

RESOLUTION NO. ____-22 (PC)

RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF WATSONVILLE, CALIFORNIA, RECOMMEND THE CITY COUNCIL ADOPT A RESOLUTION APPROVING A PLANNED DEVELOPMENT OVERLAY DISTRICT, SPECIFIC DEVELOPMENT PLAN AND SPECIAL USE PERMIT, DESIGN REVIEW AND ENVIRONMENTAL REVIEW (APP. NO. 1656) TO ALLOW THE CONSTRUCTION OF THE CROCKERS LOCKERS PROJECT OF 1,072 SELF-STORAGE UNITS WITH A MANAGERS APARTMENT ON A 4.4± ACRE SITE LOCATED AT 70 NIELSON STREET, WATSONVILLE, CALIFORNIA (APN 015-111-49)

**Project: Crockers Lockers Project
APN: 015-111-49**

WHEREAS, on May 10, 2021, Ed Boersma, applicant, on behalf of Ted Crocker (APN: 015-111-49), property owner, applied for a establishing a Planned Development Overlay District, Specific Development Plan and Special Use Permit with Design Review and Environmental Review (App. No. 1656) to allow the construction of 1,072 self-storage units with a manager's apartment at the subject site; and

WHEREAS, the project site is designated Industrial on the General Plan Land Use Diagram and is within the Industrial Park (IP) Zoning District; and

WHEREAS, a mini-warehouse or self-storage facility is allowed conditionally with issuance of a Special Use Permit; and

WHEREAS, the applicant is requesting the establishment of a PD Overlay District to allow for a reduction in the required number of parking stalls. The project proposes 22 total parking stalls, a significant decrease from the 152 total parking stalls required for mini-warehouse use (DLU 114) on the site per WMC § 14-17.401(b). With the establishment of a PD Overlay District, the site's zoning designation would change from Industrial Park to Industrial Park/Planned Development (IP to IP/PD); and

WHEREAS, the project is located within Airport Safety Zones 2, 5, and 6; and

WHEREAS, on June 8, 2021, the project was referred to the Watsonville Airport Advisory Committee; and

WHEREAS, on November 12, 2021, the application was deemed complete; and

WHEREAS, the Planning Commission shall review the requested Planned Development Overlay District, Specific Development Plan and Special Use Permit with Design Review, and Environmental Review and make a recommendation to the City Council, which shall review the matter at a public hearing for adoption by ordinance; and

WHEREAS, pursuant to WMC Section 14-12.400 of the Watsonville Municipal Code (WMC), development subject to Design Review include all new construction, exterior remodeling, additions, or changes in use requiring additional parking, which involves structures used for multi-family residential, commercial, industrial or public purpose; and

WHEREAS, an Initial Study/Mitigated Negative Declaration has been prepared for the project, in accordance with the provisions of the California Environmental Quality Act (CEQA); and

WHEREAS, notice of time and place of the hearing to consider the requested Planned Development Overlay District, Specific Development Plan and Special Use Permit with Design Review and Environmental Review (App. No. 1656) was given at the time and in the manner prescribed by the Zoning Ordinance of the City of Watsonville. The matter called for hearing evidence both oral and documentary introduced and received, and the matter submitted for decision; and

WHEREAS, the Planning Commission has considered all written and verbal evidence regarding this application at the public hearing and has made Findings, attached hereto and marked as Exhibit "A," in support of the approval of a Planned Development Overlay District, Specific Development Plan and Special Use Permit with

Design Review and Environmental Review (App. No. 1656) to allow construction of 1,072 self-storage units with a manager's apartment on a 4.4± acre site located at 70 Nielson Street (APN 015-111-49).

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

Good cause appearing, therefore, the Planning Commission of the City of Watsonville does hereby recommend the City Council grant approval of a Planned Development Overlay District, Specific Development Plan and Special Use Permit with Design Review and Environmental Review (App. No. 1656), attached hereto and marked as Exhibit "C," subject to the Conditions attached hereto and marked as Exhibit "B," to allow construction of the Crockers Lockers Project on a 4.4± acre site located at 70 Nielson Street, Watsonville (APN 015-111-49).

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 6th day of December, 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

Veronica Dorantes-Pulido, Chairperson
Planning Commission

Application No: 1656

APN: 015-111-49

Applicant: Ed Boersma, on behalf of Ted Crocker

Hearing Date: December 6, 2022

PLANNED DEVELOPMENT OVERLAY DISTRICT FINDINGS (WMC § 14-16.2508)

The following findings apply to the Planned Development (PD) Overlay District which is proposed to modify the parking requirement for a mini-warehouse type use to allow construction of six buildings with a total of 1,072 self-storage units and one two-story manager's office with an apartment above on the project site and provide 22 onsite parking spaces instead of 152 parking spaces per WMC Section 14-17.401(b) for DLU 114.

- 1. The District is consistent with the General Plan and/or the Local Coastal Land Use Plan, and/or adopted area plans when applicable.**

Supportive Evidence

The project site is designated Industrial on the General Plan Land Use Diagram and is within the Industrial Park (IP) Zoning District. The intent of this land use designation is to serve the industrial needs of the community and the purpose of the IP Zoning District is to provide a separate and exclusive district for light, non-nuisance industry, business, service, and research work; to promote an industrial business, service, and research area which is not dependent on rail transport and not requiring outdoor storage; to foster and encourage the development of specialized manufacturing, business, service, and research institutions; to promote and protect design and landscape qualities in the district; to minimize traffic congestion through the provision of adequate off-street parking and loading; and to protect the district and surrounding area and any adjacent residential or commercial property from noise, illumination, glare, and unsightliness, including outdoor storage, odors, dust, dirt, litter, smoke, fumes, vibration, heat, fire, and other hazards. [WMC § 14-16.500](#). General categories of allowed uses include wholesale sales, heavy commercial, construction and trade shops, general manufacturing, food processing, and related services, businesses and uses. A mini-warehouse or self-storage facility is allowed conditionally with issuance of a Special Use Permit.

The project involves new construction of a self-storage facility with 1,072 storage units in 149,796± square feet of building area, within six (6) detached structures. One 2-story manager's building would contain an office on the ground floor and apartment above. The project requires review and approval of a PD Overlay District to allow for parking stall reductions to 22 onsite parking spaces.

- 2. The District is consistent with the purposes of WMC Chapter 14-16 and other applicable sections of Title 14.**

Supportive Evidence

The PD process can be used to make modifications to subdivision and zoning district development standards for project sites that exceed one acre. The purpose of the PD process is to provide a technique to foster development plans which serve public objectives more fully than development plans permitted under conventional zoning regulations. A PD Overlay District may provide for modifications on district regulations, such as to building setbacks, building height, lot area, parking, and use.

Approval of the proposed PD Overlay District is required to reduce the minimum number of onsite parking spaces for this project (i.e., from 152 to 22 spaces). The project would replace and relocate an existing driveway, and new onsite circulation would consist of drive aisles ranging in width from 25 to 32 feet to provide access to the storage units and 22 parking spaces, located throughout the site and along the drive aisles. One disabled parking space would be provided in front of the office and another parking space would be provided within the garage of the manager's building for the onsite manager. The proposed onsite parking reduction is based on the estimated daily average and peak hour trips and short duration of mini-warehouse visits. Project operation is estimated to generate an average of 227 daily vehicle trips, including 15 AM peak hour trips and 24 PM peak hour trips during the weekday commuter periods. The average stay is 20 minute or less.

3. **The General Development Plan includes planned variations to underlying district regulations which serve public purposes to an equivalent or higher degree than would underlying district regulations.**

Supportive Evidence

The site is nearby to the Watsonville Municipal Airport and is within three Airport Safety Zones: the Inner Approach/Departure (Zone 2), Sideline (Zone 5), and Traffic Pattern (Zone 6), as defined in the California Airport Land Use Planning Handbook. Each safety zone specifies average- and single-acre intensity limitations which cannot be exceeded.

The lower limit for the average number of people allowed in the Handbook for Zones 2, 5, and 6 are 40, 70, and 200 people per acre, respectively. The project would result in up to 10 people per acre across the site and, therefore, the project would not exceed the maximum allowable average-acre intensity limitations in the Handbook.

The lower limit in the Handbook for single-acre limitations for Zones 2, 5, and 6 are 80, 210, and 800 people per acre, respectively. The project proposes up to 76 people per acre and, therefore, the project would not exceed the maximum allowable single-acre intensity limitations in the Handbook.

Variations from the conventional development standards of the existing IP District are justified as the project is designed to meet the development criteria of the Handbook in a manner which offers a service that would enhance the safety of people living or working near the Airport, by substantially reducing the number of people onsite and provides a land use that would be permitted by the underlying district regulations. The strict application of the minimum parking requirement for

a mini-warehouse type use would result in an oversupply of parking and limit the number of storage units that could be provided onsite. The minimal number of required onsite parking spaces would be excessive, due to the substantially reduced amount of activity associated with a mini-warehouse facility.

4. The General Development Plan can be coordinated with existing and proposed development of surrounding areas.

Supportive Evidence

The site is located within an industrial area, bordered on the north and east by industrial properties (zoned IP: Industrial Park), and by the Watsonville Community Hospital (zoned N: Institutional) to the south. Across Airport Boulevard is the Watsonville Municipal Airport (zoned PF: Public Facilities). The subject property contains a parking lot and surrounding properties are developed predominantly with industrial-type uses; a mini-warehouse facility is a compatible use with the existing industrial development and hospital to the south.

The redevelopment of the site would not affect surrounding properties. The project would be constructed in one phase and take approximately 300 calendar business days. The proposed project would not generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project site.

The project would also not cause new stormwater runoff issues for the surrounding area. Standard permit conditions under the NPDES/Construction General Permit require that the applicant utilize various measures including onsite sediment control best management practices, damp street sweeping, temporary cover of disturbed land surfaces to control erosion during construction, and utilization of stabilized construction entrances and/or wash racks, among other methods.

Furthermore, the existing road network can serve the site and surrounding area. Existing sidewalks are present on both sides of Airport Boulevard, Nielson Street, and Hangar Way, linking the project site to the surrounding pedestrian network and providing pedestrian access between the project site and the surrounding residential and commercial uses.

5. The General Development Plan is designed so that existing or proposed utility services and facilities and other public improvements are adequate for the population densities and land uses proposed.

Supportive Evidence

Pursuant to the IS/MND, the project would not require or result in the construction of new or expanded public utilities and service facilities. Infrastructure improvements would occur to connect project components to existing public and private utilities infrastructure. City standards include undergrounding all new connections to overhead facilities, including electric, telephone, and television lines. Construction would comply with City standards, and the impact would be less than significant. Therefore, the proposed project would be sufficient for the population the use will serve and land use proposed.

6. **If applicable, a final subdivision map for the proposed planned development shall be recorded within two years of the expected date of adoption of the General Development Plan for the planned development.**

Supportive Evidence

Not applicable. The proposed project does not involve recordation of a final subdivision map.

7. **The General Development Plan is planned so that the total development in each individual development phase can exist as an independent unit; adequate assurance will be provided that such objective will be attained; that the uses proposed will not be detrimental to present and planned surrounding uses, as shown in the General Plan, but will have a beneficial effect which could not be achieved without being located in a PD District.**

Supportive Evidence

The project would be constructed in one phase and take approximately 300 calendar business days to complete. As previously stated, a mini-warehouse is considered compatible with surrounding development and project construction would not negatively affect nearby industrial uses and the hospital.

8. **The General Development Plan includes streets and thoroughfares, suitable and adequate to carry anticipated traffic, and the proposed densities will not generate traffic in such amounts as to overload the street network outside the development.**

Supportive Evidence

Pursuant to the IS/MND, the project would generate traffic that is consistent with existing traffic from land uses in the area, which are industrial, commercial, and residential and the project would not result in incompatible uses as it relates to transportation and traffic. The proposed project would not generate traffic in an amount that would overload the street network outside the development. Transportation-related impacts related to minimum sight distances and construction activities were found to be less than significant with mitigation measures incorporated.

9. **The General Development Plan is designed so that existing or proposed utility services and facilities and other public improvements are adequate for the population densities and land uses proposed.**

Supportive Evidence

Section 6.15 of the IS/MND assesses the potential impacts to public services and utilities from the proposed project and no significant impacts were identified. The project is subject to development impact fees and property taxes to offset project related impacts to public services and utility systems such as fire protection services, traffic control and roadways, storm drain facilities, water and wastewater facilities, and other public facilities and equipment. The impacts would be less than significant.

- 10. The General Development Plan is designed so that proposed ratios for off-street parking are consistent with parking regulations.**

Supportive Evidence

The minimum parking requirement for the proposed project (DLU 114) is one parking space for each 10 storage cubicles distributed throughout the facility, two spaces for the manager's quarters, and one space for every 25 storage cubicles near the manager's office for prospective renters, pursuant to WMC Section 14-17.401(b). Based on the proposed number of storage units (1,072), the proposed project would have to provide 152 parking spaces to meet the City's minimum parking standard for this type of use.

The project proposes 22 onsite parking stalls located primarily along drive aisles. One parking space would be provided in the garage floor of the manager's building. The project includes a Planned Development application to modify the City's parking standard. The applicant provided examples of other comparable self-storage facilities with reduced parking to demonstrate that 152 spaces would not be needed for this location. In addition, the Transportation Study for the project (W-Trans, 2021) indicates that the proposed project is not expected to generate a large number of trips. Given the temporary nature of mini-warehouse visits, the 22 proposed onsite parking stalls are expected to be sufficient to accommodate the estimated number of trips to the site.

- 11. The General Development Plan will not have a detrimental and unmitigable financial impact on the City.**

Supportive Evidence

The project would offer a service that would enhance the area and provide a land use that would be permitted by the underlying district regulations. Mentioned previously, the project is subject to development impact fees and property taxes to offset project related impacts to public services and utility systems.

SPECIAL USE PERMIT FINDINGS (WMC § 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. 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 with the surrounding area.

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

Supportive Evidence

The project site is designated Industrial on the General Plan Land Use Diagram and is within the IP Zoning District. The intent of this land use designation is to serve the industrial needs of the community and the purpose of the IP Zoning District is to provide a separate and exclusive district for light, non-nuisance

industry, business, service, and research work; to promote an industrial business, service, and research area which is not dependent on rail transport and not requiring outdoor storage; to foster and encourage the development of specialized manufacturing, business, service, and research institutions; to promote and protect design and landscape qualities in the district; to minimize traffic congestion through the provision of adequate off-street parking and loading; and to protect the district and surrounding area and any adjacent residential or commercial property from noise, illumination, glare, and unsightliness, including outdoor storage, odors, dust, dirt, litter, smoke, fumes, vibration, heat, fire, and other hazards. WMC § 14-16.500. General categories of allowed uses include wholesale sales, heavy commercial, construction and trade shops, general manufacturing, food processing, and related services, businesses and uses. A mini-warehouse or self-storage facility is allowed conditionally with issuance of a Special Use Permit.

The proposed project is consistent with the following General Plan goals, policies, and implementation measures concerning land use compatibility, design, site improvement, and airport compatibility and public safety:

- **Policy 4.I: Land Use Regulation** – The City shall regulate future urban development to be consistent with the goals of this General Plan.
- **Implementation Measures 4.I.4: Environmental Review** – The City shall use the environmental review process to ensure that project mitigations sustain and implement the policies of this General Plan, reduce environmental impacts to acceptable levels, and make adequate provisions for public safety.
- **Goal 5.1: Visual Resources** – Preserve and enhance the built and natural visual resources within Watsonville.
- **Goal 5.2: Community Appearance** – Blend new development with recognized values of community appearance and scenic qualities, and ensure that new development enhances, rather than detracts from, its surroundings.
- **Goal 5.6: Urban Design** – Achieve high standards of street, site and building design that are both efficient, and aesthetically pleasing.
- **Policy 5.A: Project Design Review** – The preservation of visual resources shall be accomplished through the design review process.
- **Policy 5.B: Design Consistency** – The City shall review new development proposals to encourage high standards of urban design and to ensure that elements of architectural design and site orientation do not degrade or conflict with the appearance of existing structures.
- **Implementation Measure 5.B.3: Enhancement** – The City shall utilize the development standards, zoning ordinance regulations for each district, and the design review guidelines to ensure that new development is an asset to the existing neighborhood and community with regard to parking, landscaping, open space, and project design.

- **Goal 10.6: Aviation Facilities** – Maintain, protect, and improve the facilities and services of the Watsonville Municipal Airport as part of the regional transportation network.
- **Policy 10.Q: Aviation Facilities** – As the only general aviation airport in Santa Cruz County, the Watsonville Airport shall be protected from adjacent development which is incompatible with existing and future services as outlined in the Airport master Plan and Regional Airport System Plan.
- **Implementation Measure 10.Q.3: State Guidelines** – The City shall use the State's guidelines to review and manage development within the airport's area of influence.
- **Goal 12.1: Land Use Safety** – Plan for and regulate the uses of land in order to provide a pattern of urban development that will minimize exposure to hazards from either natural or human-related causes.
- **Policy 12.A: Environmental and Public Safety** – The City shall plan for and maintain development standards that minimize risk to human lives and property resulting from environmental and man-cause hazards. The City shall protect neighboring residential development from the immediate threats of potentially hazardous industrial or agricultural materials and airport hazards through careful land use planning.
- **Implementation Measure 12.A.1: Airport Compatibility** – The City shall use its development review process to ensure that proposals within the Airport Operations Impact Area are carefully analyzed to prevent and minimize potential hazards. Projects shall be consistent with the city and state's guidelines for buildings and land uses compatible with airports.
- **Policy 12.M: Noise** – The City shall utilize land use regulations and enforcement to ensure that noise levels in developed areas are kept at acceptable levels, and that future noise-sensitive land uses are protected from noise that is harmful.
- **Implementation Measure 12.M.1: Traffic Noise** – The City shall enforce provisions of the California Vehicle Code and local ordinances to reduce vehicular noise intrusion in residential areas and near other noise sensitive land uses such as schools and hospitals.

The project would provide a mini-storage facility on land designated for light industrial use. A mini-warehouse facility is a compatible use with the surrounding low-intensity, light manufacturing buildings and hospital. The project will consist of seven, one-and-two story buildings totaling 149,796 square feet of floor area. These buildings range from 10'-2¼" to 23'-0" feet in height, and similar in height and scale to adjacent structures which generally consist of two-story buildings on 20,000 to 35,000 square-foot lots. The proposed manager's unit would be 29' tall. The buildings would have a simple contemporary design and provide new

vegetative screening along Neilson Street and Airport Boulevard. As further discussed under Access and Traffic Safety, the proposed project would not generate traffic in such an amount that would overload the street network outside the development.

The project is not consistent with all objectives in the General Plan, especially those concerning job creation and maximizing the economic opportunities for a site. In particular, the project is not consistent with General Plan Goal 4.4 since the project would provide only one job and not help the City achieve economic diversity and a better jobs/housing balance. While not consistent with this goal, the development potential for the project site is limited by its proximity to the Airport. The Caltrans Division of Aeronautics Handbook establishes criteria for appropriate height, use, noise, safety, density, and intensity for Airport Safety Zones to ensure future development is compatible with airports. The project would meet all established criteria set forth in the Handbook and would comply with the maximum on-site occupancy to a higher degree than required by the Handbook. Additionally, the project is consistent with all development regulations in the IP Zoning District except for parking, and the applicant has requested a reduction through its application for a PD Overlay District.

Based on a review of the General Plan's goals and policies, the proposed project is in harmony with the overall intent of the City's General Plan goals and policies, including those pertaining to land use compatibility, design, site improvement, and airport compatibility and public safety.

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.**

Supportive Evidence

The proposed project would provide an infill industrial use within an existing urbanized area consisting predominantly of industrial development.

The proposed project would not generate traffic in such an amount that would overload the street network outside the development. An Initial Study has been prepared for the proposed project, which includes a Transportation Study. Transportation-related impacts related to sight distances and construction activities were found to be less than significant with mitigation incorporated.

The proposed lighting provides adequate light to illuminate the site, consistent with light levels in a parking lot and for site circulation. A condition of approval requires all exterior lighting fixtures to be shielded or downcast. A photometric analysis demonstrates that little to no light would spill over onto adjoining properties and roadways. Any potential spillover would be further obscured from view by buildings, landscape plantings and fencing. Therefore, the project is not anticipated to create a glare nuisance.

3. **The proposed use 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 proposed project would not generate traffic which would be hazardous or conflict with existing and anticipated traffic in the neighborhood. An Initial Study has been prepared for the proposed project, which includes a Transportation Study. Transportation-related impacts related to sight distances and construction activities were found to be less than significant with mitigation incorporated.

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

City and State regulations are in place to regulate sight distance and site obstructions to address safe ingress/egress on the site. Based on criteria published by Caltrans, on-street parking will be restricted on Nielson Street for 25 feet on either side of the eastern driveway to achieve a minimum sight distance of 150 feet at each driveway access point.

The City also requires that “clear corner triangle” regulations be maintained in that no obstruction between two feet and eight feet above grade shall be placed on any corner lot in any zoning district in which a minimum front yard is established, per WMC Section 14-40.060. As shown on the proposed Site Plan, the proposed 6'-9" monument sign in the southwest portion of the site near Airport Boulevard and Nielson Street is located outside the “clear corner triangle” area, in compliance with City regulations.

In addition to sight distance and sight vision compliance, the project will have access to existing pedestrian facilities. Sidewalks exist on both sides of Airport Boulevard, Nielson Street, and Hangar Way, effectively linking the project site to the surrounding pedestrian network. Signalized crosswalks are present on the north and east legs of the Airport Boulevard/Nielson Way intersection. Overhead streetlights exist along Airport Boulevard, Nielson Street, and Hangar Way. Overall, the existing facilities provide adequate pedestrian access and connections between the project site and surrounding industrial development, the hospital, and residential neighborhoods within walking distance. No other roadway improvements, traffic control devices or access restrictions to control or divert traffic flow is needed.

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 site is not located under the recommended flight paths as shown on the Watsonville Municipal Airport Noise Abatement Map. Based on the Aircraft

Noise Monitoring Report prepared by WJV Acoustics in 2018, the project site is located outside of the airport's 65 dB CNEL noise exposure contour under both existing (2016) and future (2036) conditions. The western portion of the site, which is approximately 500 feet southwest of the Runway 2 centerline, may be exposed to airport noise levels of 60 dB CNEL under existing and future conditions; however, the majority of the site would be exposed to noise levels less than 60 dB CNEL (WJV Acoustics, 2018). The onsite manager's residence would be located in the eastern part of the site, outside of the 60 dB CNEL noise exposure contour mapped for the Airport. According to the WJV Acoustics report, "The State of California and the FAA consider areas outside the CNEL 65 dB contour to have an acceptable aircraft noise exposure under normal conditions for noise compatibility planning purposes."

Ambient noise monitoring conducted at the site indicates that individual aircraft approaches and departures at Runway 2 may generate noise levels up to 85 dBA L_{max} . Such single noise level events are short in duration and do not approach noise levels that would be considered excessive on a short-term basis. While maximum noise levels recorded at the site were associated with aircraft operations, traffic on Airport Boulevard and, to a lesser degree, Nielson Street are the primary contributors to measured ambient noise levels of 68.3 dBA L_{eq} near Airport Boulevard and 60.7 dBA L_{eq} near Nielson Street. The lowest measured noise level at the site (47.7 dBA L_{min}) is representative of quiet conditions when there is no nearby traffic or aircraft approaching the Airport.

The Public Safety Element in the General Plan identifies the City's noise compatibility guidelines for different land uses. According to Figure 12-6 of the General Plan, the normally acceptable noise limit for industrial land uses is 80 dB CNEL. A lower limit of 65 dB CNEL is multi-family residential development, such as the manager's building. Based on the Aircraft Noise Monitoring Report (WJV Acoustics, 2018) and ambient noise monitoring conducted at the site, the project would not expose people working or residing at the site to noise at unacceptable levels.

Adjacent uses are predominantly industrial and residential development is not in close proximity to the site. The nearest residential neighborhood is located along Airport Boulevard at Colonial Manor Mobile Home Park, approximately 0.3 miles north east of the site. The project consists of a new mini-warehouse facility and would not represent a visual impact on adjoining properties.

In addition, as previously mentioned, the proposed project lighting would not impact nearby properties. The project will include wall mounted lights, as well as a single 20-foot-tall light standard at the main driveway entrance. Lighting fixtures will include one pole-mounted light fixture, 66 interior facing LED wall lights, six wall sconces at the managers building, four exterior facing LED downlights, and four downward casting security lights. The proposed lighting would provide low to moderate light intensities around the buildings and within parking areas. These lighting levels would provide adequate light to illuminate the site, consistent with light levels in a parking lot and for site circulation. The photometric analysis also demonstrates that anticipated light intensities would not result in a visual nuisance. Little to no light would spill over onto adjoining properties. Any potential spillover

light would be further obscured from view by buildings, landscape plantings and fencing. Therefore, the project is not anticipated to create a glare nuisance.

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

Approval of a Special Use Permit shall authorize only the particular use for which the permit is issued and may include a limit on time the use may continue. No use authorized by a Special Use Permit shall be enlarged, extended, increased in intensity or relocated unless an application is made to modify the Special Use Permit in accordance with the procedures set forth in this Code. Development of the use shall not be carried out until the applicant has secured all the permits and approvals required by this title, the Code and County, State, Federal, or other agencies.

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 project involves the redevelopment of an existing parking lot as a mini-warehouse facility in an urbanized area with predominantly industrial development. A mini-warehouse facility in this location would provide a valuable service to the community and is complementary with existing land uses nearby. In addition, as the site is within a developed area, it is currently served by municipal services, including water, sewer, police and fire, and therefore would not cause a serious public health or safety problem to future patrons of the mini-warehouse facility and onsite manager. Further, an Initial Study has been prepared for the proposed project, wherein, any potential negative impacts were found to be less than significant with the incorporation of mitigation measures.

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

The project site is designated Industrial on the General Plan Land Use Diagram and is within the IP Zoning District. The proposed project is consistent with the General Plan goals, policies, and implementation measures concerning land use compatibility, design, site improvement, and airport compatibility and public safety, as outlined above in section **Special Use Permit Findings #1**.

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 would provide an infill industrial use within an existing urbanized areas consisting predominantly of industrial development.

The proposed project would not generate traffic in such an amount that would overload the street network outside the development. An Initial Study has been prepared for the proposed project, which includes a Transportation Study. Transportation-related impacts related to sight distances and construction activities were found to be less than significant with mitigation incorporated.

The proposed lighting provides adequate light to illuminate the site, consistent with light levels in a parking lot and for site circulation. A condition of approval requires all exterior lighting fixtures to be shielded or downcast. A photometric analysis demonstrates that little to no light would spill over onto adjoining properties and roadways. Any potential spillover would be further obscured from view by buildings, landscape plantings and fencing. Therefore, the project is not anticipated to create a glare nuisance.

- 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 proposed project would not generate traffic which would be hazardous or conflict with existing and anticipated traffic in the neighborhood. An Initial Study has been prepared for the proposed project, which includes a Transportation Study. Transportation-related impacts related to sight distances and construction activities were found to be less than significant with mitigation incorporated. Identified mitigation measures include, but are not limited to, a minimum sight distance of 150 feet at each project driveway access point and on-street parking shall be restricted on Nielson Street for 25 feet on either side of the eastern driveway. Further, restrictions on vegetation height along the project frontage on Nielson Street and the submittal of a Construction Period Traffic Control Plan is required to be submitted to the City for review and approval. Mitigation Measures have been included as Conditions of Approval.

- 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

City and State regulations are in place to regulate sight distance and site obstructions to address safe ingress/egress on the site. Based on criteria published by Caltrans, on-street parking will be restricted on Nielson Street for 25

feet on either side of the eastern driveway to achieve a minimum sight distance of 150 feet at each driveway access point.

In addition to sight distance and sight vision compliance, the project will have access to existing pedestrian facilities. Sidewalks exist on both sides of Airport Boulevard, Nielson Street, and Hangar Way, effectively linking the project site to the surrounding pedestrian network. Signalized crosswalks are present on the north and east legs of the Airport Boulevard/Nielson Way intersection. Overhead streetlights exist along Airport Boulevard, Nielson Street, and Hangar Way. Overall, the existing facilities provide adequate pedestrian access and connections between the project site and surrounding industrial development, the hospital, and residential neighborhoods within walking distance. No other roadway improvements, traffic control devices or access restrictions to control or divert traffic flow is needed.

5. **The proposed development incorporates features to minimize adverse effects including visual impacts of the proposed development on adjacent properties:**
- a) **Harmony and proportion of the overall design and the appropriate use of materials;**
 - b) **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;**
 - c) **The sitting of the structure on the property, as compared to the sitting of other structures in the immediate neighborhood;**
 - d) **The size, location, design, color, number, and lighting; and**
 - e) **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 project involves providing infill industrial use within an existing urbanized area consisting predominantly of industrial development. The site is bordered on the north and east by industrial properties (zoned IP: Industrial Park) and by the Watsonville Community Hospital (zoned N: Institutional) to the south. Across Airport Boulevard is the Watsonville Municipal Airport (zoned PF: Public Facilities). A mini-warehouse facility is a compatible use with the existing light manufacturing buildings to the east and north and the Watsonville Community Hospital to the south. The proposed mini-warehouse facility would operate in a manner consistent with other Industrial Park uses. In addition, the proposed design and project mass would be compatible with the surrounding development.

Residential development is not located directly adjacent or in close proximity to the site. The nearest residential units are along Airport Blvd, 0.3 miles northeast at

Colonial Manor Mobile Home Park. Single-family residential homes exist southeast of the site along Anna Street, 0.34 miles away.

As previously mentioned, the proposed lighting would not impact nearby properties, as little to no light would spill over onto nearby properties. Any potential spillover light would be further obscured from view by buildings, landscape plantings and fencing. Therefore, the project is not anticipated to create a new source of potential light spillover or glare nuisance.

6. **The proposed 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

Approval of a Special Use Permit shall authorize only the particular use for which the permit is issued and may include a limit on time the use may continue. No use authorized by a Special Use Permit shall be enlarged, extended, increased in intensity or relocated unless an application is made to modify the Special Use Permit in accordance with the procedures set forth in this Code. Development of the use shall not be carried out until the applicant has secured all the permits and approvals required by this title, the Code and County, State, Federal, or other agencies.

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

Supportive Evidence

The project involves the redevelopment of an existing parking lot as a mini-warehouse facility in an urbanized area with predominantly industrial development. A mini-warehouse facility in this location would provide a valuable service to the community and is complementary with existing land uses nearby. In addition, as the site is within a developed area, it is currently served by municipal services, including water, sewer, police and fire, and therefore would not cause a serious public health or safety problem to future patrons of the mini-warehouse facility and onsite manager. Further, an Initial Study has been prepared for the proposed project, wherein, any potential negative impacts were found to be less than significant with the incorporation of mitigation measures.

Application No: 1656

APN: 015-111-49

Applicant: Ed Boersma, on behalf of Ted Crocker

Hearing Date: December 6, 2022

**SPECIFIC DEVELOPMENT PLAN/SPECIAL USE PERMIT WITH DESIGN REVIEW
CONDITIONS OF APPROVAL**

General Conditions:

1. **Approval.** This approval applies to the Plan Set identified as "Crocker's Lockers" located at 70 Nielson Street, Watsonville, CA 95076, dated and received by the Community Development Department on October 6, 2021, and Revised on October 18, 2022, and filed by Ed Boersma, applicant, on behalf of Ted Crocker, property owner. (CDD-P)
2. **Conditional Approval Timeframe.** This Specific Development Plan and Special Use Permit with Design Review (App. No. 1656) 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 WMC Sections 14-12.1000 and 14-10.1305. 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 Specific Development Plan, Special Use Permit, or Design Review Permit, pursuant to Part 13 of WMC Chapter 14-10, or other code enforcement actions, pursuant to WMC Chapter 14-14. (CDD-P)
6. **Appeal Period/Effective Date.** This Permit shall not be effective until **14 days** after 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. **Conditions of Approval.** A copy of the final conditions of approval must be printed on 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 will not be accepted at the plan check phase.*** (CDD-P)
9. **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 Special Use Permit with Design Review. 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

CEQA Environmental Document Filing Fee Condition:

10. **CDFW Filing Fee.** The California Department of Fish and Wildlife (CDFW) imposes and collects a filing fee to defray the costs of managing and protecting California’s fish and wildlife resources, including, but not limited to, consulting with other public agencies, reviewing environmental documents, recommending mitigation measures, and developing monitoring programs. The applicant shall pay the fee for filing the Mitigated Negative Declaration (MND). (CDD-P)

Building and Fire-related Conditions:

11. **Required Permits.** The applicant shall obtain all required building permits (Building, Electrical, Plumbing, Mechanical, Grading, etc.) for this project. (CDD-B-E)
12. **Building Code.** Project construction shall comply with the California Building Code as adopted by the City. (CDD-B)
13. **Fire Code.** Project construction shall comply with California Fire Code as adopted by the City. (WFD)
14. **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)

15. **Floodplain Development Permit.** The applicant shall obtain a Floodplain Development Permit prior to issuance of a building permit, if applicable, in accordance with WMC Section 9-2.400. (CDD-E, PW)

Project Specific Conditions:

16. **Mitigation Monitoring & Reporting Plan (MMRP).** Where not in conflict with specific conditions of approval, the project is subject to compliance with the MMRP adopted for the project. A reporting program shall be prepared and submitted to the City that establishes a format and timing for submittal of how mitigations have been implemented. (CDD-P)

Public Works & Utilities Conditions:

17. **Connection Fees.** The applicant shall comply with WMC Section 6-3.523. Connection fees and charges shall be in accordance with a schedule established by resolution of the Council. Connection fees shall be in effect for all new connections to a public sanitary sewer main. New Construction. All newly constructed residential or commercial units shall pay the appropriate sanitary sewer connection fees as set forth by Council resolution prior to receiving an occupancy permit. All newly constructed industrial facilities shall, prior to receiving an occupancy permit, acquire by purchase or lease sufficient POTW capacity in an amount equal to not less than its estimated peak monthly discharge. A sewer connection fee must be collected by the City for this project. (PW, CDD-E)
18. **Sanitary Sewer Lateral(s).** The applicant shall comply with WMC Section 6-3.503. Each parcel under separate ownership is required to have a separate sanitary sewer lateral. Upon change of ownership of a parcel sharing a sanitary sewer lateral, the owner of that parcel shall install a separate sanitary sewer lateral. (PW, CDD-E)

Prior to or concurrent with the issuance of a Building Permit, the following requirements shall be met:

19. **Public Works Comments/Corrections.** The applicant shall revise the project plans in accordance with the comments/corrections provided by Alex Yasbek, Civil Engineer, dated October 28, 2021, and repeated below. (CDD-E, PW)
20. **Soil Percolation Test Results & Bio-Retention Area.** Provide results of soil percolation testing justifying the use of 5min/inch infiltration rate in the design of the bio-retention areas. (PW, CDD-E)
21. **Bio-Retention Basin Detail.** Provide statement from project Geotechnical Engineer confirming that lining as shown in detail "Bio-Retention Basin Detail" on Sheet C4 confirms with intent of statement "Bio-retention swales constructed within 10 feet or less from building foundation should be lined with a 20-mil pond liner."

(PW, CDD-E)

22. **Soil Infiltration Rates.** Revise and adjust bio-retention sizing as necessary to accommodate soil infiltration rates and the incorporation of a liner where needed. Show revised calculation in a revised Stormwater Control Plan. (PW, CDD-E)
23. **Stormdrain.** Clearly show the connection between bio-retention basin 1 and the existing stormdrain system. Please indicate which existing stormdrain lines are to be removed or abandoned and which lines are new. (PW, CDD-E)
24. **Post Construction Stormwater Requirements.** 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 post-construction requirements (PCR) 1 – 4 to the satisfaction of the City Engineer, prior to issuance of a building permit. (CDD-E)
25. **Storm Water Pollution Prevention Plan.** Prior to issuance of the grading permit to begin project construction activities, the applicant shall prepare a Storm Water Pollution Prevention Plan (SWPPP) and submit the project SWPPP for review and approval by the City Engineer. The applicant shall also file a Notice of Intent (NOI) and associated fee to the State Water Resources Control Board (SWRCB). The project SWPPP shall be utilized as a framework to prescribe and implement BMPs. Construction and project operations shall implement BMPs to reduce pollutants within stormwater discharges to the maximum extent possible. The approved SWPPP shall be maintained throughout the construction period. The City shall verify that all post-construction BMPs are installed and functioning properly prior to issuing a certificate of occupancy. (CDD-E, PW)
26. **Colors & Materials.** The applicant shall submit a colors and materials board for review and approval by the Community Development Director or designee prior to issuance of a building permit. (CDD-P)
27. **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. 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. **NEW TREES** – As proposed in the preliminary landscape plans, the project shall provide a minimum of eight (8) fern pine trees along the northern perimeter of the site and six (6) dwarf apple trees near the eastern entrance. Low water use shrubs and ground cover would be planted along the perimeter of the site, with an emphasis on the east and southern portions along Airport Boulevard and Nielson Street. Two bioretention basin will be added at the southeast and southwest portions of the site. (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 the California Model Water Efficient Landscape Ordinance, pursuant to WMC Section 6-3.801. (CDD-P-E)
28. **Tree Removal.** The Caltrans Division of Aeronautics staff have identified two trees as encroaching on the 2/20 Transitional Surface at 450 feet east of Runway 2/20 Approach End centerline, which are identified as T15 and T17 on the Existing Tree Plan (sheet T1). To ensure that the trees do not pose an airspace obstruction hazard, the applicant shall have them removed. (CDD-P)
29. **Lighting.** Plans submitted for building permit issuance shall show the locations and details of any exterior lighting fixtures. All lighting shall be downward facing and/or shielded and shall not spillover onto adjacent property, public roadways, and/or riparian habitat. (CDD-P)
30. **Glare Prevention (Mitigation Measure Land Use & Planning 1).** All exterior lighting shall be directed such that lights create as little off-site glare and nuisance as is feasible. All exterior lighting fixtures shall be glare-shielded and down-facing. All exterior lighting shall be limited to warm light colors with an output temperature of 2700 kelvin. (CDD-P-B)
31. **Trash Enclosure.** The trash enclosure shall conform with City of Watsonville Public Improvement Standard No. S-602, and is subject to review and approval by the Community Development Department. (CDD-P-E, PW)
32. **Utility Connection.** The project shall connect to City utilities. (CDD-E)

33. **On/Off Site Permit.** Separate On/Off Site Permits are required for work in the public right-of-way and on the project site. The applicant shall obtain an encroachment permit for all off-site work. (CDD-E)
34. **Mechanical Equipment Screening.** All new mechanical equipment and appurtenances, including gas and water meters, electrical boxes, roof vents, air conditioners, antennas, etc. visible from the public way and from adjacent properties, shall be screened with material compatible with the materials of the building and shall be subject to the approval of the Zoning Administrator. (CDD-P)
35. **Nesting Bird Avoidance or Conduct Preconstruction Surveys (Mitigation Measure BIO-1).** To avoid impacts to nesting birds and violation of state and federal laws pertaining to birds, all construction-related activities (including but not limited to mobilization and staging, clearing, grubbing, vegetation removal, fence installation, demolition, and grading) should occur outside the avian nesting season (prior to February 1 or after September 15). If construction and construction noise occurs within the avian nesting season (from February 1 to September 15), all suitable habitats located within the project's area of disturbance including staging and storage areas plus a 250-foot (passerines) and 1,000-foot (raptor nests) buffer around these areas shall be thoroughly surveyed, as feasible, for the presence of active nests by a qualified biologist no more than five days before commencement of any site disturbance activities and equipment mobilization. If project activities are delayed by more than five days, an additional nesting bird survey shall be performed. Active nesting is present if a bird is building a nest, sitting in a nest, a nest has eggs or chicks in it, or adults are observed carrying food to the nest. The results of the surveys shall be documented and submitted to the City.
- If pre-construction nesting bird surveys result in the location of active nests, no site disturbance and mobilization of heavy equipment (including but not limited to equipment staging, fence installation, clearing, grubbing, vegetation removal, fence installation, demolition, and grading), shall take place within 250 feet of non-raptor nests and 1,000 feet of raptor nests, or as determined by a qualified biologist, until the chicks have fledged. Monitoring shall be required to ensure compliance with MBTA and relevant California Fish and Game Code requirements. Monitoring dates and findings shall be documented and submitted to the City. (CDD-P)
36. **Best Management Practices (Mitigation Measure BIO-2).** The initiation of grading and any earthmoving activities shall be limited to the dry season between June 15th and October 15th of each year. Project activities will be ceased when the National Weather Service (NWS) 24-hour weather forecast predicts a 40 percent or greater chance of precipitation of at least 0.10-inch of precipitation. The project shall employ Best Management Practices (BMPs) to protect water quality per the National Pollutant Discharge Elimination System (NPDES) permit. A list of example BMPs may include the following:
- Store, handle, and dispose of construction materials and wastes properly to prevent their contact with stormwater.

- Control and prevent the discharge of all potential pollutants, including solid wastes, paints, concrete, petroleum products, chemicals, wash water or sediment, and non-stormwater discharges to storm drains and water courses.
 - Avoid cleaning, fueling, or maintaining vehicles on-site, except in a designated area in which run-off is contained and treated.
 - Perform clearing and earth moving activities during dry weather to the maximum extent practical.
 - Remove spoils promptly and avoid stockpiling of fill materials when rain is forecast. Cover soil stockpiles and other materials with a tarp or other waterproof material during rain events.
 - Trash and construction related solid wastes must be deposited into a covered receptacle to prevent contamination and dispersal by wind.
 - In the event of rain, all grading work is to cease immediately.
37. **Pre-Activity Focused Survey for Santa Cruz Tarplant (Mitigation Measure BIO-2a).** Prior to initial ground disturbance and during the appropriate blooming period (June to October), a focused survey for Santa Cruz tarplant will be conducted by a qualified plant ecologist within suitable habitat in the project footprint and a 50-foot buffer around the project footprint, where feasible. The purpose of the survey will be to assess the presence or absence of Santa Cruz tarplant. If Santa Cruz tarplant is not found in the impact area or the identified buffer, then no further surveys or mitigation will be warranted. If Santa Cruz tarplant is found in the impact area, then Mitigation Measures BIO-1b will be implemented. The results of the survey will be documented. (CDD-E, PW)
38. **Avoidance Buffers (Mitigation Measure BIO-2b).** To the extent feasible, and in consultation with a qualified botanist, the project proponent will construct the project to avoid impacts on all populations of special-status plant species within the project site or within the identified buffer of the impact area. Avoided special-status plant populations will be protected by establishing and observing the identified buffer between plant populations and the impact area. All such populations located in the impact area or the identified buffer, and their associated designated avoidance areas, will be clearly depicted on any construction plans. In addition, prior to initial ground disturbance or vegetation removal, the limits of the identified buffer around special-status plants to be avoided will be flagged or fenced. The flagging will be maintained intact and in good condition throughout project-related construction activities. If avoidance is not feasible, then CDFW and/or USFWS will be consulted to determine the appropriate mitigation measures, which may include salvage and relocation of individual plants and/or off-site preservation, enhancement, and management of occupied habitat for the species. (CDD-E, PW)
39. **Conduct Archaeological Sensitivity Training for Construction Personnel (Mitigation Measure CUL-1).** The applicant shall retain a qualified professional archaeologist who meets U.S. Secretary of the Interior's Professional Qualifications and Standards to conduct an archaeological sensitivity training for construction personnel prior to commencement of excavation activities. The training session shall be carried out by a cultural resource professional with expertise in archaeology, who meets the U.S. Secretary of the Interior's

Professional Qualifications and Standards. The applicant and/or qualified professional archaeologist shall propose a date for scheduling the training at the pre-construction meeting with City staff. The applicant shall notify the City at least 48 hours before holding the training and keep a log of all attendees. The training session shall include a handout and shall focus on how to identify archaeological resources that may be encountered during earthmoving activities and the procedures to be followed in such an event, the duties of archaeological monitors, and the general steps a qualified professional archaeologist would follow in conducting a salvage investigation, if one is necessary. (CDD-B-E, PW)

40. **Cease Ground-Disturbing Activities and Implement Treatment Plan if Archaeological Resources are Encountered (Mitigation Measure CUL-2).** In the event archaeological resources are unearthed during ground-disturbing activities, all ground-disturbing activities within 50 feet of the find shall be halted so that the find can be evaluated. Ground-moving activities shall not be allowed to continue until a qualified archaeologist has examined the newly discovered artifact(s) and has evaluated the area of the find. All archaeological resources unearthed by project construction activities shall be evaluated by a qualified professional archaeologist, who meets the U.S. Secretary of the Interior's Professional Qualifications and Standards. In the event that the newly discovered artifacts are determined to be prehistoric, Native American Tribes/Individuals shall be contacted and consulted, and Native American construction monitoring shall be initiated.

Because it is possible for a lead agency to determine that an artifact is considered significant to a local tribe (and thus be a significant resource under CEQA, even if it would not otherwise be considered significant under CEQA), all Native American artifacts (tribal finds) shall be considered as a significant Tribal Cultural Resource, pursuant to PRC 21074 until the lead agency has enough evidence to make a determination of significance. The City shall coordinate with the archaeologist to develop an appropriate treatment plan for the resources. The plan may include implementation of archaeological data recovery excavations to address treatment of the resource along with subsequent laboratory processing and analysis. If appropriate, the archaeologist may introduce archaeological monitoring on the site. An archaeological report will be written detailing all archaeological finds and submitted to the City and the Northwest Information Center. (CDD-B, PW)

41. **Over-Excavate North and Northwestern Soils (Mitigation Measure GEO-1).** Prior to issuance of a grading permit, the applicant, in partnership with a geotechnical engineer, shall implement an over-excavation program to mitigate the possible settlements resulting from dry sand settlement during an earthquake. Potholing throughout the site should occur under the observation of an engineer technician to explore the presence of undocumented fill onsite and guide recommendations for over-excavation depths. The over-excavation and placement of excavated material as engineered fill shall be focused on the northeastern and northwestern portions of the site in locations with high calculated settlements. Over-excavation depths shall be kept at least two feet above the water table. Actual depth and limits of over-excavations shall be determined in the field by a qualified engineering professional. Undocumented fill across the site shall be

excavated and placed back as engineered fill if the fill material is deemed to be acceptable by the engineer. (CDD-E)

42. **Conduct Paleontological Sensitivity Training for Construction Personnel (Mitigation Measure GEO-2).** The applicant shall retain a professional paleontologist, who meets the qualifications set forth by the Society of Vertebrate Paleontology and shall conduct a paleontological sensitivity training for construction personnel prior to commencement of excavation activities. The applicant and/or qualified professional paleontologist shall propose a date for scheduling the training at the pre-construction meeting with City staff. The applicant shall notify the City at least 48 hours before holding the training and keep a log of all attendees. The training will include a handout and will focus on how to identify paleontological resources that may be encountered during earthmoving activities and the procedures to be followed in such an event, the duties of paleontological monitors, notification and other procedures to follow upon discovery of resources, and the general steps a qualified professional paleontologist would follow in conducting a salvage investigation if one is necessary. (CDD-B-E, PW)
43. **Cease Ground-Disturbing Activities and Implement Treatment Plan if Paleontological Resources Are Encountered (Mitigation Measure GEO-3).** If paleontological resources and or unique geological features are unearthed during ground-disturbing activities, ground-disturbing activities shall be halted or diverted away from the vicinity of the find so that the find can be evaluated. A buffer area of at least 50 feet shall be established around the find where construction activities shall not be allowed to continue until appropriate paleontological treatment plan has been approved by the applicant and the City. Work shall be allowed to continue outside of the buffer area. The applicant and City shall coordinate with a professional paleontologist, who meets the qualifications set forth by the Society of Vertebrate Paleontology, to develop an appropriate treatment plan for the resources. Treatment may include implementation of paleontological salvage excavations to remove the resource along with subsequent laboratory processing and analysis or preservation in place. At the paleontologist's discretion and to reduce construction delay, the grading and excavation contractor shall assist in removing rock samples for initial processing. (CDD-B, PW)
44. **Sight Distances (Mitigation Measure TRANS-1).** To achieve a minimum sight distance of 150 feet at each project driveway access point, on-street parking shall be restricted on Nielson Street for 25 feet on either side of the eastern driveway. Vegetation along the project frontage on Nielson Street shall be trimmed to a height of three feet or less and trees trimmed so that no piece of a tree hangs below a height of seven feet from the surface of the roadway. (PW)
45. **Construction Period Transportation Impacts (Mitigation Measure TRANS-2).** The applicant shall submit a Construction Period Traffic Control Plan to the City for review and approval. The plan shall include traffic safety guidelines compatible with Section 12 of the Caltrans Standard Specifications ("Construction Area Traffic Control Devices") to be followed during construction. The plan shall also specify provision of adequate signage and other precautions for public safety to be provided during project construction. In particular, the plan shall include a

discussion of bicycle and pedestrian safety needs, including ADA accessibility standards, due to project construction and later, project operation. In addition, the plan shall address emergency vehicle access during construction. The applicant or their general contractor for the project shall notify the Public Works & Utilities Department and local emergency services (i.e., the Police and Fire Departments) prior to construction to inform them of the proposed construction schedule and that traffic delays may occur. Prior to approval of a grading permit, the City shall review and approve the project Construction Period Traffic Control Plan. During construction, the City shall periodically verify that traffic control plan provisions are being implemented. (PW)

Prior to permit issuance, the following conditions shall be addressed:

46. **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-P-B-E)
47. **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 for review and approval. (CDD-E)

During construction, the following conditions shall be adhered to:

48. **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)
49. **Superintendent.** Applicant shall have onsite at all times, a superintendent that shall act as the applicant'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, PW)
50. **Best Management Practices (BMPs).** 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, PW)

51. **BMPs for Controlling Construction Emissions.** The project applicant shall implement the following construction air quality Best Management Practices to limit the potential fugitive dust, construction emissions, and odors generated by the project:

- Water all exposed surfaces (e.g., staging areas, soil piles, graded areas, and unpaved access roads) at least two times per day during construction and adequately wet demolition surfaces to limit visible dust emissions.
- Cover all haul trucks transporting soil, sand, or other loose materials off the project site.
- Use wet power vacuum street sweepers at least once per day to remove all visible mud or dirt track-out onto adjacent public roads (dry power sweeping is prohibited) during construction of the proposed project.
- Vehicle speeds on unpaved roads/areas shall not exceed 15 miles per hour.
- Complete all areas to be paved as soon as possible and lay building pads as soon as possible after grading unless seeding or soil binders are used.
- Minimize idling time of diesel-powered construction equipment to five minutes and post signs reminding workers of this idling restriction at access points and equipment staging areas during construction of the proposed project.
- Maintain and properly tune all construction equipment in accordance with manufacturer's specifications and have a CARB-certified visible emissions evaluator check equipment prior to use at the site.

Post a publicly visible sign with the name and telephone number of the construction contractor and City staff person to contact regarding dust complaints. This person shall respond and take corrective action within 48 hours. The publicly visible sign shall also include the contact phone number for the Monterey Bay Air Resources Management District to ensure compliance with applicable regulations. (CDD-E, PW, MBARD)

52. **Complimentary Dust Control Measures.** To minimize dust/grading impacts during construction the applicant shall:

- Spray water on all exposed earth surfaces during clearing, grading, earth moving and other site preparation activities throughout the day to minimize dust.
- Use tarps or other effective covers on all stockpiled earth material and on all haul trucks to minimize dust.
- 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.
- Ensure that construction vehicles are cleaned prior to leaving the construction site to prevent dust and dirt from being tracked off-site.
- 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)

53. **Unanticipated Discovery of Contaminated Soils.** In the event that contaminated soils are discovered during the earth-moving activities, all

development activities shall cease immediately and remain stopped until an assessment has been completed by a geotechnical firm approved by the City. If remediation is necessary, the applicant shall enter into a Remedial Action Agreement with the Santa Cruz County Environmental Health Service Agency. (CDD-P-E)

54. **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)
55. **FAA Form 7460-2 Filing.** The applicant shall file a FAA Form 7460-2, Notice of Actual Construction or Alteration, within five (5) days after the construction of the tallest structure reaches its greatest height. (CDD-P)

Construction notes to be included with the Improvement Plans:

56. **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)
57. **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)
58. **Underground Utilities.** Prior to excavation, contractor shall locate all existing underground utilities. Call Underground Service Alert (U.S.A.) at 1-800-642-2444 to have utilities located and marked in the field. (CDD-E)

Prior to Final Inspection or Certificate of Occupancy, the following conditions shall be met:

59. **Avigation Easement.** The applicant shall record an Avigation Easement to convey certain enumerated property rights from the property owner to the Watsonville Municipal Airport. The Aviation Easement shall include provisions concerning the following:
- Provide the right of flight in the airspace above the property;
 - Allow the generation of noise and other impacts associated with aircraft overflight;
 - Restrict the height of structures, trees and other objects in accordance the standards set forth in Federal Aviation Regulations (FAR) Part 77, Subpart C, Standards for Determining Obstructions to Air Navigation;
 - Permit access to the property for the removal or aeronautical marking of objects exceeding the established height limit; and

- Prohibit electrical interference, glare, and other potential hazards to flight from being created on the property.

The applicant shall provide documentation of the recorded Avigation Easement to the Community Development Department. (CDD-P)

60. **Statements of Compliance.** All project designer professionals who prepared plans for the project (e.g., civil, structural, and geotechnical engineers) shall provide statements of compliance attesting that they have reviewed the completed project and that it was constructed in conformance with their recommendations and plans. 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. **Landscaping Installation.** All landscaping and irrigation shall be installed and approved by Community Development Department staff. (CDD-P-E)
62. **Trash Removal.** All trash and construction debris shall be removed from the site. (CDD-B, PW)

Ongoing Conditions:

63. **Post Construction Stormwater Ordinance – Inspection, Maintenance and Annual Reporting.** Applicant shall perform inspections, maintenance to the post-construction stormwater management facilities and report to the City each year on these activities. (CDD-E, PW)
64. **Solid Waste Service.** All trash, recycling and greenwaste materials generated onsite shall be disposed of at a City-approved landfill or recycling center. The applicant shall contact the Solid Waste Division of the City Public Works Department to coordinate disposal of all trash, recycling and greenwaste materials. (PW)
65. **Trash Enclosure Maintenance.** Trash and recycling enclosure shall be maintained to the satisfaction of Watsonville Municipal Services. (PW)
66. **Lighting and Landscape Maintenance.** Lighting, landscaping and all other site improvements shall be maintained 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. **Ongoing Maintenance.** Common areas, landscaping, street trees, driveways, parking spaces, walks, fences and walls shall be maintained on an ongoing basis by the property owner(s) for the entire development area. (CDD-P)
68. **Potential Attractive Pest Nuisance Avoidance.** To ensure trash enclosures do not attract nuisance pest species, such as Norway rat, raccoon, and opossum, the

applicant shall develop a monitoring program to ensure trash areas are routinely cleaned and secured at night. (PW)

Future Sign Permit:

69. **Sign Permit.** Any new or proposed changes in the exterior signage for the premises shall require Sign and Building Permits through the Community Development Department. (CDD-P-B)

Indemnity Provision:

70. **Indemnity Provision.** The applicant shall sign a defense and indemnity contract agreeing to defend, indemnify, and hold harmless the City of Watsonville, its elected and appointed officials, officers, employees, and agents arising out of Specific Development Plan/Special Use Permit with Design Review and Environmental Review (App. No. 1656), including but not limited to any approval or condition of approval of the City of Watsonville Planning Commission or City Council. The City shall promptly notify the applicant of any claim, action, or proceeding concerning this permit and the applicant and City shall cooperate fully in the defense of the matter. The City reserves the right to select counsel in the defense of the matter. (CA)

Key to Department Responsibility

| | | |
|-------|---|--|
| CDD-B | – | Community Development Department (Building) |
| CDD-P | – | Community Development Department (Planning) |
| CDD-E | – | Community Development Department (Engineering) |
| PW | – | Public Works Department |
| WFD | – | Watsonville Fire Department |
| MBARD | – | Monterey Bay Air Resources District |
| CA | – | City Attorney |

**CITY OF WATSONVILLE
PLANNING COMMISSION**

EXHIBIT "C"

Application No: 1656

APN: 015-111-49

Applicant: Ed Boersma, on behalf of Ted Crocker

Hearing Date: December 6, 2022

Applicant: Ed Boersma

Property Owner: Ted Crocker, 9502 Alder Ct. Carmel, CA, 93923 (APN015-111-49)

Project: Specific Development Plan and Special Use Permit with Design
Review and Environmental Review

Location: 70 Nielson Street, Watsonville, CA 95076

Purpose: Allow the construction of the Crockers Lockers Project

A Specific Development Plan and Special Use Permit with Design Review and Environmental Review (App. No. 1656) to allow the construction of 1,072 self-storage units with a manager's apartment on a 4.4± acre site located at 70 Nielson Street (APN 015-111-49), was recommended for approval by the Planning Commission at a public hearing on December 6, 2022, and was reviewed by the City Council at a public hearing on _____, and was conditionally approved by adoption of Resolution No ____-23 (CM) together with findings and conditions of approval attached hereto and made a part of this permit.

CITY OF WATSONVILLE
City Council

Suzi Merriam
Community Development Director