIZED ONLY ON APPROVAL OF THE LANDSCAPE ENGINEER.
 - 3.2. IF THE WATER PRESSURE IS BELOW OR EXCEEDS THE RECOMMENDED PRESSURE OF THE SPECIFIED IRRIGATION DEVICES, THE INSTALLATION OF A PRESSURE REGULATING DEVICE IS REQUIRED TO ENSURE THAT THE DYNAMIC PRESSURE AT EACH EMISSION DEVICE IS WITHIN THE MANUFACTURER'S RECOMMENDED PRESSURE RANGE FOR OPTIMAL PERFORMANCE.
 - 3.3. ALL IRRIGATION SYSTEMS ARE TO HAVE A MASTER VALVE INSTALLED AS ACCORDING TO DESIGN PLANS, DESIGN DETAILS, AND SPECIFICATIONS.
 - 3.4. AUTOMATIC CONTROL VALVE ASSEMBLIES ARE TO BE AS SPECIFIED ON DESIGN PLANS, DESIGN DETAILS AND SPECIFICATIONS.
 - 3.5. ALL LANDSCAPES OVER 5000 SQ.FT. ARE TO HAVE FLOW SENSORS INSTALLED.
4. AUTOMATIC CONTROLLERS
 - 4.1. AUTOMATIC CONTROLLERS ARE TO BE THOSE SPECIFIED ON DESIGN PLANS, DESIGN DETAILS AND SPECIFICATIONS.
 - 4.2. AUTOMATIC CONTROLLERS TO BE MULTI-PROGRAMMABLE WITH WEATHER SENSOR, FLOW SENSOR AND MASTER VALVE CAPABILITIES.
 - 4.3. ELECTRICAL POWER SERVICE (110 V) TO BE PROVIDED BY OTHERS.
5. BACKFLOW PREVENTER
 - 5.1. BACKFLOW PREVENTER IS TO BE AS SPECIFIED ON DESIGN PLANS, DESIGN DETAILS, AND SPECIFICATION.
 - 5.2. BACKFLOW PREVENTER TO MEET ALL CITY, COUNTY, STATE, FEDERAL CODE REQUIREMENTS.
6. PVC SLEEVING
 - 6.1. SLEEVING MATERIAL SHALL BE CLASS 200 PVC PIPING MINIMUM. SLEEVING MATERIAL UNDER PAVEMENT AREAS TO SCHEDULE 40 PVC PIPING.
 - 6.2. SLEEVE SIZING TO BE LARGE ENOUGH TO ALLOW EASY REMOVAL AND REPLACEMENT OF PIPE BEING SLEEVED.
 - 6.3. ALL WIRING TO BE SLEEVED IN SEPARATE ELECTRICAL CONDUIT.
 - 6.4. ALL PIPING UNDER WALKS, CURBS, PAVEMENT, CONCRETE OR ANY OTHER SOLID SURFACE TO BE SLEEVED. ALL SLEEVES ARE TO EXTEND TWELVE INCHES PAST SOLID SURFACE ON BOTH ENDS.
7. CONTROL WIRING
 - 7.1. CONTROL WIRE TO VALVES, SHALL BE UF TYPE, WITH SOLID COPPER CONDUCTOR.
 - 7.2. CONTROL WIRE TO BE DESIGNED FOR DIRECT BURIAL USE.
 - 7.3. SIZING FOR CONTROL WIRE TO BE IN ACCORDANCE WITH MANUFACTURER'S REQUIREMENTS. NUMBER 14 SOLID CORE COPPER CONTROL WIRE MINIMUM SIZING. ANY SUBSTITUTIONS MUST BE APPROVED BY THE LANDSCAPE ENGINEER.
8. VALVE BOXES
 - 8.1. VALVE BOXES ARE TO BE THOSE AS SPECIFIED ON DESIGN PLANS, DESIGN DETAILS OR SPECIFICATIONS. APPROVED MANUFACTURERS ARE AMETEK, CARSON, OR AN APPROVED EQUAL, APPROVED BY LANDSCAPE ENGINEER.
 - 8.2. ALL VALVE BOXES TO HAVE BOLT LOCK LIDS.
 - 8.3. MAXIMUM ONE (1) VALVE PER STANDARD RECTANGULAR VALVE BOX.
 - 8.4. MINIMUM TEN INCH ROUND VALVE BOX, UTILIZED FOR A SINGLE GATE VALVE.
 - 8.5. ALL NECESSARY VALVE BOX EXTENSIONS MUST BE PROVIDED AND INSTALLED TO OBTAIN PROPER GRADE HEIGHT.
9. QUICK COUPLERS
 - 9.1. QUICK COUPLERS ARE TO BE AS SPECIFIED ON DESIGN PLAN, DESIGN DETAILS AND SPECIFICATIONS.
 - 9.2. QUICK COUPLERS ARE TO BE INSTALLED IN TEN INCH ROUND VALVE BOX WITH BOLTABLE LID.
 - 9.3. TWO QUICK COUPLER KEYS WITH HOSE KNIVELS, ARE TO BE PROVIDED BY CONTRACTOR, AND TURNED OVER TO OWNER, UPON COMPLETION OF INSTALLATION / MAINTENANCE PERIOD.



CENTRAL VALLEY
ENGINEERING & SURVEYING, INC.
2511 LOGAN STREET Tel. (559) 891-8811
SELMA, CA 93662 Fax (559) 891-8815
WWW.CVEAS.COM Email: info@cveas.com

PROJECT

WATSONVILLE CARWASH BLDG.
1455 FREEDOM BLVD.
AND ALTA VISTA AVE.
WATSONVILLE, CA 95076
APN - 016-061-06



DATE SIGNED: 11/27/2021

Revisions:	Date:
1 SPRN REVISION #1	11-18-2020
2 -	-
3	
4	
5	

LANDSCAPE SPECIFICATIONS

CVEAS JOB #:	19030
DATE:	08-12-2020
PLANNING SUBMITTAL #:	APPLICATION #627
PLAN CHECK SUBMITTAL #:	XX-XXXX
DRAWN BY:	CVEAS INC
CHECKED BY:	RL
SCALE:	AS NOTED

L3.1

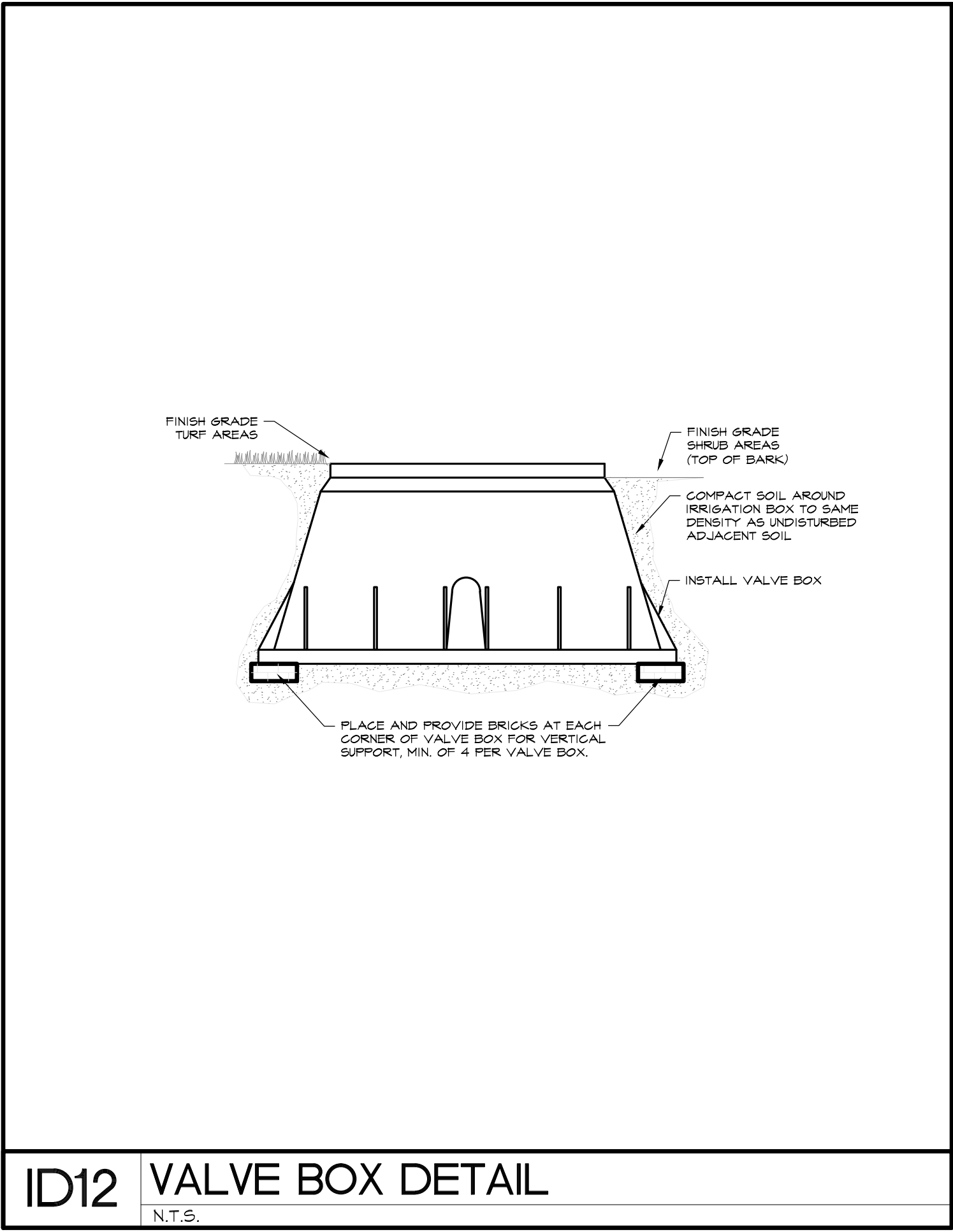
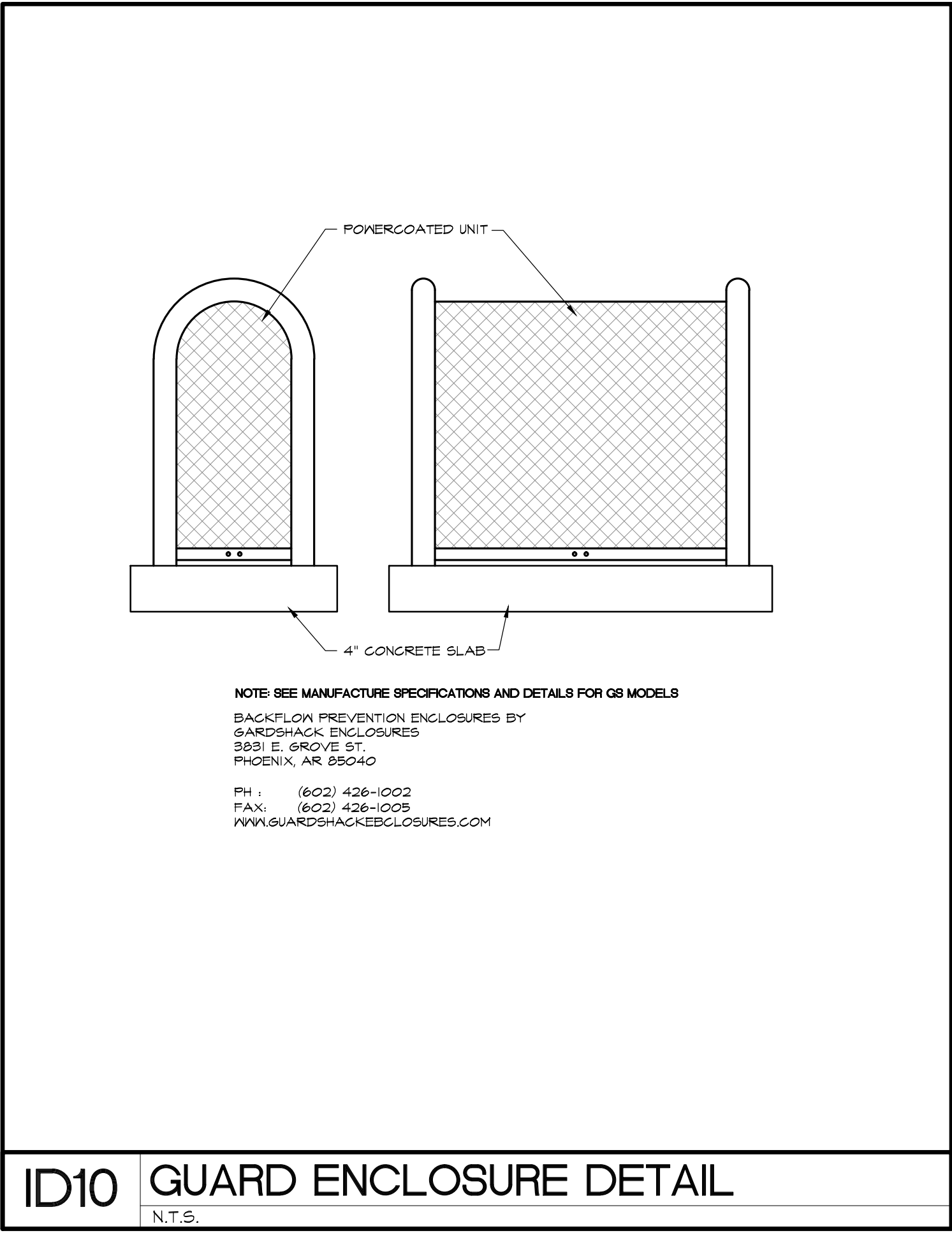
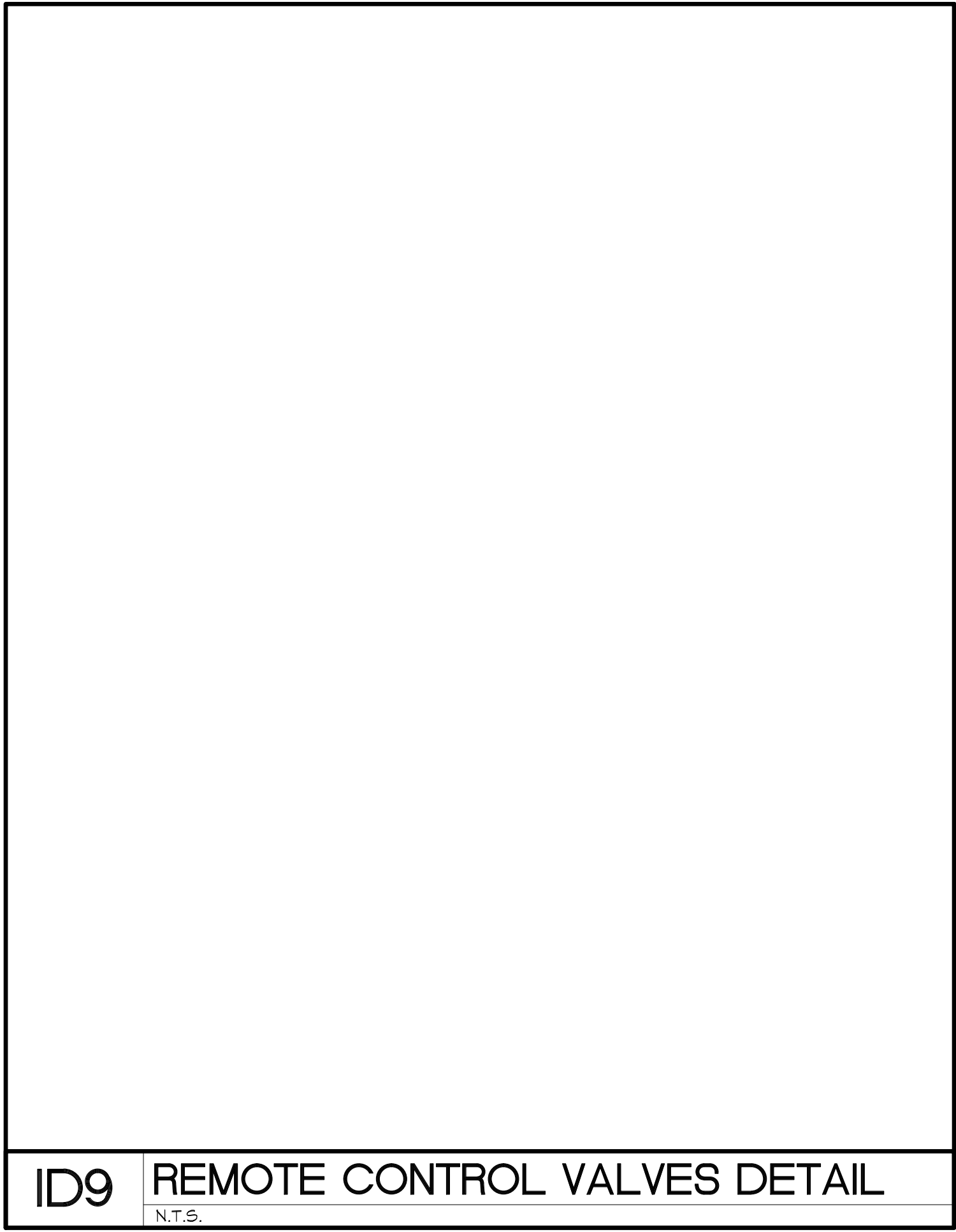
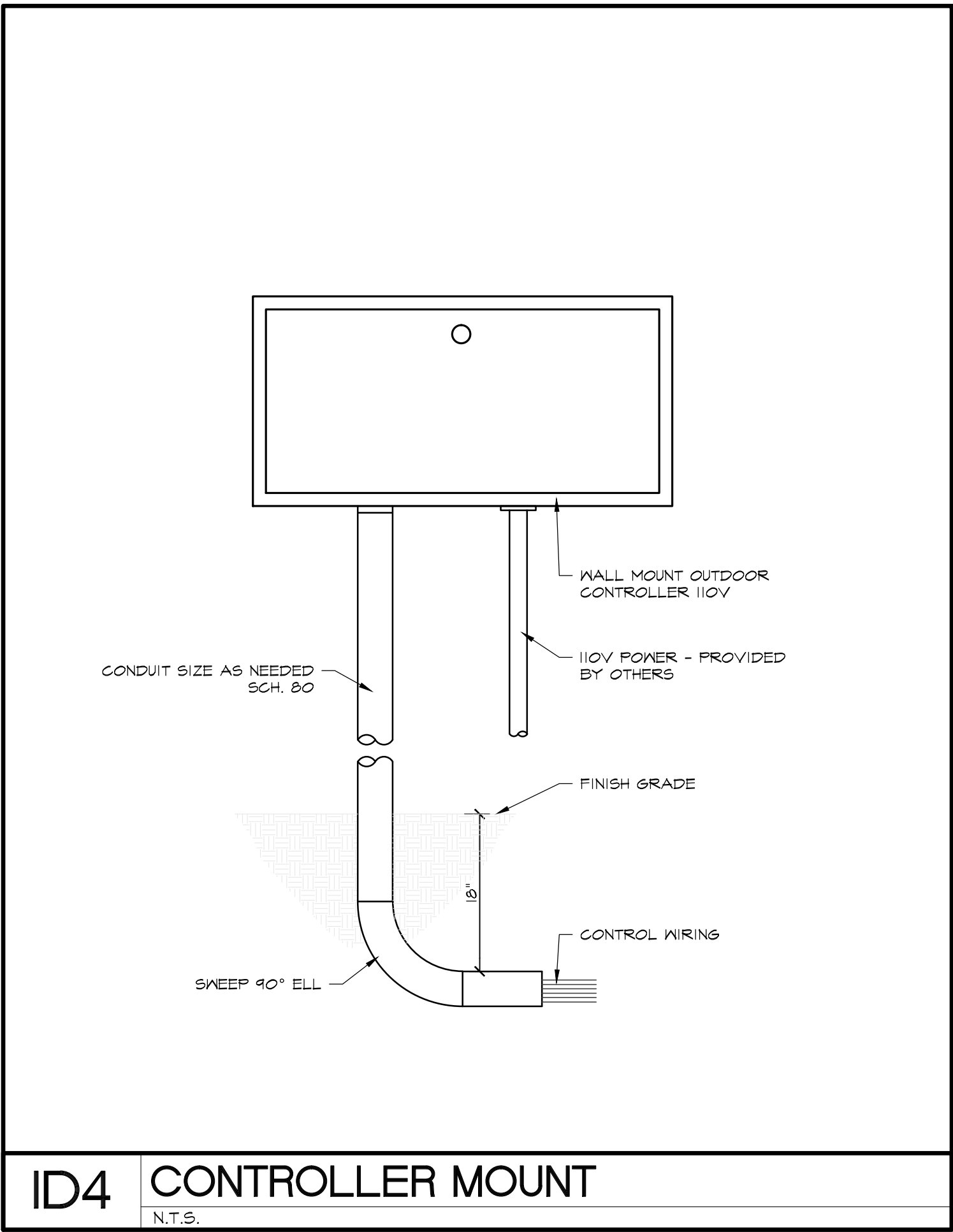
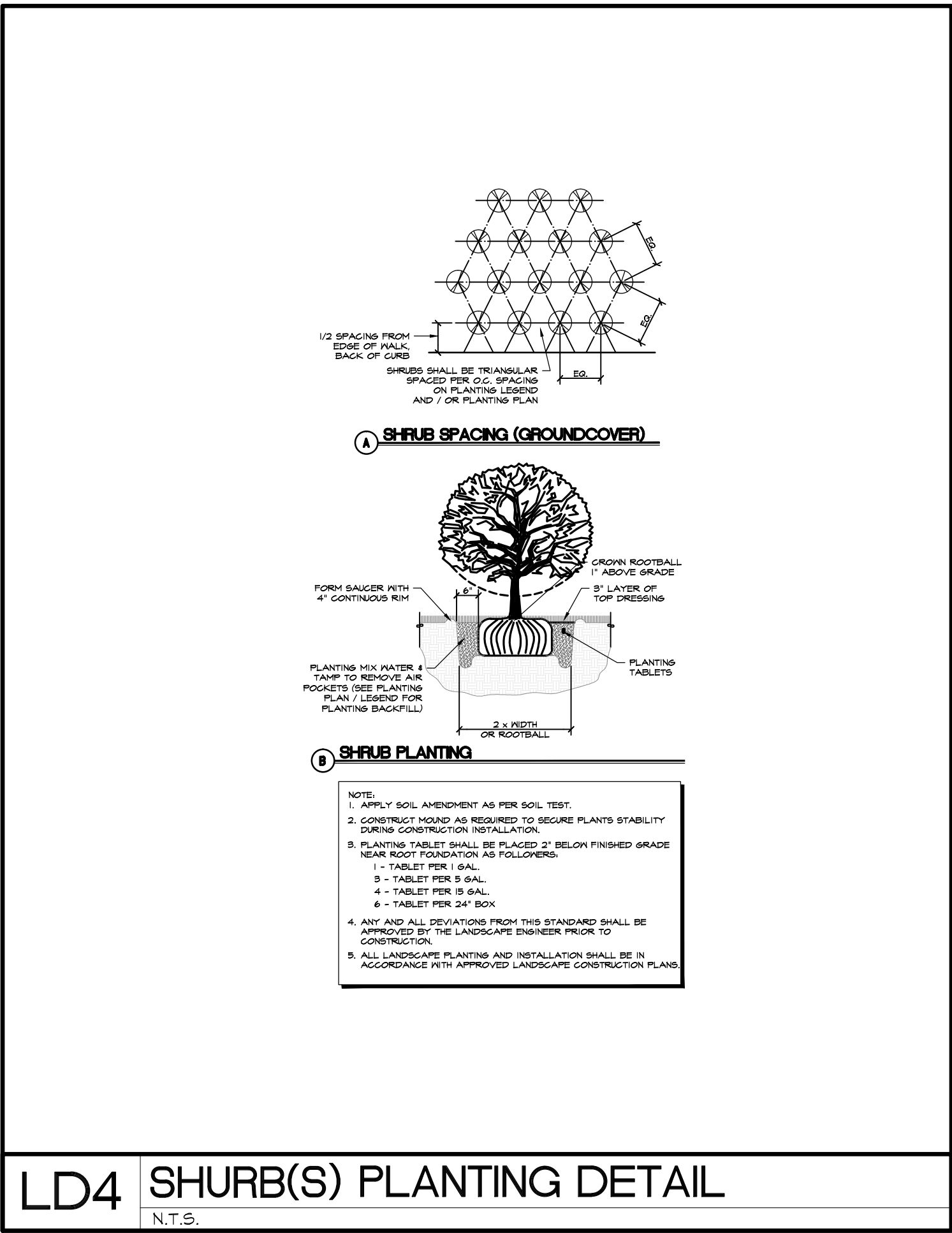
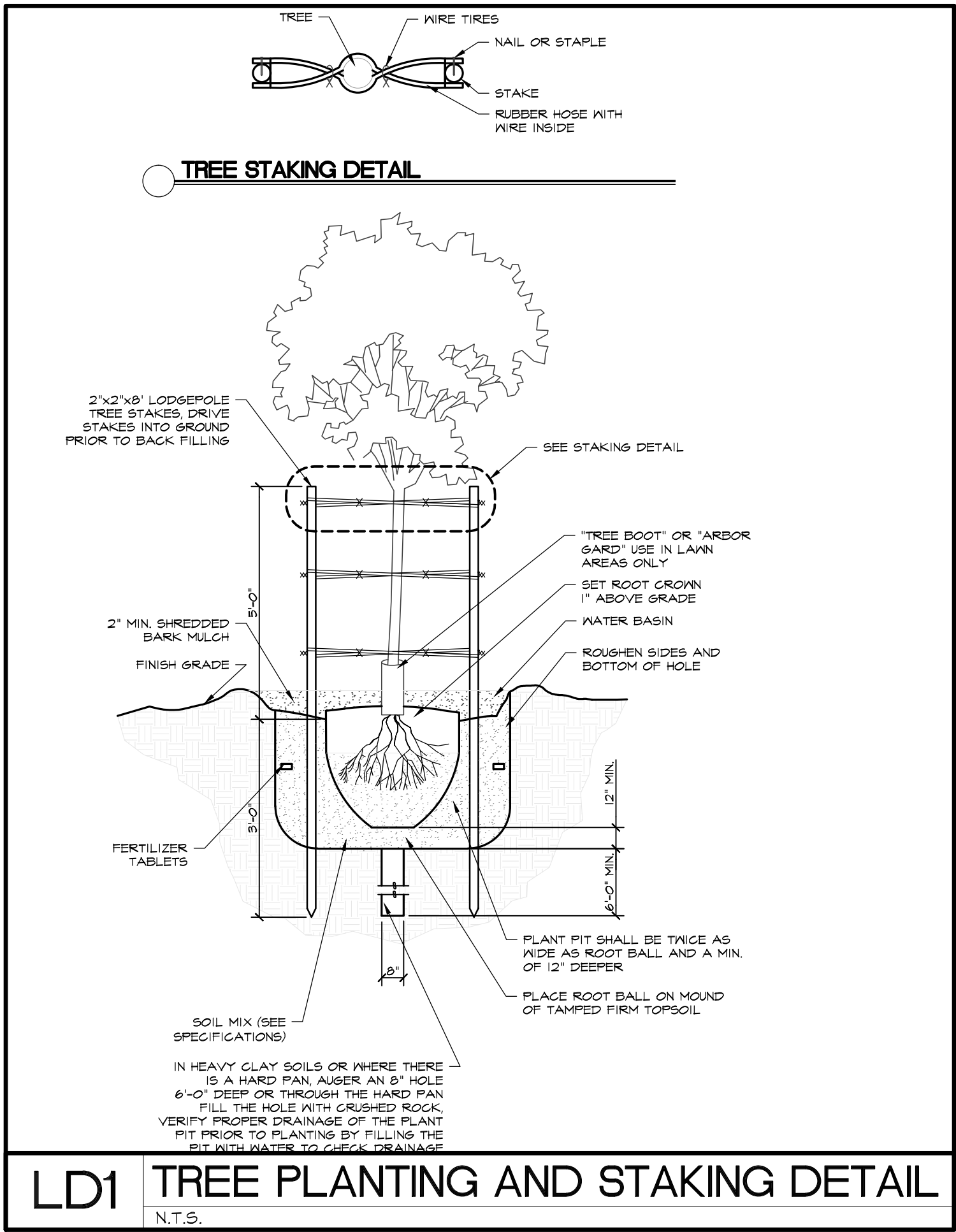
ALL IDEAS, DESIGNS, ARRANGEMENTS AND PLANS INDICATED OR REPRESENTED BY THIS DRAWING ARE OWNED BY AND THE PROPERTY OF CVEAS. NO CONSULTANTS, OR WERE CREATED, REVISED AND DEVELOPED FOR USE ON AND IN CONNECTION WITH THE SPECIFIED PROJECT. NONE OF SUCH IDEAS, DESIGNS, ARRANGEMENTS OR PLANS SHALL BE USED BY OR DISCLOSED TO ANY PERSON, FIRM OR CORPORATION, FOR ANY PURPOSE WHATSOEVER, WITHOUT THE WRITTEN CONSENT OF CVEAS. REVISIONS, ARRANGEMENTS OR PLANS SHALL BE PERMITTED WITHOUT THE WRITTEN CONSENT OF CVEAS. NO CONSULTANTS, OR WERE CREATED, REVISED AND DEVELOPED FOR USE ON AND IN CONNECTION WITH THE SPECIFIED PROJECT. NONE OF SUCH IDEAS, DESIGNS, ARRANGEMENTS OR PLANS SHALL BE USED BY OR DISCLOSED TO ANY PERSON, FIRM OR CORPORATION, FOR ANY PURPOSE WHATSOEVER, WITHOUT THE WRITTEN CONSENT OF CVEAS.

IRRIGATION INSTALLATION	
1. TRENCHING	
1.1. EQUIPMENT TO BE USED TO EXCAVATE TRENCHES, SHALL PROVIDE A SMOOTH CONTINUOUS TRENCH IN WHICH THE PIPING IS TO LIE.	
1.2. ALL PRESSURE MAIN LINES ARE TO BE TRENCHED DEEP ENOUGH TO ALLOW PIPING A MINIMUM OF EIGHTEEN INCHES OF COVER.	
1.3. ALL LATERAL LINES ARE TO BE TRENCHED DEEP ENOUGH TO ALLOW THE PIPING A MINIMUM TWELVE INCHES OF COVER.	
2. BACKFILLING	
2.1. ALL PRESSURIZED MAIN LINES TO BE INSPECTED BY LANDSCAPE ENGINEER BEFORE ANY BACKFILLING IS TO COMMENCE.	
2.2. CONTRACTOR TO SCHEDULE ALL NECESSARY INSPECTIONS REQUIRED BY CITY, COUNTY, STATE, FEDERAL, ETC., AS REQUIRED BY LAW.	
2.3. ALL LINES UNDER ASPHALT PAVING TO BE COMPACTED WITH AN APPROVED MECHANICAL COMPACTOR. CONTRACTOR TO VERIFY WITH PAVING CONTRACTOR PERCENTAGE OF COMPACTION REQUIRED.	
2.4. BACKFILL MATERIALS SHALL BE FREE FROM ROCKS, STICKS AND ALL OTHER DEBRIS, WHICH MAY CAUSE DAMAGE TO THE PIPING.	
2.5. CONTRACTOR MAY CENTER LOAD PIPING, LEAVING CONNECTIONS VISIBLE FOR INSPECTION PRIOR TO INSPECTION.	
2.6. BEFORE ANY BACKFILLING OF MAIN LINES, CARE IS TO BE TAKEN TO INSURE THAT ALL CONTROL WIRING IS PLACED AT THREE O'CLOCK POSITION TO MAIN LINE AND TAPED AT TEN FOOT INTERVALS.	
3. PIPING	
3.1. ALL PVC PIPE CONNECTIONS ARE TO BE PRIMERED AND SOLVENT WELDED.	
3.2. ON THREADED PIPE CONNECTIONS TEFLON TAPE OR AN APPROVED TEFLON PASTE MAY BE UTILIZED. TEFLON PASTE MAY NOT BE UTILIZED ON AUTOMATIC CONTROL VALVES.	
3.3. CUT PVC AND REMOVE ALL BURRS BEFORE SOLVENT WELDING.	
3.4. PIPE LARGER THAN TWO INCHES IN DIAMETER, IS TO HAVE CONCRETE THRUST BLOCKS INSTALLED ON ALL DIRECTIONAL TURNS AND ENDS OF LINES. THRUST BLOCKS ARE TO BE INSTALLED AGAINST UNDISTURBED EARTH AND OR ADEQUATE SIZE.	
3.5. PIPING ON DESIGN PLANS ARE DRAWN DIAGRAMMATICALLY. ALL PIPING TO BE INSTALLED IN PLANTERS OR TURF AREAS WHENEVER POSSIBLE, KEEPING PIPING UNDER CONCRETE AND PAVING TO A MINIMUM.	
3.6. FIELD THREADING OF PVC PIPE OR FITTINGS IS NOT PERMITTED. FACTORY FORMED THREADS ONLY, WILL BE PERMITTED.	
3.7. ON GALVANIZED PIPE THREADS TEFLON TAPE OR TEFLON PASTE IS PERMITTED. WHEN USING TEFLON PASTE, APPLY JOINT COMPOUND TO MALE THREADS ONLY.	
3.8. ALL PIPE LINES ARE TO BE THOROUGHLY FLUSHED UPON COMPLETION OF INSTALLATION AND BEFORE ATTACHING IRRIGATION HEADS.	
4. SLEEVINGS	
4.1. PVC SLEEVES ARE TO BE INSTALLED ON ALL PIPING AND WIRING UNDER CONCRETE, CURBS, PAVEMENT, DRIVEWAYS, OR ANY OTHER SOLID SURFACE.	
4.2. PVC SLEEVING SHALL BE SIZED LARGE ENOUGH, TO ALLOW PIPE OR WIRE BEING SLEEVED, TO BE REMOVED AND REPLACED EASILY.	
4.3. SLEEVES FOR PIPING OR WIRING ARE TO BE INSTALLED PRIOR TO INSTALLATION OF CONCRETE OR PAVING.	
4.4. SLEEVES ARE TO BE CAPPED OR TAPED, AS NOT TO ALLOW DIRT OR DEBRIS TO ENTER THE SLEEVE UNTIL USED.	
4.5. WHERE PIPE PASSES THROUGH SLEEVE, PROVIDE REMOVABLE NON-DECAYING PLUG AT ENDS OF SLEEVE AS NOT TO ALLOW THE ENTRANCE OF DIRT OR DEBRIS. (AFTER INSTALLING PIPE INTO SLEEVE).	
4.6. SLEEVES ARE TO BE EXTEND A FULL TWELVE INCHES PAST CONCRETE OR PAVING.	
4.7. SLEEVING FOR CONTROL WIRING IS TO BE INSTALLED IN ELECTRICAL CONDUIT. WIRING IS NOT TO BE INSTALLED IN SAME SLEEVE BEING USED TO SLEEVE PIPING.	
4.8. SLEEVING MUST HAVE SOME MEANS OF PIPE DETECTION INSTALLED PRIOR TO BE BURYING UNDERGROUND.	
5. CONTROL WIRING	
5.1. THE GROUND OR COMMON WIRE IS TO BE COLOR CODED WHITE.	
5.2. CONTROL WIRES FOR SHRUBS, DRIP IRRIGATION, TURF AREA, TO BE COLOR CODED SEPARATELY. EXAMPLE - SHRUBS (BROWN) DRIP IRRIGATION (BLUE) TURF AREAS (GREEN).	
5.3. A SPARE TRACER WIRE SHALL BE INSTALLED. INSTALL SPARE WIRE AS IF IT IS A COMMON WIRE, TO ALL VALVES AND JUNCTION BOXES. SPARE TRACER WIRE IS NOT TO BE CONNECTED TO ANYTHING. SPARE TRACER WIRE IS TO BE COLOR CODED DIFFERENT THAN ALL OTHER WIRING. PROVIDE TWENTY FOUR INCH LOOP ON ALL WIRING AT VALVE BOXES, AND JUNCTION BOXES.	
5.4. WIRING SHALL OCCUPY THE SAME TRENCH AS PRESSURE SUPPLY LINE WHENEVER POSSIBLE. WIRING SHALL BE PLACED AT 3 O'CLOCK POSITION TO MAIN LINE AND TAPED AT TEN FOOT INTERVALS.	
5.5. WHEN WIRE DEVIATES FROM MAIN LINE, IT IS TO BE SLEEVED IN ELECTRICAL CONDUIT FOR ITS PROTECTION.	
5.6. AN EXPANSION LOOP OF EIGHTEEN INCHES SHALL BE PROVIDED AT ALL DIRECTIONAL TURNS.	
5.7. BETWEEN CONTROLLER AND REMOTE CONTROL VALVES, A CONTINUOUS WIRE IS REQUIRED. ANY SPLICES ARE TO BE MADE IN AN APPROVED VALVE BOX. LIMIT ONE SPLICE PER VALVE.	
6. BACK-FLOW PREVENTER	
6.1. INSTALL BACK-FLOW PREVENTER, NO HIGHER THAN REQUIRED BY CODE. (CITY, COUNTY, STATE, FEDERAL) LOCATE IN SHRUB AREA WHENEVER POSSIBLE. INSTALL BACK-FLOW PREVENTER IN ACCORDANCE WITH ALL CODES. (CITY, COUNTY, STATE, FEDERAL) AND IN ACCORDANCE WITH DESIGN DETAILS, DESIGN PLANS, SPECIFICATIONS.	
6.2. IF CODE REQUIREMENTS AND DESIGN PLANS DIFFER, CONTACT LANDSCAPE ENGINEER BEFORE PROCEEDING WITH INSTALLATION.	
6.3. UPON COMPLETION OF BACKFLOW INSTALLATION, CONTRACTOR SHALL OBTAIN A CERTIFICATE OF INSTALLATION AND TESTS FROM A CERTIFIED BACKFLOW PREVENTOR TESTOR.	
7. AUTOMATIC CONTROL VALVES	
7.1. VALVES ARE SHOWN DIAGRAMMATICALLY ON DESIGN PLANS, AND SHOULD BE LOCATED IN SHRUB AREAS WHENEVER POSSIBLE.	
7.2. CONTROL VALVES SHALL BE INSTALLED AS ACCORDING TO DESIGN PLANS, DESIGN DETAILS, SPECIFICATIONS AND MEET ALL CODE REQUIREMENTS. (CITY, COUNTY, STATE, FEDERAL)	
7.3. ALL CONTROL VALVES TO BE INSTALLED IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS AND SPECIFICATIONS.	
7.4. IF THE WATER PRESSURE IS BELOW OR EXCEEDS THE RECOMMENDED PRESSURE OF THE SPECIFIED IRRIGATION DEVICES, THE INSTALLATION OF PRESSURE REGULATING DEVICE IS REQUIRED.	
8. VALVE BOXES	
8.1. THE VALVE BOX SHOULD BE INSTALLED IN SUCH A MANNER THAT ALL PARTS OF THE VALVE ARE ACCESSIBLE FOR SERVICE.	
8.2. VALVE BOXES ARE TO BE INSTALLED IN ACCORDANCE WITH DESIGN PLANS, DESIGN DETAILS, AND SPECIFICATIONS.	
8.3. MAXIMUM ONE VALVE PER STANDARD RECTANGULAR VALVE BOX.	
8.4. ALL NECESSARY VALVE BOX EXTENSIONS ARE TO BE INSTALLED BY CONTRACTOR TO MEET GRADE REQUIREMENTS.	
9. AUTOMATIC CONTROLLERS	
9.1. ALL CONTROLLERS ARE TO BE LOCATED IN AREA INDICATED IN DESIGN PLANS. IF CONTROLLER CAN NOT BE LOCATED IN DESIGNATED AREA, CONTACT LANDSCAPE ENGINEER FOR RELOCATION.	
9.2. ALL CONTROLLERS TO BE MULTI-PROGRAMMABLE WITH MASTER VALVE, FLOW SENSOR AND WEATHER SENSOR CAPABILITIES.	
9.3. ALL CONTROLLERS TO BE INSTALLED IN ACCORDANCE WITH DESIGN PLANS, DESIGN DETAILS, SPECIFICATIONS, CODE REQUIREMENTS AND MANUFACTURER'S RECOMMENDATIONS.	
9.4. WEATHER SENSOR SHALL BE LOCATED ON WEST SIDE OF BUILDING.	
10. QUICK COUPLER VALVES	
10.1. QUICK COUPLER VALVES ARE TO BE INSTALLED IN ACCORDANCE WITH DESIGN PLANS, DESIGN DETAILS, AND SPECIFICATIONS.	
10.2. LOCATE QUICK COUPLER VALVE IN SHRUB AREAS WHENEVER POSSIBLE.	
10.3. QUICK COUPLER VALVES ARE TO BE INSTALLED IN TEN INCH ROUND VALVE BOXES, WITH BOLTABLE LIDS.	

LANDSCAPE SPECIFICATIONS	
1. GENERAL WORK DESCRIPTION	
1.1. FURNISH ALL MATERIALS, LABOR AND EQUIPMENT, NECESSARY FOR COMPLETE LANDSCAPE INSTALLATION, LANDSCAPE INSTALLATION, SHALL BE IN ACCORDANCE WITH DESIGN PLANS, DESIGN DETAILS AND LANDSCAPE SPECIFICATIONS.	
1.2. PREPARATION OF SOIL, IN ALL AREAS TO BE LANDSCAPED AS DETAILED IN 'SOIL PREPARATION' SECTIONS OF LANDSCAPE SPECIFICATIONS.	
1.3. PROVIDE ALL MATERIALS, LABOR, AND EQUIPMENT REQUIRED TO COMPLETE FINAL GRADINGS IN ALL LANDSCAPE AREAS.	
1.4. CONTRACTOR TO VERIFY ALL DRAINING DIMENSIONS WITH ACTUAL FIELD CONDITIONS. DISCREPANCIES SHALL BE BROUGHT TO THE ATTENTION OF THE LANDSCAPE ENGINEER.	
1.5. WHERE UNDERGROUND OBSTRUCTION ARISE, AND PLANTINGS IS NOT POSSIBLE, DUE TO THESE OBSTRUCTIONS, THE LANDSCAPE ENGINEER, IS TO BE NOTIFIED BEFORE PROCEEDING.	
1.6. CONTRACTOR TO FAMILIARIZE HIMSELF WITH ALL EXISTING UTILITY LOCATIONS. UNDERGROUND SERVICES ALERT, (USA) (811) IS TO BE NOTIFIED BEFORE ANY EXCAVATION IS COMMENCED. CONTRACTOR IS RESPONSIBLE TO NOTIFY ANY OTHER UTILITIES NOT COVERED BY UNDERGROUND SERVICE ALERT. CONTRACTOR IS TO TAKE GREAT CARE AS NOT TO DAMAGE EXISTING UTILITIES. IT IS THE CONTRACTOR'S RESPONSIBILITY FOR ANY AND ALL REPAIRS, AT HIS EXPENSE, TO ANY UTILITY DAMAGE INCURRED BY HIM, WHILE COMPLETING HIS SCOPE OF WORK.	
1.7. CONTRACTOR TO PROVIDE ADEQUATE SAFETY MEASURE TO PROTECT THE PUBLIC AND ALL OTHER WORKERS INVOLVED IN THE PROJECT, FROM INJURY, CONTRACTOR TO POST ALL SIGN, BARRICADES, BANNERS, ECT., AS DEEMED NECESSARY TO MARK PUBLIC AND ALL OTHER PERSONS, OF ANY HAZARDS.	
1.8. CONTRACTOR TO REPORT ANY MOUNDING INDICATED ON DESIGN PLANS, AS ACCORDING TO DESIGN PLANS.	
1.9. CONTRACTOR SHALL PROVIDE EVIDENCE TO LANDSCAPE ENGINEER, THAT SOIL AMENDMENTS AS REQUIRED HAVE BEEN APPLIED. INVOICES FOR ALL SOIL AMENDMENTS MAY BE REQUIRED BY LANDSCAPE ENGINEER. LANDSCAPE ENGINEER TO BE NOTIFIED AFTER SOIL AMENDMENTS HAVE BEEN APPLIED, BUT BEFORE ANY ROTOR-TILLING HAS BEGUN, FOR A VISUAL INSPECTION BY THE LANDSCAPE ENGINEER.	
2. SUBMITTALS	
2.1. A COMPLETE LIST OF PLANTS, TREES, GROUND COVER AND PLANTING MATERIALS PROPOSED FOR INSTALLATION, IS TO BE SUBMITTED UPON AWARDED OF CONTRACT TO THE LANDSCAPE ENGINEER. LIST SHOULD DETAIL, ALL QUANTITIES, SIZES AND QUALITIES SHOWN ON DESIGN PLANS. ANY SUBSTITUTIONS OR DEVIATIONS OF ANY KIND FROM DESIGN PLANS AND SPECIFICATIONS MUST BE APPROVED BY LANDSCAPE ENGINEER.	
2.2. ACTUAL SAMPLES OF HUMUS OR TOP DRESSINGS, TO BE SUBMITTED TO LANDSCAPE ENGINEER FOR APPROVAL. HUMUS SAMPLES MUST BE APPROVED BEFORE APPLICATION WILL BE ALLOWED. (SEE SOIL PREPARATION).	
2.3. MAINTENANCE MANUALS, (TWO COPIES) ARE TO BE SUBMITTED UPON COMPLETION OF LANDSCAPE INSTALLATION, AND MAINTENANCE PERIOD. MANUALS ARE TO DETAIL MAINTENANCE INSTRUCTIONS FOR MAINTAINING LANDSCAPE AND IRRIGATION FOR A PERIOD OF ONE YEAR.	
2.4. AS-BUILTS FOR LANDSCAPE / IRRIGATION INSTALLATION, ARE TO BE SUBMITTED TO OWNER UPON COMPLETION OF LANDSCAPE / IRRIGATION INSTALLATION. AS-BUILTS TO DETAIL, ALL PLANT AND TREE LOCATIONS OR ANY DEVIATIONS WHICH MAY HAVE OCCURRED DURING LANDSCAPE INSTALLATION. AS-BUILTS TO DETAIL ALL PIPING LOCATIONS FOR IRRIGATION SYSTEM. ALL AS-BUILTS ARE TO BE TO SCALE, WITH AT LEAST TWO REFERENCE POINTS.	
3. QUALITY ASSURANCE	
3.1. QUALITY OF PLANTS SHALL CONFORM TO THE STATE OF CALIFORNIA GRADING CODE OF NURSERY STOCK, NO. 1, GRADE, FOR QUALITY AND SIZE. USE ONLY NURSERY GROWN STOCK.	
3.2. INSPECTION OF PLANT MATERIAL, REQUIRED BY CITY, COUNTY, STATE OR FEDERAL, AUTHORITIES, SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. CONTRACTOR SHALL SECURE ALL PERMITS OR CERTIFICATES NECESSARY, PRIOR TO DELIVERY OF PLANTS TO THE SITE.	
LANDSCAPE MATERIALS:	
PLANTS - PLANTS ARE TO BE SIZE AND VARIETY INDICATED ON DESIGN PLANS. PLANTS SHALL BE HEALTHY, DISEASE FREE, INSECT FREE, AND SHOWING VIGOROUS GROWTH. PLANTS SHALL HAVE A VIGOROUS ROOT SYSTEM, NO ROOT BOLE, AND PLANTS SHALL HAVE BEEN ESTABLISHED IN CONTAINERS, SHOWING NORMAL SIZE, NO NEWLY UP-SIZED PLANT MATERIALS.	
GROUND COVERS - ROOTED CUTTINGS FROM PLANTS OR CONTAINERS. GROUND COVERS TO BE VARIETY AND SIZE INDICATED ON DESIGN PLANS. GROUND COVERS TO BE DISEASE FREE, INSECT FREE AND SHOWING VIGOROUS GROWTH.	
TREES - TREES ARE TO BE SIZE AND VARIETY INDICATED ON DESIGN PLANS. TREES SHALL BE HEALTHY, DISEASE FREE, INSECT FREE, AND SHOWING VIGOROUS GROWTH. TREES TO BE SHOWING NORMAL, STRONG STRUCTURAL GROWTH, NO UNNORMAL GROWTH PATTERNS, NO ROOT BOUND TREES. TREES SHALL HAVE BEEN ESTABLISHED IN CONTAINERS, SHOWING A NORMAL GROWTH PATTERNS, NO NEWLY UP-SIZED CONTAINERS.	
TOPSOIL - STORED SOIL FROM PROJECT. TOPSOIL TO BE FREE FROM ROCKS, STICKS, CONCRETE, DEBRIS, ETC., ALL LANDSCAPE PROJECTS TO HAVE A SOIL ANALYSIS TEST PERFORMED WITH RESULTS IN WRITING, TURNED OVER TO THE LANDSCAPE ENGINEER. SOIL TO BE PREPARED IN ACCORDANCE WITH ANALYSIS TEST RECOMMENDATIONS. CONTRACTOR TO BE RESPONSIBLE FOR COST OF TEST AND SOIL PREPARATION COSTS. OWNER IS TO BE RESPONSIBLE FOR COST OF MATERIALS RESULTING FROM SOIL ANALYSIS NOT COVERED IN SOIL PREPARATION SECTION.	
IMPORTED TOPSOIL - IMPORTED TOPSOIL, SUBJECT TO APPROVAL OF LANDSCAPE ENGINEER. IMPORTED TOPSOIL TO HAVE SOIL ANALYSIS TEST PERFORMED WITH RESULTS IN WRITING, TURNED OVER TO LANDSCAPE ENGINEER. IMPORTED TOPSOIL, TO BE PREPARED IN ACCORDANCE WITH ANALYSIS TEST RECOMMENDATIONS. IMPORTED TOPSOIL, REQUIRED ONLY IF NOTED ON DESIGN PLANS. CONTRACTOR TO BE RESPONSIBLE FOR ALL COSTS RELATING TO IMPORTED TOPSOIL.	
HUMUS - HUMUS TO BE NITRO-FORTIFIED FOREST HUMUS, ONE QUARTER INCH MAXIMUM SIZE, WITH ONE PERCENT OF NITROGEN ADDED. A RECYCLED PRODUCT MAY BE UTILIZED, SUBJECT TO APPROVAL LANDSCAPE ENGINEER. A ACTUAL SAMPLE OF THE RECYCLED PRODUCT MUST BE SUBMITTED TO LANDSCAPE ENGINEER, BEFORE APPROVAL WILL BE GIVEN.	
PLANTING FERTILIZER TABLETS - ASRI-FORM PLANTING TABLETS, TWENTY ONE GRAMS. (20-10-05)	
FERTILIZERS - BEST PRODUCTS "TURF SUPREME" (16-06-06) OR APPROVED EQUAL, FOR TURF AREAS. BEST PRODUCTS TRIPLE TWELVE, (12-12-12) OR APPROVED EQUAL FOR GROUND COVER AREAS.	
TURF - SODDED OR SEEDED AS NOTED ON DESIGN PLANS AND TURF SPECIFICATIONS.	
TREE STAKES - 2" x 2" x 8' LODGE POLE TREE STAKES TWO PER TREE. MINIMUM THREE FIGURE EIGHT TIES PER TREE. GUIDE WIRING MAY BE REQUIRED FOR LARGER TREES.	
HERBICIDE - A PRE-EMERGENCE TYPE HERBICIDE IS TO BE APPLIED TO ALL SHRUB AREAS, IN ACCORDANCE WITH MANUFACTURERS INSTRUCTIONS AND RECOMMENDATIONS. RONSTAR 6 PRE-EMERGENCE HERBICIDE REQUIRED. CARE IS TO BE TAKEN WHEN USED NEAR SEEDED TURF AREAS.	
GYPSUM - AGRICULTURE GRADE GYPSUM.	

	<p>SOIL PREPARATION</p> <p>1. CONTRACTOR TO RECEIVE LANDSCAPE AREAS WITHIN ONE TENTH OF A FOOT, OF FINISHED GRADE, ROUGH GRADE TO BE PERFORMED BY OTHERS.</p> <p>2. A SOIL ANALYSIS TEST IS TO BE PERFORMED ON ALL LANDSCAPE PROJECTS, WITH RESULTS IN WRITING, TURNED OVER TO THE LANDSCAPE ENGINEER. SOIL TO BE PREPARED IN ACCORDANCE WITH ANALYSIS TEST RECOMMENDATIONS.</p> <p>3. FOR BID PURPOSES ONLY, APPLY NITRO-FORTIFIED FOREST HUMUS, IS TO BE APPLIED TO ALL TURF AND GROUND COVER AREAS, AT A RATE OF FOUR YARDS PER ONE THOUSAND SQUARE FEET.</p> <p>4. FOR BID PURPOSES ONLY, APPLY FERTILIZING, (12-12-12) IS TO BE APPLIED TO ALL TURF AND GROUND COVER AREAS, AT A RATE OF TEN POUNDS PER ONE THOUSAND SQUARE FEET (FOR BID PURPOSES ONLY).</p> <p>5. AFTER APPLYING SOIL ADDITIVES TO TURF AND GROUND COVER AREAS, ROTOR-TILL ADDITIVES TO A DEPTH OF SIX INCHES. SOIL ADDITIVES ARE TO BE MIXED THOROUGHLY.</p> <p>6. GRADE ALL LANDSCAPE AREAS AS ACCORDING TO FINISH GRADE SPECIFICATIONS. REPORT ANY GRADING DISCREPANCIES TO LANDSCAPE ENGINEER BEFORE PROCEEDING WITH LANDSCAPE INSTALLATION.</p> <p>7. CONSTRUCT ANY MOUNDINGS INDICATED ON DESIGN PLANS, AS ACCORDING TO DESIGN PLANS.</p> <p>8. CONTRACTOR SHALL PROVIDE EVIDENCE TO LANDSCAPE ENGINEER, THAT SOIL AMENDMENTS AS REQUIRED HAVE BEEN APPLIED. INVOICES FOR ALL SOIL AMENDMENTS MAY BE REQUIRED BY LANDSCAPE ENGINEER. LANDSCAPE ENGINEER TO BE NOTIFIED AFTER SOIL AMENDMENTS HAVE BEEN APPLIED, BUT BEFORE ANY ROTOR-TILLING HAS BEGUN, FOR A VISUAL INSPECTION BY THE LANDSCAPE ENGINEER.</p> <p>PLANTING</p> <p>1. PLANTING IS NOT TO PROCEED UNTIL IRRIGATION INSTALLATION HAS BEEN COMPLETED AND INSPECTED BY THE LANDSCAPE ENGINEER. ONLY ON APPROVAL OF THE IRRIGATION INSTALLATION, BY THE LANDSCAPE ENGINEER WILL PLANTING BE ALLOWED TO COMMENCE. AT THE DISCRETION OF THE LANDSCAPE ENGINEER, THE IRRIGATION INSTALLATION MAY BE ACCEPTED BY INDIVIDUAL AREAS.</p> <p>2. PLANTING TO BE PERFORMED BY QUALIFIED PERSONNEL FAMILIAR WITH PLANTING PROCEDURES. A QUALIFIED FOREMAN IS TO BE PRESENT DURING ALL PLANTING PROCEDURES.</p> <p>3. ALL TREE AND SHRUB PLANTING SHALL BE ACCORDING TO DESIGN PLANS. RELOCATION OF ANY PLANTS DUE TO OBSTRUCTIONS OR OTHER REASONABLE CAUSES SHALL BE PRE-APPROVED BY THE LANDSCAPE ENGINEER.</p> <p>4. PLANTING SHALL NOT PROCEED UNDER ADVERSE WEATHER CONDITIONS WHICH MAY CAUSE DAMAGE TO PLANTING MATERIALS.</p> <p>5. PLANTING PITS ARE TO BE DUG AS ACCORDING TO LANDSCAPE DETAILS. WHERE HARDPAN IS PRESENT, TREES ARE TO BE DRILLED WITH AN EIGHT INCH AUGER TO A DEPTH OF SIX FEET, OR THROUGH HARDPAN LAYER. SEE LANDSCAPE DETAILS FOR PLANTING PIT EXCAVATION AND DRILLING REQUIREMENTS.</p> <p>6. A BACKFILL MIXTURE CONSISTING OF FIFTY PERCENT NITRO-FORTIFIED FOREST HUMUS AND FIFTY PERCENT NATIVE SOIL IS TO BE USED IN PLANTING OF ALL PLANTING MATERIALS.</p> <p>7. TREE STAKING SHALL BE AS ACCORDING TO LANDSCAPE DETAILS. GUIDE WIRING MAY BE REQUIRED FOR LARGER TREES.</p> <p>8. AGRI-FORM TABLETS ARE TO BE APPLIED TO ALL TREES AND SHRUBS AT THE FOLLOWING RATES:</p> <table><tr><td>ONE GALLON</td><td>1 TABLET</td></tr><tr><td>FIVE GALLON</td><td>5 TABLETS</td></tr><tr><td>FIFTEEN GALLONS</td><td>15 TABLETS</td></tr><tr><td>24" BOX</td><td>6 TABLETS</td></tr><tr><td>36" BOX</td><td>9 TABLETS</td></tr><tr><td>48" BOX</td><td>12 TABLETS</td></tr></table> <p>9. ALL PLANTS AND TREES TO BE WATERED THOROUGHLY, IMMEDIATELY AFTER PLANTING.</p> <p>10. CARE IS TO BE TAKEN AS NOT TO DAMAGE PLANTING MATERIALS, ANY DAMAGE TO ROOT BALL OR PLANT STRUCTURE WILL NOT BE ACCEPTED.</p> <p>11. WHERE DESIGN PLANS CALL FOR GROUND COVER UNDER TREES OR SHRUB, GROUND COVER SHALL EXTEND UNDER CANOPY OF TREE OR SHRUBS.</p> <p>12. A PRE-EMERGENT SHALL BE APPLIED TO ALL PLANTING AREAS, ACCORDING TO MANUFACTURER'S INSTRUCTIONS AND OR SPECIFICATIONS. CARE IS TO BE TAKEN WHEN SEEDED OR HYDRO-SEEDED TURF IS PRESENT.</p>	ONE GALLON	1 TABLET	FIVE GALLON	5 TABLETS	FIFTEEN GALLONS	15 TABLETS	24" BOX	6 TABLETS	36" BOX	9 TABLETS	48" BOX	12 TABLETS
ONE GALLON	1 TABLET												
FIVE GALLON	5 TABLETS												
FIFTEEN GALLONS	15 TABLETS												
24" BOX	6 TABLETS												
36" BOX	9 TABLETS												
48" BOX	12 TABLETS												
11	LANDSCAPE MATERIALS												

ALL IDEAS, DESIGNS, ARRANGEMENTS AND PLANS INDICATED OR REPRESENTED BY THIS DRAWING ARE OWNED BY AND THE PROPERTY OF CVEAS. NO PART OF THIS DRAWING SHALL BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM, WITHOUT THE WRITTEN PERMISSION OF CVEAS. ANY REPRODUCTION OR TRANSMISSION OF THIS DRAWING WITHOUT THE WRITTEN PERMISSION OF CVEAS IS PROHIBITED AND WILL BE CONSIDERED A VIOLATION OF THE COPYRIGHT LAWS OF THE UNITED STATES OF AMERICA.



Revisions:	Date:
1. SPR REVISION #1	11-16-2020
2. --	--
3. --	--
4. --	--
5. --	--

LANDSCAPE IRRIGATION DETAILS	
CVEAS JOB #:	19030
DATE:	08-12-2020
PLANNING SUBMITTAL #:	APPLICATION #627
PLAN CHECK SUBMITTAL #:	XX-XXXX
DRAWN BY:	CVEAS INC
CHECKED BY:	RL
SCALE:	AS NOTED



WATSONVILLE CARWASH BLDG.
1455 FREEDOM BLVD.
AND ALTA VISTA AVE.
WATSONVILLE, CA 95076
APN - 016-061-06



DATE SIGNED: 1/27/2021

Revisions:	Date:
1 SPR REVISION #1	11-16-2020
2 --	--
3	
4	
5	
6	

IRRIGATION DETAILS

CVEAS JOB #:	19030
DATE:	08-12-2020
PLANNING SUBMITTAL #: APPLICATION #627	
PLAN CHECK SUBMITTAL #: XX-XXXX	
DRAWN BY:	CVEAS INC
CHECKED BY:	RIL
SCALE:	AS NOTED

L5.0

VICE

Traffic Impact Study 1455 Freedom Blvd APN 016-061-06



Prepared For:

CVEAS
2511 Logan Street
Selma, CA 93662

Prepared by:

Kheng Vang, PE 63824, TE
Vang Inc. Consulting Engineers
2491 Alluvial Ave. Ste#15
Clovis, California 93619
PHONE (559) 775-0023
FAX (559) 775-0016



Date:
April 1, 2021

THIS PAGE LEFT BLANK INTENTIONALLY

Table of Contents

1.0	Summary.....	1
2.0	Introduction.....	4
2.1	Scope	4
2.2	Level of Service Standards.....	4
2.3	Project Description	5
3.0	Existing Conditions.....	6
3.1	Transportation Setting	6
3.2	Operational Analysis	6
3.3	Queuing Analysis	7
4.0	Project Impacts	8
4.1	Trip Generation	8
4.2	Trip Distribution.....	8
4.3	Onsite Circulation and Safety.....	8
5.0	Existing Plus Project Conditions	10
5.1	Transportation Setting	10
5.2	Operational Analysis	10
5.3	Queuing Analysis	10
6.0	Conclusions and Recommendations.....	11
6.1	Summary of Impacts	11
6.2	Recommendations.....	11

Figures

Figure 1 – Vicinity Map.....	12
Figure 2 – Site Plan.....	13
Figure 3 – Existing Conditions	14
Figure 4 – Existing Traffic Volume.....	15
Figure 5 - Project Trip Distribution	16
Figure 6 – Existing Plus Project Conditions	17
Figure 7 – Existing Plus Project Traffic Volumes	18

Tables

Table 1: Intersection Level of Service	1
Table 2 : Queuing.....	2
Table 3 : Project Trip Generation	2

Appendices

Appendix A: Traffic Counts
Appendix B: Synchro Reports
B-1: Existing Scenario(s)
B-2: Existing Plus Project Scenario(s)

THIS PAGE LEFT BLANK INTENTIONALLY

1.0 Summary

Vang Inc. Consulting Engineers prepared the Transportation Impact Study for the Gas Station and Carwash development located at 1455 Freedom Blvd to examine the impacts of the development on the surrounding transportation network. The development is located on a 0.527-acre parcel located at 1455 Freedom Blvd in Watsonville, California. The project site is zoned Neighborhood Shopping Center (CNS), with a General Plan Land Use Designation of General Commercial. The site is bordered by Alta Vista Avenue to the north, Freedom Blvd to the east, and existing commercial shopping center to south and west. The project consists of an existing convenience market and gas station with eight vehicle-fueling positions. The Developer proposes to construct an automated/self serve car wash with one tunnel.

The City of Watsonville has identified the following intersections for Level of Service and Queuing analysis:

1. Freedom Blvd/Alta Vista Avenue
2. Existing driveway on Alta Vista Avenue
3. Existing driveway on Freedom Blvd

The intersection Level of Service (LOS) analysis will be performed for the above intersections, based on the 2010 Highway Capacity Manual (HCM). The scenarios to be evaluated based on Caltrans TIS Guidelines.

- A. Existing
- B. Existing Plus Project

Traffic counts were conducted on Wednesday, December 9, 2020 (for detailed traffic count data refer to Appendix A). Traffic Counts were collected for the intersection Freedom Blvd/Alta Vista Avenue.

Table 1 shows the intersection Level of Service (LOS) based on Highway Capacity Manual (HCM) 6th Edition methodologies.

Table 1: Intersection Level of Service

Intersection	Time Period	Existing	Existing Plus Project
1: Freedom Blvd/ Alta Vista Ave	AM PM	A (8.3) B (16.3)	B (19.9)
2: Alta Vista/ Driveway A	AM PM	A(8.9) A (9.8)	A (9.9)
3: Freedom Blvd/ Driveway B	AM PM	B (10.4)- B(12.9)	B (13.2)

LOS (Delay: Seconds Per Vehicle)

Overall intersection (Signalized¹ & TWSC²) | Worst Movement (TWSC³)

Bold Indicates un-acceptable LOS (Level of Service)

Sources: Synchro 10, Highway Capacity Manual (6th Edition)

Table 2 shows the 95th percentile queue lengths based on HCM 6th Edition methodologies.

Table 2 : Queuing

	Existing Storage Length (ft)		Queuing AM PM		Queuing PM
			Existing		Existing Plus Project
1: Freedom Blvd/ Alta Vista Ave	NBL	200	59	106	118
	EBL	60	55	111	133
2: Alta Vista/ Driveway A	NBR	50	0	0	0
3: Freedom Blvd/ Driveway B	EBR	50	3	3	4

95th Percentile Queue Length in Feet

Source: Synchro 10

Bold 95th percentile volume exceeds capacity

queue length may be longer

m Volume for 95th percentile is metered by upstream signal

* represents very long storage length (typically greater than 500 feet)

Free – Channelized Free right turn lane

Existing:

All intersections currently operate at an acceptable Level of Service D or better, refer to Table 1 for summary of intersection LOS. Storage is adequate to accommodate the existing queues, except the eastbound left turn lane on Alta Vista Ave during the PM peak hour, as shown in Table 2. It is recommended the EBL turn lane on Alta Vista Ave be extended to provide for 130 feet of storage with a 60' bay taper.

Existing Plus Project:

Table 3 shows the vehicle trip generation based on the Institute of Transportation Engineers (ITE) Trip Generation Tenth Edition (2017) rates for the proposed car wash. With these project trips added to the existing volumes all intersections would operate at an acceptable Level of Service D or better, refer to Table 1 for summary of intersection LOS.

Storage is adequate to accommodate the existing queues, except the eastbound left turn lane on Alta Vista Ave during the PM peak hour, as shown in Table 2. It is recommended the EBL turn lane on Alta Vista Ave be extended to provide for 130 feet of storage with a 60' bay taper.

Table 3 : Project Trip Generation

Land Use	ITE Code	Quantity	Weekday	Peak Hour	Enter	Exit	Total
Car wash Automated	948	1	0	AM	0	0	0
				PM	39	39	78
Total Net New Trips			0	AM	0	0	0
				PM	39	39	78

AM and PM Peak Hour Rates are peak hours of adjacent street traffic for AM (7:00-9:00) and PM (4:00-6:00)

KSF: 1000 square feet of gross floor area

Mitigation Measures:

The development would not have a significant impact on the surrounding transportation network, and should be approved as proposed pending fulfillment of the following mitigation measures:

1. It is recommended the EBL turn lane on Alta Vista Ave be extended to provide for 130 feet of storage with a 60' bay taper.
2. Provide adequate wayfinding, signage, and illumination on-site to optimize safety and to reduce conflicts among delivery trucks, motorists, cyclists, and pedestrians.
3. Provide onsite bike racks/bike lockers and pedestrian accessibility to all proposed buildings and offsite sidewalk.
4. The project shall pay its fair share of the City-wide traffic impact fee.
5. The City shall continue to monitor traffic operations at Freedom Blvd/Alta Vista Avenue.

2.0 Introduction

This transportation impact report presents the results of a transportation impact study for the proposed car wash located at 1455 Freedom Blvd in Watsonville, California. The project consists of an existing convenience market and gas station with eight vehicle-fueling positions. The Developer proposes to construct an automated/self serve car wash with one tunnel. This report is prepared according to the Caltrans “Guide for the preparation of Traffic Impact Studies” (December 2002). The study examines the development’s impacts on the surrounding transportation network. The City of Watsonville is the lead agency under the California Environmental Quality Act (CEQA).

2.1 Scope

Per correspondence with the City of Watsonville, the following intersections were identified for Level of Service and Queuing analysis:

1. Freedom Blvd/Alta Vista Avenue
2. Existing driveway on Alta Vista Avenue
3. Existing driveway on Freedom Blvd

The following study scenarios were identified pursuant to the Caltrans TIS Guidelines:

- A. Existing
- B. Existing Plus Project

The City of Watsonville General Plan 2005 was adopted on May 24, 1994. Therefore, this document is used as the basis for the threshold for operational analysis. The proposed project is consistent with the land designation called in the 2005 General Plan.

Senate Bill (SB) 743, signed in 2013, and codified in the (CEQA) Guidelines in January 2019, changes the way transportation impacts are analyzed in the CEQA process. Vehicle miles traveled (VMT) replaces auto delay and level of service (LOS) as the metric for transportation impact determination. SB 743 went into effect statewide on July 1, 2020. The Technical Advisory on Evaluating Transportation Impacts in CEQA, December 2018, provided by Office of Planning and Research, (TA), provides a guidance for screening thresholds for Land Use projects that should be expected to have less than significant impacts without conducting detailed VMT analysis. Small projects that generate or attract fewer than 110 trips per day generally may be assumed to cause a less-than significant transportation impact. Based on the projects trip generation as shown in Table 3 above, the project is expected to generate less than 110 trips per day. Therefore qualitative VMT analysis is not provided.

Figure 1 is a Vicinity Map showing the locations of the site, the transportation network, and the study intersections.

2.2 Level of Service Standards

SB 743 and the new Office of Planning and Research (OPR) guidelines do not, however, require lead agencies to abandon LOS for purposes other than CEQA analysis. Some cities have LOS requirements in their general plans. In these jurisdictions, a project may need both a VMT analysis for CEQA purposes and an LOS analysis for purposes of establishing consistency with the general plan.

Level of Service (LOS) is a qualitative measure of transportation flow conditions and their perceptions by transportation system users. Vehicle LOS at intersections and along roadway segments is scaled from “A” (free flow) to “F” (congested, stop and go) according to the Transportation Research Board’s (TRB’s) Highway Capacity Manual 6th Edition.

Specific Vehicle LOS characteristics are defined in terms of average vehicle delay (seconds per vehicle) for un-signalized and signalized intersections as follows:

- A (0-10.0 sec. for un-signalized and signalized)
- B (10.1–15.0 sec. for un-signalized, 10.0-20.0 sec. for signalized)
- C (15.1-25.0 sec. for un-signalized, 20.1-35.0 sec. for signalized)
- D (25.1-35.0 sec. for un-signalized, 35.1-55.0 sec. for signalized)
- E (35.1 to 50.0 sec. for un-signalized, 55.1-80.0 sec. for signalized)
- F (50.1+ sec. for un-signalized, 80.1+ sec. for signalized)

The “Transportation and Circulation” element of the General Plan indicates the City’s goals are to maintain LOS D or better for motorized vehicles on all roadway segments and a LOS of D or better for motorized vehicles at all roadway intersections.

2.3 Project Description

The proposed project is on a 0.527-acre parcel located at 1455 Freedom Blvd in in Watsonville, California. The APN is 016-061-06. The project site is zoned Neighborhood Shopping Center (CNS), with a General Plan Land Use Designation of General Commercial. The site is bordered by Alta Vista Avenue to the north, Freedom Blvd to the east, and existing commercial chopping center to south and west.

The project consists of an existing convenience market and gas station with eight vehicle-fueling positions. The Developer proposes to construct an automated/self serve car wash with one tunnel. Figure 2 is a site plan layout showing the configuration of the site, the on-site access drive aisles and connections to the surrounding transportation network. The project has one existing access to the onto Alta Vista Avenue (Driveway A) and two existing accesses onto Freedom Blvd. The northerly driveway is identified as Driveway B, and the south southerly driveway is identified as Driveway C. Driveway C is an shared access with the adjacent Cabrillo Shopping Center, and is therefore not included in the analysis.

The site access and on-site circulation system was reviewed and deemed safe and compliant with standard transportation planning practices. Motorists would be able to circulate both clockwise and counterclockwise around the fueling island, Convenience Store, and proposed car wash. Pedestrian access is provided by sidewalks and walkways connecting all the existing onsite buildings and offsite sidewalk along Alta Vista Ave. Additionally, the circulation throughout the site was designed to minimize conflicts with bicyclists, pedestrians, and other motorists.

3.0 Existing Conditions

3.1 Transportation Setting

The project study area is in the central area of the City of Watsonville. This study area includes the primary roadways of Freedom Blvd and Alta Vista Avenue that comprise the study intersections.

There are existing sidewalk facilities along Alta Vista Avenue and Freedom Blvd that will allow the nearby residents to access the project via the pedestrian facilities.

Santa Cruz Metro is the primary transit service provider within the County of Santa Cruz, City of Santa Cruz, and City of Watsonville. Santa Cruz Metro currently provides transit services in along Freedom Blvd with several routes, (69A, 71, and 79).

General Plan Figure 10-1 identifies functional classifications for primary study area roadways. These roadways were also observed during field investigations. Roadway characteristics are as follows:

Freedom Blvd is planned as a Minor Arterial roadway, with Class 2 bike lanes on both sides of the street.

Alta Vista is planned as a local roadway.

The following intersections to be analyzed were field verified. The following characteristics were noted:

- 1 **Freedom Blvd/Alta Vista** is a three-legged signalized intersection with pedestrian crossing on the south side of Freedom Blvd only.

Traffic counts were conducted on Wednesday, December 9, 2020 (for detailed traffic count data refer to Appendix A).

Figure 4 shows the Existing Conditions including roadway and intersection lane configurations, roadway speed limits, and intersection controls for the study intersections. Figure 5 shows the Existing (2020) Traffic Volumes.

3.2 Operational Analysis

The operational analysis was conducted according to the Caltrans “Guide for the Preparation of Traffic Impact Studies” (December 2002) to evaluate compliance with City of Watsonville requirements.

The Level of Service (LOS) for intersections (signalized, All Way Stop, and Two Way Stop) was analyzed using Synchro 10 based on Highway Capacity Manual 6th Edition methodologies.

- Green Time, Yellow Time, and Flashing Don’t Walk time are based on CAMUTCD, Caltrans and City of Watsonville standards.
- Green times and cycle lengths are optimized based on volumes.
- Yellow times are based on CA MUTCD requirements based on posted speed.
- Flashing Don’t Walk times are based on a walking speed of 3.5 feet per second and total distance from ramp to ramp.
- Peak Hour Factor (PHF) is based on actual intersection counts.

All intersections currently operate at an acceptable Level of Service D, refer to Table 1 for summary of intersection LOS.

3.3 Queuing Analysis

A Queuing Analysis was conducted on Synchro based on 95th percentile queue lengths to assess the adequacy of the turn lane storage lengths. This analysis determines whether the turn storage lengths are adequate (turning movements) and gauges the ability for motorists to access these turn lanes from the through lanes (through movements). Shorter through queue lengths allow motorists to access the turn lanes and clear the intersection in fewer cycles.

Storage is adequate to accommodate the existing queues, except the eastbound left turn lane on Alta Vista Ave during the PM peak hour, as shown in Table 2. It is recommended the EBL turn lane on Alta Vista Ave be extended to provide for 130 feet of storage with a 60' bay taper.

4.0 Project Impacts

4.1 Trip Generation

The project generates primary. Primary trips are defined as vehicle trips that are generated for the primary purpose of using the development. These would mainly include employee, customer, service, and delivery trips made via the automobile. These would not include trips made by transit, bicycle, or on foot. These trips made by alternative transportation modes are initially expected to be relatively low due to the project's location along the urban fringe, the project's characteristics of catering toward the private automobile (gasoline service station with convenience store), and the lack of bicycle and pedestrian facilities along the project site frontage. As such facilities expand within the study area as called for in the Active Transportation Plan, the number of these transit, bicycle, and pedestrian trips would increase, thereby decreasing the number of trips made by the private automobile.

These primary vehicle trips are based on rates in the Institute of Transportation Engineers (ITE) *Trip Generation, Tenth Edition* (2017) for Automated self-serve carwash (948). Internal captured trips are that are shared among on-site land uses. In essence the trip is generated by the project, and then visits multiple land uses during the same trip, therefore should not be counted twice for the entire site, and a reduction should be provided for these internally captured trips. The National Cooperative Highway Research Program (NCHRP) *Report 684 Enhancing Internal Trip Capture Estimation for Mixed-Use Developments* methodology was selected over the ITE *Trip Generation Handbook Second Edition* (June 2004) methodology for calculating these deductions due to improved accuracy (12-13% average absolute error for NCHRP versus 56-59% average absolute error for ITE). For the purposes of the report, no internal trip reductions will be utilized. Pass-by trips are not generated by the project and are vehicle trips that are already on the roadway that make an intermediate stop at the project site on their way to a primary destination. For the purposes of the report, no pass-by trip reductions will be utilized.

The existing gas station and convenience store project trips are already on the roadway and therefore is included in the traffic counts. Net new vehicle trips are those trips that are actually added to the transportation network by the development. Only the proposed carwash will generate new traffic/project trips. They are calculated by subtracting the internal captured and pass-by trips from the base trip generation (primary trips). According to Table 4, the project would generate **0** net new weekday, **0** net new AM peak hour, and **79** net new PM peak hour trips.

4.2 Trip Distribution

Site trips would primarily be a combination of: (1) gasoline, convenience market, and carwash customers traveling to and from home or work making an intermediate stop at the development; (2) shoppers entering the site for the primary purpose of shopping convenience market, (3) Customers utilizing the automated/self serve car wash. Figure 6 shows the Net New Trip Assignments obtained from the Project Trip Generation and the Trip Distribution.

4.3 Onsite Circulation and Safety

Figure 2 is the proposed site plan layout showing the configuration of the site, the on-site access drive aisles. The project has one existing access onto Alta Vista Avenue (Driveway A) and two existing accesses onto Freedom Blvd. The northerly driveway is identified as Driveway B, and the south southerly driveway is identified as Driveway C. Driveway C is an shared access with the adjacent Cabrillo Shopping Center, and is therefore not included in the analysis.

The existing access onto Alta Vista Avenue (Driveway A) is proposed to be closed off. Eastbound traffic on Alta Vista can gain access to the site by using the existing westerly driveway in the Cabrillo shopping center.

The project proposes the carwash with one way circulation for entering and exiting the carwash tunnel. Closing off the existing access onto Alta Vista Avenue (Driveway A) does not cause any conflicts and allows additional vehicle stacking and queuing when entering the carwash tunnel.

The site access and on-site circulation system was reviewed and deemed safe and compliant with standard transportation planning practices. Motorists would be able to circulate both clockwise and counterclockwise around the fueling island, Convenience Store. Pedestrian access is provided by sidewalks and walkways connecting all the existing onsite buildings and offsite sidewalk along Alta Vista Ave. Additionally, the circulation throughout the site was designed to minimize conflicts with bicyclists, pedestrians, and other motorists.

The site layout has been designed to allow service vehicles access to the underground fueling tanks as needed with minimal conflicts with pedestrians and other vehicles. The trash enclosure is conveniently located at the southeast area of the development to allow solid waste trucks easy access to service the trash bins.

Pedestrian access is provided by a sidewalk and walkway connecting all the proposed building and offsite sidewalk along Alta Vista Ave, with minimal conflicts with vehicular traffic. Bicycle racks/lockers should be provided onsite to encourage multi-modal access to the project site.

5.0 Existing Plus Project Conditions

5.1 Transportation Setting

The project has one existing access to the onto Alta Vista Avenue (Driveway A) and two existing accesses onto Freedom Blvd. Figure 7 shows the Existing Conditions including roadway and intersection lane configurations, roadway speed limits, and intersection controls for the study intersections. Figure 8 shows the Existing plus Project volumes.

There are no proposed improvements to Freedom Blvd or Alta Vista Ave, other than the proposed sidewalk connection to Alta Vista Ave. Other onsite recommendations to reduce vehicular travel would be to install onsite bike racks/bike lockers, and proposed pedestrian paths to accommodate and encourage bicyclist and pedestrian visitors, removal of the existing pedestrian path from Freedom Blvd, as this path has several conflicts with vehicular traffic.

5.2 Operational Analysis

All intersections would operate at an acceptable Level of Service D or better, refer to Table 1 for summary of intersection LOS.

5.3 Queuing Analysis

A queuing analysis was conducted using Synchro 10 to determine the 95th percentile projected queue lengths to assess the adequacy of the turn lane storage lengths. Storage is adequate to accommodate the existing queues, except the eastbound left turn lane on Alta Vista Ave during the PM peak hour, as shown in Table 2. It is recommended the EBL turn lane on Alta Vista Ave be extended to provide for 130 feet of storage with a 60' bay taper.

6.0 Conclusions and Recommendations

6.1 Summary of Impacts

The Transportation Impact Study for the Gas Station and Carwash development located at 1455 Freedom Blvd was prepared to examine the multi-modal transportation impacts of the proposed retail development on the surrounding transportation network, and recommend measures to mitigate significant impacts.

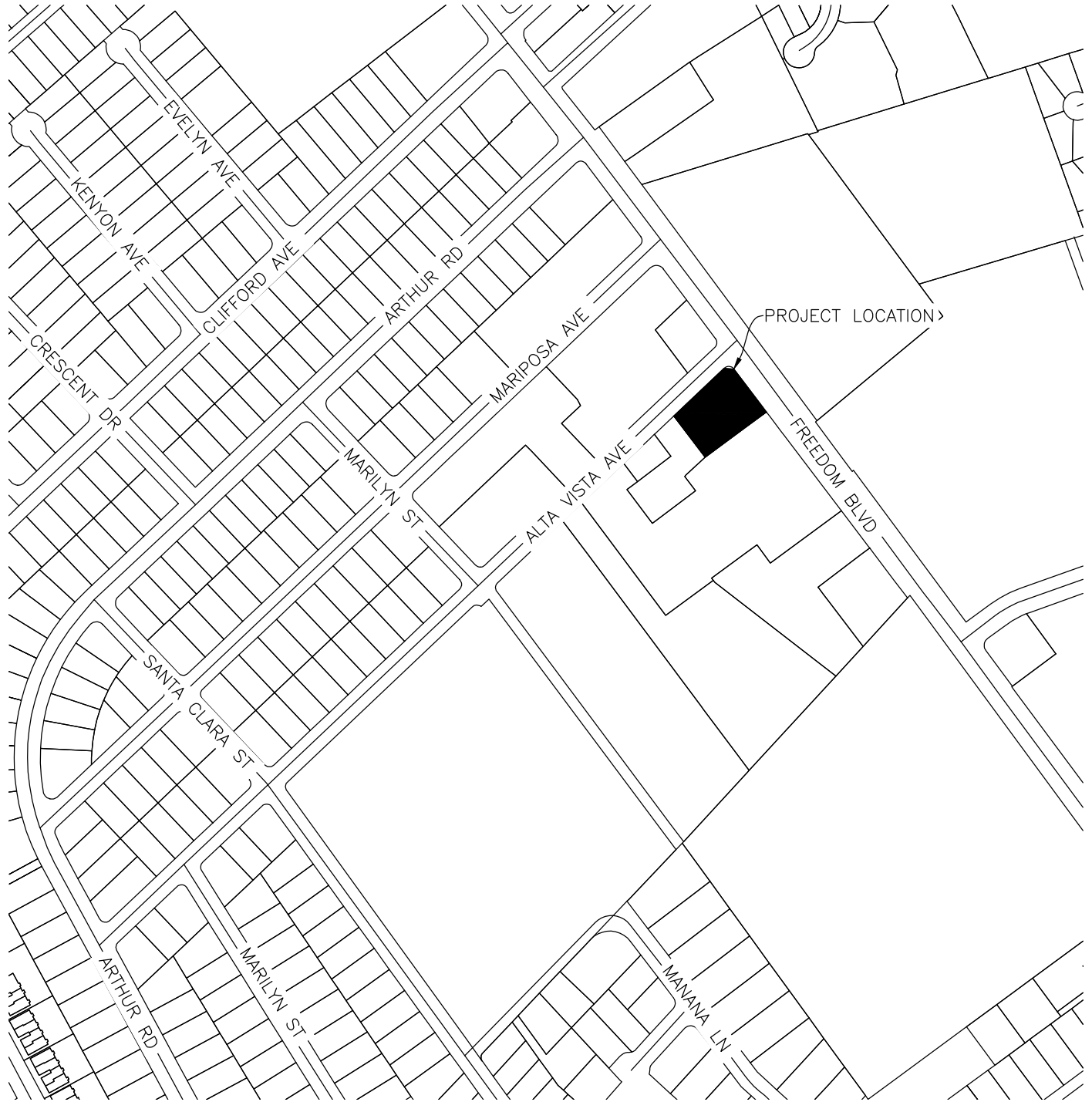
All intersections operate at an acceptable Level of Service D or better, refer to Table 1 for summary of intersection LOS. Storage is adequate to accommodate the existing queues, as shown in Table 2.

6.2 Recommendations

It is recommended the project implement the following improvements:

1. It is recommended the EBL turn lane on Alta Vista Ave be extended to provide for 130 feet of storage with a 60' bay taper.
2. Provide adequate wayfinding, signage, and illumination on-site to optimize safety and to reduce conflicts among delivery trucks, motorists, cyclists, and pedestrians.
3. Provide onsite bike racks/bike lockers and pedestrian accessibility to all proposed buildings and offsite sidewalk.
4. The project shall pay its fair share of the City-wide traffic impact fee.
5. The City shall continue to monitor traffic operations at Freedom Blvd/Alta Vista Avenue.

Figure 1 – Vicinity Map



NOT TO SCALE

VICE
VANG INC. CONSULTING ENGINEERS

**WATSONVILLE CARWASH
VICINITY MAP**

PREPARED FOR:
CVEAS

DATE: 1/19/21

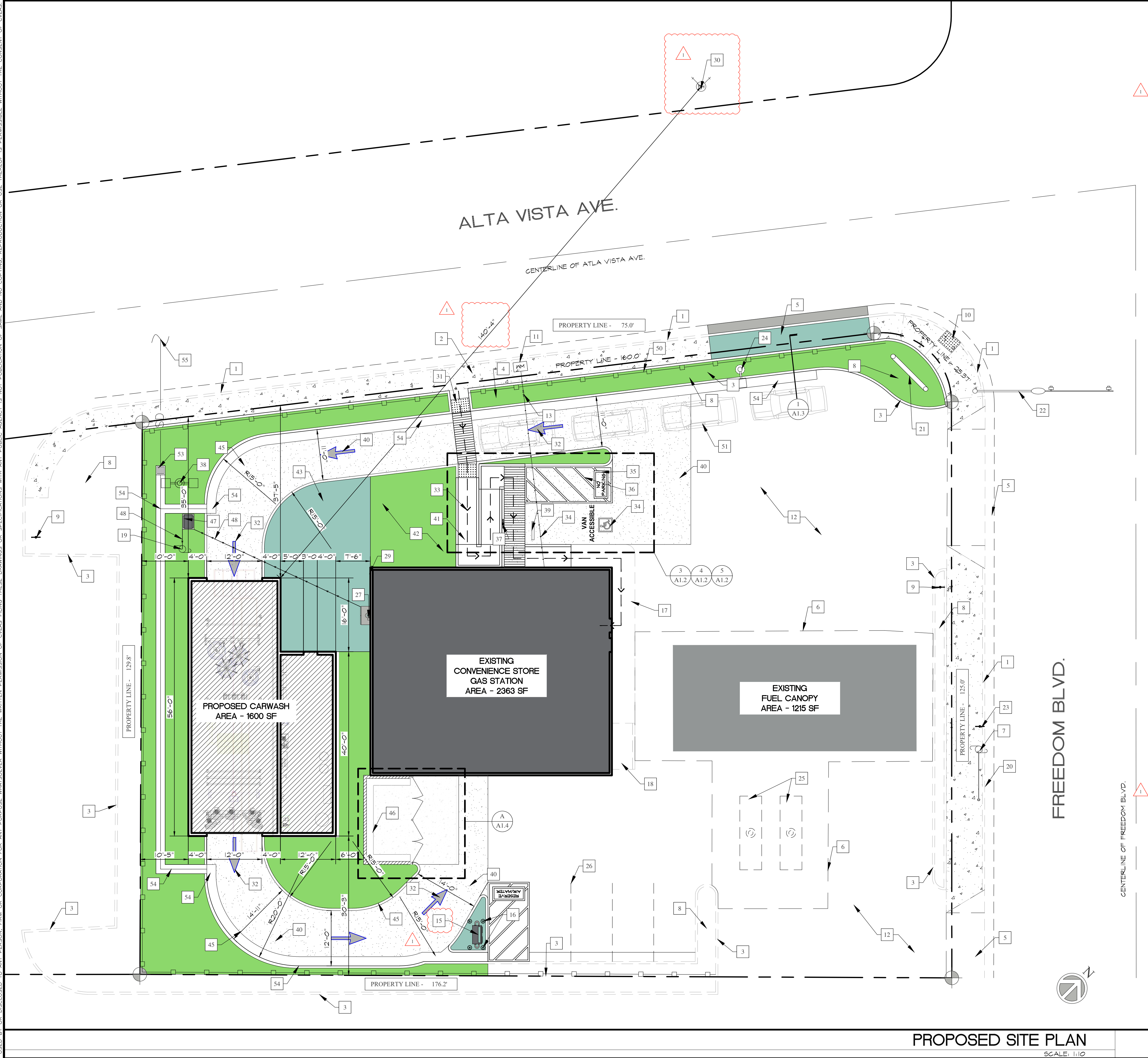
PROJECT: 20-073

**FIGURE
1**

Attachment 2

Figure 2 – Site Plan

ALL IDEAS, DESIGNS, ARRANGEMENTS AND PLANS INDICATED OR REPRESENTED BY THIS DRAWING ARE OWNED BY AND THE PROPERTY OF CVEAS OR CONSULTANTS AND WERE CREATED, REVISED AND DEVELOPED FOR USE ON AND IN CONNECTION WITH THE SPECIFIC PROJECT. NAME OF SUCH IDEAS, DESIGNS, ARRANGEMENTS OR PLANS SHALL BE USED BY OR DISCLOSED TO ANY PERSON, FIRM OR CORPORATION FOR ANY PURPOSE WHATSOEVER WITHOUT THE WRITTEN PERMISSION OF CVEAS OR CONSULTANTS. ANY REPRODUCTION OR USE THEREOF IS FORBIDDEN WITHOUT THE CONSENT OF CVEAS.



PROPOSED SITE PLAN

SCALE: 1/10

SITE KEY NOTES

- (E) 6" HIGH CONC. CURB AND GUTTER.
- (E) STREET SIDEWALK TO REMAIN.
- (E) 6" HIGH CONCRETE CURB TO REMAIN.
- (E) AIR/WATER DISPENSER TO REMAIN.
- (E) DRIVEWAY APPROACH TO BE REMOVED. CONSTRUCT NEW CURB AND GUTTER PER CITY STD S-101.
- (E) EDGE OF CONCRETE SLAB TO REMAIN.
- (E) POWER POLE TO REMAIN.
- (E) LANDSCAPE AREA.
- NEW LOCATION OF (E) TOW-AWAY SIGN.
- (E) CURB RAMP TO REMAIN.
- (E) WATER METER TO REMAIN.
- (E) AC PAVING.
- (E) BACK-FLOW PREVENTER.
- (E) UNDERGROUND FUEL TANK(S).
- NEW LOCATION OF (E) SELF-SERVE AIR / WATER DISPENSER.
- (E) 6"Ø STEEL BOLLARD(S). REFER TO DETAIL.
- (E) SIDEWALK ON FRONT OF STORE TO REMAIN.
- (E) CURB RAMP TO REMAIN.
- (E) --
- (E) GUY WIRE TO REMAIN.
- (E) FUEL PRICE SIGN TO REMAIN.
- (E) STREET LIGHT AND TRAFFIC POLE.
- (E) SPEED LIMIT SIGN.
- (E) HOOD LIGHT POLE TO REMAIN.
- (E) UNDERGROUND FUEL TANK(S) TO REMAIN.
- (E) PARKING STRIPES TO REMAIN.
- (E) ELECTRIC SWITCHGEAR TO REMAIN. REFER TO ELECTRICAL PLANS FOR ADDITIONAL INFO.
- (E) WATER LINE TO (E) BLDG.
- (E) FIRE RISER.
- (E) FIRE HYDRANT.
- (N) TRUNCATED DOME(S) PER DETAIL 2/A1.2.
- (N) DIRECTIONAL ARROW PER DETAIL 7/A1.2.
- (N) PEDESTRIAN PATH OF TRAVEL FROM PUBLIC SIDEWALK TO (E) STORE BLDG.
- (N) ACCESSIBLE PARKING STALL. REFER TO DETAIL 3/A1.2.
- (N) ACCESSIBLE AISLE. REFER TO DETAIL 3/A1.2.
- (N) 4" PEDESTRIAN STRIPPING.
- (N) ACCESSIBLE POLE SIGN. REFER TO DETAIL 5/A1.2.
- (N) HOODED LIGHT POLE. REFER TO DETAIL 4/A1.2.
- (N) 6" HIGH WHEEL STRIP. REFER TO DETAIL 8/A1.2.
- (N) AC PAVING. MATCH EXISTING AC PAVING.
- (N) ACCESSIBLE RAMP. REFER TO GRADING PLAN.
- (N) LANDSCAPE AREA.
- (N) CONCRETE SLAB. REFER TO DETAIL 10 AND 11/A1.2.
- (N) DRIVE-THRU INTO CARWASH BLDG.
- (N) 6" HIGH CONCRETE CURB. MATCH (E) CURB.
- (N) TRASH ENCLOSURE PER CITY STANDARD S-602. REFER TO DETAILS ON SHEET A1.4 FOR THE TRASH ENCLOSURE COVER.
- (N) ELECTRICAL TRANSFORMER. REFER TO ELECTRICAL PLANS FOR ADDITIONAL INFO.
- (N) UNDERGROUND ELECTRICAL LINE. REFER TO ELECTRICAL PLANS FOR ADDITIONAL INFO. REFER TO CITY STD S401 FOR ALL TRENCHING INFILL.
- (N) TRASH ENCLOSURE PER CITY STANDARD S-602.
- (N) 3'-6" HIGH WROUGHT-IRON FENCE. REFER TO DETAILS ON SHEET A1.4.
- INDICATES CAR QUEUING. REFER TO TIS FOR ADDTL INFO.
-
- (N) DRAIN INLET(S).
- (N) VALLEY GUTTER TO PREVENT STORM WATER FROM DRAINING INTO THE CARWASH RECLAMATION SYSTEM.
- (N) POINT OF CONNECTION TO STORM WATER DRAINAGE MAIN.

WASTEWATER DISCHARGE PRETREATMENT NOTE:
PRETREATMENT OF THE WASTEWATER FROM THE CARWASH MUST BE SUBMITTED AND OBTAIN APPROVAL FROM THE SOURCE CONTROL PRIOR TO DISCHARGING TO THE CITY SEWER.

PEDESTRIAN PATH OF TRAVEL NOTES:
THE PEDESTRIAN ROUTE SHALL BE A MINIMUM OF 48" WIDE WITH A MAXIMUM GROSS SLOPE OF 2% AND A MAXIMUM RUNNING SLOPE OF 5% UNLESS A COMPLIANT RAMP IS UTILIZED

STORMWATER DISCHARGE NOTE:
ALL STORM WATER MUST DISCHARGE AWAY FROM THE CARWASH RECLAMATION SYSTEM.

CVEAS
CENTRAL VALLEY
ENGINEERING & SURVEYING, INC.
2511 LOGAN STREET Tel: (559) 891-0811
SELMA, CA 95662 Fax: (559) 891-0815
WWW.CVEAS.COM Email: info@cveas.com

PROJECT
WATSONVILLE CARWASH BLDG.
1455 FREEDOM BLVD.
AND ALTA VISTA AVE.
WATSONVILLE, CA 95076
APN - 016-061-06

REGISTERED PROFESSIONAL ENGINEER
RICARDO LEAL
No. 77823
Exp. 06-30-21
CIVIL
STATE OF CALIFORNIA
DATE SIGNED: 4/1/2021

Revisions:	Date:
1. SPR REVISION #1	11-16-2020
2. SPR REVISION #2	03-28-2021

PROPOSED SITE PLAN

CVEAS JOB #: 19030

DATE: 08-12-2020

PLANNING SUBMITTAL #: APPLICATION #627

PLAN CHECK SUBMITTAL #: XX-XXXX

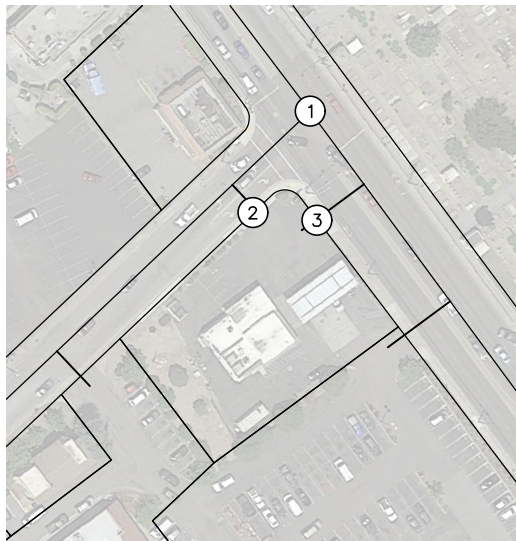
DRAWN BY: CVEAS INC

CHECKED BY: RL

SCALE: AS NOTED

A1.1

Figure 3 – Existing Conditions



LEGEND

- ## AM PEAK HOUR VOLUME
- (##) PM PEAK HOUR VOLUME
- ➔ DIRECTION OF TRAVEL PER LANE
- 🚦 SIGNALIZED INTERSECTION
- STOP UN SIGNALIZED INTERSECTION
- # INTERSECTION NUMBER

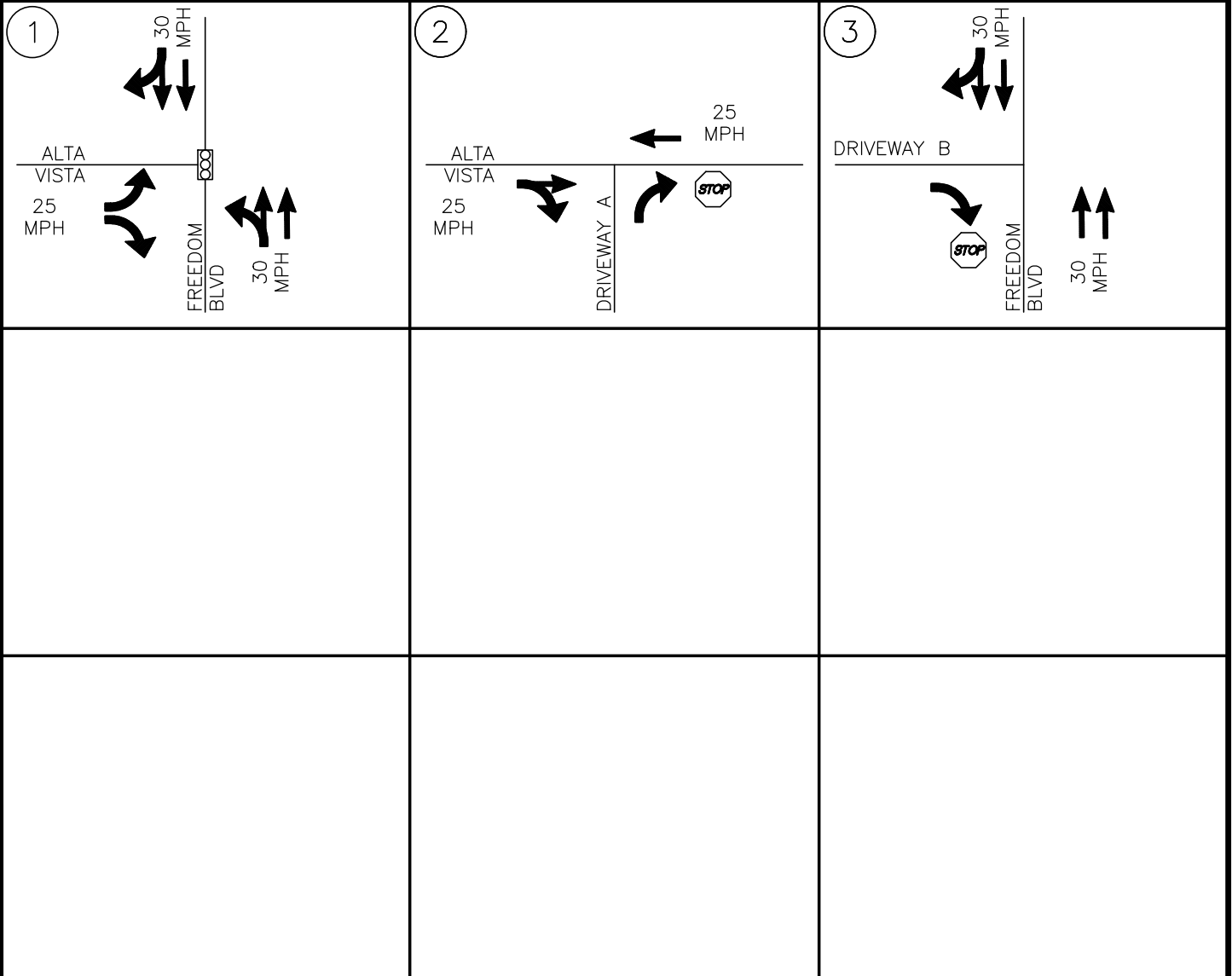
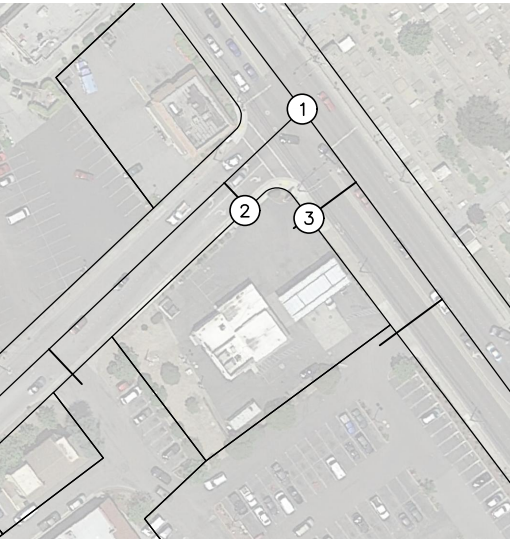


Figure 4 – Existing Traffic Volume



LEGEND

- ## AM PEAK HOUR VOLUME
- (##) PM PEAK HOUR VOLUME
- ➔ DIRECTION OF TRAVEL PER LANE
- 🚦 SIGNALIZED INTERSECTION
- 🛑 UNSIGNALIZED INTERSECTION
- # INTERSECTION NUMBER

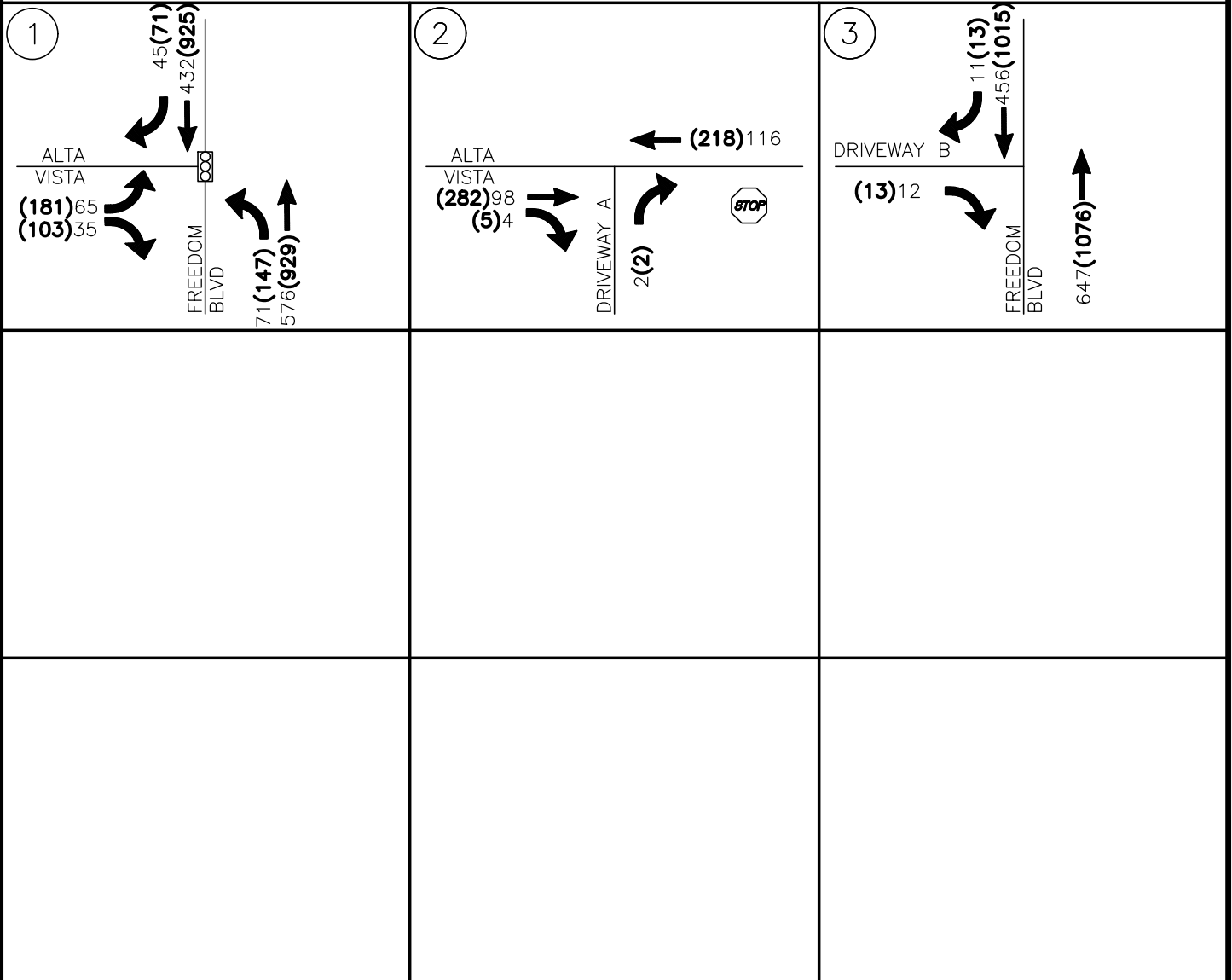
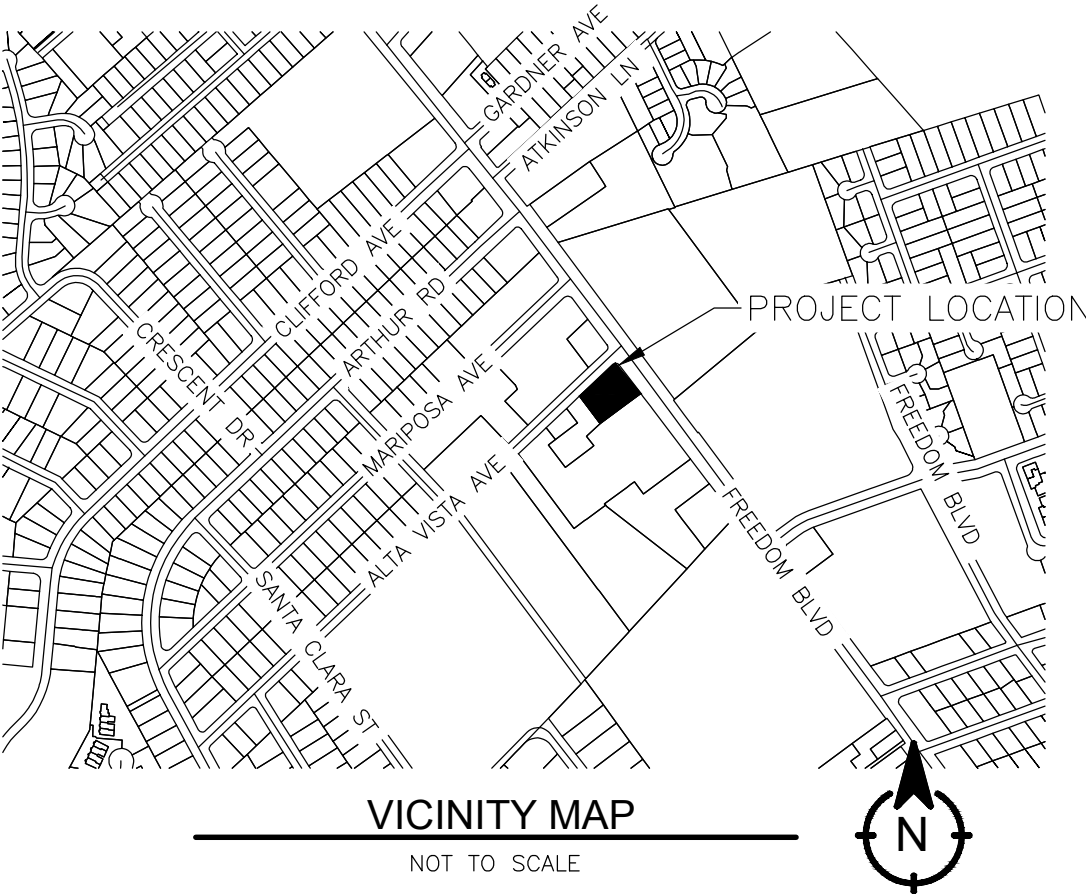
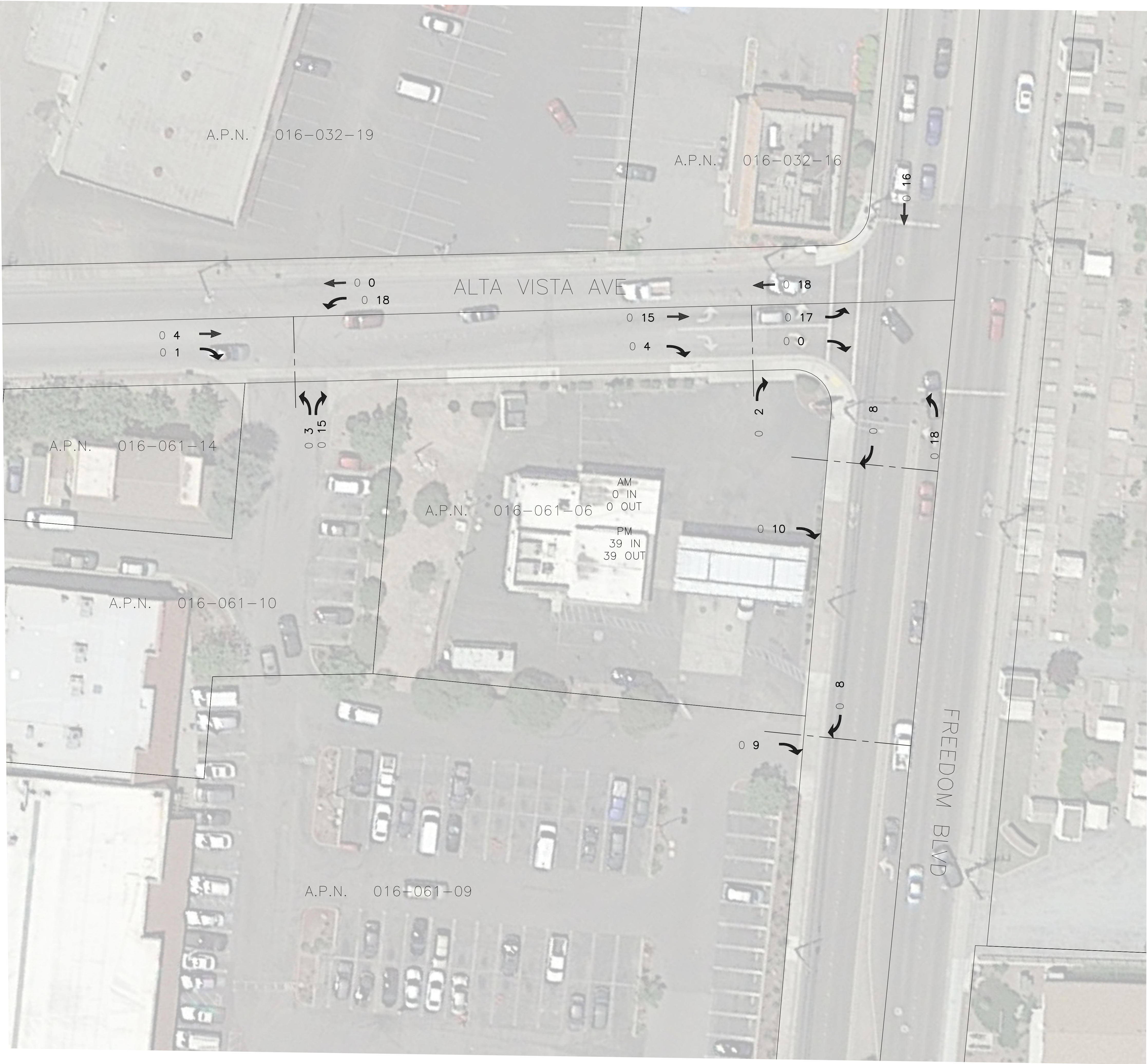


Figure 5 - Project Trip Distribution

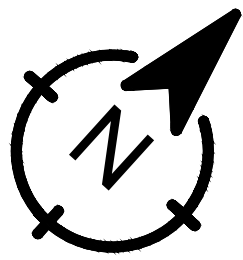


PROJECT INFO:

PROJECT LOCATION: ADDRESS
FRESNO, CA 93728
APN: 016-061-06

LEGEND

AM TRIPS
PM TRIPS



20 10 0 20 40
SCALE IN FEET
1" = 20'

REVISIONS		NO.	DATE	BY

2491 ALLUVIAL AVE
CLOVIS, CA 93619
(559) 775-0023
FAX: (559) 775-0016
WWW.VICE-ENGR.COM

VICE
VANG INC. CONSULTING ENGINEERS

WATSONVILLE CARWASH
FIGURE 5 - TRIP DISTRIBUTION

CALIFORNIA

CITY OF FRESNO

DRAWN BY:
LSV

PROJ. ENGR:
LSV

PROJ. MNGR:
KYV

PREPARED FOR:
NICK SAHOTA
CENTRAL VALLEY
ENGINEERING &
SURVEYING, INC.
2132 HIGH ST.
SELMA, CA
93662



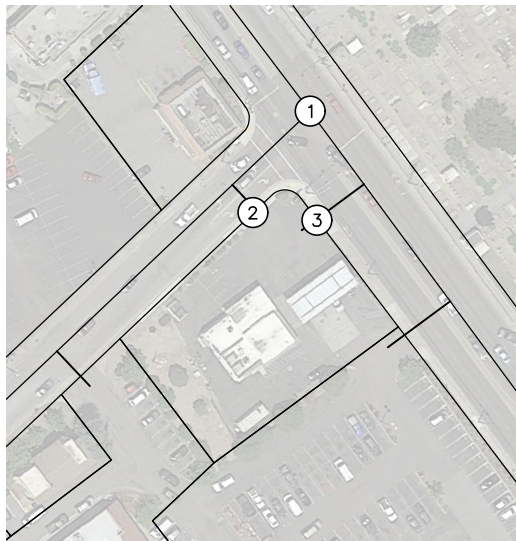
SHEET NO.

1 / 1

PROJECT
NUMBER
20-073

1/21/2023 6:59 PM

Figure 6 – Existing Plus Project Conditions



LEGEND

- ## AM PEAK HOUR VOLUME
- (##) PM PEAK HOUR VOLUME
- ➔ DIRECTION OF TRAVEL PER LANE
- 🚦 SIGNALIZED INTERSECTION
- STOP UN SIGNALIZED INTERSECTION
- # INTERSECTION NUMBER

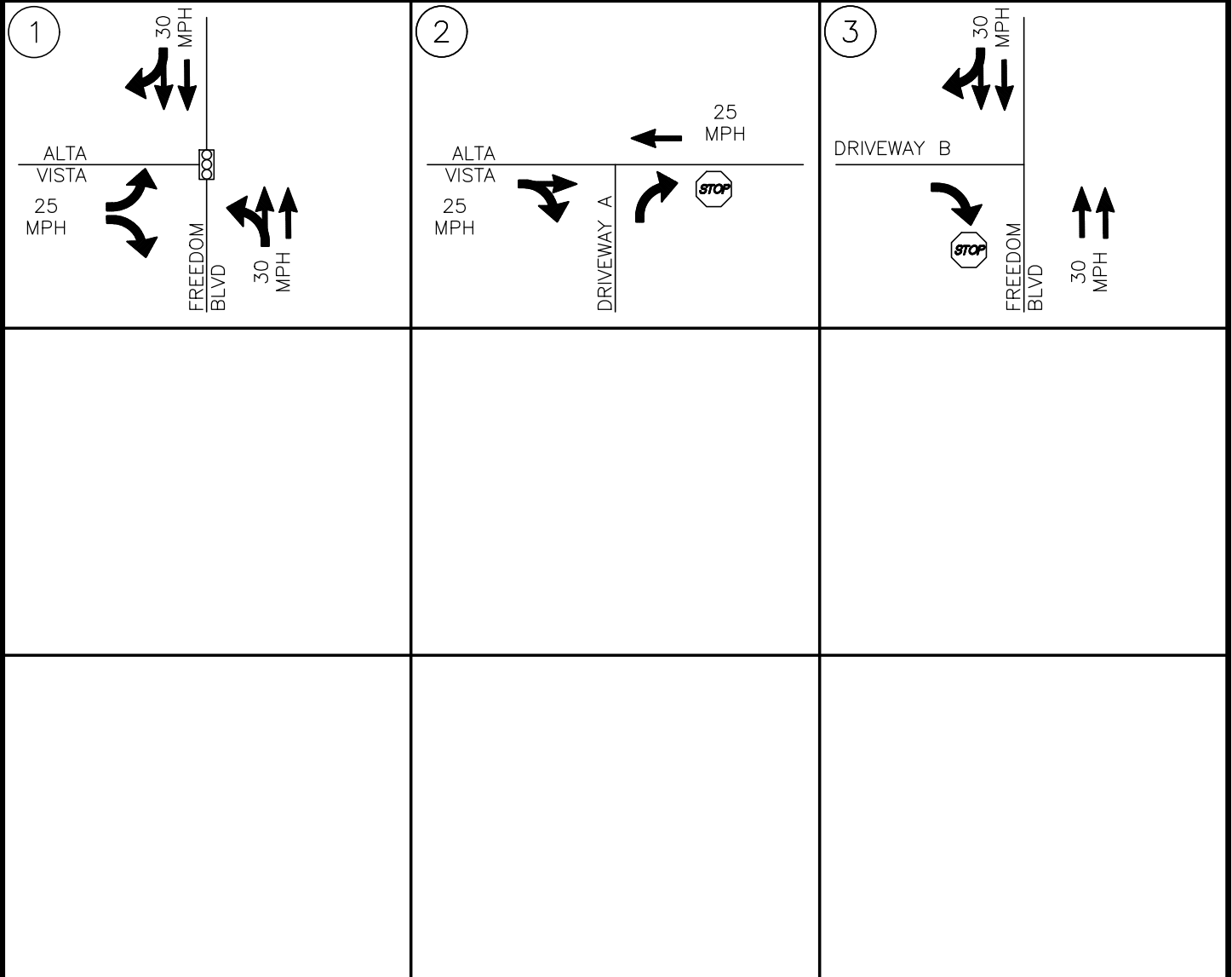
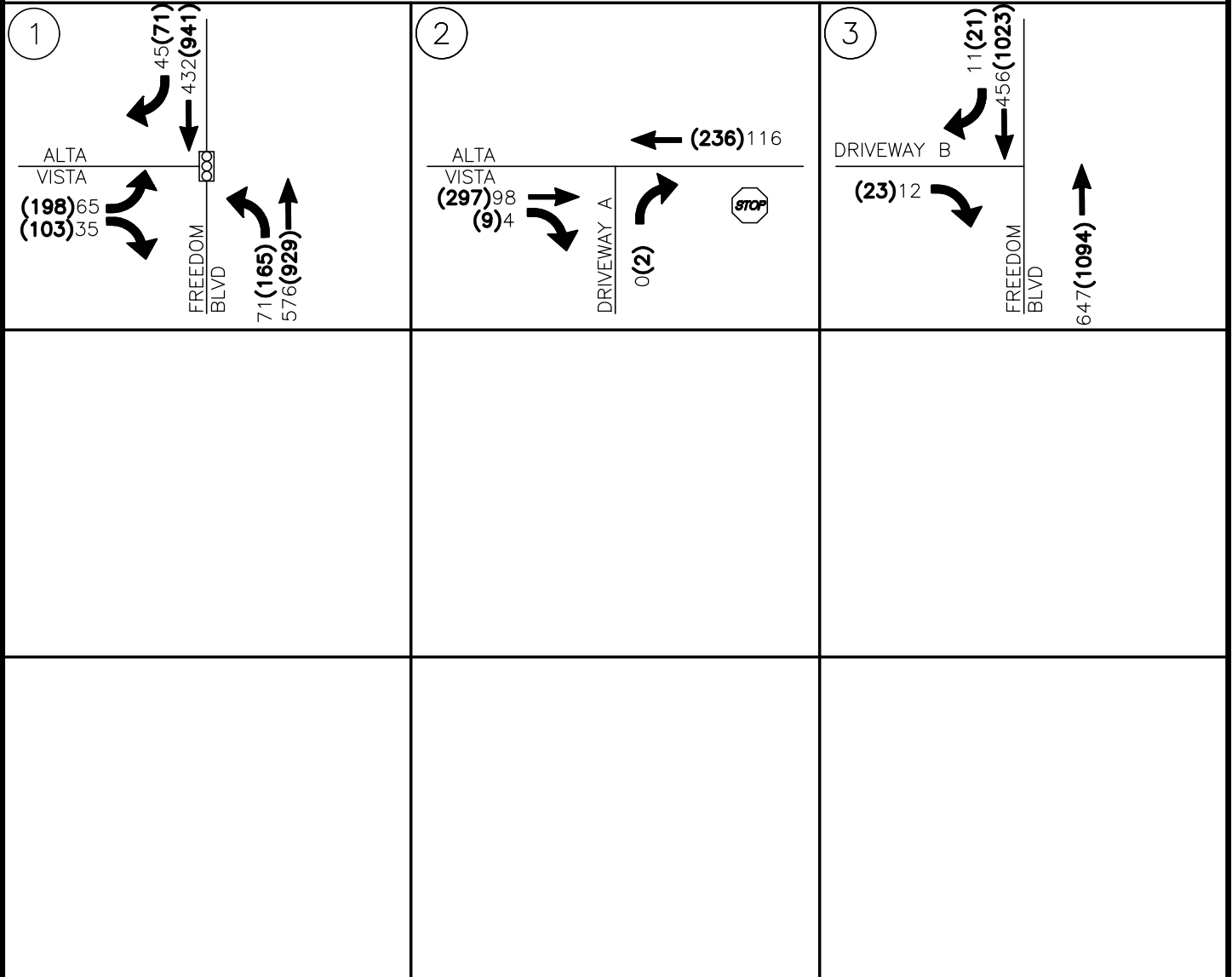


Figure 7 – Existing Plus Project Traffic Volumes



LEGEND

##	AM PEAK HOUR VOLUME
(##)	PM PEAK HOUR VOLUME
➔	DIRECTION OF TRAVEL PER LANE
	SIGNALIZED INTERSECTION
	UNSIGNALIZED INTERSECTION
#	INTERSECTION NUMBER



Appendix A: Traffic Counts



Metro Traffic Data Inc.
 310 N. Irwin Street - Suite 20
 Hanford, CA 93230
 800-975-6938 Phone/Fax
 www.metrotrafficdata.com

Turning Movement Report

Prepared For:

VICE
 2491 Alluvial Ave Ste 15
 Clovis, CA 93611

LOCATION Freedom Blvd @ Alta Vista Ave

LATITUDE 36.9284

COUNTY Santa Cruz

LONGITUDE -121.7664

COLLECTION DATE Wednesday, December 9, 2020

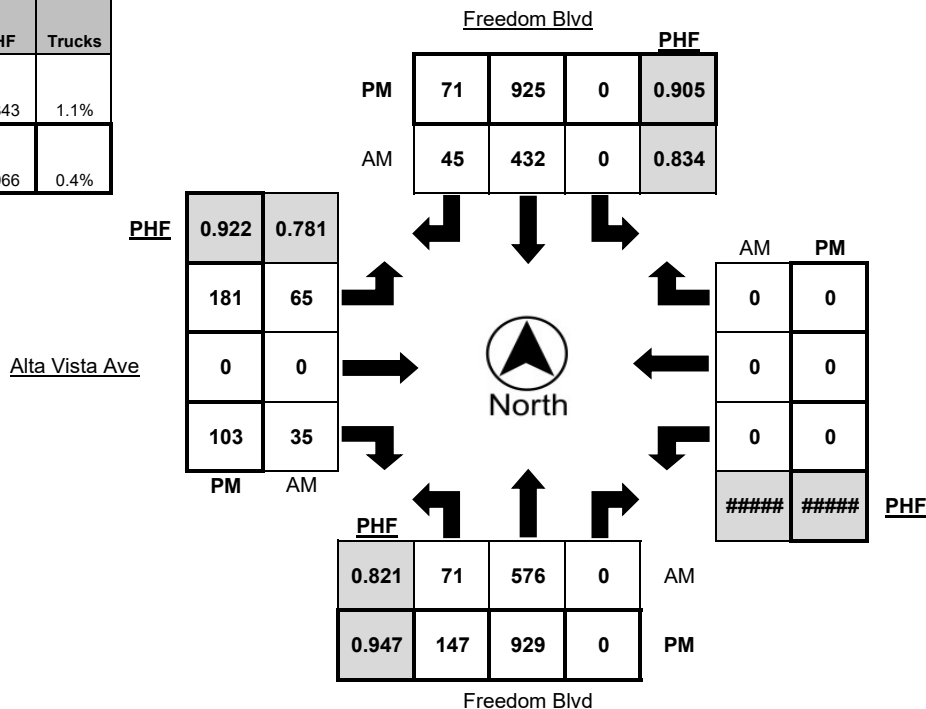
WEATHER Clear

Time	Northbound				Southbound				Eastbound				Westbound			
	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks
7:00 AM - 7:15 AM	10	101	0	1	0	81	4	2	12	0	3	0	0	0	0	0
7:15 AM - 7:30 AM	8	98	0	1	0	83	6	0	11	0	8	1	0	0	0	0
7:30 AM - 7:45 AM	19	145	0	2	0	110	7	0	15	0	4	0	0	0	0	0
7:45 AM - 8:00 AM	20	177	0	1	0	125	18	1	15	0	8	0	0	0	0	0
8:00 AM - 8:15 AM	19	116	0	2	0	106	8	0	20	0	12	0	0	0	0	0
8:15 AM - 8:30 AM	13	138	0	3	0	91	12	1	15	0	11	3	0	0	0	0
8:30 AM - 8:45 AM	11	118	0	3	0	102	7	2	20	0	8	1	0	0	0	0
8:45 AM - 9:00 AM	25	117	0	2	0	119	8	3	22	0	7	1	0	0	0	0
TOTAL	125	1010	0	15	0	817	70	9	130	0	61	6	0	0	0	0

Time	Northbound				Southbound				Eastbound				Westbound			
	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks
4:00 PM - 4:15 PM	35	211	0	0	0	238	14	2	47	0	20	0	0	0	0	0
4:15 PM - 4:30 PM	42	228	0	1	0	256	19	1	40	0	25	0	0	0	0	0
4:30 PM - 4:45 PM	27	236	0	2	0	222	13	2	48	0	28	0	0	0	0	0
4:45 PM - 5:00 PM	37	247	0	0	0	209	15	1	38	0	28	0	0	0	0	0
5:00 PM - 5:15 PM	41	218	0	1	0	238	24	2	55	0	22	0	0	0	0	0
5:15 PM - 5:30 PM	29	212	0	2	0	255	18	1	31	0	27	0	0	0	0	0
5:30 PM - 5:45 PM	31	214	0	2	0	222	15	1	52	0	15	0	0	0	0	0
5:45 PM - 6:00 PM	27	185	0	0	0	177	17	1	36	0	18	0	0	0	0	0
TOTAL	269	1751	0	8	0	1817	135	11	347	0	183	0	0	0	0	0

PEAK HOUR	Northbound				Southbound				Eastbound				Westbound			
	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks
7:30 AM - 8:30 AM	71	576	0	8	0	432	45	2	65	0	35	3	0	0	0	0
4:15 PM - 5:15 PM	147	929	0	4	0	925	71	6	181	0	103	0	0	0	0	0

	PHF	Trucks
AM	0.843	1.1%
PM	0.966	0.4%





Metro Traffic Data Inc.
 310 N. Irwin Street - Suite 20
 Hanford, CA 93230
 800-975-6938 Phone/Fax
 www.metrotrafficdata.com

Turning Movement Report

Prepared For:

VICE
 2491 Alluvial Ave Ste 15
 Clovis, CA 93611

LOCATION Freedom Blvd @ Alta Vista Ave

LATITUDE 36.9284

COUNTY Santa Cruz

LONGITUDE -121.7664

COLLECTION DATE Wednesday, December 9, 2020

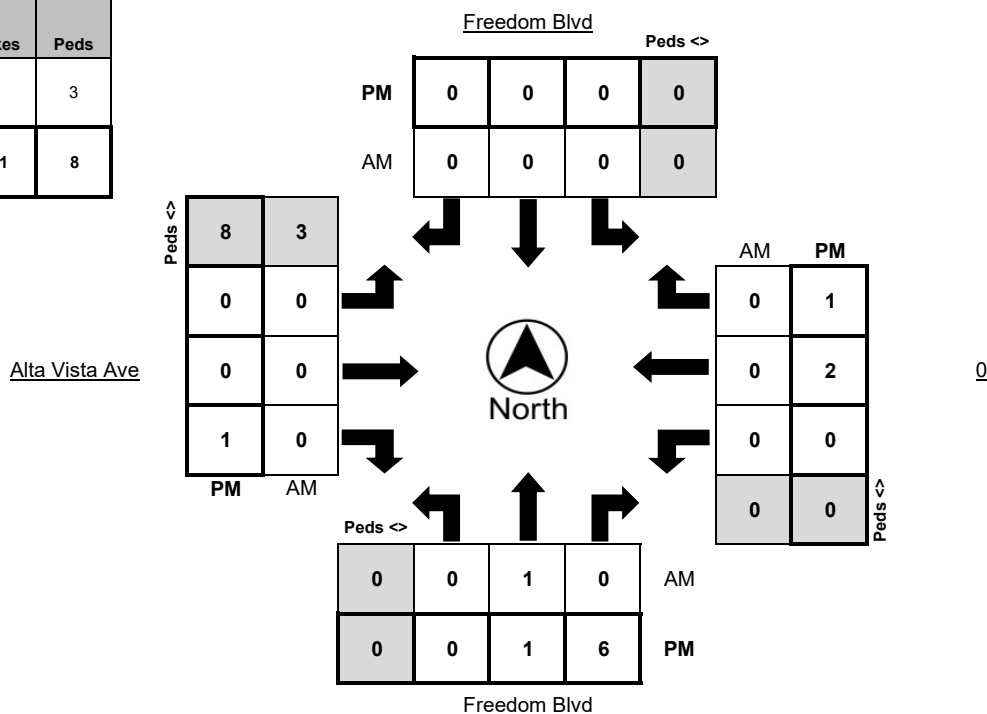
WEATHER Clear

Time	Northbound Bikes			N.Leg Peds	Southbound Bikes			S.Leg Peds	Eastbound Bikes			E.Leg Peds	Westbound Bikes			W.Leg Peds
	Left	Thru	Right		Left	Thru	Right		Left	Thru	Right		Left	Thru	Right	
7:00 AM - 7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM - 7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:30 AM - 7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM - 8:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM - 8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
8:15 AM - 8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM - 8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:45 AM - 9:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
TOTAL	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	6

Time	Northbound Bikes			N.Leg Peds	Southbound Bikes			S.Leg Peds	Eastbound Bikes			E.Leg Peds	Westbound Bikes			W.Leg Peds
	Left	Thru	Right		Left	Thru	Right		Left	Thru	Right		Left	Thru	Right	
4:00 PM - 4:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM - 4:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4:30 PM - 4:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	3
4:45 PM - 5:00 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	1	0	1
5:00 PM - 5:15 PM	0	1	2	0	0	0	0	0	0	0	1	0	0	1	0	3
5:15 PM - 5:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	1
5:30 PM - 5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:45 PM - 6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
TOTAL	0	1	8	0	0	0	0	0	0	0	1	0	0	5	1	12

PEAK HOUR	Northbound Bikes			N.Leg Peds	Southbound Bikes			S.Leg Peds	Eastbound Bikes			E.Leg Peds	Westbound Bikes			W.Leg Peds
	Left	Thru	Right		Left	Thru	Right		Left	Thru	Right		Left	Thru	Right	
7:30 AM - 8:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
4:15 PM - 5:15 PM	0	1	6	0	0	0	0	0	0	0	1	0	0	2	1	8

	Bikes	Peds
AM Peak Total	1	3
PM Peak Total	11	8





Metro Traffic Data Inc.
310 N. Irwin Street - Suite 20
Hanford, CA 93230
800-975-6938 Phone/Fax
www.metrotrafficdata.com

Turning Movement Report

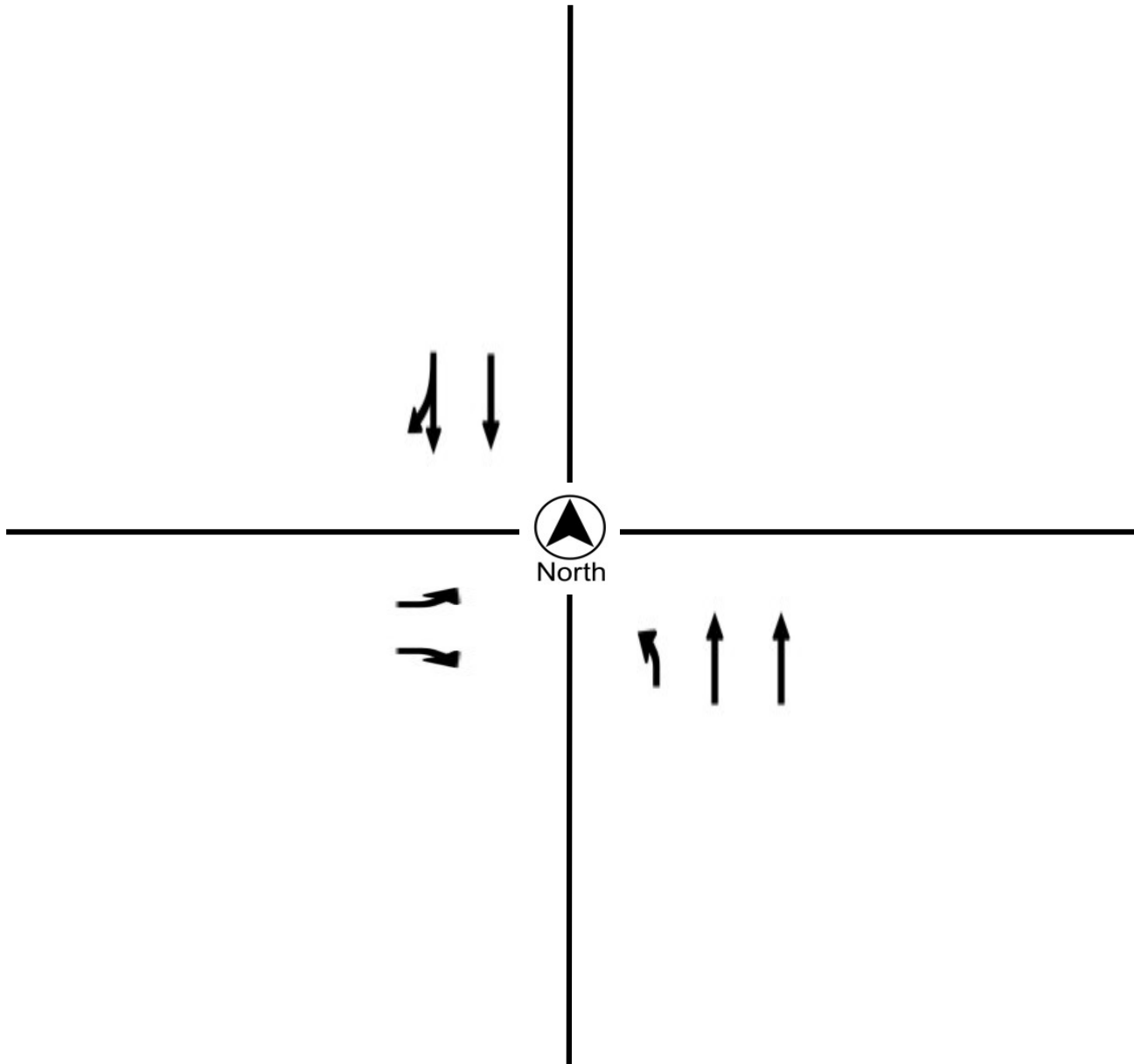
Prepared For:

VICE
2491 Alluvial Ave Ste 15
Clovis, CA 93611

LOCATION Freedom Blvd @ Alta Vista Ave
COUNTY Santa Cruz
COLLECTION DATE Wednesday, December 9, 2020
CYCLE TIME 97 Seconds

N/S STREET Freedom Blvd
E/W STREET Alta Vista Ave
WEATHER Clear
CONTROL TYPE Signal

COMMENTS Northbound left turns are protected.














Appendix B: Synchro Reports

Appendix B-1: Existing Scenario(s)

Lanes, Volumes, Timings
1: FREEDOM & ALTA VISTA

EXISTING AM
01/06/2021

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	65	35	71	576	432	45
Future Volume (vph)	65	35	71	576	432	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	60	0	200			0
Storage Lanes	1	1	1			0
Taper Length (ft)	75		75			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Ped Bike Factor	0.99	0.98	0.99		1.00	
Frt		0.850			0.986	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1770	1583	1770	3539	3475	0
Flt Permitted	0.950		0.950			
Satd. Flow (perm)	1754	1551	1758	3539	3475	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		42			19	
Link Speed (mph)	25			30	30	
Link Distance (ft)	76			160	797	
Travel Time (s)	2.1			3.6	18.1	
Confl. Peds. (#/hr)	10	10	10			10
Confl. Bikes (#/hr)						11
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Adj. Flow (vph)	77	42	85	686	514	54
Shared Lane Traffic (%)						
Lane Group Flow (vph)	77	42	85	686	568	0
Enter Blocked Intersection	Yes	Yes	Yes	Yes	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1	1	2	2	
Detector Template	Left	Right	Left	Thru	Thru	
Leading Detector (ft)	20	20	20	100	100	
Trailing Detector (ft)	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	
Detector 1 Size(ft)	20	20	20	6	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	

WATSONVILLE GAS STATION 01/06/2021 EXISTING AM
KV

Synchro 10 Report
Page 1

Lanes, Volumes, Timings
1: FREEDOM & ALTA VISTA

EXISTING AM
01/06/2021



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Turn Type	Prot	Perm	Prot	NA	NA	
Protected Phases	4		5	2	6	
Permitted Phases		4				
Detector Phase	4	4	5	2	6	
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	26.7	26.7	9.7	26.7	26.7	
Total Split (s)	26.7	26.7	10.0	32.5	26.7	
Total Split (%)	42.1%	42.1%	15.8%	51.3%	42.1%	
Maximum Green (s)	22.0	22.0	5.3	27.8	22.0	
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.7	4.7	4.7	4.7	4.7	
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	None	C-Max	C-Max	
Walk Time (s)					7.0	
Flash Dont Walk (s)					15.0	
Pedestrian Calls (#/hr)					10	
Act Effect Green (s)	8.2	8.2	8.6	48.8	37.6	
Actuated g/C Ratio	0.13	0.13	0.14	0.77	0.59	
v/c Ratio	0.34	0.18	0.36	0.25	0.27	
Control Delay	28.5	10.4	28.4	3.3	9.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	28.5	10.4	28.4	3.3	9.4	
LOS	C	B	C	A	A	
Approach Delay	22.1			6.1	9.4	
Approach LOS	C			A	A	

Intersection Summary

Area Type: Other

Cycle Length: 63.4

Actuated Cycle Length: 63.4

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green

Natural Cycle: 65

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.36

Intersection Signal Delay: 8.7

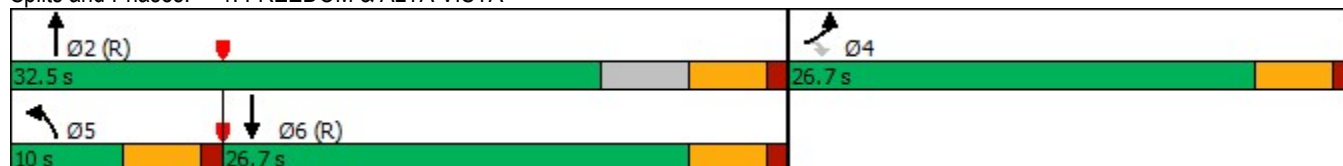
Intersection LOS: A

Intersection Capacity Utilization 38.4%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 1: FREEDOM & ALTA VISTA



WATSONVILLE GAS STATION 01/06/2021 EXISTING AM
KV

Synchro 10 Report
Page 2

Queues

EXISTING AM

01/06/2021

1: FREEDOM & ALTA VISTA



Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Group Flow (vph)	77	42	85	686	568
v/c Ratio	0.34	0.18	0.36	0.25	0.27
Control Delay	28.5	10.4	28.4	3.3	9.4
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	28.5	10.4	28.4	3.3	9.4
Queue Length 50th (ft)	28	0	30	35	59
Queue Length 95th (ft)	55	20	59	59	98
Internal Link Dist (ft)	1			80	717
Turn Bay Length (ft)	60		200		
Base Capacity (vph)	614	565	239	2724	2069
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.13	0.07	0.36	0.25	0.27
Intersection Summary					






HCM 6th Signalized Intersection Summary

1: FREEDOM & ALTA VISTA

EXISTING AM

01/06/2021













Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	65	35	71	576	432	45
Future Volume (veh/h)	65	35	71	576	432	45
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			0.97
Parking Bus, Adj	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	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	77	42	85	686	514	54
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	124	110	109	2777	2087	218
Arrive On Green	0.07	0.07	0.06	0.78	0.65	0.65
Sat Flow, veh/h	1781	1585	1781	3647	3327	338
Grp Volume(v), veh/h	77	42	85	686	282	286
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1777	1777	1795
Q Serve(g_s), s	2.6	1.6	3.0	3.3	4.2	4.2
Cycle Q Clear(g_c), s	2.6	1.6	3.0	3.3	4.2	4.2
Prop In Lane	1.00	1.00	1.00			0.19
Lane Grp Cap(c), veh/h	124	110	109	2777	1147	1159
V/C Ratio(X)	0.62	0.38	0.78	0.25	0.25	0.25
Avail Cap(c_a), veh/h	622	554	150	2777	1147	1159
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.5	28.0	29.1	1.9	4.7	4.7
Incr Delay (d2), s/veh	5.0	2.2	15.9	0.2	0.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	1.5	1.7	0.5	1.3	1.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	33.5	30.2	45.0	2.1	5.2	5.2
LnGrp LOS	C	C	D	A	A	A
Approach Vol, veh/h	119			771	568	
Approach Delay, s/veh	32.3			6.8	5.2	
Approach LOS	C			A	A	
Timer - Assigned Phs	2			4	5	6
Phs Duration (G+Y+Rc), s	53.9			9.1	8.6	45.4
Change Period (Y+Rc), s	* 4.7			* 4.7	* 4.7	* 4.7
Max Green Setting (Gmax), s	* 28			* 22	* 5.3	* 22
Max Q Clear Time (g_c+I1), s	5.3			4.6	5.0	6.2
Green Ext Time (p_c), s	4.9			0.3	0.0	3.1
Intersection Summary						
HCM 6th Ctrl Delay			8.3			
HCM 6th LOS			A			
Notes						

Lanes, Volumes, Timings
2: DRIVEWAY A & ALTA VISTA

EXISTING AM












01/06/2021

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	98	4	0	116	0	2
Future Volume (vph)	98	4	0	116	0	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		20	0		0	25
Storage Lanes		1	0		0	0
Taper Length (ft)			25		25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt		0.850				0.865
Flt Protected						
Satd. Flow (prot)	1863	1583	0	1863	0	1611
Flt Permitted						
Satd. Flow (perm)	1863	1583	0	1863	0	1611
Link Speed (mph)	25			25	25	
Link Distance (ft)	1807			444	226	
Travel Time (s)	49.3			12.1	6.2	
Confl. Bikes (#/hr)		10				10
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Adj. Flow (vph)	117	5	0	138	0	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	117	5	0	138	0	2
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	15.2%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗		↑		↗
Traffic Vol, veh/h	98	4	0	116	0	2
Future Vol, veh/h	98	4	0	116	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	20	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	117	5	0	138	0	2
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	117
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	-	-	0	-	0	935
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	935
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0		8.9	
HCM LOS					A	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT		
Capacity (veh/h)	935	-	-	-		
HCM Lane V/C Ratio	0.003	-	-	-		
HCM Control Delay (s)	8.9	-	-	-		
HCM Lane LOS	A	-	-	-		
HCM 95th %tile Q(veh)	0	-	-	-		

Lanes, Volumes, Timings
3: FREEDOM & DRIVEWAY B












EXISTING AM
01/06/2021

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations				 	 	
Traffic Volume (vph)	0	12	0	647	456	11
Future Volume (vph)	0	12	0	647	456	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	0			25
Storage Lanes	0	1	0			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Ped Bike Factor						
Frt		0.865			0.996	
Flt Protected						
Satd. Flow (prot)	0	1611	0	3539	3525	0
Flt Permitted						
Satd. Flow (perm)	0	1611	0	3539	3525	0
Link Speed (mph)	25			30	30	
Link Distance (ft)	243			710	430	
Travel Time (s)	6.6			16.1	9.8	
Confl. Peds. (#/hr)		10				10
Confl. Bikes (#/hr)		11				11
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Adj. Flow (vph)	0	14	0	770	543	13
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	14	0	770	556	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	30.7%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↑↑	↑↑	
Traffic Vol, veh/h	0	12	0	647	456	11
Future Vol, veh/h	0	12	0	647	456	11
Conflicting Peds, #/hr	0	10	0	0	0	10
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	14	0	770	543	13
Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	-	298	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	698	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	685	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB	NB	SB			
HCM Control Delay, s	10.4	0	0			
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR		
Capacity (veh/h)	-	685	-	-		
HCM Lane V/C Ratio	-	0.021	-	-		
HCM Control Delay (s)	-	10.4	-	-		
HCM Lane LOS	-	B	-	-		
HCM 95th %tile Q(veh)	-	0.1	-	-		

Lanes, Volumes, Timings
1: FREEDOM & ALTA VISTA

EXISTING PM
01/06/2021

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	181	103	147	929	925	71
Future Volume (vph)	181	103	147	929	925	71
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	60	0	200			0
Storage Lanes	1	1	1			0
Taper Length (ft)	75		75			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Ped Bike Factor	0.99	0.98	1.00		1.00	
Frt		0.850			0.989	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1770	1583	1770	3539	3489	0
Flt Permitted	0.950		0.950			
Satd. Flow (perm)	1754	1551	1764	3539	3489	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		106			14	
Link Speed (mph)	25			30	30	
Link Distance (ft)	76			160	797	
Travel Time (s)	2.1			3.6	18.1	
Confl. Peds. (#/hr)	10	10	10			10
Confl. Bikes (#/hr)						11
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	187	106	152	958	954	73
Shared Lane Traffic (%)						
Lane Group Flow (vph)	187	106	152	958	1027	0
Enter Blocked Intersection	Yes	Yes	Yes	Yes	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1	1	2	2	
Detector Template	Left	Right	Left	Thru	Thru	
Leading Detector (ft)	20	20	20	100	100	
Trailing Detector (ft)	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	
Detector 1 Size(ft)	20	20	20	6	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	

WATSONVILLE GAS STATION 01/06/2021 EXISTING PM
KV

Synchro 10 Report
Page 1

Lanes, Volumes, Timings
1: FREEDOM & ALTA VISTA

EXISTING PM
01/06/2021



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Turn Type	Prot	Perm	Prot	NA	NA	
Protected Phases	4		5	2	6	
Permitted Phases		4				
Detector Phase	4	4	5	2	6	
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	26.7	26.7	9.7	26.7	26.7	
Total Split (s)	26.7	26.7	10.0	32.5	26.7	
Total Split (%)	42.1%	42.1%	15.8%	51.3%	42.1%	
Maximum Green (s)	22.0	22.0	5.3	27.8	22.0	
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.7	4.7	4.7	4.7	4.7	
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	None	C-Max	C-Max	
Walk Time (s)					7.0	
Flash Dont Walk (s)					15.0	
Pedestrian Calls (#/hr)					10	
Act Effect Green (s)	12.0	12.0	12.1	42.0	25.2	
Actuated g/C Ratio	0.19	0.19	0.19	0.66	0.40	
v/c Ratio	0.56	0.28	0.45	0.41	0.74	
Control Delay	29.2	6.8	27.8	6.1	21.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	29.2	6.8	27.8	6.1	21.3	
LOS	C	A	C	A	C	
Approach Delay	21.1			9.1	21.3	
Approach LOS	C			A	C	

Intersection Summary

Area Type: Other

Cycle Length: 63.4

Actuated Cycle Length: 63.4

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green

Natural Cycle: 65

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.74

Intersection Signal Delay: 15.7

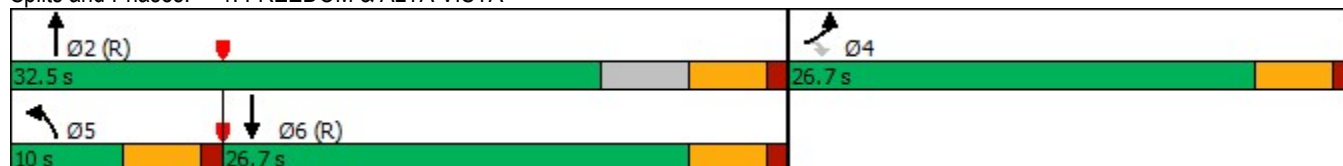
Intersection LOS: B

Intersection Capacity Utilization 57.8%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 1: FREEDOM & ALTA VISTA



WATSONVILLE GAS STATION 01/06/2021 EXISTING PM
KV

Synchro 10 Report
Page 2

Queues

EXISTING PM

1: FREEDOM & ALTA VISTA

01/06/2021



Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Group Flow (vph)	187	106	152	958	1027
v/c Ratio	0.56	0.28	0.45	0.41	0.74
Control Delay	29.2	6.8	27.8	6.1	21.3
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	29.2	6.8	27.8	6.1	21.3
Queue Length 50th (ft)	66	0	52	74	171
Queue Length 95th (ft)	111	32	106	134	#291
Internal Link Dist (ft)	1			80	717
Turn Bay Length (ft)	60		200		
Base Capacity (vph)	614	607	337	2345	1396
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.30	0.17	0.45	0.41	0.74

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

HCM 6th Signalized Intersection Summary

1: FREEDOM & ALTA VISTA

EXISTING PM

01/06/2021













Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	181	103	147	929	925	71
Future Volume (veh/h)	181	103	147	929	925	71
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			0.96
Parking Bus, Adj	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	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	187	106	152	958	954	73
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	255	227	150	2514	1830	140
Arrive On Green	0.14	0.14	0.08	0.71	0.55	0.55
Sat Flow, veh/h	1781	1585	1781	3647	3428	255
Grp Volume(v), veh/h	187	106	152	958	508	519
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1777	1777	1813
Q Serve(g_s), s	6.3	3.9	5.3	6.8	11.4	11.4
Cycle Q Clear(g_c), s	6.3	3.9	5.3	6.8	11.4	11.4
Prop In Lane	1.00	1.00	1.00			0.14
Lane Grp Cap(c), veh/h	255	227	150	2514	975	995
V/C Ratio(X)	0.73	0.47	1.01	0.38	0.52	0.52
Avail Cap(c_a), veh/h	622	554	150	2514	975	995
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.8	24.8	28.9	3.7	9.0	9.0
Incr Delay (d2), s/veh	4.0	1.5	77.3	0.4	2.0	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	3.5	5.4	1.6	4.1	4.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	29.9	26.3	106.2	4.1	11.0	10.9
LnGrp LOS	C	C	F	A	B	B
Approach Vol, veh/h	293			1110	1027	
Approach Delay, s/veh	28.6			18.1	11.0	
Approach LOS	C			B	B	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		49.3		13.7	10.0	39.3
Change Period (Y+Rc), s		* 4.7		* 4.7	* 4.7	* 4.7
Max Green Setting (Gmax), s		* 28		* 22	* 5.3	* 22
Max Q Clear Time (g_c+I1), s		8.8		8.3	7.3	13.4
Green Ext Time (p_c), s		6.8		0.8	0.0	4.2
Intersection Summary						
HCM 6th Ctrl Delay			16.3			
HCM 6th LOS			B			
Notes						
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.						

Lanes, Volumes, Timings
2: DRIVEWAY A & ALTA VISTA

EXISTING PM












01/06/2021

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	282	5	0	218	0	2
Future Volume (vph)	282	5	0	218	0	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		20	0		0	25
Storage Lanes		1	0		0	0
Taper Length (ft)			25		25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt		0.850				0.865
Flt Protected						
Satd. Flow (prot)	1863	1583	0	1863	0	1611
Flt Permitted						
Satd. Flow (perm)	1863	1583	0	1863	0	1611
Link Speed (mph)	25			25	25	
Link Distance (ft)	1807			444	226	
Travel Time (s)	49.3			12.1	6.2	
Confl. Bikes (#/hr)		10				10
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	291	5	0	225	0	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	291	5	0	225	0	2
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	24.8%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗		↑		↗
Traffic Vol, veh/h	282	5	0	218	0	2
Future Vol, veh/h	282	5	0	218	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	20	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	291	5	0	225	0	2
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	291
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	-	-	0	-	0	748
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	748
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0		9.8	
HCM LOS					A	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT		
Capacity (veh/h)	748	-	-	-		
HCM Lane V/C Ratio	0.003	-	-	-		
HCM Control Delay (s)	9.8	-	-	-		
HCM Lane LOS	A	-	-	-		
HCM 95th %tile Q(veh)	0	-	-	-		

Lanes, Volumes, Timings
3: FREEDOM & DRIVEWAY B

EXISTING PM
01/06/2021

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations				 	 	
Traffic Volume (vph)	0	13	0	1076	1015	13
Future Volume (vph)	0	13	0	1076	1015	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	0			25
Storage Lanes	0	1	0			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Ped Bike Factor						
Frt		0.865			0.998	
Flt Protected						
Satd. Flow (prot)	0	1611	0	3539	3532	0
Flt Permitted						
Satd. Flow (perm)	0	1611	0	3539	3532	0
Link Speed (mph)	25			30	30	
Link Distance (ft)	243			710	430	
Travel Time (s)	6.6			16.1	9.8	
Confl. Peds. (#/hr)		10				10
Confl. Bikes (#/hr)		11				11
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	0	13	0	1109	1046	13
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	13	0	1109	1059	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	42.6%			ICU Level of Service A		
Analysis Period (min)	15					












Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↑↑	↑↑	
Traffic Vol, veh/h	0	13	0	1076	1015	13
Future Vol, veh/h	0	13	0	1076	1015	13
Conflicting Peds, #/hr	0	10	0	0	0	10
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	13	0	1109	1046	13
Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	-	550	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	479	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	470	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB	NB	SB			
HCM Control Delay, s	12.9	0	0			
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR		
Capacity (veh/h)	-	470	-	-		
HCM Lane V/C Ratio	-	0.029	-	-		
HCM Control Delay (s)	-	12.9	-	-		
HCM Lane LOS	-	B	-	-		
HCM 95th %tile Q(veh)	-	0.1	-	-		

Appendix B-2: Existing Plus Project Scenario(s)

Lanes, Volumes, Timings
1: FREEDOM & ALTA VISTA

EXISTING + PROJ PM

01/06/2021

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	198	103	165	929	941	71
Future Volume (vph)	198	103	165	929	941	71
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	60	0	200			0
Storage Lanes	1	1	1			0
Taper Length (ft)	75		75			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Ped Bike Factor	0.99	0.98	1.00		1.00	
Frt		0.850			0.990	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1770	1583	1770	3539	3493	0
Flt Permitted	0.950		0.950			
Satd. Flow (perm)	1754	1551	1764	3539	3493	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		106			13	
Link Speed (mph)	25			30	30	
Link Distance (ft)	76			160	797	
Travel Time (s)	2.1			3.6	18.1	
Confl. Peds. (#/hr)	10	10	10			10
Confl. Bikes (#/hr)						11
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	204	106	170	958	970	73
Shared Lane Traffic (%)						
Lane Group Flow (vph)	204	106	170	958	1043	0
Enter Blocked Intersection	Yes	Yes	Yes	Yes	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1	1	2	2	
Detector Template	Left	Right	Left	Thru	Thru	
Leading Detector (ft)	20	20	20	100	100	
Trailing Detector (ft)	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	
Detector 1 Size(ft)	20	20	20	6	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	

WATSONVILLE GAS STATION 01/06/2021 EXISTING + PROJ PM
KV

Synchro 10 Report
Page 1

Lanes, Volumes, Timings
1: FREEDOM & ALTA VISTA

EXISTING + PROJ PM

01/06/2021



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Turn Type	Prot	Perm	Prot	NA	NA	
Protected Phases	4		5	2	6	
Permitted Phases		4				
Detector Phase	4	4	5	2	6	
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	26.7	26.7	9.7	26.7	26.7	
Total Split (s)	26.7	26.7	10.0	32.5	26.7	
Total Split (%)	42.1%	42.1%	15.8%	51.3%	42.1%	
Maximum Green (s)	22.0	22.0	5.3	27.8	22.0	
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.7	4.7	4.7	4.7	4.7	
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	None	C-Max	C-Max	
Walk Time (s)					7.0	
Flash Dont Walk (s)					15.0	
Pedestrian Calls (#/hr)					10	
Act Effect Green (s)	12.6	12.6	13.0	41.4	23.7	
Actuated g/C Ratio	0.20	0.20	0.21	0.65	0.37	
v/c Ratio	0.58	0.27	0.47	0.41	0.79	
Control Delay	29.2	6.5	28.6	6.5	24.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	29.2	6.5	28.6	6.5	24.0	
LOS	C	A	C	A	C	
Approach Delay	21.4			9.8	24.0	
Approach LOS	C			A	C	

Intersection Summary

Area Type: Other

Cycle Length: 63.4

Actuated Cycle Length: 63.4

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green

Natural Cycle: 70

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.79

Intersection Signal Delay: 17.2

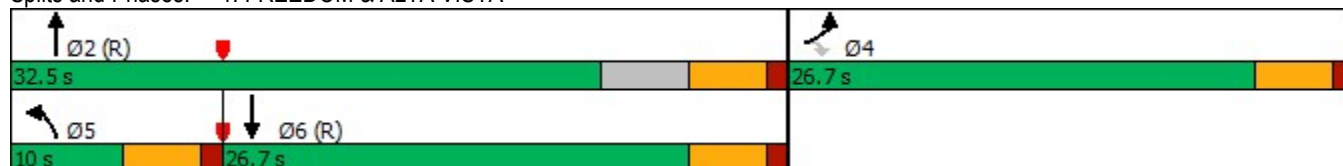
Intersection LOS: B

Intersection Capacity Utilization 60.2%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 1: FREEDOM & ALTA VISTA



WATSONVILLE GAS STATION 01/06/2021 EXISTING + PROJ PM
KV

Synchro 10 Report
Page 2

Queues

EXISTING + PROJ PM

01/06/2021

1: FREEDOM & ALTA VISTA



Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Group Flow (vph)	204	106	170	958	1043
v/c Ratio	0.58	0.27	0.47	0.41	0.79
Control Delay	29.2	6.5	28.6	6.5	24.0
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	29.2	6.5	28.6	6.5	24.0
Queue Length 50th (ft)	72	0	57	76	185
Queue Length 95th (ft)	118	31	#133	139	#298
Internal Link Dist (ft)	1			80	717
Turn Bay Length (ft)	60		200		
Base Capacity (vph)	614	607	363	2312	1313
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.33	0.17	0.47	0.41	0.79

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

HCM 6th Signalized Intersection Summary

1: FREEDOM & ALTA VISTA

EXISTING + PROJ PM

01/06/2021



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	198	103	165	929	941	71
Future Volume (veh/h)	198	103	165	929	941	71
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			0.96
Parking Bus, Adj	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	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	204	106	170	958	970	73
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	273	243	150	2479	1799	135
Arrive On Green	0.15	0.15	0.08	0.70	0.54	0.54
Sat Flow, veh/h	1781	1585	1781	3647	3433	251
Grp Volume(v), veh/h	204	106	170	958	516	527
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1777	1777	1814
Q Serve(g_s), s	6.9	3.8	5.3	7.0	11.9	11.9
Cycle Q Clear(g_c), s	6.9	3.8	5.3	7.0	11.9	11.9
Prop In Lane	1.00	1.00	1.00			0.14
Lane Grp Cap(c), veh/h	273	243	150	2479	957	977
V/C Ratio(X)	0.75	0.44	1.13	0.39	0.54	0.54
Avail Cap(c_a), veh/h	622	554	150	2479	957	977
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.5	24.2	28.9	3.9	9.4	9.4
Incr Delay (d2), s/veh	4.1	1.2	114.2	0.5	2.2	2.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	3.5	6.9	1.7	4.3	4.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	29.6	25.4	143.0	4.4	11.6	11.6
LnGrp LOS	C	C	F	A	B	B
Approach Vol, veh/h	310			1128	1043	
Approach Delay, s/veh	28.2			25.3	11.6	
Approach LOS	C			C	B	
Timer - Assigned Phs	2			4	5	6
Phs Duration (G+Y+Rc), s	48.6			14.4	10.0	38.6
Change Period (Y+Rc), s	* 4.7			* 4.7	* 4.7	* 4.7
Max Green Setting (Gmax), s	* 28			* 22	* 5.3	* 22
Max Q Clear Time (g_c+I1), s	9.0			8.9	7.3	13.9
Green Ext Time (p_c), s	6.8			0.8	0.0	4.1

Intersection Summary

HCM 6th Ctrl Delay	19.9
HCM 6th LOS	B











Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lanes, Volumes, Timings
2: DRIVEWAY A & ALTA VISTA

EXISTING + PROJ PM

01/06/2021










						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	297	9	0	236	0	4
Future Volume (vph)	297	9	0	236	0	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		20	0		0	25
Storage Lanes		1	0		0	0
Taper Length (ft)			25		25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt		0.850				0.865
Flt Protected						
Satd. Flow (prot)	1863	1583	0	1863	0	1611
Flt Permitted						
Satd. Flow (perm)	1863	1583	0	1863	0	1611
Link Speed (mph)	25			25	25	
Link Distance (ft)	1807			444	226	
Travel Time (s)	49.3			12.1	6.2	
Confl. Bikes (#/hr)		10				10
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	306	9	0	243	0	4
Shared Lane Traffic (%)						
Lane Group Flow (vph)	306	9	0	243	0	4
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	25.6%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗		↑		↗
Traffic Vol, veh/h	297	9	0	236	0	4
Future Vol, veh/h	297	9	0	236	0	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	20	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	306	9	0	243	0	4
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	306
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	-	-	0	-	0	734
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	734
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0		9.9	
HCM LOS					A	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT		
Capacity (veh/h)	734	-	-	-		
HCM Lane V/C Ratio	0.006	-	-	-		
HCM Control Delay (s)	9.9	-	-	-		
HCM Lane LOS	A	-	-	-		
HCM 95th %tile Q(veh)	0	-	-	-		

Lanes, Volumes, Timings
3: FREEDOM & DRIVEWAY B

EXISTING + PROJ PM

01/06/2021

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	23	0	1094	1023	21
Future Volume (vph)	0	23	0	1094	1023	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	0			25
Storage Lanes	0	1	0			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Ped Bike Factor						
Frt		0.865			0.997	
Flt Protected						
Satd. Flow (prot)	0	1611	0	3539	3529	0
Flt Permitted						
Satd. Flow (perm)	0	1611	0	3539	3529	0
Link Speed (mph)	25			30	30	
Link Distance (ft)	243			710	430	
Travel Time (s)	6.6			16.1	9.8	
Confl. Peds. (#/hr)		10				10
Confl. Bikes (#/hr)		11				11
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	0	24	0	1128	1055	22
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	24	0	1128	1077	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	43.1%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↑↑	↑↑	
Traffic Vol, veh/h	0	23	0	1094	1023	21
Future Vol, veh/h	0	23	0	1094	1023	21
Conflicting Peds, #/hr	0	10	0	0	0	10
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	24	0	1128	1055	22
Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	-	559	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	472	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	463	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB	NB	SB			
HCM Control Delay, s	13.2	0	0			
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR		
Capacity (veh/h)	-	463	-	-		
HCM Lane V/C Ratio	-	0.051	-	-		
HCM Control Delay (s)	-	13.2	-	-		
HCM Lane LOS	-	B	-	-		
HCM 95th %tile Q(veh)	-	0.2	-	-		

CRITERIA AND STANDARDS
AUTOMOBILE MECHANICAL WASH

DEFINITION: A drive-in establishment where motor vehicles can be serviced for washing and can be combined to include multiple gasoline dispensing pumps on a drive-in or drive through basis. The delivery of such needs shall be made directly to the vehicle.

SITE:

Size: Minimum land area shall be 10,000 square feet, plus 4,000 square feet for each two (2) multiple gasoline pumps, plus 7,000 square feet for each additional gasoline pump.

Design: The design shall be appropriate to the site and the surroundings; traffic patterns, and activities in the area.

Sufficient space shall be provided to service vehicles efficiently, to meet on-site parking and maneuvering needs, and to ensure the safe movement of vehicles and pedestrians on and around the site.

The arrangement of structures, islands, curb cuts, parking and landscaping shall be to best serve the community and least adversely affect adjacent properties.

Access Driveways: Driveways shall be designed to ensure a safe and efficient operation, so that traffic may move on and off the site from the lane of traffic nearest the curb.

On-Site Parking: One space for each employee on the day shift, plus three (3) spaces for each bay shall be required.

Clear-Vision Triangle: There shall be no visual obstruction within twenty-five (25) feet of the intersection of street right-of-way lines, above two (2) feet and below eight (8) feet of the finished grade.

Paving: All areas other than planting areas shall be paved with all-weather, permanent material as specified by the City Engineer.

Drainage: Drainage shall be collected on site and shall not be discharged across adjacent public or private property.

Lighting: Lighting shall be directed onto the subject property only, so that the light source is not visible from adjacent properties. No luminaire shall be allowed higher than twenty (20) feet above finished grade.

Signs: All signs shall conform to the Sign Ordinance. Lighted signs, located within seventy-five (75) feet of residential districts, shall not exceed twenty (20) feet in height.

Outdoor Storage: Any outdoor storage or refuse area shall be fenced or screened from view.

Landscaping: Landscaping areas shall comprise a minimum of four per cent of the gross site area.

Said landscaping shall be located so as not to obstruct necessary sight distances and traffic flow, to offer adjacent residential properties a degree of visual and audio screening, and shall be of such quality as to enhance the site, and the surrounding area.

Parkway and Driveway Planters: Such planters shall be required and the planting materials shall be low-growing two and one-half ($2\frac{1}{2}$) feet in height, generally low-maintenance, evergreen flora, which will not obstruct view of drivers and customers. Other planters shall be located so as not to obstruct necessary sight distances or traffic flow. All landscaping shall be permanently maintained.

Irrigation: Sprinkler systems or hose bibs shall be provided in all landscaped areas.

Fences and Decorative Screening: Materials, textures, colors and design shall be compatible with the on-site development, the adjacent properties, and the neighborhood. Said fencing or screening, where bordering residential properties shall be of non-metallic material and shall be six (6) feet in height on that part of the property to the back of the residential building line and not more than three and one-half ($3\frac{1}{2}$) feet to the front of said building line. Bumpers shall be required in front of all fences and hedges.

STRUCTURES:

Location: Gas pumps shall not be less than fifteen (15) feet from property line nor less than twenty-five (25) feet from residential property.

Design: Structures shall be architecturally approved by the Design Review Commission.

Materials, textures and colors shall be compatible with surrounding uses. Reflective, glossy, and fluorescent materials shall not be permitted.

OPERATION: The operation shall be confined to mechanical washing of motor vehicles and dispensing of gasoline.

Outside operations shall be limited to the dispensing of gasoline, and the gasoline shall be dispensed by an attendant.

Public nuisance (noise, vibration, odor, fumes, dust, smokes, wastes, etc.) shall be held within the limits set forth by the Watsonville Municipal Code, Chapter 17.

The sale of products other than gasoline shall be prohibited except for indoor dispensing of cigarettes, soft drinks and confectionery products contained in a machine.

USE PERMIT: An application for use permit relative to a mechanical car wash shall be accompanied by a site plan containing all the information required and including site dimensions, plot plan and elevations of all structures, parking, circulation, landscaping signs, etc. Types, textures, and colors of all materials to be used shall be conditioned to contain the criteria and standards as set forth but not necessarily limited to these standards. Hours of operation shall be compatible with the neighborhood land use.

RESOLUTION NO. ____-22 (PC)

RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF WATSONVILLE, CALIFORNIA, RECOMMENDING APPROVAL OF A SPECIAL USE PERMIT WITH DESIGN REVIEW AND ENVIRONMENTAL REVIEW (APPLICATION NO. 627) TO ALLOW CONSTRUCTION OF A ±1,600 SQUARE FOOT AUTOMATED MECHANICAL CAR WASH FOR AN EXISTING GAS STATION WITH MINI-MART LOCATED AT 1455 FREEDOM BLVD, WATSONVILLE, CALIFORNIA (APN 016-061-06)

Project: 1455 Freedom Blvd (APN: 016-061-06)

WHEREAS, on September 22, 2020, an application for a Special Use Permit with Design Review and Environmental Review (Application No. 627) to allow construction of a 1,600± square foot automated mechanical car wash for an existing gas station with mini-mart on a 0.52-acre site located at 1455 Freedom Blvd (APN: 016-061-06) was filed by Brenda Ramirez, on behalf of CVEAS, Inc., applicant, and Shashi Sharma, property owner; and

WHEREAS, City staff determined that amendments to the zoning code text were required to allow mechanical car washes (GLU 6341) conditionally within the Neighborhood Shopping Center (CNS) zoning district with approval of a Special Use Permit by the Planning Commission; and

WHEREAS, on September 7, 2021, the City of Watsonville Planning Commission adopted Resolution No. 12-21 (PC) recommending that the City Council adopt an ordinance amending section 14-16.1403 (Conditional Uses Table) of the Watsonville Municipal Code to allow mechanical car washes (GLU 6341) as conditionally permitted uses in the CNS zoning district with approval of a Special Use Permit by the Planning Commission; and

WHEREAS, on October 26, 2021, the City of Watsonville City Council adopted Ordinance No. amending Section 14-16.1403 (Conditional Uses Table) of the Watsonville Municipal Code to allow mechanical car washes (GLU 6341) as conditionally permitted uses within the CNS zoning district with approval of a Special Use Permit by the Planning Commission; and

WHEREAS, the project site is designated General Commercial (CG) on the General Plan Land Use Diagram and is located within the Neighborhood Commercial Shopping Center (CNS) zoning district; and

WHEREAS, the project qualifies for a Class 3 (New construction or conversion of small structures) Categorical Exemption from the provision of the California Environmental Quality Act (CEQA), pursuant to Section 15303 of the CEQA Guidelines; and

WHEREAS, in connection with the Class 3 CEQA Exemption, it has been determined that the project will not have an impact on an environmental resource of hazardous or critical concern, will not contribute to a significant cumulative impact, will not have a significant effect on the environment due to unusual circumstances, will not 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, will not be located on a hazardous waste site pursuant to Section 65962.5 of the Government Code, and will not cause a substantial adverse change in the significance of a historical resource; and

WHEREAS, notice of time and place of the hearing to consider approval of Special Use Permit with Environmental Review (Application No. 627) was given at the time and

in the manner where appropriate public noticing procedures have been followed and a public hearing was held according to Section 14-10.900 of the Watsonville Municipal Code; and

WHEREAS, the Planning Commission has considered all evidence received, both oral and documentary, and the matter was submitted for decision.

NOW, THEREFORE, BE IT RESOLVED by the Planning Commission of the City of Watsonville, California, as follows:

Good cause appearing, and upon the Findings, attached hereto and marked as Exhibit "A", in support of Application No. 627, the Planning Commission of the City of Watsonville does hereby grant approval of Special Use Permit with Design Review and Environmental Review (Application No. 627), attached hereto and marked as Exhibit "C", subject to the Conditions of Approval, attached hereto and marked as Exhibit "B", to allow construction of a 1,600± square foot automated mechanical car wash for an existing gas station with mini-mart located at 1455 Freedom Blvd (APN: 016-061-06), Watsonville, California.

I HEREBY CERTIFY that the foregoing Resolution was introduced at a regular meeting of the Planning Commission of the City of Watsonville, California, held on the 18th day of January, 2022, by Commissioner_____, who moved its adoption, which motion being duly seconded by Commissioner _____, was upon roll call, carried and the resolution adopted by the following vote:

Ayes: Commissioners:

Noes: Commissioners:

Absent: Commissioners:

Suzi Merriam, Secretary

Planning Commission

Jenni Veitch-Olson, Chairperson

Planning Commission

Application No: 627
APN: 016-061-06
Applicant: Shashi Sharma
Hearing Date: January 18, 2022

SPECIAL USE PERMIT FINDINGS (WMC § 14-12.513)

1. **The proposed use at the specified location is consistent with the policies of the General Plan and the general purpose and intent of the applicable district regulations.**

Supportive Evidence

Land designated General Commercial (CG) in the *City of Watsonville's 2005 General Plan* allows for a variety of commercial related uses, including retail sales; personal, professional, financial, business and medical offices and services; entertainment; lodging; restaurants and automobile sales intended to serve the needs of the community and the surrounding region. Intensities in these areas shall not exceed a Floor Area Ratio (FAR) of 0.45.

The project is proposing a ±1,600 square foot automated drive thru mechanical car wash in an existing service station with a ±2,363 square foot mini-mart and ±1,215 fueling station canopy. The FAR for the proposed project is 0.23¹.

The proposed project is also consistent with the following General Plan goals, policies and implementation measures:

- **Goal 4.3 – Commercial Land Use.** Revitalize the central business district and provide adequate neighborhood commercial services.
- **Policy 4.C – Commercial Land Use.** The City shall plan for revitalization of the central business district along with the distribution of convenient neighborhood commercial centers.
- **Implementation Measure 4.C.2 – Neighborhood Commercial Land Use.** The City shall designate an appropriate amount of land for neighborhood commercial services to meet the daily shopping needs of surrounding residential populations.

The project proposes construction of a new ±1,600 square foot automated drive thru mechanical car wash in an existing service station with a ±2,363 square foot

¹ Floor Area Ratio Calculation: building area ÷ lot area = FAR (5,178 SF ÷ 22,956 SF = 0.23

mini-mart. The new car wash would complement the existing gas station with mini-mart and shopping center by providing a convenient location for residents to patronize. The car wash would also serve the surrounding neighborhoods as the project site is located on Freedom Blvd, a major arterial road, that can sustain higher volumes of traffic.

2. **The proposed use is compatible with and preserves the character and integrity of adjacent development and neighborhoods and includes improvements or modifications either on-site or within the public rights-of-way to mitigate development-related adverse impacts such as traffic, noise, odors, visual nuisances, or other similar adverse effects to adjacent development and neighborhoods. These improvements or modifications may include but shall not be limited to the placement or orientation of buildings and entryways, parking areas, buffer yards, and addition of landscaping, walls, or both, to mitigate such impacts.**

Supportive Evidence

The proposed project is supplemental to the service station with mini-mart. The addition of the car wash would complement the minimart and service station and would not result in higher volumes of traffic, because the carwash would primarily be used by customers already onsite for the service station and mini-mart. Therefore, it is not anticipated that there will be a significant amount of extra trips to the project site due to project's construction.

In addition, the driveway approach derived off Alta Vista Ave would be replaced with a sidewalk, curb, gutter, and landscaping strip. This would create better vehicular circulation. Landscaping is also provided adjacent to the car wash, screening the car wash from public view. With associated landscaping and a new 42-inch tall wrought iron fencing enclosing the car wash from the shopping center, the site would be enhanced aesthetically.

The carwash is also located adjacent to a shopping center where the nearby surrounding uses are restaurants, a grocery store, professional offices, and a paint store. The carwash and the surrounding uses are consistent as patrons utilizing the shopping center now have access to a service station with an automatic carwash.

3. **The proposed use will not generate pedestrian or vehicular traffic that will be hazardous or conflict with the existing and anticipated traffic in the neighborhood.**

Supportive Evidence

As the existing site is developed with a service station with mini-mart, the car wash would not generate any new traffic which would conflict with anticipated traffic in the area.

The project is conditioned to replace the driveway approach off Alta Vista Ave with a sidewalk, curb, gutter, and landscaping strip. Also, the turning lane on Alta Vista Ave would be expanded by 130 feet. These proposals required an encroachment permit issued by the Public Works Department.

- 4. The proposed use incorporates roadway improvements, traffic control devices or mechanisms, or access restrictions to control traffic flow or divert traffic as needed to reduce or eliminate development impacts on surrounding neighborhood streets.**

Supportive Evidence

The original project included three driveway entrances, two off Freedom Blvd and the third off Alta Vista Ave. A fourth entrance provides access to the adjacent shopping center. The project is conditioned to replace the driveway approach off Alta Vista Ave with a sidewalk, curb, gutter, and landscaping strip. This would allow for better on-site vehicular circulation and queuing of vehicles using the car wash. The addition of a car wash would not result in a change in use or further intensification of the site, as the remaining two driveway approaches would accommodate anticipated traffic to the site.

The project is also conditioned to extend the turn lane 130 feet on Alta Vista Ave with a 60-foot bay taper. As conditioned, the project incorporates roadway improvements as needed to reduce development impact on the surrounding neighborhood streets.

- 5. The proposed use incorporates features to minimize adverse effects, including visual impacts and noise, of the proposed special use on adjacent properties.**

Supportive Evidence

The project includes a Planting Plan that shows the location of proposed landscaping based on the Landscaping Plan. The plant palette includes an attractive mix of ground covers, shrubs, and trees. The proposed landscaping would enhance the area, including screening the car wash from public view.

The carwash is also located adjacent to a shopping center where the nearby surrounding uses are restaurants, a grocery store, professional offices, and a paint store. The carwash and the surrounding uses are consistent as patrons utilizing the shopping center now have access to a service station with an automatic carwash.

6. **The proposed special use complies with all additional standards imposed on it by the particular provisions of this chapter and all other requirements of this title applicable to the proposed special use and uses within the applicable base-zoning district.**

Supportive Evidence

Conditions of Approval have been included to provide for the adherence to all City standards not addressed by the submittal.

7. **The proposed special use will not be materially detrimental to the public health, safety, convenience and welfare, and will not result in material damage or prejudice to other property in the vicinity.**

Supportive Evidence

The proposed Special Use, as conditioned, will not be materially detrimental to the public health, safety, convenience and welfare, and will not result in material damage or prejudice to other property in the vicinity. The project is proposing new landscaping, a 42-inch tall wrought iron fencing, replacing a driveway approach with sidewalk, curb, gutter, and landscaping strip. As well as providing a new 130-foot-long turning lane on Alta Vista Ave.

In summary, the project represents an added convenience that complements the service station, mini-mart, adjacent shopping center, and the vehicles traveling on Freedom Blvd.

Application No: 627
APN: 016-061-06
Applicant: Shashi Sharma
Hearing Date: January 18, 2022

DESIGN REVIEW FINDINGS (WMC § 14-12.403)

1. **The proposed development is consistent with the goals and policies embodied in the adopted General Plan and the general purpose and intent of the applicable district regulations.**

Supportive Evidence

Land designated General Commercial (CG) in the *City of Watsonville's 2005 General Plan* allows for a variety of commercial related uses, including retail sales; personal, professional, financial, business and medical offices and services; entertainment; lodging; restaurants and automobile sales intended to serve the needs of the community and the surrounding region. Intensities in these areas shall not exceed a Floor Area Ratio (FAR) of 0.45.

The project is proposing a ±1,600 square foot automated drive thru mechanical car wash in an existing service station with a ±2,363 square foot mini-mart and ±1,215 fueling station canopy. The FAR for the proposed project is 0.23².

The proposed project is also consistent with the following General Plan goals, policies and implementation measures:

- **Goal 4.3 – Commercial Land Use.** Revitalize the central business district and provide adequate neighborhood commercial services.
- **Policy 4.C – Commercial Land Use.** The City shall plan for revitalization of the central business district along with the distribution of convenient neighborhood commercial centers.
- **Implementation Measure 4.C.2 – Neighborhood Commercial Land Use.** The City shall designate an appropriate amount of land for neighborhood commercial services to meet the daily shopping needs of surrounding residential populations.

The project proposes construction of a new ±1,600 square foot automated drive thru mechanical car wash in an existing service station with a ±2,363 square foot mini-mart. The new car wash would complement the existing gas station with mini-

² Floor Area Ratio Calculation: building area ÷ lot area = FAR (5,178 SF ÷ 22,956 SF = 0.23

mart and shopping center by providing a convenient location for residents to patronize. The car wash would also serve the surrounding neighborhoods as the project site is located on Freedom Blvd, a major arterial road, that can sustain higher volumes of traffic.

2. **The proposed development is compatible with and preserves the character and integrity of adjacent development and neighborhoods and includes improvements or modifications either on-site or within the public rights-of-way to mitigate development related adverse impacts such as traffic, noise, odors, visual nuisances, or other similar adverse effects to adjacent development and neighborhoods.**

Supportive Evidence

The proposed project is supplemental to the service station with mini-mart. The addition of the car wash would complement the minimart and service station and would not result in higher volumes of traffic, because the carwash would primarily be used by customers already onsite for the service station and mini-mart. Therefore, it is not anticipated that there will be a significant amount of extra trips to the project site due to project's construction.

In addition, the driveway approach derived off Alta Vista Ave would be replaced with a sidewalk, curb, gutter, and landscaping strip. This would create better vehicular circulation. Landscaping is also provided adjacent to the car wash, screening the war wash from public view. With associated landscaping and a new 42-inch tall wrought iron fencing enclosing the car wash from the shopping center, the site would be enhanced aesthetically.

The carwash is also located adjacent to a shopping center where the nearby surrounding uses are restaurants, a grocery store, professional offices, and a paint store. The carwash and the surrounding uses are consistent as patrons utilizing the shopping center now have access to a service station with an automatic carwash.

3. **The proposed development will not generate pedestrian or vehicular traffic which will be hazardous or conflict with the existing and anticipated traffic in the neighborhood.**

Supportive Evidence

The subject site is located on Freedom Blvd, a major arterial road that can withstand higher levels of vehicular traffic. As the existing site is developed with a service station with mini-mart, the car wash would not generate any new traffic which would conflict with anticipated traffic in the area.

The project is conditioned to replace the driveway approach off Alta Vista Ave with a sidewalk, curb, gutter, and landscaping strip. Also, the turning lane on Alta Vista Ave would be expanded by 130 feet. These proposals required an encroachment permit issued by the Public Works Department.

4. **The proposed development incorporates roadway improvements, traffic control devices or mechanisms, or access restrictions to control traffic flow or divert traffic as needed to reduce or eliminate development impacts on surrounding neighborhood streets.**

Supportive Evidence

The original project included three driveway entrances, two off Freedom Blvd and the third off Alta Vista Ave. A fourth entrance provides access to the adjacent shopping center. The project is conditioned to replace the driveway approach off Alta Vista Ave with a sidewalk, curb, gutter, and landscaping strip. This would allow for better on-site vehicular circulation and queuing of vehicles using the car wash. The addition of a car wash would not result in a change in use or further intensification of the site, as the remaining two driveway approaches would accommodate anticipated traffic to the site.

The project is also conditioned to extend the turn lane 130 feet on Alta Vista Ave with a 60-foot bay taper. As conditioned, the project incorporates roadway improvements as needed to reduce development impact on the surrounding neighborhood streets.

5. **The proposed development incorporates features to minimize adverse effects including visual impacts of the proposed development on adjacent properties:**
 - 1) **Harmony and proportion of the overall design and the appropriate use of materials;**
 - 2) **The suitability of the architectural style for the project; provided, however, it is not the intent of this section to establish any particular architectural style;**
 - 3) **The sitting of the structure on the property, as compared to the sitting of other structures in the immediate neighborhood;**
 - 4) **The size, location, design, color, number, and lighting; and**
 - 5) **The bulk, height, and color of the project structure as compared to the bulk, height, and color of other structures in the immediate neighborhood.**

Supportive Evidence

The Plan Set includes elevations and renderings for the proposed car wash (Attachment 1, sheet A2.0). The proposed architectural design is compatible with an automated mechanical car wash setting. It has a modern look, with some façade articulation with colors to create visual interest. Proposed materials include concrete with a stucco finish.

The project also includes a Planting Plan that shows the location of proposed landscaping based on the landscaping plan. The plan palette includes an attractive mix of groundcovers, shrubs, and trees. The proposed landscaping would enhance the area and screen to car wash from public view. A new 42-inch tall wrought iron fencing is also proposed to enclose the site, separating the site from the adjacent shopping center.

The carwash is also located adjacent to a shopping center where the nearby surrounding uses are restaurants, a grocery store, professional offices, and a paint store. The carwash and the surrounding uses are consistent as patrons utilizing the shopping center now have access to a service station with an automatic carwash.

6. **The proposed special development complies with all additional standards imposed on it by the particular provisions of this chapter, any City of Watsonville architectural guidelines, development and public improvement standards, and all other requirements of this title applicable to the proposed development.**

Supportive Evidence

Conditions of Approval have been included to provide for the adherence to all City standards not addressed by the submittal.

7. **The proposed development will not be materially detrimental to the public health, safety, convenience and welfare, and will not result in material damage or prejudice to other property in the vicinity.**

Supportive Evidence

The proposed Special Use, as conditioned, will not be materially detrimental to the public health, safety, convenience and welfare, and will not result in material damage or prejudice to other property in the vicinity. The project is proposing new landscaping, a 42-inch tall wrought iron fencing, replacing a driveway approach with sidewalk, curb, gutter, and landscaping strip. As well as providing a new 130-foot-long turning lane on Alta Vista Ave.

In summary, the project represents an added convenience that complements the service station, mini-mart, adjacent shopping center, and the vehicles traveling on Freedom Blvd.

Application No: 627
APN: 016-061-06
Applicant: Shashi Sharma
Hearing Date: January 18, 2022

SPECIAL USE PERMIT WITH DESIGN REVIEW CONDITIONS OF APPROVAL

General Conditions

1. **Approval.** This approval applies to the plans titled "Watsonville Car Wash" received by the Community Development Department on September 22, 202, and revised on April 2, 2021, revised again on May 5, 2021, filed by Brenda Ramirez for CVEAS, Inc., project applicant, on behalf of Shashi Sharma, property owner. (CDD-P)
2. **Conditional Approval Timeframe.** This Special Use Permit with Design Review shall be null and void if not acted upon within **24 months** from the effective date of the approval thereof. Time extensions may be considered upon receipt of written request submitted no less than forty-five (45) days prior to expiration and in accordance with the provisions of Section 14-10.1201 of the Watsonville Municipal Code (WMC). (CDD-P)
3. **Modifications.** Modifications to the project or conditions imposed may be considered in accordance with Section 14-12.1000 of the Watsonville Municipal Code (WMC). All revisions shall be submitted prior to field changes and are to be clouded on the plans. (CDD-P)
4. **Substantial Compliance.** Project development shall be accomplished in substantial accordance with the approved Plan Set. Any required revisions to the Plan Set shall be completed to the satisfaction of the Community Development Director or designee. (CDD-P)
5. **Grounds for Review.** The project shall be in compliance with the conditions of approval, all local codes and ordinances, appropriate development standards, and current City policies. Any deviation will be grounds for review by the City and may possibly result in revocation of the Use Permit, pursuant to Part 13 of WMC Chapter 14-10. (CDD-P)
6. **Effective Date.** This approval is shall be effective 14 days after the date of approval by the decision-making body or following final action on any appeal. (CDD-P)

7. **Necessary Revisions.** The applicant shall make and note all revisions necessary to comply with all conditions of approval. The applicant shall certify in writing below the list(s) of conditions that the building plans comply with the conditions of approval. (CDD-P)
8. **Findings.** Approval is subject to making findings and supportive evidence in accordance with WMC Section 14-12.403 (Design Review Findings), with attached said Findings, and made a part of this Minor Design Review Permit and Environmental Review. (CDD-P)
9. **Conditions of Approval.** A copy of the conditions of approval must be printed within the first or second sheet of plans submitted for future permits. ***Plans without the conditions of approval printed directly on the first or second page shall not be accepted at the plan check phase.*** (CDD-P)
8. **Required Statement.** The applicant and contractor who obtains a building permit for the project shall be required to sign the following statement, which will become conditions of the building permit:

“I understand that the subject permit involves construction of a building (project) with an approved Design Permit. I intend to perform or supervise the performance of the work allowed by this permit in a manner which results in a finished building with the same level of detail, articulation, and dimensionality shown in the plans submitted for building permits. I hereby acknowledge that failure to construct the building as represented in the building permit plans, may result in delay of the inspections process and/or the mandatory reconstruction or alteration of any portion of the building that is not in substantial conformance with the approved plans, prior to continuation of inspections or the building final.”

Signature of Building Contractor

Date

Building and Fire-related conditions:

10. **Required Permits.** The applicant shall obtain all required building permits (Building, Electrical, Plumbing, Mechanical, Grading, etc.) for this project. (CDD-B-E)
11. **Building Code.** Project construction shall comply with all applicable provisions of Title 24 of California Code of Regulations, such as the latest version of the California Building Code. (CDD-B)

12. **Fire Code.** Project construction shall comply with California Fire Code as adopted by the City. (WFD)
13. **Work Hours.** No work for which a building permit is required shall be performed within the hours of 7 p.m. to 7 a.m. Monday through Friday, nor prior to 8 a.m. or after 5 p.m. on Saturday. No work shall be performed on Sundays or holidays. A sign shall be posted at a conspicuous location near the main entry to the site, prominently displaying these hour restrictions and identifying the phone # of the Job superintendent. (CDD-B)
14. **Preconstruction Meeting.** Prior to issuance of a building permit or the commencement of any site work, the project applicant and the general contractor shall attend a pre-construction meeting with the Building Official and City staff to discuss the project conditions of approval, working hours, site maintenance and other construction matters. The general contractor shall acknowledge that he/she has read and understands the project conditions of approval, particularly those pertaining to construction practices and site safety, and will make certain that all project sub-contractors have read and understand them prior to commencing work and that a copy of the project conditions of approval will be posted on site at all times during construction. (CDD-E, B)
15. **Energy Efficiency.** The project design shall conform with energy conservation measures articulated in Title 24 of the California Administrative Code and will address measures to reduce energy consumption such as low-flow shower heads, flow restrictors for toilets, low consumption lighting fixtures, and insulation and shall use drought tolerant landscaping. (CDD-B)
16. **Water Conservation.** The operation of a new carwash must employ the best available water conservation technology, pursuant to WMC Section 6-3.432(e). (PW)
17. **Sand/Oil Interceptor.** The applicant shall provide a plumbing detail of the underground reclaimed vaults' sand/oil interceptor for Source Control staff review and approval. (PW)

Project Specific Conditions

18. **Photometric Plan.** Prior to submitting a building permit application, revise the plans to include a photometric lighting plan for the required on-site security lighting. The maximum height for all pole-mounted lighting shall be 25-Feet. The maximum foot-candles shall be 30fc's. (CDD-P)
19. **Light Shields.** All proposed lighting adjacent to the public right-of-way (Hangar Way) and adjacent residential development shall incorporate shielding or cutoffs

to reduce light glare to the public right-of-way and adjacent residential development. (CDD-P)

20. **Lighting Sensors.** The new lighting systems shall incorporate occupancy sensors to enhance the light intensity after close of business. The lighting systems shall incorporate motion detectors that programs lighting intensities when sensing motion. (CDD-P)
21. **Light Angles.** All lighting shall have 0 degrees of tilt and direct light downward on site to reduce glare and light pollution. (CDD-P)
22. **Disabled access for site.** Public and private site improvements shall be designed in accordance with the Americans with Disabilities Act (ADA) and CBC Chapter 11. Site plan shall include a site accessibility plan identifying exterior path of travel and detailing running slope, cross-slope, width, pedestrian ramps, curb ramps, handrails, signage, and raised detectable warnings. The design professional shall ensure that the site accessibility plan is in compliance with the latest Federal and State regulations. Path of travel shall be provided from the public right of way and accessible parking space to each building. Accessible paths of travel shall be identified and designed to access all public facilities. The designer of record or a CASP certified inspector shall provide a certification of compliance, that the project complies with disabled access requirements of the CBC Chapter 11 A and/or 11B and all applicable required Federal and State Disabled Access Standards prior to final inspection by the City of Watsonville Building Inspector. (CDD-B)
23. **Disabled access for building.** Public and private buildings shall be designed in accordance with ADA and CBC Chapter 11. Plans shall include an accessibility plan identifying all accessible elements required to comply with the ADA and California Building, Plumbing, Electrical and Mechanical Codes as they apply to accessibility detailing ramps, handrails, signage, restrooms, bathing facilities, kitchens, common areas, drinking fountains, doors, entries and all elements of this project required to be accessible. The design professional shall ensure that the building accessibility plan is in compliance with the latest Federal and State regulations. Accessible paths of travel within the building shall be identified and designed to access all public facilities. The designer of record or a CASP certified inspector shall provide a certification of compliance that the project complies with disabled access requirements of CBC Chapter 11 A and/or 11B and all applicable required Federal and State Disabled Access Standards prior to final inspection by the City of Watsonville Building Inspector. (CDD-B)
24. **Encroachment Permit.** All proposed work in the public right-of-way requires an encroachment permit issued by the Public Works Department. No work shall commence in the public right-of-way until an encroachment permit has been issued by the Public Works Department. (CDD-PW)

25. **Fire Service Assembly.** The fire sprinkler system requires installation of a fire service backflow device. The fire service backflow device shall comply with all City of Watsonville Public Improvement Standards. (CDD-PW)
26. **Backflow Protection.** The landscaping plans call for a new one-inch irrigation meter. The new irrigation meter shall be backflow protected per City of Watsonville Public Improvement Standard W-10. (CDD-PW)
27. **Wastewater Discharge.** Any wastewater generated from individuals pre-washing their vehicles before entering the car wash is prohibited from discharging to the new valley gutter connecting to the storm drain. (CDD-PW)
28. **Source Control.** Source Control requires additional detail on plants indicating the point of connection where the car wash wastewater discharge will tie into the existing four-inch sewer lateral serving the property. (CDD-PW)
29. **Clarifiers.** Source Control requires additional details on the size and location of the clarifiers needed for pretreatment of the car wash wastewater prior to discharging to the City sewer. (CDD-PW)

Prior to issuance of a Building Permit, the following requirements must be met:

30. **Building Permit Fees.** Prior to issuance of a building permit, all outstanding and applicable associated fees with processing this project shall be paid to the Community Development Department.
31. **Easement Required.** Prior to issuance of a building permit, the applicant is required to record a utility easement with APN: 016-061-10 to allow utilities to cross the site onto the public right-of-way. Evidence of the easement recordation is required to be submitted to the Community Development Department. No permit will be issued until this condition is satisfied. (CDD-P)
32. **Traffic Impact Fees.** Prior to issuance of a building permit, the applicant/property owner is required to pay all Traffic Impact Fees to the Community Development Department. A building permit will not be issued until the Traffic Impact Fees are paid. (CDD-P, PW)
33. **Alta Vista Turning Lane.** Prior to issuance of a building permit, the plans shall be revised to show the required 130 foot turning lane on Alta Vista Ave with a 60-foot bay taper. (CDD-P, PW)
34. **Landscaping & Irrigation Plan.** The applicant shall submit three copies of the final Landscaping and Irrigation Plan for review and approval by the Community Development Director prior to issuance of a building permit. The Landscaping Plan shall provide drought-tolerant plants suitable for the Central Coast region in

landscaping the front yard, patio, planter and perimeter areas. The Irrigation Plan shall provide an automatic water system (e.g., drip system) to irrigate all landscape areas. (CDD-B-E-P)

- a. LANDSCAPING – The Landscape Plan shall indicate the types, quantities, locations and sizes of all plant material, including any existing major vegetation designated to remain and method of protecting planting areas from vehicular traffic. The Landscape Plan shall be drawn to scale, and plant types shall be clearly located and labeled. The plant list shall give the botanical name, common name, gallon sizes to be planted, and quantity of each planting. A minimum of 25 percent of all shrub material shall have a minimum 5-gallon container size. (CDD-E-P)
 - b. IRRIGATION SYSTEM – Automatic, low-flow irrigation system(s) shall be installed in all landscaped areas. Irrigation shall be programmed for night or early morning hours in order to minimize evaporation. (CDD-P)
 - c. WATER CONSERVATION – The project shall utilize water conservation, water recycling, and xeriscaping to the maximum extent possible. Irrigation systems shall be designed and maintained to avoid run-off, over-spray, or other similar conditions where water flows to waste. (CDD-B-E-P)
 - d. TREES – The project shall provide at least the same number of trees shown on the Planting Plan. (CDD-P)
 - e. LANDSCAPE & IRRIGATION INSTALLATION – All landscaping and irrigation shall be approved and installed prior to occupancy of the project. (CDD-P)
 - f. WATER EFFICIENT LANDSCAPE ORDINANCE – The applicant shall submit a landscape documentation package and demonstrate compliance with WMC Section 6-3.8 Water Efficient Landscape Ordinance. (CDD-P, -E)
35. **Non-Invasive Plant Species.** The Landscape Plan shall not include any invasive plant species. (CDD-P)
36. **Irrigation System.** Automatic, low-flow irrigation system(s) shall be installed in all landscaped areas. Irrigation shall be programmed for night or early morning hours in order to minimize evaporation. (CDD-P, E)
37. **Water Efficient Landscape Ordinance.** The applicant shall submit a landscape documentation package and demonstrate compliance with the California Model Water Efficient Landscape Ordinance, pursuant to WMC section 6-3.801. (CDD-P, E)

38. **Water Conservation.** All development shall utilize water conservation, including low-flow faucets, laundry facilities, toilets and showerheads, water recycling, and xeriscaping to the maximum extent possible. Irrigation systems shall be designed and maintained to avoid run-off, over-spray, or other similar conditions where water flows to waste. Turf shall not be used in median strips, parking islands, or in areas less than eight (8) feet wide, or on slopes that will result in excess irrigation water run-off. (CDD-P, B, E)
39. **Post Construction Stormwater Ordinance.** The project is subject to the WMC Section 6-3.535 (Post Construction Requirements). The applicant shall prepare a stormwater control plan (SWCP) that demonstrates compliance with the ordinance to the satisfaction of the City Engineer. (CDD-P, E)
40. **Erosion Control.** Prior to issuance of an Engineering Permit, an Erosion Control Plan shall be submitted with the permit application. Erosion control plans shall provide Best Management Practices (BMPs) during construction to prevent erosion of constructed slopes, and sediment and contaminants from being entrained in runoff. BMPs shall comply with the City of Watsonville Erosion Control Standards, the best management construction practices per the Monterey Bay Unified Air Pollution Control District (MBUAPCD), and the Erosion and Sediment Control Field Manual by the California Regional Water Quality Control Board, San Francisco Region, latest edition. Erosion control measures shall be installed according to each phase of construction as outlined by the erosion control plan. The applicant shall ensure that all contractors are responsible for the upkeep of all erosion control standards and BMPs. (CDD-B, E)
41. **Dust Control.** To minimize dust/grading impacts during construction the applicant shall:
- a. Time activities so that paving and building construction begins as soon as possible after grading is completed and when feasible limit major earth moving to mornings and/or periods of light winds.
 - b. Providing and using water trucks on-site (but not on public streets) to spray water on all exposed surfaces)
 - c. Spray water on all exposed earth surfaces during clearing, grading, earth moving and other site preparation activities throughout the day to minimize dust.
 - d. Use tarpaulins or other effective covers on all stockpiled earth material and on all haul trucks to minimize dust.
 - e. Landscaping disturbed soils as soon as possible.
 - f. Sweep the adjacent street frontages at least once a day or as needed to remove silt and other dirt which is evident from construction activities.
 - g. Ensure that construction vehicles are cleaned prior to leaving the construction site to prevent dust and dirt from being tracked off-site.

- h. The City shall have the authority to stop all grading operations, if in opinion of City staff, inadequate dust control or excessive wind conditions contribute to fugitive dust emissions. (CDD-E)
42. Post a publicly visible sign which specifies the telephone number and person to contact regarding dust complaints. This person shall respond to complaints and take corrective action within 48 hours. The phone number of the MBUAPCD shall be visible to ensure compliance. (CDD-B, E)
43. **Onsite Superintendent.** The applicant shall have onsite at all times a superintendent that shall act as the owner's representative and as a point of contact for the City's Public Works Inspector. The superintendent shall be authorized by the owner to direct the work of all contractors doing work on public and private improvements. (CDD-E)
44. **On/Off Site Permit.** Separate On/Off Site Permits are required for work onsite and in the public right-of-way. For instance, the applicant shall obtain an encroachment permit for new street improvements for driveways and utility work in the public right-of-way. In addition, the applicant shall be responsible for any repairs within the limits of the development, including streets and paving, curbs and gutters, and sidewalks. (CDD-E)
45. **Public Improvement Standards.** Unless otherwise noted, City of Watsonville Public Improvement Standards shall be used for private as well as public improvements. All development shall comply with the City of Watsonville Public Improvement Standards. Plans and design documents shall be signed and stamped by a California Licensed Civil Engineer. Deviations to the City Standards must be approved by the City. City Standard Drawings shall be included in the plans. (CDD-E)
46. **Street Improvements.** The applicant shall construct street improvements along all property frontages meeting the current requirements of the Public Improvement Standards. Street improvements shall include, but not be limited to: curbs, gutters, sidewalks, and access ramps. (CDD-E)
47. **Repair of Existing Street Improvements.** The applicant shall repair any curbs, gutters and sidewalks located adjacent to the project which exhibit damage either caused by the construction or preexisting before construction to the satisfaction of the City Engineer. (CDD-E)
48. **Underground Utilities.** All electrical and communication utility cables and equipment shall be installed underground within or adjacent to the development. Aerial services are prohibited: no new overhead services to the property or overhead extensions of main lines will be permitted. (CDD-E)

49. **Solid Waste Service Plan.** Solid waste generated during the construction shall be serviced by the City of Watsonville Solid Waste Division. Applicant shall submit a Solid Waste Service Plan on the City form. (CDD-E)
50. **Video Inspection.** All sanitary sewers and storm drains which will be dedicated to the City shall be video inspected and recorded in the Mpeg format. The DVD shall be delivered to the City for its review and approval. (CDD-E)
51. **Impact Fees.** The Project shall be subject to all standard City Impact Fees at time of building permit issuance. (CDD-E)
52. **Civil Plans.** Prior to issuance of a building permit, civil plans are required to show all utilities and locations for the utility connections, reconstructed driveway approaches, new curb, gutter, and sidewalks. Ensure all applicable standards are attached to the plans. (CDD-P, PW)

During Construction, the following conditions shall be complied with:

53. **Construction Vehicles.** Developer shall use properly maintained construction vehicles and equipment and the best available control technology to minimize emissions from internal combustion engines. (CDD-E)
54. **Work Hours.** No work for which a building permit is required shall be performed within the hours of 7 p.m. to 7 a.m. Monday through Friday, nor prior to 8 a.m. or after 5 p.m. on Saturday. No work shall occur on Sundays or holidays. A sign shall be posted at a conspicuous location near the main entry to the site, prominently displaying these hour restrictions and identifying the phone # of the Job superintendent. (CDD-B)
55. **Best Management Practices.** Provide BMPs during construction to prevent sediment, debris and contaminants from draining offsite. BMPs shall comply with the City of Watsonville Erosion Control Standards and the Erosion and Sediment Control Field Manual by the California Regional Water Quality Control Board, San Francisco Region, latest edition. All erosion control shall be installed prior to October 15 and be maintained in place until April 15. Provide a note on the improvement plans stating that construction should take place between April 15 and October 15. The applicant shall ensure that all contractors are aware of all erosion control standards and BMPs. (CDD-E)
56. **Solid Waste Disposal.** All solid waste generated inside City limits must be hauled from the site of generation by the City of Watsonville Solid Waste Division, pursuant to Chapter 3 (City Utilities) of Title 6 (Sanitation and Health) of the Watsonville Municipal Code. This includes all wastes generated at construction sites, excavation projects, land clearing, demolition, earthwork projects, remodels, grading, and tenant improvement projects as well as ongoing business/residential

use on the premises. Applicant shall comply with all applicable requirements for removal and disposal of hazardous materials. (PW)

57. **Unanticipated Discovery of Archeological Resources.** In the unlikely event that archeological resources are discovered during the earth-moving process, all development activities shall cease immediately and remain stopped until an assessment has been completed by an archaeological specialist and approved by the City. (CDD-E)

Construction notes to be included with the Improvement Plans:

58. **Damaged Public Facilities.** Existing public facilities damaged during the course of construction or in an existing state of disrepair shall be repaired by the applicant, at the applicant's expense, to the satisfaction of the City. (CDD-E)
59. **Inspection Notice.** Contractor shall provide a minimum of 48 hours notice in advance of any required inspection. Any temporary suspension of work or returning to work for any reason shall be cause for the developer or contractor to telephone the Public Works Inspector at 831-768-3100. (CDD-E)

Prior to Final Occupancy:

60. **Letters from Design Professionals.** Prior to final City acceptance of the project, all design professionals who prepared improvement plans for the project (civil, geotechnical, electrical and structural engineers), shall provide letters attesting that they have periodically monitored the construction and have reviewed the completed work and that it was constructed in substantial conformance with their plans and recommendations. Where special inspections and testing were involved, the letters of compliance shall be accompanied by inspection logs, testing and analysis that support the engineer's conclusions. (CDD-B, E)
61. **Site Cleanup.** All trash and construction debris shall be removed from the site. (CDD-B)
62. **Improvements.** All improvements identified on the plans must be completed. (CDD-E)
63. **Landscaping & Irrigation.** All landscaping and irrigation shall be installed and approved prior to occupancy of the project. (CDD-P, E)
64. **Signatures.** All final improvements shall be signed off by all responsible licensed professionals. (CDD-B, E)
65. **Utility Easement.** A utility easement shall be prepared and recorded to the satisfaction of the Community Development Director. The utility easement shall be

recorded on the adjacent APN 016-016-10 to allow the utility to connection onto the public right-of-way. (CDD-P, PW, E)

Ongoing Conditions

66. **Lighting and Landscaping Maintenance.** Lighting, landscaping and all other site improvements shall be maintained by the property owner in perpetuity. Landscaping shall be maintained in good growing condition by a professional landscape maintenance company; and such maintenance shall include, where appropriate, weeding, mowing, pruning, cleaning, fertilizing and regular watering. All dead, dying and diseased vegetation shall be immediately replaced in kind. (CDD-P)
67. **Post Construction Stormwater Ordinance – Inspection, Maintenance and Annual Reporting.** The property owner or representative shall perform inspections, maintenance to the post construction storm water mitigation facilities and report to the city each year on these activities as outlined by the City approved stormwater operation and maintenance plan and agreement. (CDD-E)
68. **Indemnification.** The applicant shall indemnify, defend and hold harmless the City, its Council, Planning Commission, advisory boards, officers, employees, consultants and agents (hereinafter “City”) from any claim, action or proceeding (hereinafter “Proceeding”) brought against the City to attack, set aside, void or annul the City’s actions regarding any development or land use permit, application, license, denial, approval, or authorization, including, but not limited to, variances, use permits, development plans, specific plans, general plan amendments, zoning amendments, approvals and certifications pursuant to the California Environmental Quality Act, and/or any mitigation monitoring program, or brought against the City due to actions or omissions in any way connected to the Applicant’s Project (“Challenge”). City may, but is not obligated to, defend such Challenge as City, in its sole discretion, determines appropriate, all at Applicant’s sole cost and expense. This indemnification shall include, but not be limited to, damages, fees and/or costs awarded against the City, if any, and costs of suit, attorney’s fees and other costs, liabilities and expenses incurred in connection with such proceeding whether incurred by the Applicant, City, and/or parties initiating or bringing such Proceeding. If the Applicant is required to defend the City as set forth above, the City shall retain the right to select the counsel who shall retain the right to select the counsel who shall defend the City. Per Government Code Section 66474.9, the City shall promptly notify Applicant of any Proceeding and shall cooperate fully in the defense.

Key to Department Responsibility

CDD-B = Community Development Department - Building Division

CDD-P = Community Development Department - Planning Division

CDD-E = Community Development Department - Engineering Division

PW = Public Works Department

CM = City Manager

WFD = Fire Department

WPD = Police Department

**CITY OF WATSONVILLE
PLANNING COMMISSION**

EXHIBIT “C”

Application No: 627

APN: 016-061-06

Applicant: Shashi Sharma

Hearing Date: January 18, 2022

Applicant: Brenda Ramirez on behalf of CVEAS, Inc.

Address: 2511 Logan Street, Selma, CA 93662

Project: Special Use Permit with Design Review and Environmental Review to allow construction of a 1,600± square foot automated mechanical car wash for an existing gas station with mini-mart.

Location: 1455 Freedom Boulevard

Property Owner: Shashi Sharma

Address: 82 North Main Street, Milpitas, CA 95035

A Special Use Permit with Design Review and Environmental Review (Application No. 627) to allow construction of a 1,600± square foot automated mechanical car wash for an existing gas station with mini-mart located at, 1455 Freedom Blvd, Watsonville, CA (APN: 016-061-06), was reviewed by the Planning Commission at a public hearing on January 18, 2022, and was conditionally approved by adoption of Planning Commission Resolution No. _____ (PC) together with findings and conditions of approval attached hereto and made a part of this permit.

Suzi Merriam
Community Development Director