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.

Chair Matthew H. Jones, District 6
Vice Chair, Anna Kammer, District 5

Jenny Sarmiento, District 1
Gina Cole, District 2
Jenni Veitch-Olson, District 3
Veronica Dorantes-Pulido, District 4
Ed Acosta, District 7

Suzi Merriam, Secretary to Planning Commission
Alan J. Smith, City Attorney
Deborah Muniz, Recording Secretary
Remote Teleconference Meeting

https://zoom.us/j/96005415026 or Telephone: Dial (for higher quality, dial a number based on your current location): US: +1 (669) 219-2599 or +1 (669) 900-9128 or +1 (213) 338-8477 and entering Webinar ID: 960 0541 5026

Spanish language interpretation is available

Americans with Disabilities Act

The City of Watsonville, in complying with the Americans with Disabilities Act ("ADA"), requests individuals who require special accommodations to access and/or participate in Planning Commission meetings, to please contact the City Clerk's Office at (831) 768-3040, at least three (3) days in advance of the meeting to make arrangements. The City of Watsonville TDD number is (831) 763-4075.

Meetings are televised live on Charter Cable Communications Channel 70 and AT&T Channel 99 and re-broadcast on Thursday at 5:00 p.m. and Saturday at 8:00 a.m. the same week of the meeting. For information regarding this agenda or interpretation services, please call the City Clerk's Office at (831) 768-3040.

Notice of Remote/Teleconferencing Meeting

This meeting is being held in accordance with the Brown Act as currently in effect under the State Emergency Services Act, the Governor's Emergency Declaration related to COVID-19, the Santa Cruz County Health Officer Extended and Modified Shelter in Place Orders, and the Governor's Executive Orders N-25-20 and N-29-20, that allows attendance by members of the Planning Commission, City Staff, and the public to participate and the Commission conduct the meeting by teleconference, video conference, or both.

HOW TO VIEW THE MEETING: There is no physical location from which members of the public may observe the meeting. Please view the meeting which is being televised on Channel 70 (Charter) and Channel 99 (AT&T) and video streamed at https://watsonville.legistar.com/Calendar.aspx

HOW TO PARTICIPATE BEFORE THE MEETING: Members of the public are encouraged to submit written comments through the Planning Commission portal at https://watsonville.legistar.com by clicking e-Comment or by emailing cdd@cityofwatsonville.org. All comments will be part of the meeting record. Emails received two hours before the meeting will not be uploaded to the Agenda and may not be seen by the Planning Commission or staff. They will be added to the agenda the day after the meeting.

HOW TO PARTICIPATE DURING THE MEETING: Members of the public are encouraged to join the meeting through Zoom Webinar from their computer, tablet or smart phone at https://zoom.us/j/9600541026 or by telephone: Dial (for higher quality, dial a number based on your current location): US: +1 669 219 2599 or +1 669 900 9128 or +1 213 338 8477 and entering Webinar ID: 960 0541 5026.

*You will be placed in the meeting as an attendee; when you are ready to make a public comment, if joining by computer audio, please click on the "Raise Hand" button and the Chair will unmute your microphone; and if joining by phone, please press *9 on your keypad. You may also register to speak until two hours before the meeting at https://watsonville.legistar.com/Calendar.aspx*

The City of Watsonville, in complying with the American with Disabilities Act ("ADA"), requests individuals who require special accommodations to access and/or participate in Planning Commission meetings, to please contact the City Clerk's Office at (831) 768-3040, at least three (3) business days before the scheduled meetings to ensure that the City can assist you.

Spanish interpretation services will be available through Zoom by toggling language audio options to the Spanish channel.

Servicios de interpretación en español estarán disponible en Zoom al elegir el botón "Spanish."

1. ROLL CALL

2. PLEDGE OF ALLEGIANCE

3. PRESENTATIONS AND 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 AND ADDRESS IN ORDER TO OBTAIN AN ACCURATE RECORD FOR THE MINUTES.

A. PRESENTATION TO PLANNING COMMISSION ON FINDINGS

4. PUBLIC HEARINGS

A. AN APPLICATION FOR A SPECIAL USE PERMIT WITH ENVIRONMENTAL REVIEW (PP2019-452) TO ALLOW CONVERSION OF A PORTION OF AN EXISTING TWO-STORY 75,398± SQUARE FOOT VACANT COMMERCIAL BUILDING INTO A TWO-STORY 41,419 SQUARE FOOT PUBLIC CHARTER SCHOOL FOR WATSONVILLE PREP SCHOOL LOCATED AT 407 MAIN STREET (APN 017-641-12), FILED BY KEVIN SVED WITH NAVIGATOR SCHOOLS, APPLICANT, ON BEHALF OF HANSEN FAMILY TRUST, PROPERTY OWNER

Attachments:
- 407 Main Street - Report
- Attachment 1 - Incomplete Letter Dated 1.24.20
- Attachment 2 - Incomplete Letter Dated 6.23.20
- Attachment 3 - Plan for Watsonville Prep School
- Attachment 4 - Traffic Management Plan Dated 8.14.20
- Attachment 5 - Watsonville Prep Transportation Study - Dated 7.31.20
- Attachment 6 - Public Comments received to date
- 407 Main Street - Resolution & Exhibits

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)

5. REPORT OF THE SECRETARY

6. ADJOURNMENT

The next meeting is scheduled for Tuesday, November 17, 2020 at 6:00 p.m.

City of Watsonville
M E M O R A N D U M

Date: September 14, 2020

To: Planning Commission

From: Suzi Merriam, Community Development Director
Ivan Carmona, Associate Planner

Subject: Public Hearing to consider approval of a Special Use Permit with Environmental Review (PP2019-452) to allow conversion of a portion of an existing two-story 75,348± square foot vacant commercial building into a two-story 41,419± square foot public charter school for Watsonville Prep School located on a 4.83± acre site at 407 Main Street (APN 017-641-12).

Item: October 6, 2020 Planning Commission

RECOMMENDATION:
Staff recommends that the Planning Commission adopt a Resolution approving the Special Use Permit with Environmental Review (PP2019-452), to allow conversion of a portion of an existing two-story 75,348± square foot commercial building into a two-story 41,419± square foot public charter school for Watsonville Prep School on a 4.83± acre site located at 407 Main Street (APN 017-641-12) based on the recommended findings and subject to the recommended conditions of approval.

BASIC PROJECT DATA

APPLICATION NO. PP2019-452 **APN:** 017-641-12
PROJECT LOCATION: 407 Main Street
LOT SIZE: 4.83± acre (210,294 square feet)

PROJECT DESCRIPTION: Special Use Permit with Environmental Review to allow conversion of a portion of an existing two-story 75,348± square foot commercial building into a two-story 41,419± square foot public charter school for Watsonville Prep School.

GENERAL PLAN: CC (Central Commercial)
ZONING: CCA (Central Commercial Core Area)
SURROUNDING USES: CC (Central Commercial) uses

FLOOD ZONE: The site is within the 500-year floodplain (FEMA Flood Map Panel 0392E, Map No. 06087C0392E, revised May 16, 2012)

EXISTING LAND USE: Vacant Commercial Building
PROPOSED LAND USE: Institutional (Public Charter School)

PROPERTY OWNER: Hansen Family Trust, 800 East Lake Ave. Watsonville, CA 95076
APPLICANT: Kevin Sved, Navigator Schools, 650 San Benito Street Suite 230, Hollister, CA 95023

BACKGROUND

This project would occupy part of 4.83± acre Santa Cruz County Tax Assessor parcel number 017-641-12 at 407 Main Street. The parcel includes three buildings: a 75,348± square foot unoccupied department store at East Beach and Main, and two more buildings leased to the County of Santa Cruz. The parcel also includes the entire parking lot between Rodriguez, Main, West Beach and West Lake. The 291-space parking lot is used for access to and parking for CVS Pharmacy, AutoZone, Ace Hardware and the Terrace Apartments and perhaps others.

The project would occupy a portion of the parcel which was once occupied by the historic Ford's Department Store building, built in 1883 and demolished after the 1989 earthquake. The City issued a Building Permit in 1990 to allow construction of a new two-story 75,348± square foot Ford's Department Store. The Ford's Department Store was completed in 1992. Ford's occupied the building from 1992 until 1995 when it filed bankruptcy. Gottschalks then obtained a zoning clearance and a business license for a department store and operated in the department store building until it closed in 2008. The department store building has remained vacant since 2008.

On December 12, 2019, Kevin Sved, CEO of Navigator Schools, on behalf of the property owner, Hansen Family Trust, applied for a Special Use Permit (PP2019-452) to allow conversion of a portion of the vacant department store into a 41,419± square foot public charter school for Watsonville Prep School.

On January 24, 2020, the Community Development Department staff deemed the Special Use Permit application (PP2019-452) incomplete and provided the applicant and property owner with a deemed incomplete letter identifying items needing clarification (attachment 1). On May 19, 2020, Mr. Sved responded to the City's January 24, 2020 deemed incomplete letter.

On June 23, 2020, the Special Use Permit application (PP2019-452) was again deemed incomplete and the City sent a second deemed incomplete letter specifically addressing the need for a Transportation Impact Analysis (attachment 2). Mr. Sved re-submitted on August 5, 2020 in response to the June 23, 2020 deemed incomplete letter.

The application was then deemed complete on September 5, 2020.

PROCESS

Special Use Permit

The parcel is located in the City's Central Commercial Core Area Zoning District regulated by Part 10 of Title 16 of Title 14. Pursuant to Section 14-16.1002(b) of the Watsonville Municipal Code (WMC), any public and quasi-public buildings (GLU 7), such as the proposed public charter school, are permitted conditionally with issuance a Special Use Permit. Special Use Permits are approved by the Planning Commission and appealable to the City Council. The Planning Commission is authorized to approve Special Use permits in accordance with WMC Sections 14-12.508 through 14-12.513.

The purpose of a Special Use Permit is to "ensure the proper integration of uses and construction which, because of their special nature, may be suitable only in certain locations or zoning districts or any lot provided that such uses and construction are arranged or designed in a particular manner." WMC § 14-12.500.

To approve the Special Use Permit the Commission must make the conditional use permit findings in WMC § 14-12.501 that "the proposed use and construction is, and will continue to be, compatible with surrounding, existing, or planned uses." The Commission must also make the conditional use permit findings in WMC 14-12.513. The Commission may impose special conditions as may be necessary to ensure the harmonious integration and compatibility of uses in the neighborhood and with the surrounding area

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 the potential impacts of a project and suggest methods to minimize those impacts. 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 AND APPEAL PROCESS

The special use permit decision before the Commission this evening is adjudicative. The Commission is judging whether the proposed project does or does not satisfy the eight findings set forth in subdivisions (a) through (g) of WMC §14-13.513.

Whether a particular decision is adjudicative or legislative determines the requirements to support the decision. Legislative decisions involve the adoption of broad policies applicable to many situations (for example, general plan and zoning amendments). Legislative decisions generally require few, if any, findings. [1]

Adjudicative (or "quasi-judicial") decisions, on the other hand, are not policy decisions. Adjudicative/quasi-judicial decisions 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.

[1] 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.

If the Planning Commission's decision is appealed, the City Council will consider whether the action taken by the Planning Commission was erroneously taken and may sustain, modify or overrule Planning Commission's action. For the Planning Commission's decision to be overturned on appeal, the City Council must find that the Planning Commission decision was erroneous and inconsistent with the intent of the Zoning District regulations that regulate the proposed action. WMC § 14-10.1106.

A lawsuit is required to challenge a Council's decision. A reviewing court will consider whether an adjudicative/quasi-judicial decision by the Council was supported by adequate findings. Courts scrutinize adjudicative/quasi-judicial decisions closely. An action may be overturned if the City (1) exceeded its authority, (2) failed to provide a fair hearing, or (3) or made a decision not supported by substantial evidence (also called "a prejudicial abuse of discretion").

Another important difference between legislative and adjudicative/quasi-judicial decisions on appeal is the substantial evidence standard: in weighing evidence of what happened at the Council meeting, courts go beyond whether a decision was "reasonable" (the legislative standard). Courts reviewing adjudicative/quasi-judicial decisions make sure the decision is supported by substantial evidence. Denied applicants argue that there is no substantial evidence to support the decision. Cities usually assert there is substantial evidence to support the decision and rely on (1) the written words in the staff findings, (2) the statements and letters presented at the hearing, and (3) the words of the Planning Commission or Council.

DISCUSSION

Existing Site

The 4.83± acre parcel is branded as The Hansen Towne Center. The Hansen Towne Center is a unique site within the heart of the City due to its ample parking for downtown commercial retail. Businesses, restaurants, retail, and personal services are within walking distance to the surface parking lot. As shown on Figure 1, nearby uses include: The Terrace Apartments, CVS Pharmacy, Togo's Sandwich Shop, Ace Hardware, Super Soccer Retail Store, Radcliffe Elementary School, two barbershops, Mariscos Los Compadres Seafood Restaurant and the historic Resetar Hotel.

Access to the building is via four public entrances and one service entrance. The first is a 25± foot wide driveway from West Lake Avenue. The second is also off West Lake Avenue but 40± feet wide. The other two driveway entrances are from Rodriguez Street and both 30 feet wide. The service entrance is from West Beach Street and 20± feet wide. The Hansen Towne Center surface parking lot provides ample room for vehicular circulation and provides easy access to existing businesses operating adjacent and within the Hansen Town Center. The site is also conveniently located across Rodriguez Street from the Watsonville Transit Center. Overall, the parcel is in the heart of the historic downtown where ample parking exists for many surrounding businesses.

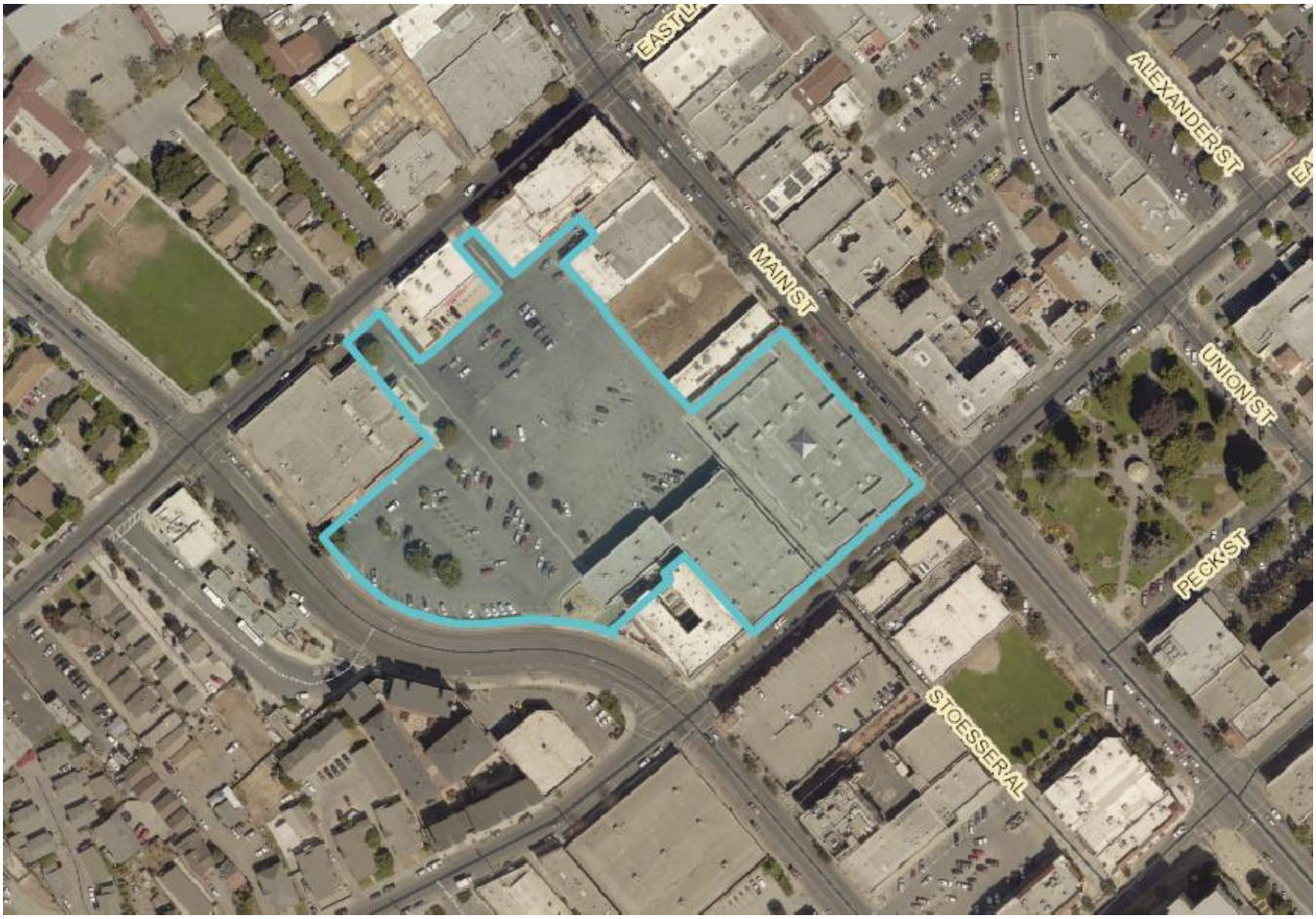


FIGURE 1 Aerial view of APN 017-641-12 and surrounding area
Source: Santa Cruz County GIS, 2018

Proposed Project

The project is the expansion and relocation of Watsonville Prep School from the E. A. Hall Middle School Campus of 565 TK-8th grade students. Student enrollment would expand from 172 students in grades K-2 to 565 for students in TK through grade 8. The School would relocate from the E.A. Hall Middle School campus at Brewington and Palm to occupy part of the vacant department store. The proposed project would convert a portion of the long vacant two-story 74,348± square foot department store building into a two-story 41,419± square foot public charter school. The proposed tenant improvements are as follows:

- Ground Floor
  - 4,259± square foot play area with one bathroom
  - 33,979± square foot future commercial use

- Second Floor
  - 37,160± square foot school containing:
  - 1 Transitional Kindergarten classroom 960± square feet in size
  - 2 Kindergarten classrooms (858± to 990± square feet in size)
  - 2 First grade classrooms (840± to 924± square feet in size)
  - 2 Second grade classrooms (858± to 1320± square feet in size)
  - 2 Third grade classrooms (900± to 950± square feet in size)
  - 2 Fourth grade classrooms (900± square feet in size)
  - 2 Fifth grade classrooms (840± to 945± square feet in size)
  - 2 Sixth grade classrooms (864± to 960± square feet in size)
  - 2 Seventh grade classrooms (870± to 945± square feet in size)
  - 2 Eighth grade classrooms (840± to 930± square feet in size)
  - 1 multi-purpose room 5,184± square feet in size
  - 1 Teacher work room 784± square feet in size
  - 1 Lunch room 300± square feet in size
  - Administration offices 1,410± square feet in size
  - 6 Bathrooms for students (64± to 270± square feet in size)
  - 4 Bathrooms for faculty (64± to 80± square feet in size)

The proposed charter school would initially provide 33 full time jobs. By the 2025-26 academic school year, the school is anticipated to employee 55 individuals.

General Plan

The project site is designated Central Commercial on the General Plan Land Use Diagram. General categories of allowed uses for Central Commercial designated land include:

- Retail sales,
- Personal, professional, financial, and medical services,
- Lodging,
- Entertainment,
- Restaurants, and
- Institutional uses

General Plan Consistency

The proposed project is consistent with the following 2005 General Plan goals and policies concerning public land uses.

- **Goal 4.5 Public Land Uses** – Provide public and institutional land uses and services in proportion to population growth.

- **Policy 4.E Public and Quasi-Public Land Uses** – The City shall plan for and designate an adequate amount of land to accommodate the institutional land uses needed to serve residential neighborhoods and the entire city.

- **Policy 4.G.2 Multiple-Use-** Wherever feasible and appropriate, and where the potential impacts and mitigation measures associated with mixed uses can be identified and fully considered through the CEQA process, the City shall support intensification of use by combining uses on one site.

The project involves the establishment of a new school use within a portion of the former Gottschalks building. The school would serve the needs of residents with school-age children from Kindergarten through eighth grade. According to the applicant, the new public charter school would serve residents within and near to the City.

Zoning

The Zoning Ordinance implements the General Plan, regulates the future growth of the City, and promotes the orderly community development. It includes the Zoning Map, which sets forth the designation, locations and boundaries of zoning districts.

The purpose of the Central Commercial Core Area (CCA) Zoning District is to establish areas for development of a concentrated, pedestrian-oriented downtown center with intensive commercial, financial, administrative, professional, entertainment, cultural, and residential uses within the heart of the city. Building regulations, floor area ratios, and site plan design review regulations shall foster an efficient, concentrated, and balanced pattern of buildings and land uses. Uses which are detrimental to, or adversely affect, the pedestrian environment shall not be permitted within the core area. WMC § 14-16.1000.

Conformity with District Zoning

The proposed school is a conditionally allowed use in the CCA Zoning District with approval of a Special Use Permit per WMC Section 14-16.1002. The school will comprise the second floor of an existing building, with a 4,259 square foot play area on the first floor. This retains 33,979 square feet of ground floor commercial space for retail business in the future. The proposed charter school will serve to bring additional people downtown, which may encourage pedestrian traffic in the area and can support commercial uses within the downtown.

Setbacks: As shown in the Plan Set (attachment 3, sheets A3.01-A3.02) all new development is proposed within the existing building. Setbacks are not affected or applied to the project since the existing 75,348± square foot commercial building footprint remains unchanged.

Building Height: As shown in the plan set (attachment 3, sheet A4.01), the proposed project entails tenant improvements inside the existing building shell. No alterations are proposed outside the building footprint so the building height will remain unchanged.

Trash Enclosure: The project is conditioned to meet WMC Section 6-3.610[1] requiring any development to include adequate, accessible, and convenient areas for collecting, storing, and loading solid waste or recyclable materials. The trash enclosure is designed and constructed under current City Public Improvement Standards. As shown in the plan set (attachment 3, sheet A2.03), the project meets the requirements of WMC Section 6-3.610.

[1] Article 6. Solid Waste and Recycling Services of Chapter 3 City Utilities of Title 6 Sanitation and Health of the WMC

Parking: Pursuant to WMC Section 14-17.1101(b), public schools are required to provide one parking space per employee plus 20 public parking spaces. The off-street parking requirement for a school with 55 employees is 75 parking spaces.

The property owner has indicated that 40 onsite parking spaces will be provided for school use within the existing surface parking lot to the rear of the building, which has a total 291 spaces for this and other adjoining uses. The subject site is located within the Downtown Parking District and therefore may satisfy parking using the alternative provisions of WMC § 14-17.106.

Traffic Management Plan: As shown on attachment 4, Watsonville Prep School developed a Traffic Management Plan for loading and unloading school children. The Traffic Management Plan is a living document that will continually require updates and will be provided to all parents on a yearly basis.

The Traffic Management Plan will be implemented by school staff and use the following techniques and practices to manage student loading periods:

- Display temporary sandwich board signs to regarding vehicle routes and important safety information (No student loading outside the loading zone).
- Assist and direct vehicles to pull forward to the farthest available spot in the queue and refrain from loading or unloading students outside of designated loading zone.
- Assign three to five staff members to receive students from vehicles during morning drop off and escort or guide students from near the school entrance to a vehicle during afterschool pick up.
- During drop off, students must be ready to exit vehicle quickly after vehicle arrives to the front of the queue.
- During pick up, the name of the student must be displayed through the windshield for staff in the loading zone to call the student over before the vehicle reaches the front of the queue.
- Students will be required to exit/enter vehicles only from the passenger side.
- Stagger bell schedules by grade level, as necessary, to reduce congestion and improve safety.
- Visitors arriving on campus to pick up students should not arrive prior to student dismissal.
- Students arriving at school late may be escorted by their parent or guardian to the school office.

As a project condition of approval, WPS is required to submit the Traffic Management Plan to the Community Development Department annually for review and approval.

Traffic Study: As shown in Attachment 5, a Traffic Impact Analysis was prepared by Kittelson & Associates Inc. dated July 31, 2020. The Traffic Impact Analysis studied the following objectives: Operations at six intersections in the vicinity of the proposed school, site access and circulation for all modes of travel, vehicle queuing expected during student loading periods, and a vehicle miles traveled (VMT) assessment. The Report concluded that Watsonville Prep School traffic can be accommodated while maintaining acceptable levels of service and safety on the surrounding transportation system with installation of the following:

- high visibility yellow paint on four studied intersections within 200-feet of the proposed site,
- ADA compliant truncated domes at the four studied intersections, and
- crosswalk lighting at the four intersections surrounding the School.

These recommendations have been incorporated as project conditions of approval and will require an encroachment permit from Caltrans and the City's Public Works Department.

Bicycle Parking: Pursuant to WMC Section 14-17.113, when 20 or more parking spaces are provided, five percent of automobile parking must be dedicated for bicycle parking. The project is required to provide 4 bicycle parking spaces.[1] The Traffic Report prepared by Kittelson and Associates Inc. dated July 31, 2020, indicates that eight short term and two long term bicycle parking spaces shall be provided. In order to ensure different modes of transportation for students, a project condition of approval shall require 10 short-term bicycle parking spaces and 5 long-term bicycle parking spaces for a total of 15 spaces.

Lighting and Visual Impact: Nighttime illumination has the potential to create 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.

As shown in Attachment 3 sheet E04, a photometric plan was prepared for the school entrance on Stoesser Alley showing the existing wall mounted lighting. The project does not propose to modify existing lighting. As a project condition of approval, any proposed lighting modification is required to submit a Site Photometric Plan for approval. The Site Photometric Plan shall demonstrate that proposed lighting will not create a significant source of spillover light onto adjacent properties or a glare nuisance to motorists on public streets.

Signage: The project plans did not provide proposed signage for WPS and, therefore, the project has been conditioned to require the submittal a sign permit to the Community Development Department for any proposed signage. Signs are regulated by the City Sign Ordinance found in Chapter 6 of Title 8 of the Municipal Code.

Fencing: As shown in Attachment 3 sheet A2.03, the project proposes to close Stoesser Alley by installing a foldable fence for safety during school hours. After school hours the foldable fence will not be present. As a project condition of approval, the project is required to submit a

[1] Calculation: 75 required automobile spaces X 5% = 3.75 bicycle spaces

fence permit at time of building permit submittal for the proposed foldable fence. Fences are regulated by the City's Fence Ordinance found in Chapter 32 of Title 14 of the Municipal Code.

Environmental Review

A Class 32 categorical exemption has been prepared for the conversion of an existing two-story 75,348± square foot commercial building into a two-story 41,419± square foot public charter school. The project qualifies as in infill development within an urbanized area and is consistent with the General Plan and Zoning requirements of the City of Watsonville. The lot is developed with a surface parking lot providing 291 parking spaces and located in an urbanized area where all necessary public services and facilities are available and the surrounding area is not environmentally sensitive. *CEQA Guidelines § 15332 (14 CCR 15532).*

SUMMARY/ RECOMMENDATION:

The proposed conversion of a portion of an existing 75,348± square foot vacant commercial building into a two-story 41,419± square foot public charter school revitalizes the commercial core area by providing institutional uses on the second floor and commercial uses on the ground floor. The revitalization of the historic downtown and proposed mixed use is consistent with the Special Use Permit and the CCA Zoning District. Therefore, Staff recommends that the Planning Commission approve the project, based on the findings and subject to the conditions of approval.

ACTION:

1. **Public Hearing** - Accept public testimony
2. **Special Use Permit**- Adoption of Resolution

ATTACHMENTS:

1. Incomplete Letter Dated January 24, 2020
2. Incomplete Letter Dated June 23, 2020
3. Project Plans, dated May, 1 2020
4. Traffic Management Plan dated August 14, 2020
5. Traffic Impact Analysis dated July 31, 2020

January 24, 2020

Kevin Sved
Navigator Schools
650 San Benito Street, Suite 230
Hollister, CA 95023

Re: Incompleteness of Application for a Special Use Permit with Design Review for a proposed TK – 8th grade charter school to accommodate approximately 565 student on the second floor of an existing commercial building at 407 Main Street Navigator (PP2019-452)

Dear Mr. Sved:

Thank you for your submittal of the proposed Navigator School project at 407 Main Street. Our understanding is that the proposed project is a TK-8 charter school with planned maximum enrollment of 565 students. Approximately 60-65 students are planned for each grade level. The project would involve tenant improvements by converting the second story of a commercial building (37,160 sf) and converting a portion of the first floor accommodating the play area (4,259 sf). A total of 19 classrooms are proposed for the second floor, consisting of 1 TK classroom (960± square feet in size), 2 kindergarten classrooms (858± to 990± square feet in size), 2 first grade classrooms (840± to 924± square feet in size), 2 second grade classrooms (858± to 1320± square feet in size), 2 third grade classrooms (900± to 950± square feet in size), 2 fourth grade classrooms (900± square foot in size), 2 fifth grade classrooms, (840± to 945± square feet in size), 2 sixth grade classrooms (864± to 960± square feet in size), 2 seventh grade classrooms (870± to 945± square feet in size), and 2 eighth grade classrooms (840± to 930± square feet in size). The second floor also includes a 5,184± square-foot multi-purpose room, a 784± square-foot teacher workroom, a 300± square-foot servery and administration offices totaling 1,410± square feet in size. A total of 6 bathrooms (64± to 270± square feet in size) are provided for students on the second floor and 4 restrooms (64± to 80± square feet in size) are provided for faculty staff.

The overall site plan (sheets A2.00 – A2.02) indicates that 291 parking spaces would be provided on site in an existing surface parking lot. The Circulation Plan proposes vehicle access from an existing 40± foot driveway off Rodriguez Street where 320± feet of vehicle stacking is proposed within the surface parking lot leading to a drop off point at the proposed school entrance. The vehicles would then loop around an existing parking aisle towards the same driveway entrance and would exit turning right onto Rodriguez Street.

Staff appreciates your efforts to design the project to adhere to the development regulations set forth for the CCA Zoning District and City of Watsonville Downtown Land Use & Architectural Guidelines (1998).

The purpose of this letter is to advise you of the areas where your application, as filed, is **incomplete**, and to provide an outline of the issues needing clarification, to move the project forward.

COMPLETENESS ISSUES – PARKING AND CIRCULATION

The property is located in the Downtown Parking District where properties are not required to provide all parking on-site, but the project requires further information to determine completeness. Please provide the following information:

1. **Parking Tabulation.** Please provide a parking tabulation for all commercial and residential properties using the subject parking lot providing 291 parking spaces. The parking tabulation must provide the total number of parking spaces for all commercial and residential activities using the subject parking lot. This tabulation will determine the required parking spaces between all existing commercial and residential uses in relation to the proposed charter school use.

2. **Change of Use.** The memo provided by Keven Sved of Navigator Schools dated 12/27/19 (Attachment 1) provided a trip generation comparison on the basis of a change of use from commercial to an educational use (charter school). The building, formerly occupied by Gottschalks, been vacant since 2009. Because the building has been vacant for over a decade, we cannot rely traffic counts based on that previous use. Please revise the traffic report to reflect the establishment of the charter school in a vacant building.

3. **Student Enrollment and adjacent Neighborhood.** Please provide an enrollment chart for all students attending Watsonville Prep demonstrating where students live in relation to the proposed school site. As the traffic generation memo uses a comparison between private schools and charter schools, the project as proposed, anticipates enrolled students living beyond the adjacent neighborhood. Please provide project specifics regarding which students will likely be biking, walking, using public transit, or driving to school. This analysis will help determine the level of environmental review required regarding traffic concerns.

4. **Circulation and Drop off Area.** Please provide additional analysis regarding the proposed circulation plan provided on sheet A2.02 showing the 320± feet of vehicle stacking and the drop off area. A circulation and management plan is required to be submitted to determine how the circulation plan will be actively managed. Will faculty or staff be present directing traffic towards the proposed circulation plan? Will safety cones be used to guide vehicles towards the proposed circulation plan? How will families be discouraged from dropping off students on Main Street or W. Beach Street?

5. **Parking Lot Management.** The memo provided by Kevin Sved of Navigator Schools dated 12/27/2019 (Attachment 1), demonstrates how the property owner plans to actively manage and enforce parking for adjacent commercial tenants. Please provide documentation demonstrating how the surface parking lot will be actively managed and enforced for adjacent commercial tenants. Will security guards be used to actively manage and enforce parking for adjacent commercial tenants? If so, when will this enforcement commence?

6. **Standard Parking Dimensions.** Revise the site plan to demonstrate parking dimensions to measure 9 feet in width to 19 feet in depth, in accordance with WMC Section 14-15.602.

7. **Compact Parking Dimensions.** Pursuant to WMC Section 14-17.107, up to 30 percent of the total parking spaces may be designated for compact or small cars. Compact or small car spaces shall be 16 feet long and eight feet wide and clearly designated for small cars.

8. **Drive Aisle/Back-out Space.** Where perpendicular parking is provided along a driveway and/or drive aisle, a minimum width of 24 feet shall be provided to allow adequate back out space.

9. **Long Term Bicycle Parking.** Pursuant to WMC Section 14-17.113, bicycle parking facilities shall be provided equivalent to five percent of the automobile parking requirement. In accordance with California Green Building Code Section 5.106.4.1, acceptable facilities shall be convenient from the street and shall meet one of the following:

   - Lockable bicycle rooms with permanently anchored racks;
   - Lockable, permanent anchored bicycle lockers; or
   - Covered, lockable enclosures with permanently anchored racks for bicycles.

   Revise the Overall Site Plan (sheet A2.00) to demonstrate that long term bicycle parking facilities are provided in accordance with these requirements. Include a detail for proposed bicycle racks, lockers, or enclosures.

10. **Short-term Bicycle Parking.** In accordance with California Green Building Code Section 5.106.4.1, a project that is anticipated to generate visitor traffic shall provide five percent of new visitor motorized vehicle parking spaces and provide a permanently anchored bicycle racks within 200 feet of the visitors' entrance.

11. **Loading Zones.** Pursuant to WMC Section 14-17.1501, in any district, in connection with every building having a floor area greater than 10,000 square feet, shall be provided with off-street truck loading and unloading spaces. For gross floor areas between 25,000 to 49,999 square feet, two loading spaces are required with minimum sizes of 12-feet by

24-feet. Revise the site plan (sheet A2.01) to demonstrate compliance with the required loading spaces. The loading spaces shall be designated to minimize the visual impact from public view and shall not be in conflict with public access or parking.

12. **Alley Way Fencing and Security.** The memo provided by Kittelson & Associates dated 12/23/19 references securing the alley via retracting gate but the site plan fails to demonstrate how the alley way will be secured. Please revise the site plan (sheet A2.01) to show how the alley will be secured and include a detail with elevation showing the proposed retracting gate in alley. Staff has concerns that securing the alley via retracting gate, would cause the existing 20-foot ingress and egress easement to be abandoned. Will the alley be secured via retracting gate or will the alley be used for ingress and egress? Please clarify.

COMPLETENESS ISSUES – OTHER

13. **Fire.** Please revise the project plans in accordance with the comments provided by Jim Dias (see Attachment 2).

14. **Lighting.** A Photometric Plan and lighting spec sheet(s) are required. Use of sufficient number of fixtures providing adequate quality and quantity of light is required. Lighting shall be screened so as to prevent glare and directed towards the subject site only, therefore the Photometric Plan must show that lighting would not spill over onto adjacent properties or create a glare nuisance for motorists in the public right-of-way. A variety of lighting levels shall be provided at entries and courtyards, to highlight signs, and to bring out architectural details of the building, is strongly encouraged.

15. **Traffic Study.** A Traffic Study is required. The Traffic Study shall provide information on the impact of average daily traffic generated by the project on existing traffic volumes with the study area. A traffic study must be based on recent traffic volumes (i.e., less than two years old), and the City Engineer will require a study area that extends one mile from the site where 10 or more trips per lane are added by the project to a signalized intersection.

CONFLICT WITH DISTRICT REGULATIONS – PROPOSED PLAYGROUND ON FIRST FLOOR

Pursuant to Part 2 of the City of Watsonville Downtown Land Use and Architectural Guidelines, the subject property is located in the Main Street Marketplace area where mixed-use projects are encouraged to propose retail on the ground floor:

1. **Floor Plan Revisions.** Revise the floor plans (sheet A3.01) to remove the play area (4,259 SF) from the first floor. The entire first floor of the building must be dedicated for future commercial use and cannot be used for the proposed charter school.

ENVIRONMENTAL REVIEW

Further information regarding traffic and circulation are needed in order to determine the level of environmental review required for the project. Once a revised Traffic Study has been prepared, staff will be able to evaluate whether the project may qualify for a Categorical Exemption pursuant to Section 15332 of the State CEQA Guidelines, which allows for the exemption of infill projects under certain circumstances. If there is a reasonable possibility that the project will have a significant effect on the environment relating to traffic, then the project would be not be eligible for a Class 32 Categorical Exemption and an Initial Study would need to be prepared in accordance with State CEQA Guidelines section 15063. The Initial Study would provide the factual basis for adopting a Negative Declaration or Mitigated Negative Declaration. State CEQA Guidelines §§ 15070-15075

PENDING AGENCY REVIEWS

Caltrans. As the project is adjacent to Highway 152, a referral has been sent to Caltrans for review regarding the proposed project. As of yet, Caltrans has not provided comments and City staff is awaiting a response.

CONDITIONS OF APPROVAL

Below for your information is a preliminary list of conditions of approval for the proposed project.

- **Security Cameras.** The applicant shall install digital cameras at the student drop off area and within the alleyway.
- **City Encroachment Permit.** The applicant shall obtain an encroachment permit from the City to connect to any City utilities and to reconstruct any driveway approaches on City right-of-way.
- **Grease Interceptor.** If any cooking is to be performed in the servery, the applicant shall install a grease interceptor approved by Source Control for pretreatment of the wastewater from the three-compartment sink.
- **Backflow Device.** The applicant shall install a backflow device for all utilities, in accordance with Public Works Standard Nos. W-10 and W-12.
- **Sewer Inspection.** The applicant shall have performed a video inspection of the existing sewer lateral and 10-inch sewer main in order to verify existing conditions and submit capacity calculations to verify that the existing utilities have the ability to carry the proposed flows for the new use.
- **Trash Enclosure.** The applicant shall install a trash enclosure in accordance with City of Watsonville Public Improvement Standard No. S-602.
- **Conditional Fence Permit.** Pursuant to Section 14-32.020 of the Watsonville Municipal Code (WMC), the principally permitted fence height is up to six feet. Fences may be

constructed to heights in excess of this height limit only with issuance of a Conditional Fence Permit.

REVIEW BY PLANNING COMMISSION

The Planning Commission is the final decision maker for Special Use Permits. The Commission shall base the approval subject to the findings pursuant to WMC Section 14-12.513 (Attachment 3) and conditions necessary to make the use compatible with surrounding uses. If the appropriateness of the use cannot be assured at the location, the application for Special Use Permit shall be denied as being incompatible with existing uses or uses permitted by right in the district. Appeal shall be to the City Council in accordance with Part 11 of Chapter 14-10 of the Watsonville Municipal Code.

NEXT STEPS

We would like to set up a meeting with key staff and your design team to discuss the contents of this letter and assist in moving the project forward. Once the above-referenced items have been addressed, staff can further process your application. Please submit all completeness items together in one submittal. Partial submittals will not be accepted.

If you have any questions regarding the contents of this letter or would like to set up a meeting, please contact me at 831-768-3078 or ivan.carmona@cityofwatsonvillle.org. Thank you for your time, and we look forward to working with you to bring this project to completion.

Sincerely,

Ivan Carmona, Associate Planner
Community Development Department

Cc: William Hansen, Pacific Coast Development, 800 E Lake Avenue, Watsonville, CA 95076

Attachments:

1. Trip Generation Memo dated 12/27/19
2. Jim Dias – Fire Plan Check Comments
3. Special Use Permit Findings – WMC § 14-12.604

June 23, 2020

Kevin Sved
Navigator Schools
650 San Benito Street, Suite 230
Hollister, CA 95023

Resubmitted: May 19, 2020

Re: Incompleteness of Application for a Special Use Permit with Design Review for a proposed TK – 8th grade charter school to accommodate approximately 565 student on the second floor of an existing commercial building at 407 Main Street Navigator (PP2019-452)(R1)

Dear Mr. Sved:

Thank you for your resubmittal of the proposed Navigator School project at 407 Main Street. Our understanding is that the proposed project is a TK-8 charter school with planned maximum enrollment of 565 students. Approximately 60-65 students are planned for each grade level. The project would involve tenant improvements by converting the second story of a commercial building (37,160 square feet) and converting a portion of the first floor accommodating the play area (4,259 square feet). A total of 19 classrooms are proposed for the second floor, consisting of 1 TK classroom (960± square feet in size), 2 kindergarten classrooms (858± to 990± square feet in size), 2 first grade classrooms (840± to 924± square feet in size), 2 second grade classrooms (858± to 1320± square feet in size), 2 third grade classrooms (900± to 950± square feet in size), 2 fourth grade classrooms (900± square foot in size), 2 fifth grade classrooms, (840± to 945± square feet in size), 2 sixth grade classrooms (864± to 960± square feet in size), 2 seventh grade classrooms (870± to 945± square feet in size), and 2 eighth grade classrooms (840± to 930± square feet in size). The second floor also includes a 5,184± square-foot multi-purpose room, a 784± square-foot teacher workroom, a 300± square-foot servery and administration offices totaling 1,410± square feet in size. A total of 6 bathrooms (64± to 270± square feet in size) are provided for students on the second floor and 4 restrooms (64± to 80± square feet in size) are provided for faculty staff.

The overall site plan (sheets A2.00 – A2.02) indicates that 291 parking spaces would be provided on site in an existing surface parking lot. The Circulation Plan proposes vehicle access from two driveway approaches off West Lake Ave. The vehicles would turn left from West Lake Avenue into the parking lot and circle towards the student drop off area where the circulation plan leads the vehicles towards the two exits off West Lake Avenue and a third exit is also provided off Rodriguez Street.

Staff appreciates your efforts to design the project to adhere to the development regulations set forth for the CCA Zoning District and City of Watsonville Downtown Land Use & Architectural Guidelines (1998).

The purpose of this letter is to advise you of the areas where your application, as filed, is **incomplete**, and to provide an outline of the issues needing clarification, to move the project forward.

TRANSPORTATION IMPACT ANALYSIS

Thank you for providing the Transportation Impact Analysis prepared by Kittelson & Associates, Inc. dated May 2020. The four objectives analyzed by the Transportation Impact Analysis are as follows:

1. Operations at six intersections in the vicinity of the school:
   a. Main Street & Lake Avenue
   b. Main Street & Beach Street
   c. Beach Street & Rodriguez Street
   d. Lake Avenue & Rodriguez Street
   e. Beach Street & Walker Street
   f. 2nd Street & Rodriguez Street
2. Site access and circulation for all modes of travel.
3. Vehicle queuing expected during student loading periods.
4. Vehicle-miles traveled (VMT), qualitative assessment.

The report also evaluated the following transportation issues:

- Existing (2020) conditions within the site vicinity during the weekday a.m. and p.m. peak hours.
- Trip generation and distribution estimates for the project.
- Existing conditions during the two peak hours with the addition of the Project-related traffic.
- Access and circulation at the project site with student drop-off and pick-up activities.
- Crash history (2017-2019) within the immediate vicinity of the project site, and
- Pedestrian, bicyclist, and transit amenities in the area.

The conclusion and recommendations of the resultant Transportation Impact Analysis provided by Kittelson & Associates, Inc. indicate expansion and relocation of Watsonville Prep School can be accommodated while maintaining acceptable levels of service and safety on the surrounding transportation system assuming provision of the recommended improvement measures. The findings of the traffic analysis are as follows:

Existing Conditions

- All study intersections operate at acceptable levels of service during the weekday a.m. and p.m. peak hours.
- A review of historical crash data revealed three fatal crashes involving a pedestrian crossing in a crosswalk occurred within a half-mile radius of the project site (Main

Street/Lake Avenue; Main Street/Beach Street; and Rodriguez Street/Lake Avenue). Two of these crashes occurred during midday, and the other occurred before sunrise.
- Seven reported crashes resulted in severe injury with one involving a bicyclist and four involving a pedestrian.
- In total, 10 percent of crashes involved a pedestrian and three percent involved a bicyclist. All fatal crashes and 71 percent of severe injury crashes in the area involved a pedestrian or bicyclist.
- The City's Downtown Complete Streets Plan includes improvements that will enhance the circulation network and improve safety for people walking in downtown. Therefore, the crash patterns or trends in the site vicinity do not require mitigation associated with this project.

Existing Plus Project Conditions

- All study intersections are forecast to operate with acceptable levels of service during the weekday a.m. and p.m. peak hours.

Vehicle-Miles Traveled

- The school is centrally located in the city, is across the street from a transit center, and has sidewalk connectivity to surrounding neighborhoods.
- WPS gives priority enrollment to students living in Watsonville.
- The project does not create a substantial amount of new vehicle-miles traveled in the city since students would travel to a school without or with construction of the project.
- Based on a qualitative assessment of this local school land use, the net change in vehicle-miles traveled for the existing and existing plus project conditions are expected to be near zero miles.

Site Access

- Drivers access the private, shared parking lot via one driveway on Rodriguez Street and one driveway on Lake Avenue.
- The school will direct parents to enter the parking lot from the southern driveway on Lake Avenue or the west driveway on Rodriguez Street, and to exit the parking lot from the west driveway on Rodriguez Street or the either driveway on Lake Avenue.
- A gate will block vehicular access to the alley connection to Beach Street during typical student arrival and departure periods. This restriction will reduce vehicle conflicts with students entering and exiting the school.

Student Loading

- The student loading area will be at the northeast corner of the parking lot near the school's entrance. Parents will queue in the eastern drive aisle of the parking lot with one-way northbound traffic flow toward the student loading area.
- School faculty will receive students during the morning drop off and manage students waiting in the alley near the school entrance for afterschool pick up.

Vehicle Parking

- The project is within Parking District I and, therefore, is not required to provide on-site parking.

- WPS is working on entering an agreement with the parking lot owner to allocate 20 existing parking spaces for the school at opening day and an additional 20 spaces, for a total of 40 standard spaces, before the school reaches full enrollment.

Bicycle Parking

- The project is required to provide two bike parking spaces (5 percent of 40 vehicle spaces).
- The project includes up to eight short-term bike parking spaces in a bike rack outside the main entrance for student use.
- The project also includes at least two long-term bike parking spaces inside the building on the ground floor of the school for staff use.

Recommendations per Transportation Impact Analysis

The Transportation Impact Analysis provided by Kittelson & Associates, Inc. recommends the following improvements to the local circulation network and additions to school operations to support people coming and going from the school, whether arriving on foot, by bike, by bus, or in a personal vehicle:

- Install high-visibility crosswalks with yellow paint at the nearby mid-block crosswalks on Beach Street and Main Street, the Main Street/Beach Street intersection.
- Develop a transportation management plan, with instructions on student loading procedures. Include the plan and procedures in the handbook distributed to students' families every year.
- Update the transportation management plan annually, or more frequently if appropriate, to incorporate necessary changes to maintain safe student loading procedures and parking lot circulation.
- Use temporary, movable signs during student loading periods to direct vehicle traffic and indicate that parents should pull as far forward as possible in the loading area before students exit/enter the vehicle.

Incomplete Items

1. **Transportation Impact Analysis.** The traffic analysis prepared by Kittelson & Associates indicates that a qualitative study was done for the Vehicle-Miles Traveled (VMT) because the report assumes the project would not create a substantial amount of new vehicle-miles traveled in the city, since students would travel to a school site without or with construction of the Project. City staff request that the analysis quantify school trips into VMT. For more details related to the Transportation Impact Analysis review, please see attached letter provided by Maria Esther Rodriguez. For further questions and information related to VMT quantified analysis, please reach out to Maria Esther Rodriguez at 831-768-3112 or maria.esther.rodriguez@cityofwatsonville.org.

2. **Transportation Management Plan.** The traffic analysis prepared by Kittelson & Associates indicates that development of a transportation management plan managed by school faculty, with instructions on student loading procedures is recommended. Please prepare and finalize the transportation management plan for review and approval

by City Staff. The traffic management plan must be presented and finalized prior to deeming the project complete.

ENVIRONMENTAL REVIEW

Once the above items are submitted for review, VMT quantified analysis and Transportation Management Plan; the project may qualify for a Categorical Exemption where no further environmental review is required.

PENDING AGENCY REVIEWS

Caltrans. As the project is adjacent to Highway 152, a referral has been sent to Caltrans for review regarding the proposed project along with the Transportation Impact Analysis. As of yet, Caltrans has not provided comments and City staff is awaiting a response.

CONDITIONS OF APPROVAL

Below for your information is a preliminary list of conditions of approval for the proposed project.

- **Security Cameras.** The applicant shall install digital cameras at the student drop off area and within the alleyway.
- **City Encroachment Permit.** The applicant shall obtain an encroachment permit from the City to connect to any City utilities and to reconstruct any driveway approaches on City right-of-way.
- **Grease Interceptor.** If any cooking is to be performed in the servery, the applicant shall install a grease interceptor approved by Source Control for pretreatment of the wastewater from the three-compartment sink.
- **Backflow Device.** The applicant shall install a backflow device for all utilities, in accordance with Public Works Standard Nos. W-10 and W-12.
- **Sewer Inspection.** The applicant shall have performed a video inspection of the existing sewer lateral and 10-inch sewer main in order to verify existing conditions and submit capacity calculations to verify that the existing utilities have the ability to carry the proposed flows for the new use.
- **Trash Enclosure.** The applicant shall install a trash enclosure in accordance with City of Watsonville Public Improvement Standard No. S-602.
- **Conditional Fence Permit.** Pursuant to Section 14-32.020 of the Watsonville Municipal Code (WMC), the principally permitted fence height is up to six feet. Fences may be constructed to heights in excess of this height limit only with issuance of a Conditional Fence Permit.

REVIEW BY PLANNING COMMISSION

The Planning Commission is the final decision maker for Special Use Permits. The Commission shall base the approval subject to the findings pursuant to WMC Section 14-12.513 and conditions necessary to make the use compatible with surrounding uses. If the appropriateness of the use cannot be assured at the location, the application for Special Use Permit shall be denied as being incompatible with existing uses or uses permitted by right in the district. Appeal shall be to the City Council in accordance with Part 11 of Chapter 14-10 of the Watsonville Municipal Code.

NEXT STEPS

We would like to set up a meeting with key staff and your design team to discuss the contents of this letter and assist in moving the project forward. Once the above-referenced items have been addressed, staff can further process your application. Please submit all completeness items together in one submittal. Partial submittals will not be accepted.

If you have any questions regarding the contents of this letter or would like to set up a meeting, please contact me at 831-768-3078 or ivan.carmona@cityofwatsonvillle.org. Thank you for your time, and we look forward to working with you to bring this project to completion.

Sincerely,

Ivan Carmona, Associate Planner
Community Development Department

Cc: William Hansen, Pacific Coast Development, 800 E Lake Avenue, Watsonville, CA 95076

Attachments:

1. Maria Esther Rodriguez – Transportation Impact Analysis Review and Comments

NAVIGATOR AT 407 MAIN STREET SPECIAL USE PERMIT

407 MAIN STREET, WATSONVILLE, CA

NAVIGATOR SCHOOLS

ARTIK
ART & ARCHITECTURE
394-A Umbarger Rd
San Jose, CA 95111
Phone 408.224.9890
Fax 408.224.9891
www.ArtikA3.com

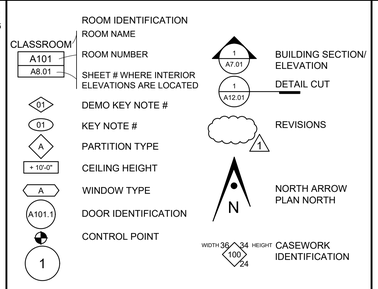
SCOPE OF WORK

TENANT IMPROVEMENTS TO THE FIRST AND SECOND FLOOR OF A FORMER DEPARTMENT STORE TO CREATE A NEW K-8 CHARTER SCHOOL, INCLUDING STRUCTURAL UPGRADES, NEW INTERIOR CONSTRUCTION, NEW WINDOWS, NEW MECHANICAL, ELECTRICAL, PLUMBING, AND LOW VOLTAGE SYSTEMS, AND MODIFICATION TO THE EXISTING FIRE SPRINKLER SYSTEM.

BUILDING DATA

		EXISTING		PROPOSED
BUILDING AREA				
GROUND FLOOR		38,238		38,238
SECOND FLOOR		37,160		37,160
TOTAL		75,398		75,398
CONSTRUCTION TYPE	III-B		III-B	
USES				
GROUND FLOOR	RETAIL	38,238 SF	RETAIL	33,979 SF
			SCHOOL	4,259 SF
SECOND FLOOR	RETAIL	37,160 SF	SCHOOL	37,160 SF
TOTAL	RETAIL	75,398 SF	RETAIL	33,979 SF
			SCHOOL	41,419 SF

SYMBOL LEGEND



GENERAL NOTES

1. EXISTING CONSTRUCTION DATA SHOWN ON THE DRAWINGS WAS OBTAINED FROM AVAILABLE DRAWINGS. THE CONTRACTOR SHALL VERIFY ALL EXISTING CONDITIONS AND SHALL NOTIFY THE ARCHITECT OF ALL EXCEPTIONS BEFORE PROCEEDING WITH THE WORK.
2. SEE ARCHITECTURAL DRAWINGS FOR LAYOUT DIMENSIONS AND ELEVATIONS EXCEPT WHERE INDICATED OTHERWISE.
3. ALL DISCREPANCIES BETWEEN DRAWINGS SHALL BE CLARIFIED WITH THE ARCHITECT PRIOR TO PROCEEDING WITH WORK.
4. IN THE EVENT THAT CERTAIN FEATURES OF THE CONSTRUCTION ARE NOT FULLY SHOWN OR DETAILED ON THE DRAWINGS OR CALLED FOR IN THE GENERAL NOTES, THEN THEIR CONSTRUCTION SHALL BE OF THE SAME CHARACTER AS SIMILAR CONDITIONS THAT ARE SHOWN OR CALLED FOR.
5. DIMENSIONS, ELEVATIONS, AND EXISTING CONDITIONS SHALL BE CHECKED AND VERIFIED ON THE JOB SITE BY EACH CONTRACTOR. ERRORS, OMISSIONS OR DISCREPANCIES SHALL BE REPORTED TO THE ARCHITECT BEFORE WORK BEGINS OR SUPPLIES ARE ORDERED.
6. VERIFY ELECTRICAL, MECHANICAL, FIRE ALARM, TELEPHONE AND SECURITY REQUIREMENTS BEFORE CONSTRUCTION BEGINS.
7. WORK SHALL BE PERFORMED IN CONFORMANCE WITH LOCAL, COUNTY, STATE AND FEDERAL CODES, LAWS, AND REGULATIONS APPLICABLE TO THIS WORK.
8. ANY ITEM IDENTIFIED TO BE DEMOLISHED, REMOVED OR RELOCATED IS TO BE COMPLETELY REMOVED, INCLUDING BUT NOT LIMITED TO ANY CONCEALED ITEMS (PIPES, CURBS, FRAMING, BEAMS, FASTENERS, ETC.). ALL ITEMS WITHIN A DEMOLISHED AREA THAT MUST BE REROUTED IN ORDER TO MAINTAIN CONTINUITY SHALL BE DONE SO IN ACCORDANCE WITH APPROPRIATE SPECIFICATION SECTIONS IN THE PROJECT MANUAL AT NO ADDITIONAL COST. IF NO SPECIFICATION CAN BE FOUND WITHIN THE PROJECT MANUAL, THEN CONTINUITY SHALL BE MAINTAINED BY CURRENT STANDARD METHODS FOR CONSTRUCTION BUT NOT LESSER IN QUALITY THEN EXISTING. ANY AREA OF DEMOLITION OR REMOVAL SHALL BE LEFT IN A COMPLETELY FINISHED CONDITION AS OUTLINED IN THE PROJECT MANUAL.
9. ALL CASE WORK TO BE ATTACHED TO WALLS AND FLOORS AS INDICATED ON DRAWINGS. IF NO SPECIFIC DETAIL IS REFERENCED, USE THE DETAILS REFERENCED FOR SIMILAR CONDITIONS ON OTHER CASEWORK.
10. FOOD HANDLING FACILITIES SHALL COMPLY WITH LOCAL/ COUNTY HEALTH DEPARTMENT REQUIREMENTS.

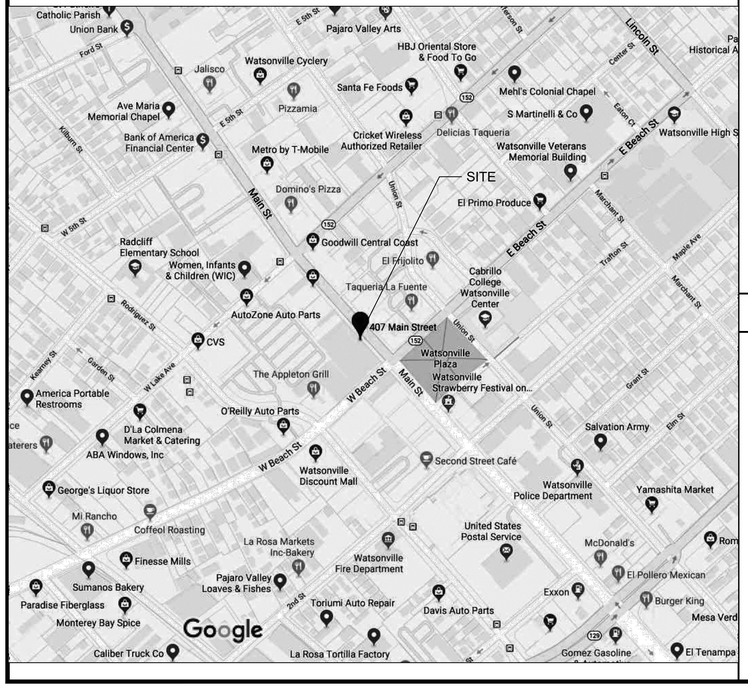
PROJECT DIRECTORY

TENANT	NAVIGATOR SCHOOLS 650 SAN BENITO STREET. HOLLISTER, CA 95023 (831) 217-4880 KEVIN SVED KEVIN.SVED@NAVIGATORSCHOOLS.ORG
OWNER	PACIFIC COAST DEVELOPMENT 800 EAST LAKE AVENUE WATSONVILL, CA 95076 (831) 724-7504 BILL HANSEN BILL@PACIFICCOASTDEVELOPMENT.COM
ARCHITECT	ARTIK ART & ARCHITECTURE 394-A UMBARGER ROAD SAN JOSE, CA 95111 (408) 224-9890 (408)224-9891 (FAX) MARTY HOCHROTH MHOCHROTH@ARTIKA3.COM VIDYA VEMULA VVEMULA@ARTIKA3.COM
STRUCTURAL ENGINEER	DUQUETTE ENGINEERING 1171 HOMESTEAD ROAD, SUITE 275 SANTA CLARA CA 95050 (408) 831-4826 STEVE DUQUETTE SPD@DUQUETTE-ENG.COM

SHEET INDEX

ARCHITECTURAL

VICINITY MAP



Project Title

NAVIGATOR SCHOOL AT 407 MAIN ST

407 MAIN STREET
WATSONVILLE CA

NAVIGATOR SCHOOLS

No	Revisions/Submissions	Date
	PLANNING SUBMITTAL	10.16.19
	PLANNING RESUBMITTAL	11.21.19
	PLANNING RESUBMITTAL	05.01.20

Drawing Title

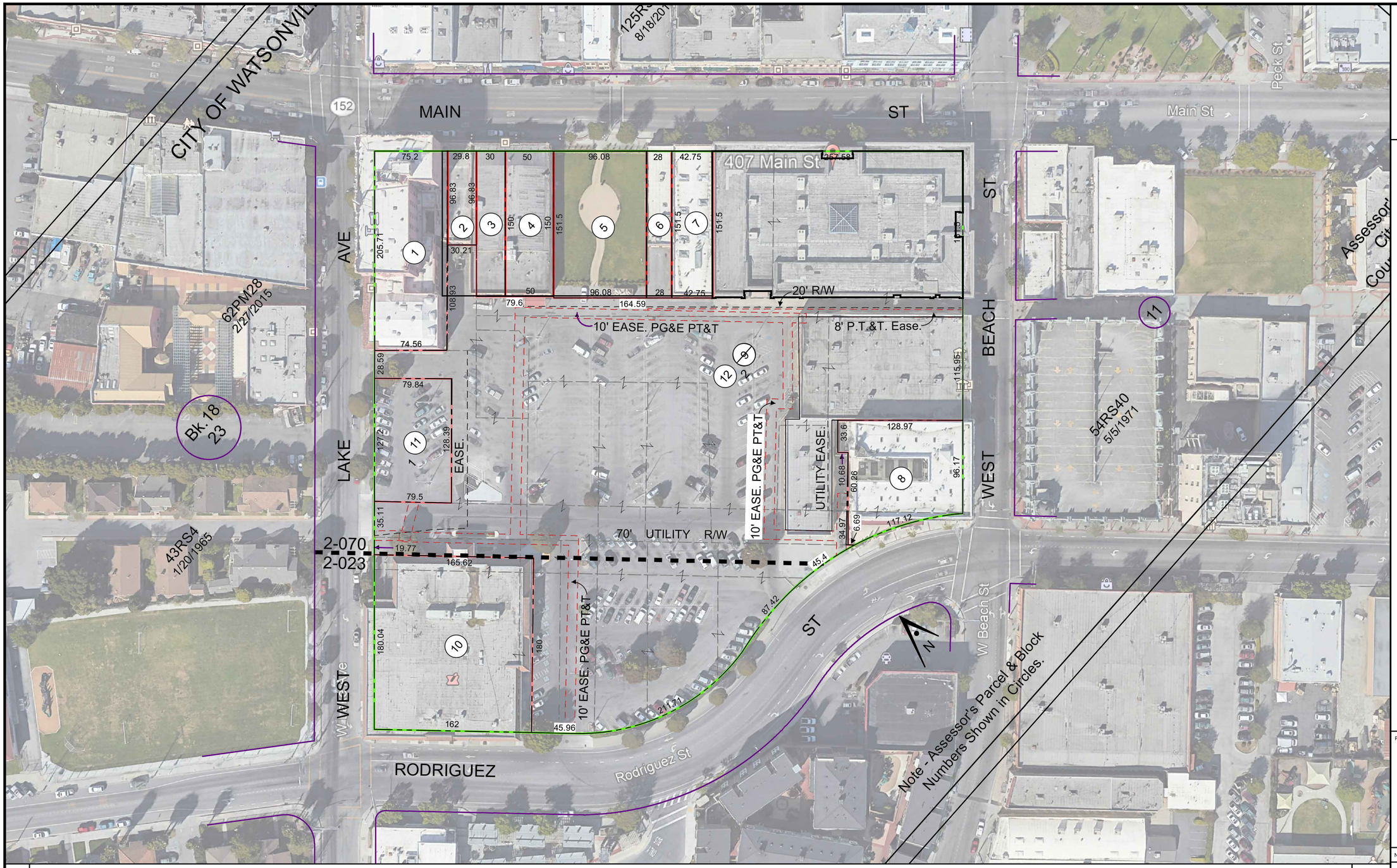
TITLE SHEET

Drawing No.

A0.01

Project No. XXXXXX

Plot Date: 5/13/2020 2:16:55 PM



27	PLOT PLAN	1"=40'

26		21		16		11		6		1	

ARTiK
ART & ARCHITECTURE
394-A Umbarger Rd
San Jose, CA 95111
Phone 408.224.9890
Fax 408.224.9891
www.ArtikA3.com

Project Title

NAVIGATOR SCHOOL
AT 407 MAIN ST

407 MAIN STREET
WATSONVILLE CA

NAVIGATOR SCHOOLS

No	Revisions/Submissions	Date
	PLANNING SUBMITTAL	10.16.19
	PLANNING RESUBMITTAL	11.21.19
	PLANNING RESUBMITTAL	05.01.20

Drawing Title

PLOT
PLAN

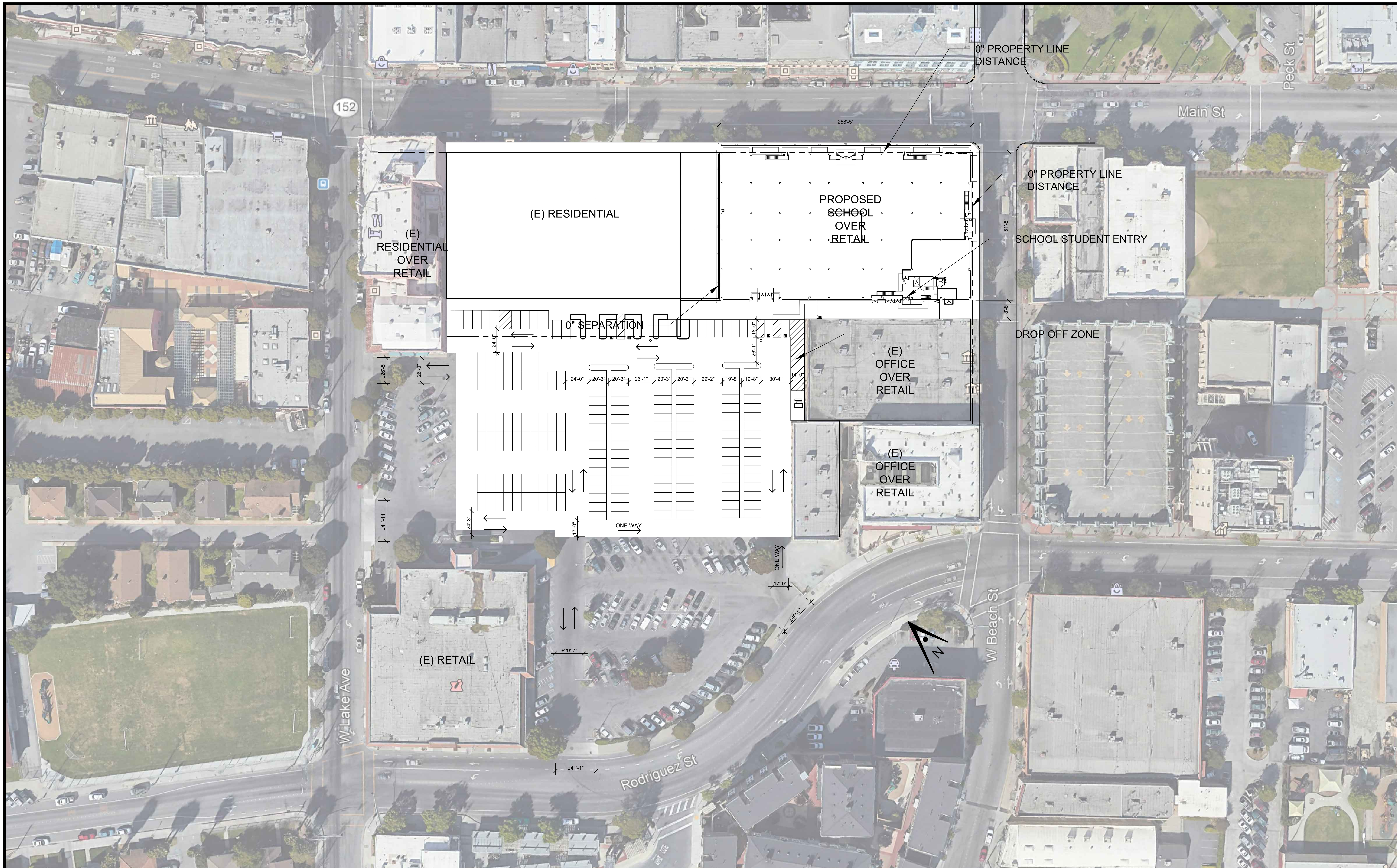
Drawing No.

A2.00

Project No.
XXXXXX

Plot Date: 4/30/2020 11:33 PM

ARTiK
ART & ARCHITECTURE
394-A Umbarger Rd
San Jose, CA 95111
Phone 408.224.9890
Fax 408.224.9891
www.ArtikA3.com



27 SITE PLAN 1"=40'

APN	017-64-012	
	EXISTING	PROPOSED
ZONING	CCA	CCA
GEN'L PLAN	COMM CORE	COMM CORE
LAND USE	COMMERCIAL	COMMERCIAL/ & INSTITUTIONAL
GROSS ACREAGE	4.84 AC	4.84 AC
NET ACREAGE	4.84 AC	4.84 AC
USES	74,000 SF RETAIL	33,250 SF RETAIL & 40,750 SF SCHOOL
LOT COVERAGE	29%	29%
SF OF PARKING	150,251 SF	150,251 SF
SF OF LANDSCAPING	3,000 SF	3,000 SF
AS % OF SITE	1.4%	1.4%
AS % OF PKG AREA	2.0%	2.0%
# OF PKG SPACES	291	291
BLDG CONST TYPE	III-B	III-B
OCCUPANCY TYPE	M	M/E

6 LEGEND

TENANT
NAVIGATOR SCHOOLS
650 SAN BENITO STREET.
HOLLISTER, CA 95023
(831) 217-4880

KEVIN SVED
KEVIN.SVED@NAVIGATORSCHOOLS.ORG

OWNER
PACIFIC COAST DEVELOPMENT

800 EAST LAKE AVENUE
WATSONVILL, CA 95076
(831) 724-7504

BILL HANSEN
BILL@PACIFICCOASTDEVELOPMENT.COM

ARCHITECT
ARTIK ART & ARCHITECTURE
394-A UMBARGER ROAD
SAN JOSE, CA 95111
(408) 224-9890
(408)224-9891 (FAX)

MARTY HOCHROTH
MHOCHROTH@ARTIKA3.COM

1 TITLE BLOCK

26 | 21 | 16 | 11

Project Title

NAVIGATOR SCHOOL AT 407 MAIN ST

407 MAIN STREET
WATSONVILLE CA

NAVIGATOR SCHOOLS

No	Revisions/Submissions	Date
	PLANNING SUBMITTAL	10.16.19
	PLANNING RESUBMITTAL	11.21.19
	PLANNING RESUBMITTAL	05.01.20

Drawing Title

SITE PLAN

Drawing No.

A2.01

Project No. XXXXXX

Plot Date: 4/30/2020 6:39:42 PM

27 CIRCULATION SITE PLAN 1"=40'

26		21		16		11		6		1	

ARTiK
ART & ARCHITECTURE
394-A Umbarger Rd
San Jose, CA 95111
Phone 408.224.9890
Fax 408.224.9891
www.ArtikA3.com

Project Title

NAVIGATOR SCHOOL
AT 407 MAIN ST

407 MAIN STREET
WATSONVILLE CA

NAVIGATOR SCHOOLS

No	Revisions/Submissions	Date
	PLANNING SUBMITTAL	10.16.19
	PLANNING RESUBMITTAL	11.21.19
	PLANNING RESUBMITTAL	05.01.20

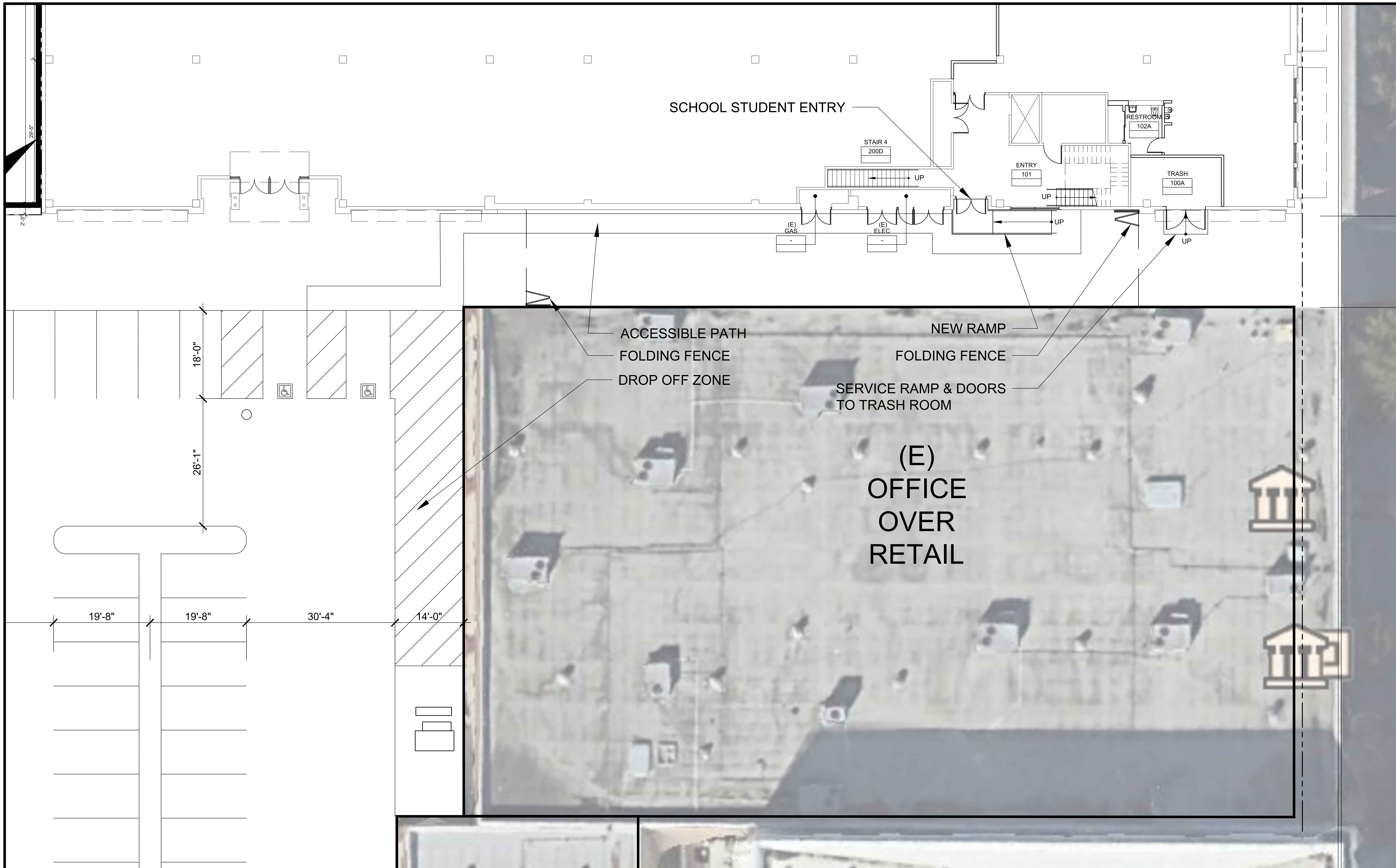
Drawing Title

CIRCULATION
SITE
PLAN

Drawing No.

A2.02

Project No. XXXXXX



27 ENLARGED SITE PLAN 1/8"=1'-0"

26	21	16	11	6	1

ARTīK
ART & ARCHITECTURE
394-A Umbarger Rd
San Jose, CA 95111
Phone 408.224.9890
Fax 408.224.9891
www.ArtikA3.com

Project Title

NAVIGATOR SCHOOL
AT 407 MAIN ST

407 MAIN STREET
WATSONVILLE CA

NAVIGATOR SCHOOLS

No	Revisions/Submissions	Date
	PLANNING SUBMITTAL	10.16.19
	PLANNING RESUBMITTAL	11.21.19
	PLANNING RESUBMITTAL	05.01.20

Drawing Title

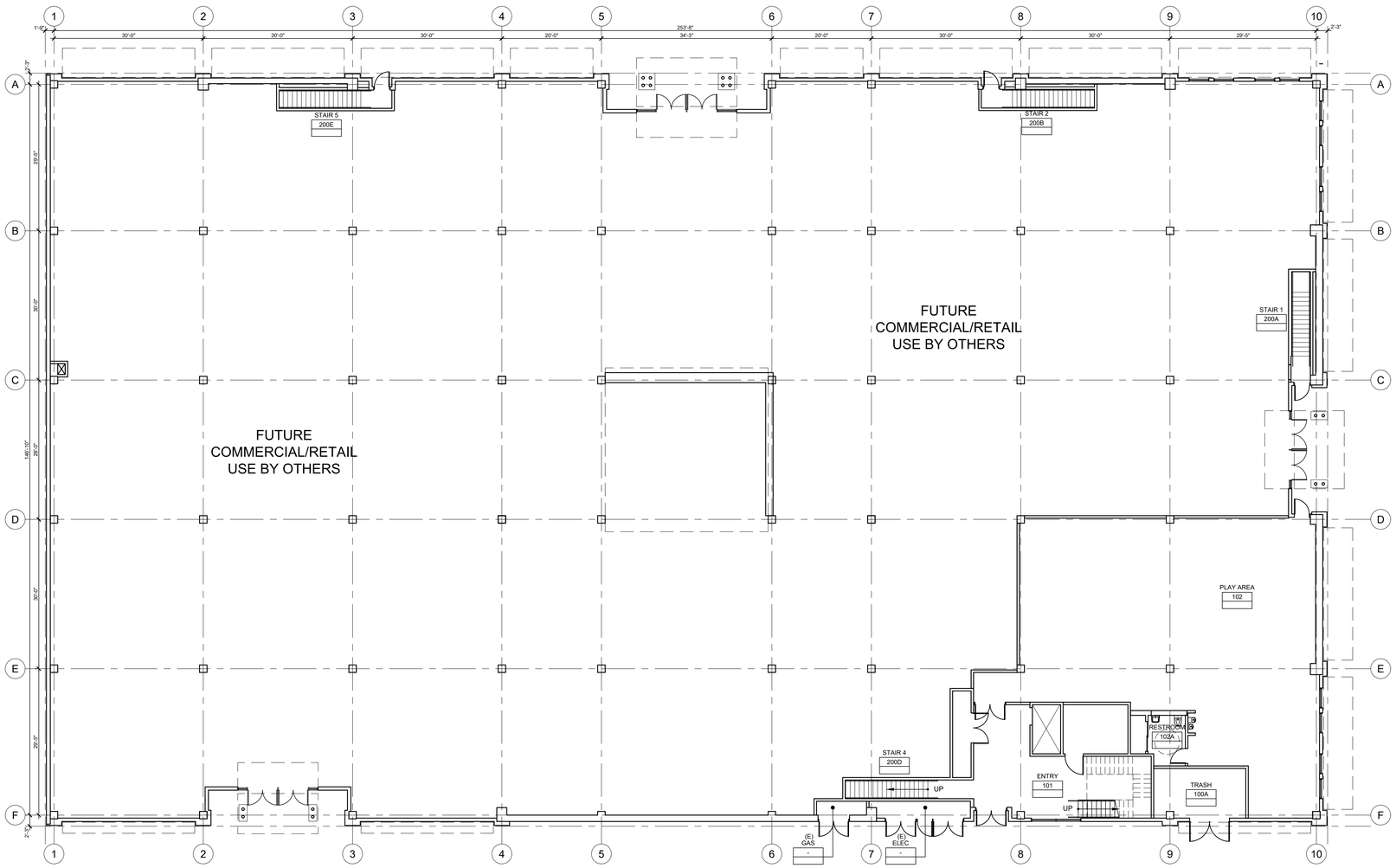
ENLARGED
SITE
PLAN

Drawing No.

A2.03

Project No. XXXXXX

Plot Date: 4/30/2020



27 | PROPOSED GROUND FLOOR PLAN | 3/32"=1'-0"

26		21		16		11		6		1	

ARTiK
ART & ARCHITECTURE
394-A Umbarger Rd
San Jose, CA 95111
Phone 408.224.9890
Fax 408.224.9891
www.ArtikA3.com

Project Title

NAVIGATOR SCHOOL
AT 407 MAIN ST

407 MAIN STREET
WATSONVILLE CA

NAVIGATOR SCHOOLS

No	Revisions/Submissions	Date
	PLANNING SUBMITTAL	10.16.19
	PLANNING RESUBMITTAL	11.21.19
	PLANNING RESUBMITTAL	05.01.20

Drawing Title

PROPOSED
GROUND
FLOOR PLAN

Drawing No.

A3.01

Project No. XXXXXX

Plot Date: 5/6/2020 1:41:41 PM

27 PROPOSED SECOND FLOOR PLAN 3/32"=1'-0"

26 | 21 | 16 | 11 | 6 | 1

ARTīK
ART & ARCHITECTURE
394-A Umbarger Rd
San Jose, CA 95111
Phone 408.224.9890
Fax 408.224.9891
www.ArtikA3.com

Project Title

NAVIGATOR SCHOOL AT 407 MAIN ST
407 MAIN STREET
WATSONVILLE CA
NAVIGATOR SCHOOLS

No	Revisions/Submissions	Date
	PLANNING SUBMITTAL	10.16.19
	PLANNING RESUBMITTAL	11.21.19
	PLANNING RESUBMITTAL	05.01.20

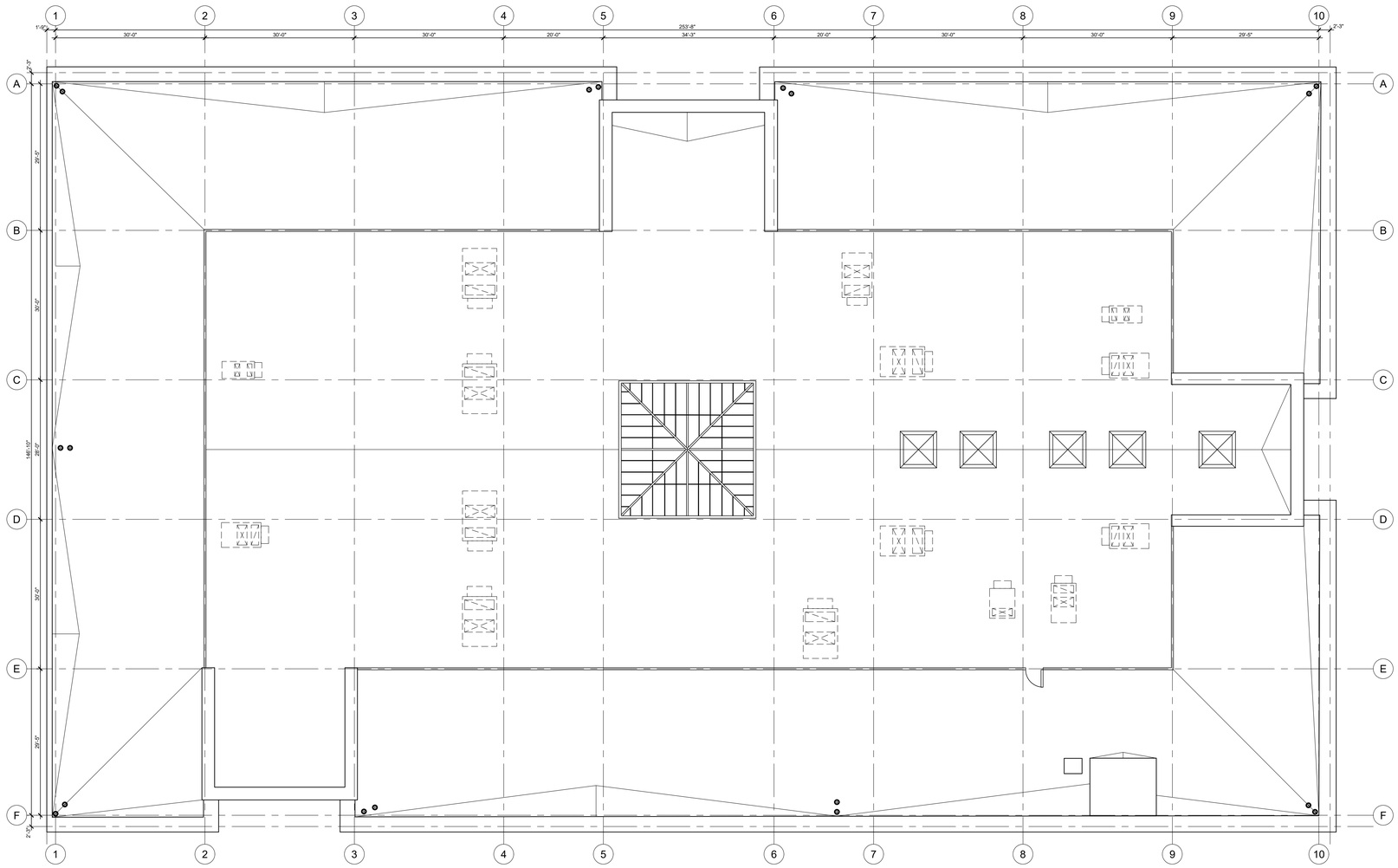
Drawing Title

PROPOSED SECOND FLOOR PLAN

Drawing No.

A3.02

Project No. XXXXXX



27 PROPOSED ROOF PLAN 3/32"=1'-0"

26		21		16		11		6		1	

ARTiK
ART & ARCHITECTURE
394-A Umbarger Rd
San Jose, CA 95111
Phone 408.224.9890
Fax 408.224.9891
www.ArtikA3.com

Project Title

NAVIGATOR SCHOOL
AT 407 MAIN ST

407 MAIN STREET
WATSONVILLE CA

NAVIGATOR SCHOOLS

No	Revisions/Submissions	Date
	PLANNING SUBMITTAL	10.16.19
	PLANNING RESUBMITTAL	11.21.19
	PLANNING RESUBMITTAL	05.01.20

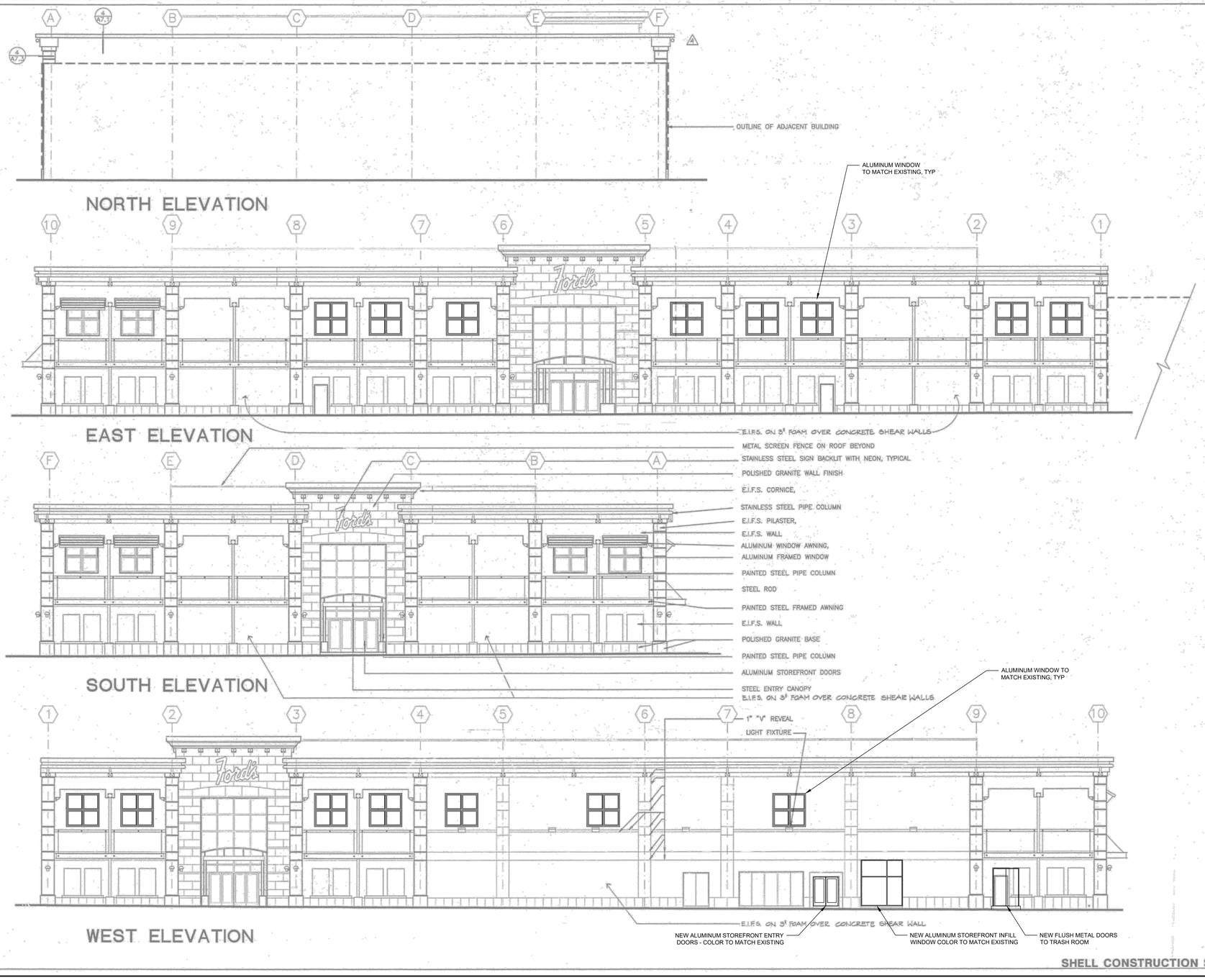
Drawing Title

PROPOSED
ROOF
PLAN

Drawing No.

A3.03

Project No. XXXXXX



REVISIONS	DATE
W.S.	2.14.91
PLAN CHECK	2.22.91
REVISED BID SET	3.13.91
	3.21.91

STANTON & ASSOCIATES Architects
98 Battery Street
San Francisco, CA 94111
(415) 433-1334

Fords
WATSONVILLE

EXTERIOR ELEVATIONS

Date 2-4-91
Scale 1/8"=1'-0"
Drawn -
Job 90031
Sheet of Sheets
A4.1

ARTiK
ART & ARCHITECTURE
394-A Umbarger Rd
San Jose, CA 95111
Phone 408.224.9890
Fax 408.224.9891
www.ArtikA3.com

Project Title

NAVIGATOR SCHOOL
AT 407 MAIN ST

407 MAIN STREET
WATSONVILLE CA

NAVIGATOR SCHOOLS

No	Revisions/Submissions	Date
1	ISSUED FOR PRICING	08.27.19

Drawing Title

PROPOSED
EXTERIOR
ELEVATIONS

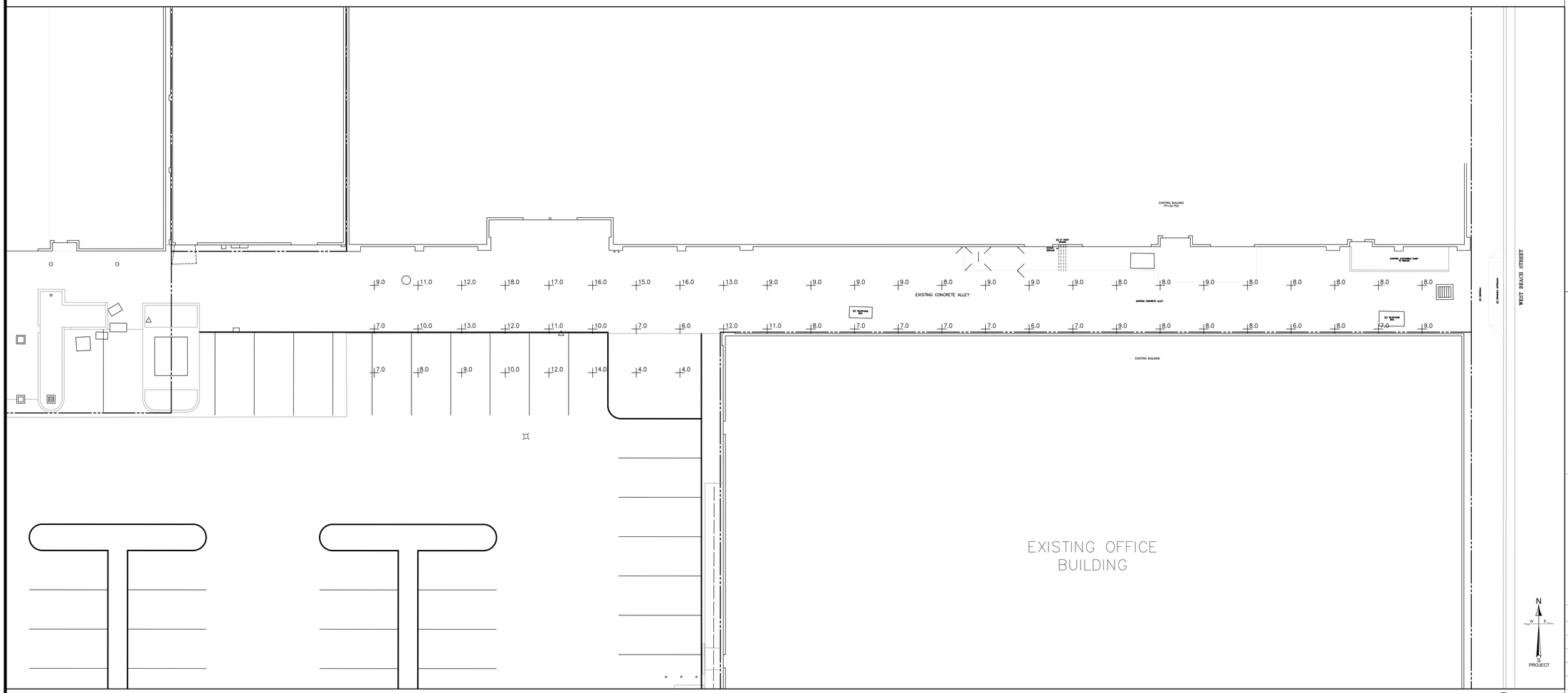
Drawing No.

A4.01

Project No. 181029

27 PROPOSED EXTERIOR ELEVATIONS 3/32"=1'-0"

26 | 21 | 16 | 11 | 6 | 1



PHOTOMETRICS SURVEY – SOUTH FACADE / ENTRANCE (E04)
1"=10'-0" SCALE

GENERAL SHEET NOTES

THE ABOVE SURVEY WAS PERFORMED AT NIGHT WITH THE EXISTING LIGHT FIXTURES WORKING AND PERFORMING ACCEPTABLY. UNITS ARE FOOT CANDLES MEASURED AT THE WALKING SURFACE AND ACCOUNT FOR INTEREFLECTANCE OF ADJACENT BUILDINGS AND STRUCTURES.

ARTiK
ART & ARCHITECTURE
394-A Umbarger Rd
San Jose, CA 95111
Phone 408.224.9890
Fax 408.224.9891
www.ArtikA3.com

If this sheet is not 30" x 42" it is a reduced print - scale accordingly

RCM ELECTRIC
P.O. Box 1182, Tres Pinos, CA 95075
C10# 881524

Project Title

NAVIGATOR SCHOOL AT 407 MAIN ST

407 MAIN STREET
WATSONVILLE CA

NAVIGATOR PUBLIC SCHOOLS

No	Revisions/Submissions	Date
-	INITIAL SUBMITTAL	4/30/2020

Drawing Title

PHOTOMETRICS SURVEY - SOUTH FACADE / ENTRANCE

Regulatory Agency Approval

Architect Seal

LICENSED ARCHITECT
MARTIN HOCHROTH
No. C-22312
REN. 3-31-21
STATE OF CALIFORNIA

File Number

Drawing No

E04

Date: 4/23/2020

Project No. 202006.00

X

Navigator Schools
Charting a new course in education

August 14, 2020

Ivan Carmona
Associate Planner
Community Development Department
City of Watsonville

Dear Mr. Carmona,

Please find attached a transportation management plan for Navigator's Watsonville Prep School. We worked with Kittelson & Associates, Inc. in developing this plan. Watsonville Prep currently operates on the campus of E.A. Hall Middle School (201 Brewington Ave, Watsonville, CA) with 166 students in grades K-2 for the most recent school year (2019-2020). Navigator Schools proposes to relocate the school to 407 Main Street in downtown Watsonville and expand student enrollment to include grades TK-8 with eventual full enrollment of 565 students.

Please let me know if you have any questions.

Sincerely,

Kevin Sved
Chief Executive Officer

cc: James Heugas

Attachments:
-Watsonville Prep School Traffic Management Plan

Watsonville Prep School Transportation Management Plan

August 14, 2020

Welcome to Navigator Watsonville Prep! This document is designed to provide families, visitors, and service providers guidance on traffic management policies and procedures. The school is situated adjacent to a large surface parking lot that serves many of the neighboring commercial and office tenants. In order to minimize disruptions to the neighborhood and provide a safe environment for students during arrival and dismissal the Navigator team request that all visitors to the school adhere to the traffic policies that are contained in this document. This will be a living document and these changes will be updated and revised each year so please do take the time to read through it again even if you are familiar with it from last year. Finally, if you have any questions, concerns, or suggestions for improvement to this plan please reach out to the Navigator point of contact at the end of this document to communicate your feedback

Site Access

The school building is located in downtown Watsonville and is directly adjacent to a large surface parking lot. Drivers will have access to the surface parking lot via driveways on Rodriguez Street and Lake Avenue, as shown on Figure 1. Parents and visitors to the school must enter the parking lot from the southern driveway on Lake Avenue or the west driveway on Rodriguez Street (following the blue arrows on Figure 1), and to exit the parking lot via the west driveway on Rodriguez Street or either driveway on Lake Avenue (following the orange arrows on Figure 1). During student loading periods, a gate will block vehicular access to the alley connection from Beach Street to prevent vehicle access creating a safe space for students to enter and exit the school building. The student loading area is at the northeast corner of the parking lot near the school's entrance and is marked in Figure 1 with the green hashed area. Parents will queue in the eastern drive aisle of the parking lot with one-way northbound traffic flow toward the student loading area.

Student Loading Procedures

Navigator Schools has implemented several faculty-managed procedures at its other schools, such as in Gilroy and Hollister, with positive results. At Wastonville Prep, Navigator staff will implement the following techniques and practices to manage transportation during student loading periods:

- Display temporary sandwich board signs to regarding vehicle routes and important safety information (e.g., "No student loading outside the loading zone").
- Assist and direct vehicles to pull forward to the farthest available spot in the queue, and refrain from loading or unloading students outside of designated loading zone

- Assign three to five staff members to receive students from vehicles during morning drop off and escort or guide students from near the school entrance to a vehicle during afterschool pick up.
- During drop off, students must be ready to exit vehicle quickly after vehicle arrives to the front of the queue
- During pick up, the name of student must be displayed through the windshield for staff in the loading zone to call the student over before the vehicle reaches the front of the queue.
- Students will be required to exit/enter vehicles only from the passenger side.
- Stagger bell schedules by grade level, as necessary, to reduce congestion and improve safety.
- Visitors arriving on campus to pick up students should not arrive prior to student dismissal
- Students arriving at school late may be escorted by their parent or guardian to the school office

This transportation management plan is a living document. Navigator Schools is committed to facilitating the safe and efficient loading of students while serving as a good neighbor to others who are using the shared private parking lot. The school may amend or add to these procedures as student enrollment grows and student loading activity is observed. If you have any feedback or comments related to this plan please forward those comments to kevin.sved@navigatorschools.org.

Proposed Site Circulation Plan
Watsonville, CA

Figure 1

Transportation Impact Analysis

Navigator Watsonville Prep

Watsonville, California

July 31, 2020

Transportation Impact Analysis

Navigator Watsonville Prep

Watsonville, California

Prepared For:
Navigator Schools
650 San Benito St., Ste. 230
Hollister, California 95023

Prepared By:
Kittelson & Associates, Inc.
155 Grand Avenue, Suite 900
Oakland, California 94612
(510) 839-1742

Project Manager: Amy Lopez, RSP
Project Principal: Mike Aronson, PE

Project No. 24809

July 31, 2020

TABLE OF CONTENTS

LIST OF FIGURES

LIST OF TABLES

APPENDICES

Appendix A Traffic Count Data

Appendix B Description of Level-of-Service Methods and Criteria

Appendix C Existing Conditions Level-of-Service Worksheets

Appendix D SWITRS Crash Data

Appendix E Existing plus Project Conditions Level-of-Service Worksheets

INTRODUCTION

Watsonville Prep School (WPS), a public charter school run by Navigator Schools, opened in August 2019 to 172 students in kindergarten through grade 2 on the campus of E.A. Hall Middle School, located at 201 Brewington Avenue in Watsonville, CA. Navigator Schools plans to grow WSP into a transitional kindergarten (TK) to 8th grade school and relocate it to downtown Watsonville. Kittelson & Associates, Inc. (Kittelson) prepared this transportation impact study for Navigator Schools to analyze and address transportation issues associated with the expansion and relocation of Watsonville Prep School.

PROJECT DESCRIPTION

The Project is the expansion and relocation of Watsonville Prep School (WPS) to 565 TK-8 students located at 407 Main Street in downtown Watsonville, CA (Project). Student enrollment would expand from 172 students in grades K-2 to 565 TK through grade 8 students. Table 1 provides an estimate of the distribution of student levels. The school would relocate from the E.A. Hall Middle School campus to occupy part of an existing building in downtown Watsonville at 407 Main Street. The building is a former department store and has been vacant for more than seven years. The school will occupy the entire second floor (37,750 square feet) and part of the ground floor (3,800 square feet). In total, WPS will occupy 40,750 square feet of the building's 74,000 gross square feet.

Table 1: Percentage of Middle School vs. Elementary School Students at Full Capacity

Student Level	Number of Students	Percentage of Students
Elementary School (TK-5th grades)	395	70%
Middle School (6th-8th grades)	170	30%

Source: Navigator Schools, 2020

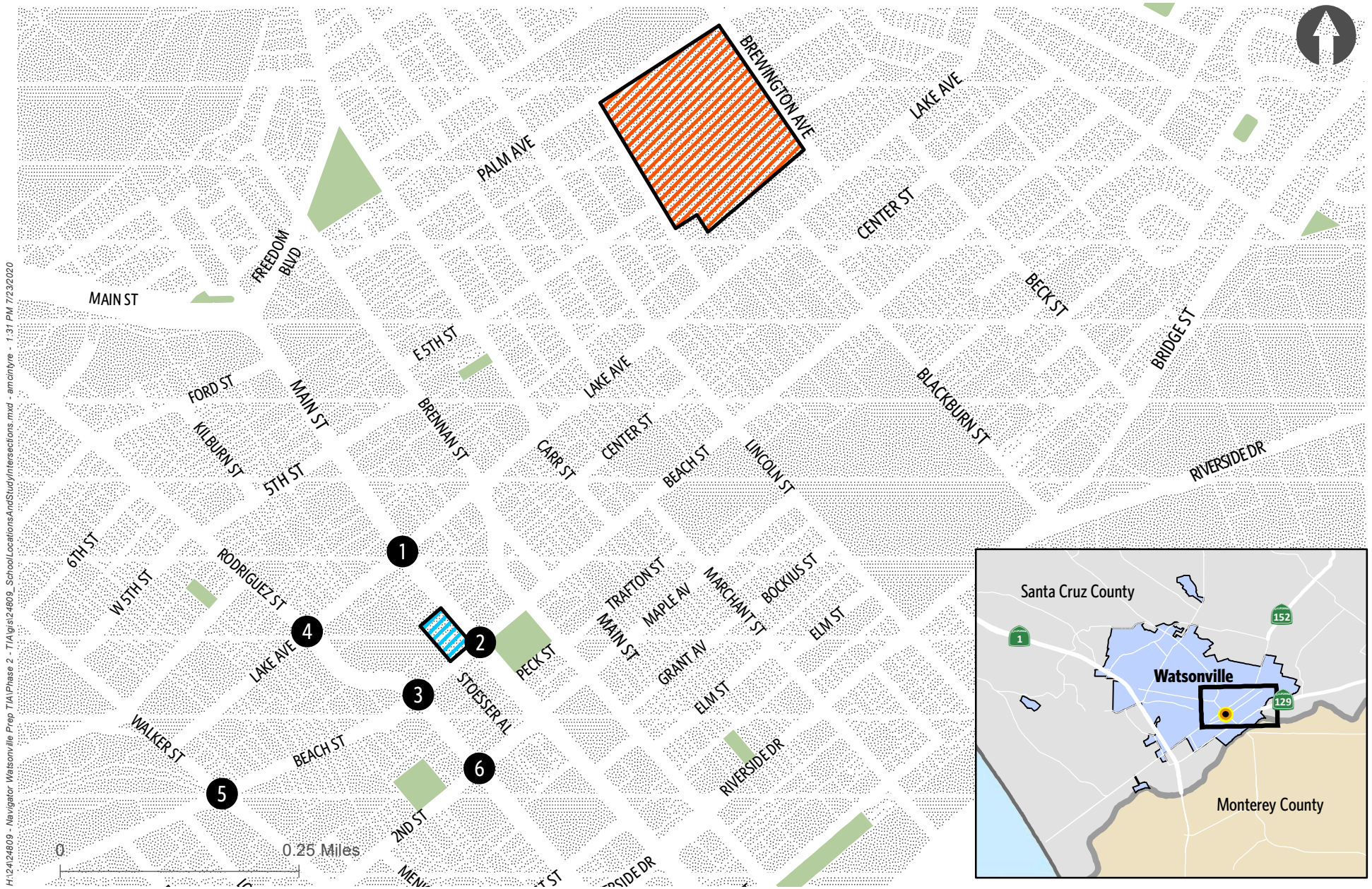
Figure 1 presents the general location of the Project site, as well as the existing school location on the campus of E.A. Hall Middle School. As shown, the Project is located on the southwest corner of Main Street and Beach Avenue. Figure 2 shows the proposed site plan.

The project site is adjacent to a surface parking lot, which historically has had 291 parking spaces. These spaces are shared among the commercial businesses surrounding the lot and are available to the public. Per the Watsonville Municipal Code Section 14-17.106, the Project is within Parking District I. Therefore, the Project is deemed to have met the City parking requirements by its location within the parking district. Nevertheless, WPS is working on entering into an agreement with the parking lot owner to allocate 20 existing parking spaces for the school at opening day and an additional 20 spaces, for a total of 40 spaces, before the school reaches full enrollment. The Project includes up to eight short-term bike parking spaces in a bike rack outside the main entrance for student use and at least two long-term bike parking spaces inside the building on the ground floor of the school for staff use.

STUDY OBJECTIVES

This study analyzes the transportation effects of the Project, as follows:

- Operations at six intersections in the vicinity of the school
- Site access and circulation for all modes of travel
- Vehicle queuing expected during student loading periods
- Vehicle-miles traveled (VMT) assessment



Existing Watsonville Prep Location - E.A. Hall Middle School

Proposed Watsonville Prep Location

Study Intersections

Site Location and Study Intersections
Watsonville, California

Figure **1**

KITTELSON & ASSOCIATES

Coordinate System: NAD 1983 StatePlane California V FIPS 0405 Feet
Data Source: Santa Cruz County

Proposed Site Plan
Watsonville, CA

Figure
2

SCOPE OF THE REPORT

The analyses performed for this study determine the transportation-related effects of the proposed Project. The scope of the report was developed in coordination with the City of Watsonville and Navigator Schools. The following 6 study intersections were selected based on land use and circulation conditions near the school:

1. Main Street & Lake Avenue
2. Main Street & Beach Street
3. Beach Street & Rodriguez Street
4. Lake Avenue & Rodriguez Street
5. Beach Street & Walker Street
6. 2nd Street and Rodriguez Street

This report evaluates the following transportation issues:

- Existing (2020) conditions within the site vicinity during the weekday a.m. and p.m. peak hours
- Trip generation and distribution estimates for the project
- Existing conditions during the two peak hours with the addition of the Project-related traffic
- Access and circulation at the Project site with student drop-off and pick-up activities
- Crash history (2017-2019) within the immediate vicinity of the Project site
- Pedestrian, bicyclist, and transit amenities in the area

EXISTING CONDITIONS

The existing conditions analysis identifies the site conditions and current operational and geometric characteristics of the study intersections as well as transit services, bicyclist, and pedestrian facilities within the study area.

ROADWAY NETWORK

Main Street is a northwest-southeast arterial street that provides access to downtown Watsonville from Riverside Drive to Freedom Boulevard. Main Street is a four-lane roadway with a two-way left turn lane southeast of Beach Street. On-street parking is available for much its length through downtown, with continuous sidewalks and Class III bicycle facilities.

Lake Avenue is a northeast-southwest minor arterial street. Lake Avenue is a two-lane, one-way roadway serving southwest bound traffic from Rodriguez Street northeast to Lincoln Street. Between Walker Street and Rodriguez Street and north of Lincoln Street, Lake Avenue is a two-lane two-way roadway. Continuous sidewalks exist for its entire length, but no bicycle facilities are present. On-street parking is available on both sides of the street for the majority of its length. The Watsonville Transit Center, which was recently renovated in 2017 and provides Santa Cruz METRO and Greyhound bus service, is located on the southeastern corner of Lake Avenue and Rodriguez Street. There are two access points to the Project site from Lake Avenue, providing access to a parking lot that serves several businesses and the public on the site.

Beach Street is a northeast-southwest street that serves as a minor arterial northeast of Main Street and an arterial southwest of Main Street. Beach Street is a two-lane roadway that becomes one-way (northeast bound) between Main Street and Lincoln Street. Class II bicycle lanes are present from Highway 1 to Walker Street; a Class III bicycle route is present from Walker Street to Lincoln Street. Sidewalks are absent on the north side between Harvest Drive and Walker Street. On-street parking is available for much of its length, but is not permitted directly adjacent to the school, between Rodriguez Street and Main Street. WPS will utilize the alley off Beach Street as its primary access point for students walking and biking to school.

Rodriguez Street is a northwest-southeast minor arterial with continuous sidewalks and Class II bicycle lanes through Downtown. Rodriguez Street is mainly a two-lane roadway with on-street parking, with the exception of the segment directly adjacent to the school, where parking is not permitted. Rodriguez Street provides access to the Watsonville Transit Center, as well as Radcliff Elementary School, which is located near the Project site, just north of Lake Avenue.

2nd Street is a northeast-southwest two-lane collector that becomes Maple Street as it enters the neighborhoods northeast of Main Street. Sidewalks and on-street parking are present on both sides, but no bicycle facilities are present.

Walker Street is a northwest-southeast two-lane minor arterial that provides access to several industrial warehouses southwest of Downtown Watsonville. Class II bicycle lanes are present on both sides. Sidewalks are generally provided on both sides of Walker Street – sidewalks gaps exist on the south side from Beach Street to Lake Avenue; the north side from Lake Avenue to Kearney Street On-street parking is available west of 6th Street. A railroad crossing is present at the intersection with Beach Street; the railroad continues southeast along Walker Street, moving through the area around 10 mph twice daily.

Pedestrian Facilities

Sidewalks are present along all major streets surrounding the Project site. Most are five or more feet wide. Crosswalks are marked for all legs of the intersections directly surrounding the school (Main Street/Beach Street; Main Street/Lake Avenue; Beach Street/Rodriguez Street; Lake Avenue/Rodriguez Street) and directly west of the school entrance across Beach Street, which provides access to the Beach Street Parking Garage and Stoesser Alley. Each of the four intersections surrounding the school appear to be equipped with pedestrian countdown signal heads. (Kittelson could not confirm the countdown feature during field review of the Lake Street/Rodriguez Street intersection.) Street lighting is present along surrounding streets. The four signalized study intersection along the block surrounding the school lack crosswalk lighting for one or more legs of the intersection. The two stop-controlled study intersections are unlit, lacking crosswalk lighting on all four legs.

Several curb ramps surrounding the Project site are missing ADA-compliant truncated domes, including the intersections of Lake Avenue/Rodriguez Street and Beach Street/Rodriguez Street. None of the six marked crosswalks that exist within 200-ft of the Project site are striped with high-visibility yellow paint (Main Street/Beach Street; Beach Street/Stoesser Alley; Main Street midblock). The northeast leg of the Beach Street/Walker Street intersection does not have a marked crosswalk, and the crosswalk striping on the other legs has faded.

Bicycle Facilities

Bicycle facilities are defined by the following three classes in Chapter 1000 of California Department of Transportation's (Caltrans) Highway Design Manual:

- **Class I (Bike Path)** – Provides a completely separated facility for the exclusive use of bicycles and pedestrians with crossflow by vehicles minimized
- **Class II (Bike Lane)** – Provides a completely separated facility for the exclusive use of bicycles and pedestrians with crossflow by vehicles minimized.
- **Class III (Bike Route)** – Provides for shared use with pedestrian or motor vehicle traffic.
- **Class IV (Separated Bikeway)** – Provides for the exclusive use of bicycles and includes a separation (e.g., grade separation, flexible posts, inflexible physical barrier, or on-street parking) required between the separated bikeway and the through vehicular traffic.

Class II bicycle lanes are present along both sides of Beach Street, from Highway 1 to Walker Street; along both sides of Rodriguez Street; and along both sides of Walker Street. Class III bicycle routes are present along Main Street and the portions of Beach Street that lack Class II facilities.

Figure 3 provides an overview of existing conditions in the area, including bicycle and pedestrian facilities.

Transit Service

The area is well served by transit, with the Watsonville Transit Center located across Rodriguez Street from the Project site, on the southeastern corner of the intersection with Lake Avenue. The Transit Center provides access to routes from multiple providers - Santa Cruz METRO, Monterey-Salinas Transit (MST), and Greyhound. Table 2 and Figure 4 describe and illustrate existing transit facilities in the area.

Table 2: Existing Transit Service

Transit Provider	Route Number	Route Description	Service Frequency
MST	27	Between Watsonville Transit Center and Marina Transit Exchange	Approx. every 2 hours between 5:50 a.m. and 7:50 p.m. on weekdays. No service on weekends or holidays.
MST	28	Between Watsonville Transit Center and Salinas Transit Center via Castroville	Approx. every 2 hours between 6:20 a.m. and 10:00 p.m. on weekdays and Saturdays and between 6:45 a.m. and 8:00 p.m. on Sundays.
MST	29	Between Watsonville Transit Center and Salinas Transit Center via Prunedale	Approx. every 2 hours from 5:45 a.m. to 8:00 p.m. daily
Santa Cruz METRO	69A/69W	Between Watsonville Transit Center and Santa Cruz Metro Center via Cabrillo/Capitola Road (69W serves as limited expresses between Watsonville Transit Center and Cabrillo College)	Approx. every 30 minutes from 6:20 a.m. to 10:50 p.m. on weekdays and 7:50 a.m. to 8:10 p.m. on weekends
Santa Cruz METRO	71	Between Watsonville Transit Center and Santa Crus Metro Center via Freedom Blvd & Soquel Dr	Approx. every 30 minutes from 5:34 a.m. to 11:15 a.m. on weekdays and 6:10 a.m. to 8:10 p.m. on weekends
Santa Cruz METRO	72	Local weekday service from Watsonville Transit Center to Watsonville Hospital/ Pinto Lake Park	Approx. every 1 hour between 6:45 a.m. and 6:45 p.m. on weekdays
Santa Cruz METRO	72W	Local weekend service from Watsonville Transit Center to Corralitos Rd	Approx. every 2 hours from 9:35 a.m. to 6:30 p.m. on weekends
Santa Cruz METRO	74S	Local weekday service from Watsonville Transit Center to Watsonville Hospital	Departs TC twice daily (7:00 a.m. and 3:05 p.m.) on weekdays

Transit Provider	Route Number	Route Description	Service Frequency
Santa Cruz METRO	75	Local service from Watsonville Transit Center to Green Valley	Approx. every 1 hour from 5:15 a.m. to 7:15 p.m. on weekdays and approx. every 70 minutes from 6:05 a.m. to 6:45 p.m. on weekends
Santa Cruz METRO	79	Local service from Watsonville Transit Center to East Lake/Crestview	Approx. every 1 hour from 7:25 a.m. to 6:10 p.m. on weekdays and approx. every 4 hours from 8:30 a.m. to 5:15 p.m. on weekends
Santa Cruz METRO	91X	Weekday commuter express between Watsonville Transit Center and San Cruz Transit Center via Highway 1/Soquel Dr	Approx. every 30 minutes from 5:57 a.m. to 5:50 p.m. on weekdays

Sources: https://mst.org/maps-schedules/overview/, https://www.scmtd.com/en/routes/schedule

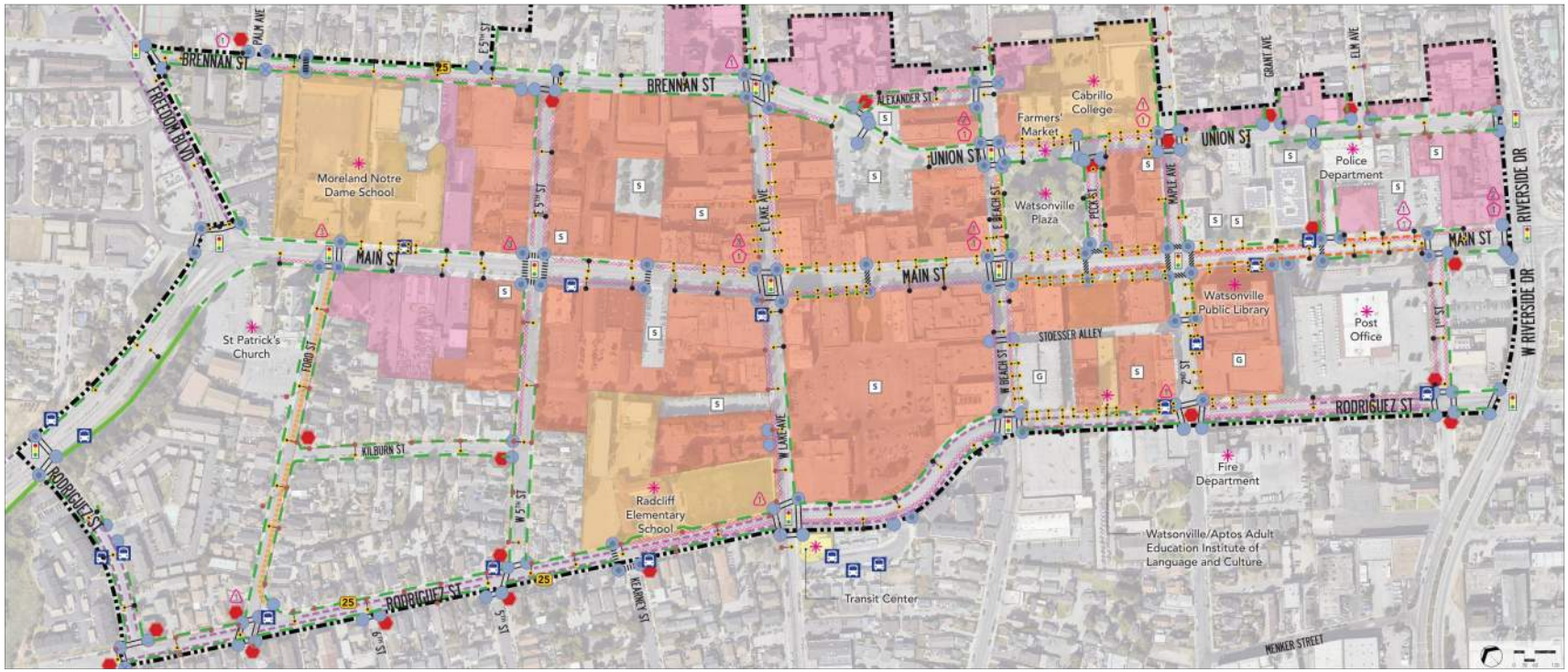


Figure 8 | Existing Conditions Plan

LAND USE LEGEND
LEYENDA DE UTILIZACIÓN DEL TERRENO

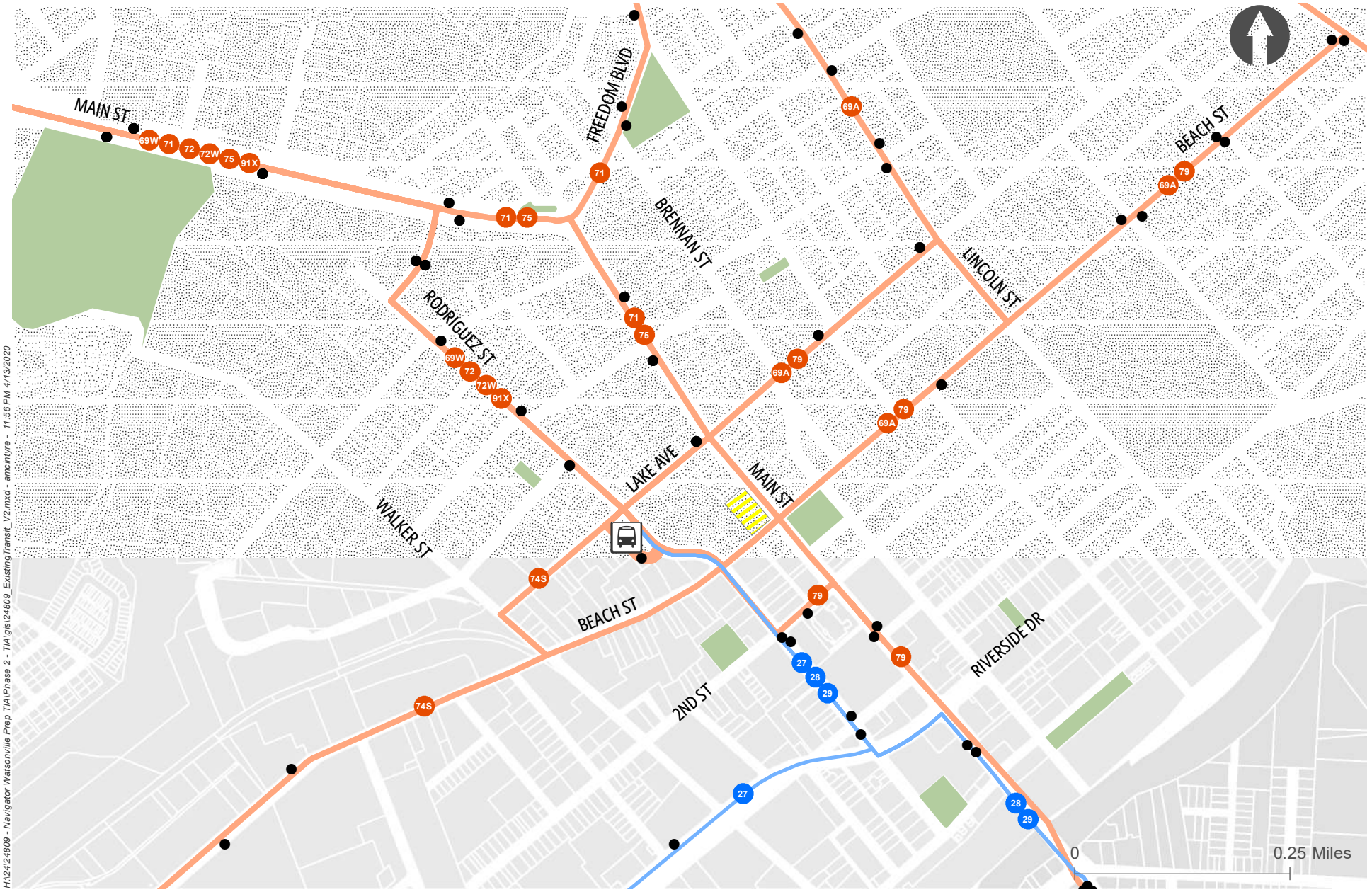
- PROJECT LIMIT *Límite del proyecto*
- STREET LIGHT *Luces de la calle (TIPO)*
- PEDESTRIAN LIGHT *Luz peatonal*
- UTILITY - POLE WITH LIGHT/LINE/POLE *Utilidad – poste con luz/línea/poste*
- DESTINATION *Destinación*
- PARKING GARAGE / SURFACE PARKING LOT *Garaje de estacionamiento/Estacionamiento en superficie*
- LACKING STREET TREES *Falta de árboles en la calle*
- WATSONVILLE TRANSIT CENTER *Estación de autobús del Metro (SC)*
- SCHOOL PROPERTY *Propiedad de Escuela*
- CC: CENTRAL COMMERCIAL *Centro comercial (CC)*
- CCA: CENTRAL COMMERCIAL CORE AREA *Área principal de centro comercial (CCA)*

CIRCULATION LEGEND
LEYENDA DE CIRCULACIÓN

- SC METRO BUS STOP *Parada de autobús del Metro (SC)*
- SIDEWALKS <= 5' *Aceras*
- BIKE SHARROW *"Sharrow"*
- BIKE LANE, 5' WIDE *Carril de bicicletas, 5' de ancho*
- BIKE PATH *Vía ciclista*
- UNDERUTILIZED ON STREET PARKING *Estacionamiento utilizado menos de lo debido*
- CURB RAMP WITH TRUNCATED DOMES *Bordillo y rampa con cúpulas truncadas*
- CURB RAMP WITHOUT TRUNCATED DOMES *Bordillo y rampa sin cúpulas truncadas*
- NO CURB RAMP *Bordillo sin rampa*
- CROSSWALK *Cruce peatonal*
- LADDER CROSSWALK *Cruce peatonal de escalera*
- COLORED CROSSWALK *Cruce peatonal de color*
- SIGNAL-CONTROLLED INTERSECTION *Señal – intersección controlada*
- STOP-CONTROLLED INTERSECTION *Alto – Intersección controlada*
- SPEED LIMIT, 25 MPH, UNLESS NOTED *Límite de velocidad – 25 mph, a menos que se indique*
- NUMBER OF BICYCLE INVOLVED COLLISIONS NEAR INTERSECTION (2004 TO 2018) *Número de choques involucrando a bicicletas cerca de la intersección*
- NUMBER OF PEDESTRIAN INVOLVED COLLISIONS NEAR INTERSECTION (2004 TO 2018) *Número de choques involucrando a peatones cerca de la intersección*

Existing Conditions
Watsonville, CA

Figure
3



H:\24\24809 - Navigator Watsonville Prep TIA\Phase 2 - TIA\gis\24809_ExistingTransit_V2.mxd - amcintyre - 11:56 PM 4/13/2020

Santa Cruz Metro Bus Routes

Monterey-Salinas Transit Bus Routes

Watsonville Transit Center

Bus Stops

Project Site

Existing Transit Routes and Stops
Watsonville, California

Figure **4**

KITTELSON & ASSOCIATES

Coordinate System: NAD 1983 StatePlane California V FIPS 0405 Feet
Data Source: Santa Cruz County; Santa Cruz Metro MST

COMPLETE STREETS PLAN

In 2019, the City of Watsonville published the *Downtown Watsonville Complete Streets Plan*, which outlines a vision for a revitalized Downtown that focuses on increased connectivity and safety for bicyclists, pedestrians, and transit users. The Plan identifies modal emphases for major corridors, including the main roadways in the immediate vicinity of the Project site. Table 3 presents the proposed improvements for major streets near the Project site.

Table 3: Complete Streets Proposed Improvements for Downtown

Street	Primary Modal Emphasis	Proposed Improvements
Main Street	Bicycle	• Reduce number of lanes from four to two • Add buffered bicycle lanes • Keep/add on-street parking where possible
Union/Brennan	Pedestrian	• Narrow travel lanes to ten feet • Widen sidewalks to ten feet where possible • Reduce crosswalk distance with addition of curb extensions
Rodriguez Street	Pedestrian and bicycle	• Reduce length of some turn lanes • Narrow travel lanes from twelve feet to eleven feet • Widen bike lanes to six feet
Lake Avenue	-	• Add buffered bike lane along north side (some on-street parking will be removed)
Beach Street	-	• Add bike lane on W Beach Street and buffered bike lane on E Beach Street along south side

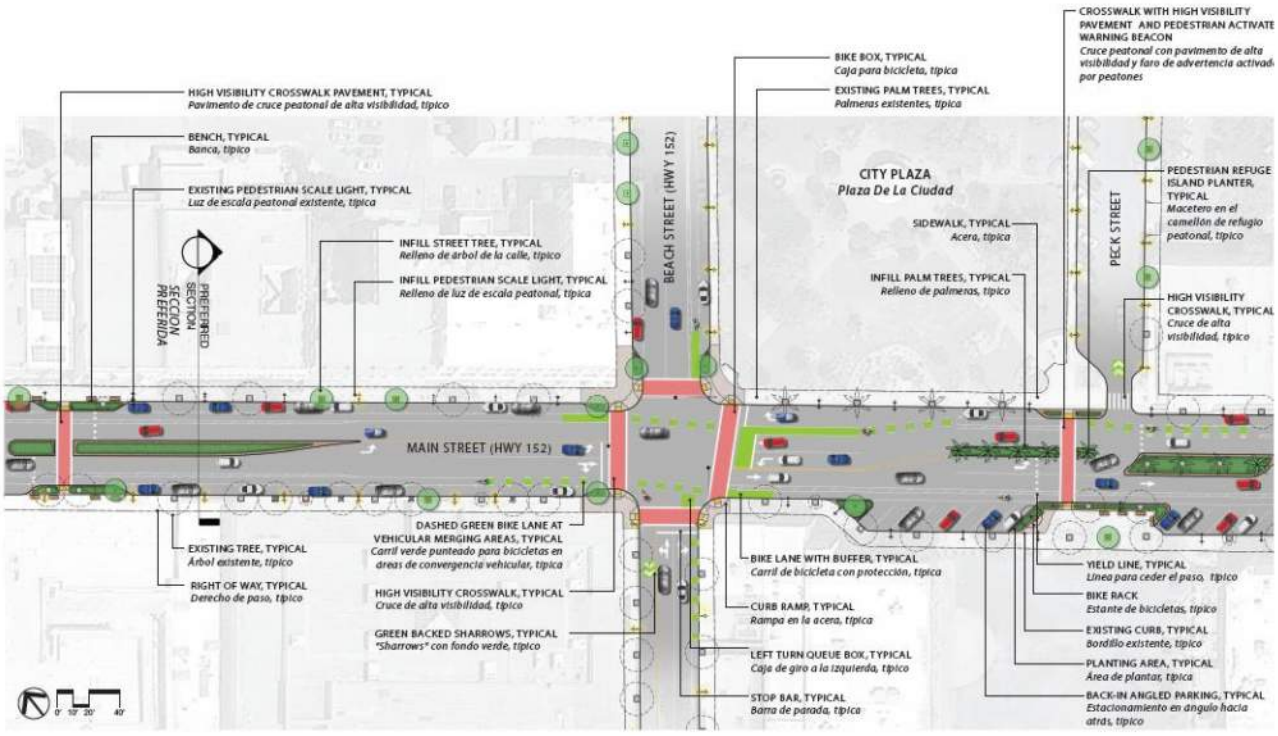
Source: Downtown Watsonville Complete Streets Plan, 2019

The Plan also includes general improvements to the area that would increase safety and access for people walking and biking in the area, such as:

- Install or upgrade existing crosswalks to high-visibility crosswalks
- Install new high-visibility crosswalk with pedestrian warning lights to cross Rodriguez Street, east of Lake Avenue, to Transit Center
- Remove center double left turn lane on Rodriguez Street between Lake Avenue and 2nd Street
- Install bulb-outs at major intersections

Figure 5 presents an overview of recommended improvements along major roads near the Project site.

Figure 5 Recommendations from Downtown Watsonville Complete Streets Plan, 2019



EXISTING TRAFFIC CONDITIONS

Kittelson contracted with a data collection subconsultant to collect existing traffic volumes for intersections in order to establish a basis for analysis in this study. Intersection turning movement volumes were collected on Thursday, February 27, 2020 at all study intersections, during the following periods: 7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m. Appendix A includes traffic count data sheets.

Intersection peak hours were identified from the data collected at the study intersections and are shown in Table 4.

Table 4: Intersection Peak Hours

No.	Location	Control	Peak Hour
1	Main Street & Lake Avenue	Signal	7:30 a.m. – 8:30 a.m.
			4:30 p.m. – 5:30 p.m.
2	Main Street & Beach Street	Signal	7:30 a.m. – 8:30 a.m.
			4:30 p.m. – 5:30 p.m.
3	Beach Street & Rodriguez Street	Signal	7:30 a.m. – 8:30 a.m.
			4:30 p.m. – 5:30 p.m.
4	Lake Avenue & Rodriguez Street	Signal	7:45 a.m. – 8:45 a.m.
			4:30 p.m. – 5:30 p.m.
5	Beach Street & Walker Street	AWSC	7:30 a.m. – 8:30 a.m.
			4:15 p.m. – 5:15 p.m.
6	2nd Street & Rodriguez Street	AWSC	7:30 a.m. – 8:30 a.m.
			4:30 p.m. – 5:30 p.m.

Source: Kittelson & Associates, 2020

AWSC: All-Way Stop Control

Analysis Methodologies and Level-of-Service Standards

"Level of service" describes the operating conditions experienced by users of a facility. Level of service (LOS) is a qualitative measure of the effect of a number of factors, including speed, travel time, traffic interruptions, freedom to maneuver, driving comfort and convenience. Levels of service are designated A through F from best to worst, which cover the entire range of traffic operations that might occur. LOS A through E generally represent traffic volumes at less than roadway capacity while LOS F represents over capacity or forced flow conditions. In general, LOS D or better is considered acceptable while LOS E and LOS F are not.

All intersection level-of-service evaluations used the peak 15-minute flow rate during the weekday a.m., afterschool and p.m. peak hours. Using the peak 15-minute flow rate ensures that this analysis is based on a reasonable worst-case scenario. For this reason, the analysis reflects conditions that are only likely to occur for 15 minutes out of each average peak hour. During all other periods, the transportation system likely will operate under conditions better than the conditions described in this report.

Intersection LOS

LOS describes the operating conditions experienced by motorists. LOS is a qualitative measure of the effects of several factors, including speed and travel time, traffic interruptions, freedom to maneuver, driving comfort, and convenience. LOS A through LOS F covers the entire range of traffic operations that might occur. Motorists using a facility that operates at LOS A experience very little delay, while those using a facility that operates at LOS F will experience long delays. These conditions are generally described in Table 5. Specific LOS definitions are in the Appendix B.

Table 5: General Level of Service Definitions

LOS	Description
A	**Free Flow or Insignificant Delays:** Vehicles are completely unimpeded in their ability to maneuver within the traffic stream. Control delay at signalized intersections is minimal.
B	**Stable Operation or Minimal Delays:** The ability to maneuver within the traffic stream is only slightly restricted, and control delay at signalized intersections are not significant.
C	**Stable Operation or Acceptable Delays:** The ability to maneuver and change lanes is somewhat restricted, and average travel speeds may be about 50 percent of the free flow speed.
D	**Approaching Unstable or Tolerable Delays:** Small increases in flow may cause substantial increases in delay and decreases in travel speed.
E	**Unstable Operation or Significant Delays:** Significant delays may occur, and average travel speeds may be 33 percent or less of the free flow speed.
F	**Forced Flow or Excessive Delays:** Congestion, high delays, and extensive queuing occur at critical signalized intersections with urban street flow at extremely low speeds.

Source: *Highway Capacity Manual*, Transportation Research Board, Washington D.C., 2016

Intersection analysis was conducted using the operational methodology outlined in the *Highway Capacity Manual* (HCM) 6th Edition (Transportation Research Board, Washington, D.C., 2016) at all intersections, as operationalized by Vistro version 2020 software tool. The HCM 6th Edition procedure calculates a weighted average stop delay in seconds per vehicle at an intersection and assigns a level of service designation based on the delay. Table 6 presents the relationship of average delay to level of service.

Table 6: Intersection Level of Service Definitions

Signalized Intersection			Unsignalized Intersection
Average Delay Per Vehicle (seconds)	**LOS**	**Description of Traffic Conditions**	**Average Delay Per Vehicle (seconds)**
≤10.0	A	LOS A represents free-flow travel with excellent levels of comfort and convenience and the freedom to maneuver.	≤10.0
>10.0 and ≤20.0	B	LOS B has stable operating conditions, but the presence of other road users causes a noticeable, though slight, reduction in comfort, convenience, and maneuvering freedom.	>10.0 and ≤15.0
>20.0 and ≤35.0	C	LOS C has stable operating conditions, but the operation of individual users is substantially affected by the interaction with others in the traffic stream.	>15.0 and ≤25.0
>35.0 and ≤55.0	D	LOS D represents high-density, but stable flow. Users experience severe restriction in speed and freedom to maneuver, with poor levels of comfort and convenience.	>25.0 and ≤35.0
>55.0 and ≤80.0	E	LOS E represents operating conditions at or near capacity. Speeds are reduced to a low but relatively uniform value. Freedom to maneuver is difficult with users experiencing frustration and poor comfort and convenience. Unstable operation is frequent, and minor disturbances in traffic flow can cause breakdown conditions.	>35.0 and ≤50.0
>80.0	F	LOS F is used to define forced or breakdown conditions. This condition exists wherever the volume of traffic exceeds the capacity of the roadway. Long queues can form behind these bottleneck points with queued traffic traveling in a stop-and-go fashion.	>50.0

Source: Transportation Research Board, *Highway Capacity Manual*, Washington, D.C., 2016

Figure 6 presents the traffic volumes for Existing conditions. The existing operations at the study intersections are shown in Table 7. The results indicate that all study intersections are operating at LOS C or better for both peak hours.

Appendix C includes the Existing conditions level-of-service Vistro worksheets.

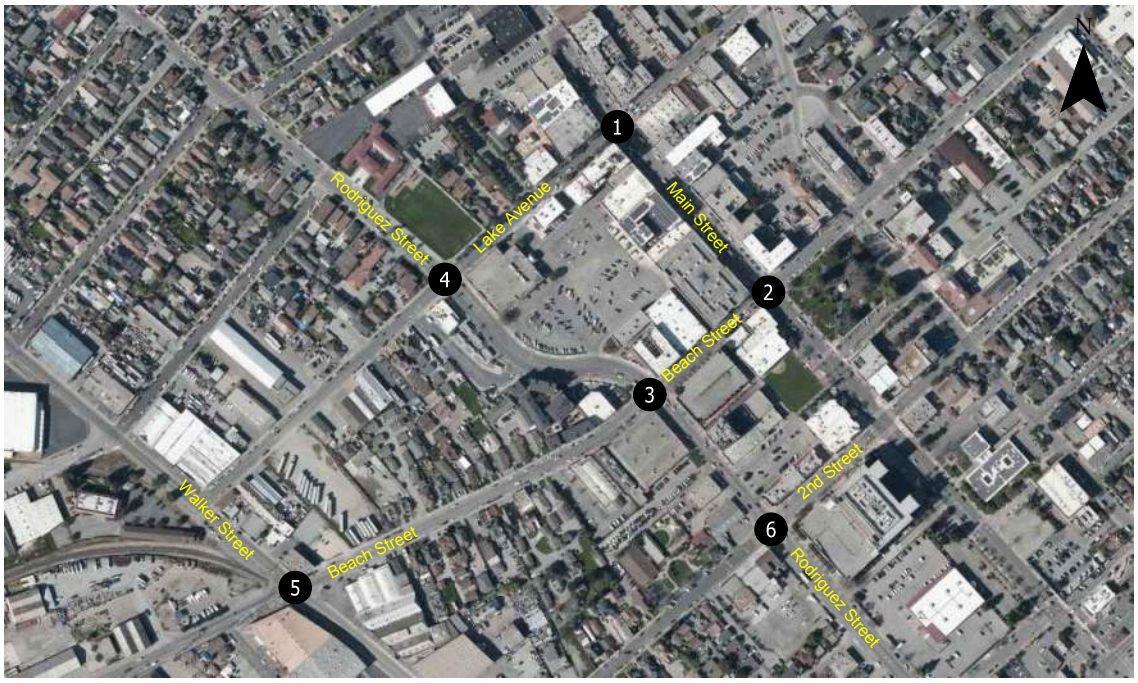
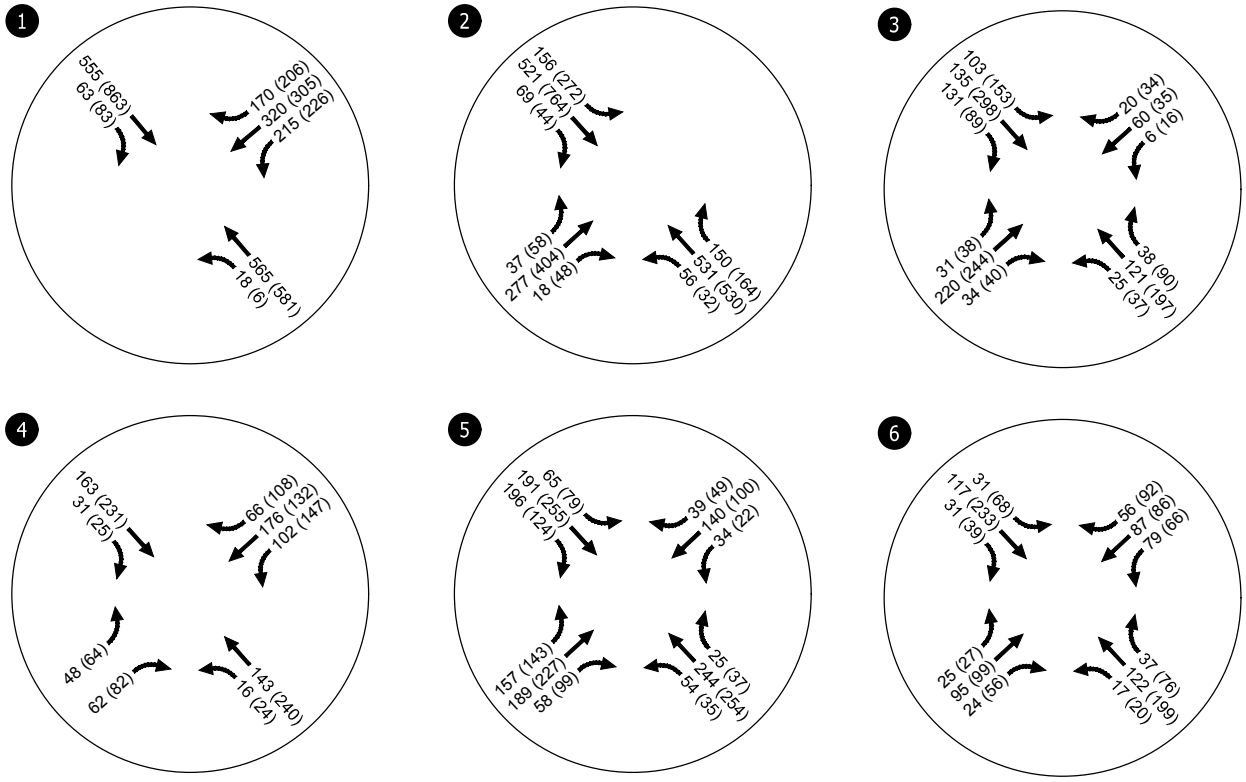


Image Source: Bing, 2020.



(##) - Study Intersections

AM (PM) - Traffic Volume

Existing Peak Hour Volumes
Watsonville, California

Figure
6

Table 7: Existing Conditions Intersection Operations

No.	Location	Control	LOS Standard	Peak Hour	Existing	
					Delay	LOS
1	Main Street & Lake Avenue[1]	Signal	D	a.m.	6.1	A
				p.m.	7.1	A
2	Main Street & Beach Street[1]	Signal	D	a.m.	13.3	B
				p.m.	19.7	B
3	Beach Street & Rodriguez Street[1]	Signal	D	a.m.	6.6	A
				p.m.	7.9	A
4	Lake Avenue & Rodriguez Street[1]	Signal	D	a.m.	20.4	C
				p.m.	21.8	C
5	Beach Street & Walker Street	AWSC	D	a.m.	24.1	C
				p.m.	23.7	C
6	2nd Street & Rodriguez Street	AWSC	D	a.m.	10.8	B
				p.m.	13.0	B

Source: Kittelson & Associates, 2020

[1] Caltrans facility

AWSC: All-Way Stop Control

Average delay in seconds is presented for signalized and all-way stop control intersections. Definitions of "Delay" and "LOS" are provided in Table 2.

HISTORY OF REPORTED CRASHES

Three years of crash data (January 2017 to December 2019) were accessed from the Statewide Integrated Traffic Records System (SWITRS). Reported crashes that occurred within ½ mile of the Project site are included in this analysis.

Table 8 summarizes motor vehicle, bicyclist, and pedestrian crashes by severity within ½ mile of the Project site. Table 9 summarizes crashes by severity at the study intersections. Table 10 summarizes pedestrian and bicycle crashes at the study intersections.

Table 8: Crashes by Severity and Party Involved, 2017-2019

Crash Severity	Number of Crashes				Percentage of Total Crashes		
	Motor Vehicle	Pedestrian	Bicyclist	**TOTAL**	Motor Vehicle	Pedestrian	Bicyclist
Fatal	0	3	0	**3**	0%	1%	0%
Severe Injury	2	4	1	**7**	<0.5%	1%	<0.5%
Minor Injury	14	16	4	**34**	3.%	4%	1%
Compliant of Pain	59	17	7	**83**	14%	4%	2%
Property Damage Only	281	2	1	**284**	68%	<0.5%	<0.5%
TOTAL	356	42	13	**411**	87%	10%	3%

Source: SWITRS, 2020

Table 9: Study Intersection Crashes by Severity, 2017-2019

ID	Intersection*	Severity				
		Fatal	**Severe Injury**	**Minor Injury**	**Complaint of Pain**	**Total**
1	Main Street & Lake Avenue	1	0	0	5	24
2	Main Street & Beach Street	1	0	0	8	25
3	Beach Street & Rodriguez Street	1	0	0	0	4
4	Lake Avenue & Rodriguez Street	0	0	1	1	7
5	Beach Street & Walker Street	0	0	0	0	10
6	2nd Street & Rodriguez Street	0	1	1	1	8
*Collisions attributed to intersection if within 250 feet					**Total**	**81**

Source: SWITRS, 2020

Table 10: Pedestrian- and Bicyclist-Involved Crashes at Study Intersections, 2017-2019

ID	Intersection	Bicyclist Involved	Pedestrian Involved
1	Main Street & Lake Avenue	1	2
2	Main Street & Beach Street	1	2
3	Beach Street & Rodriguez Street	0	1
4	Lake Avenue & Rodriguez Street	1	0
5	Beach Street & Walker Street	0	0
6	2nd Street & Rodriguez Street	1	1
*Collisions attributed to intersection if within 250 feet	**Total**	**4**	**6**

Source: SWITRS, 2020

Three fatal crashes involving a pedestrian crossing in a crosswalk occurred within a half-mile radius of the Project site (Main Street/Lake Avenue; Main Street/Beach Street; and Rodriguez Street/Lake Avenue). Two crashes occurred during midday, and the other occurred early in the morning, before sunrise.

Seven other crashes resulted in a severe injury with one involving a bicyclist and four involving a pedestrian. The bicyclist injury was the result of a broadside collision with a bicyclist during daylight hours at the Rodriguez Street/2nd Street intersection. Three pedestrian injury crashes occurred on Riverside Drive and another occurred at Main Street/1st Street.

In total, 10% of crashes involved a pedestrian and 3% involved a bicyclist. All fatal crashes and 71% of severe injury crashes in the area involved a pedestrian or bicyclist. Figure 7 shows the locations and severity of the crashes. Appendix D includes the raw crash data.

H:\24\24809 - Navigator Watsonville Prep TIA\Phase 2 - TIA\gis\24809_Crashes.mxd - amcintyre - 10:11 AM 4/21/2020

Pedestrian Crashes
- Fatal
- Severe Injury
- Other Injury

Bicycle Crashes
- Severe Injury
- Other Injury

Other Crashes
- Severe Injury
- Other Injury

Project Site

Crash Locations and Injury Severity 2017 - 2019
Watsonville, California

Figure 7

KITTELSON & ASSOCIATES

Coordinate System: NAD 1983 StatePlane California IV FIPS 0404 Feet
Data Source: Santa Cruz County; SWITRS

TRANSPORTATION IMPACT ANALYSIS

The transportation impact analysis identifies how the study area's transportation system will operate when the Project is built and students will be picked up and dropped off at the Site. The effects of traffic that would be generated by the Project during the typical weekday a.m. and p.m. peak hours were examined as follows:

- Site-generated trips were estimated for an enrollment of 565 students.
- Distribution of trips were developed based on the current student's home addresses.
- Existing (2020) with Project conditions consist of existing traffic volumes and distribution of new trips associated with an enrollment of 565 students during the two peak hours.
- Site access and circulation associated with student drop off/pick up with the Project were analyzed using the Project site plan and field observations.

STANDARD INTERSECTION OPERATIONS THRESHOLDS

Caltrans Facilities

Caltrans provided the following LOS standards for Caltrans Facilities in the Guide for the Preparation of Traffic Impact Studies (TIS) published in 2002. Caltrans is currently updating the TIS guidelines to comply with Senate Bill 743 to establish methods for evaluating vehicle miles traveled and no longer focusing on LOS. However, this study uses Caltrans' historic threshold for operations analysis.

> *Caltrans endeavors to maintain a target LOS at the transition between LOS C and LOS D on State highway facilities, however, Caltrans acknowledges that this may not always be feasible and recommends that the lead agency consult with Caltrans to determine the appropriate target LOS. If an existing State highway facility is operating at less than the appropriate target LOS, the existing MOE should be maintained.*

Signalized Intersections

The City of Watsonville General Plan provides the following Level of Service (LOS) standards for signalized intersections[1]:

> *Level of Service D provides an acceptable level of operation for urban areas and is generally used for planning purposes. Watsonville/Vista requires street improvements when traffic volumes exceed LOS D on roadway segments and at signalized intersections*

[1] Chapter 6 , Watsonville VISTA 2030 General Plan, https://www.cityofwatsonville.org/DocumentCenter/Index/157.

> *except for those accepted to operate at less than a LOS D in the 2004–2030 Major Streets Master Plan as updated in 2005.*

The City has evaluated Caltrans facilities within the City limits using City thresholds. For the traffic impact analysis documented in this report, City threshold are used for Caltrans facilities.

Unsignalized Intersections

The General Plan provides the following direction for unsignalized intersections:

> *This level of service standard is not applicable at unsignalized intersections where peak hour operations may exceed LOS D, but a traffic signal is not warranted. Unsignalized intersections that operate worse than LOS D should be evaluated for feasible improvements to improve operations.*

PROJECT ANALYSIS

Trip Generation

Kittelson used trip generation rates published in the Institute of Transportation Engineers (ITE) *Trip Generation* manual (10th Edition, 2017) to estimate vehicle trips the Project would generate. *Trip Generation* provides rates for several school land use types. Based on Kittelson's experience evaluating transportation impacts of charter schools in California, the Private School K-8 (ITE land use code 534) is a representative data set for a charter school like the Project since it includes schools that typically enroll students living beyond the adjacent neighborhood. Public elementary schools are more likely to have the majority of their enrollment in the adjacent neighborhood. Other ITE *Trip Generation* land use types for a school like the Project are Elementary School (land use code 520) and Middle School (land use code 522, which provide daily trip generation rates similar to what Kittelson has observed at charter schools.

As presented in Table 11, the project would generate 515 weekday a.m. peak hour trips, 147 weekday p.m. peak hour trips, and 1,109 daily trips. Kittelson used Private School K-8 trip generation rates to estimate weekday a.m. and p.m. peak hour trips, and a combination of Elementary School and Middle School rates to estimate daily trips. The Private School K-8 (land use code 534) daily trip generation rate relies on only one study, which is insufficient to properly estimate daily trip making activity for the Project.

Table 11: Estimated Project Trip Generation

Land Use	ITE Code	Size	Unit	Daily Trips	A.M. Peak Hour			P.M. Peak Hour		
					In	Out	Total	In	Out	Total
Vehicle-Trips, per *ITE Trip Generation Manual, 10th Edition*										
Project Generated Trips										
Elementary School[1]	520	395	Student	747	-	-	-	-	-	-
Middle School[1]	522	170	Student	362	-	-	-	-	-	-
Private School K-8[2]	534	565	Student	-	284	231	515	67	80	147
Total ITE Project Trips				***1,109***	***284***	***231***	***515***	***67***	***80***	***147***

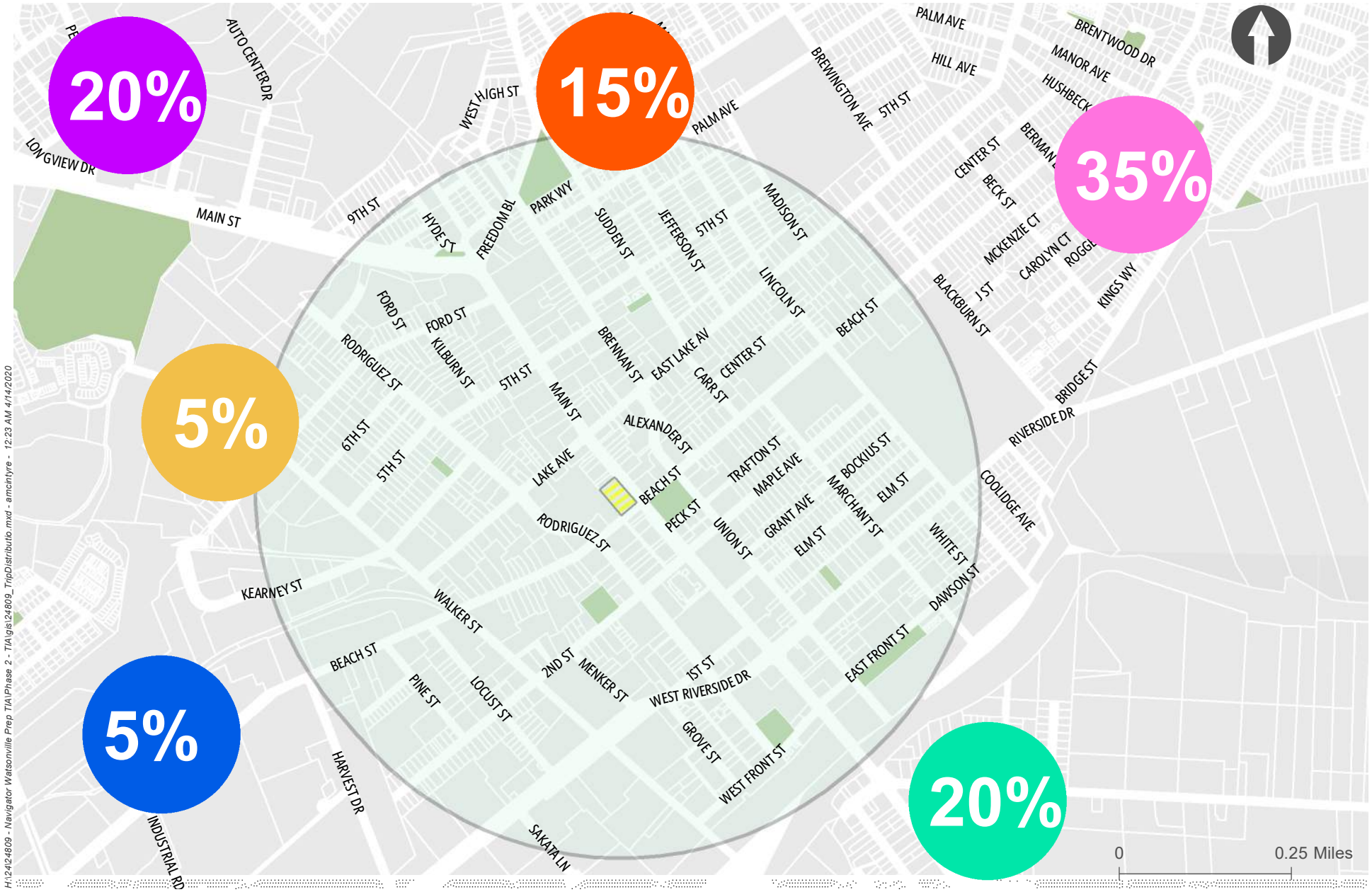
Source: Kittelson & Associates, Inc., 2020
[1] ITE Trip Generation Daily Rates
Elementary School (ITE Land Use 520)
Daily: **1.89**
Middle School (ITE Land Use 522)
Daily: **2.13**
[2] ITE Trip Generation Rates
Private School K-8 (ITE Land Use 534)
A.M. Peak Hour Factor: **0.91** (55% in; 45% out) P.M. Peak Hour Factor: **0.26** (46% in; 54% out)

Trip Distribution

The distribution of Project trips was developed using the home addresses of current Navigator Prep students and information about mode choice of students from a school survey in 2019. The school surveyed students in 2019 to learn of their travel mode to school. That survey found 20% of the K-2 students enrolled for the 2019-2020 school year walked to school while 80% arrived by personal vehicle. As student enrollment grows to include older children (grades 3-8), it is expected at the proportion of the student body walking to school would increase.

For the transportation impact analysis, students living within a half mile of the school (25% of total) are assumed to take a non-vehicular mode to school. The other 75% of students were included in this vehicular trip distribution exercise. Ingress vehicle trips were distributed to route trips from residential areas on major streets to the school, entering and exiting the parking lot on Rodriguez Street and on Lake Avenue. Trip distribution and assignment are identical for both a.m. and p.m. peak periods.

Figure 8 presents the overall distribution percentages of Project trips. Figure 9 presents Project trips.



Half-Mile Walk Zone

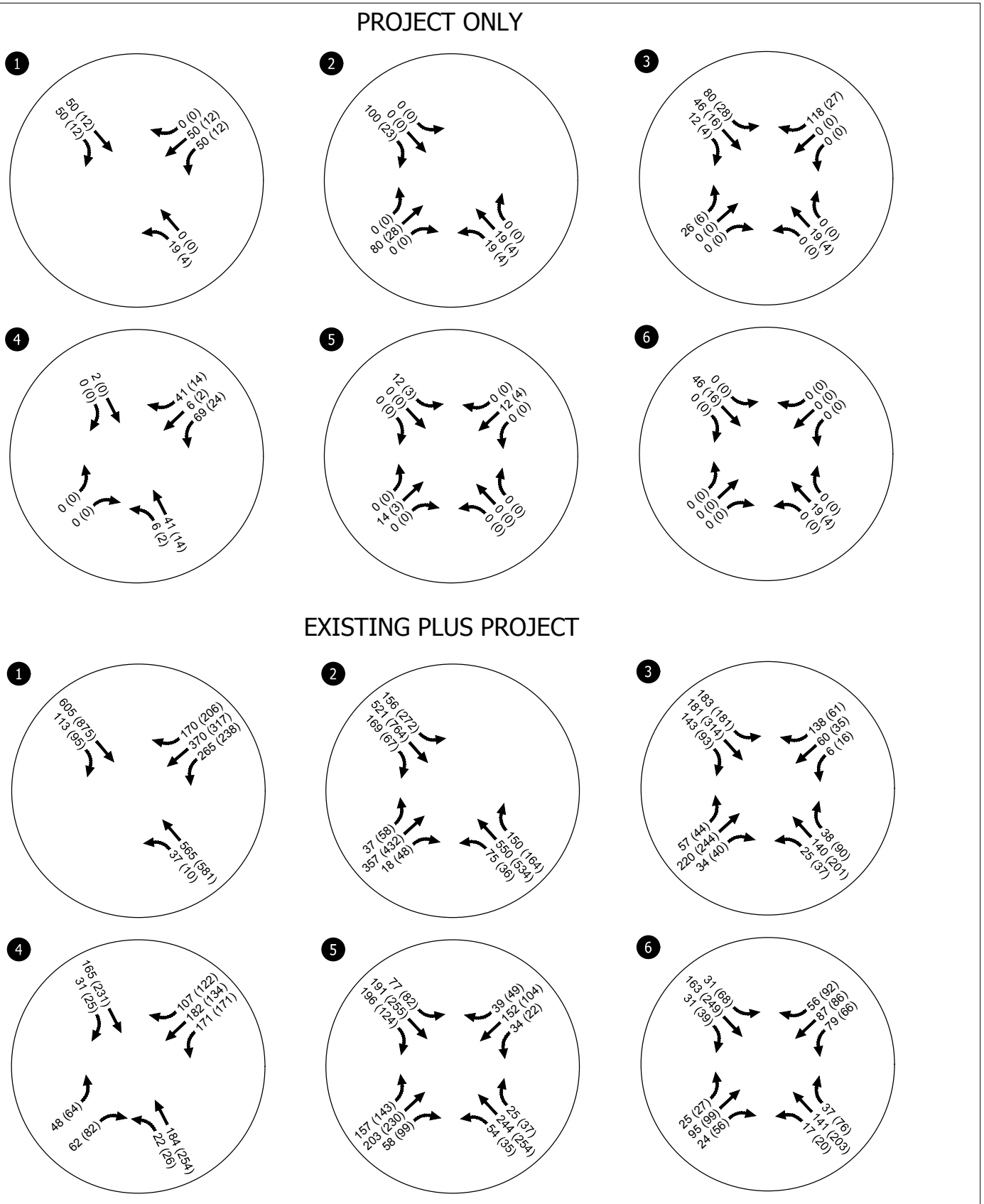
Project Site

Trip Distribution
Watsonville, California

Figure 8

KITTELSON & ASSOCIATES

Coordinate System: NAD 1983 StatePlane California V FIPS 0405 Feet
Data Source: Santa Cruz County; Navigator Schools



(##) - Study Intersections

AM (PM) - Traffic Volume

Project and Existing Plus Project
Peak Hour Volumes
Watsonville, California

Figure
9

EXISTING PLUS PROJECT CONDITIONS

The potential effects of the Project on Existing operations at the study intersections are discussed in this section. Other impacts, such as those associated with pedestrian and bicycle facilities, site access and circulation, and safety are discussed in the Additional Transportation Needs Assessments section.

Intersection Operations

Traffic volumes for Existing plus Project conditions were developed using an additive approach. Estimated vehicle trips generated by the Project were added to existing volumes on the roadway network to develop the volumes for the Existing plus Project conditions. Figure 9 presents Project-only volumes and Existing plus Project volumes.

As shown in Table 12, all study intersections operate at acceptable LOS under Existing plus Project conditions during both a.m. and p.m. peak hours.

Appendix E includes the Existing plus Project Vistro LOS worksheets.

Table 12: Existing plus Project Intersection Operations

No.	Location	Control	LOS Standard	Peak Hour	Existing + Project	
					Delay	LOS
1	Main Street & Lake Avenue	Signal	D	a.m.	6.7	A
				p.m.	7.3	A
2	Main Street & Beach Street	Signal	D	a.m.	14.0	B
				p.m.	20.1	C
3	Beach Street & Rodriguez Street	Signal	D	a.m.	7.8	A
				p.m.	8.1	A
4	Lake Avenue & Rodriguez Street	Signal	D	a.m.	21.3	C
				p.m.	22.1	C
5	Beach Street & Walker Street	AWSC	D	a.m.	26.4	D
				p.m.	24.4	C
6	2nd Street & Rodriguez Street	AWSC	D	a.m.	11.5	B
				p.m.	13.4	B

Source: Kittelson & Associates, 2020

Vistro 2020, HCM 6th Edition methodology

AWSC: All-Way Stop Control

Average delay in seconds is presented for signalized and all-way stop control intersections. Definitions of "Delay" and "LOS" are provided in Table 6.

ADDITIONAL TRANSPORTATION NEEDS ASSESSMENT

Vehicle-Miles Traveled

The Project is a TK-8 charter school operated by WPS. The school is centrally located in the city, is across the street from a transit center, and has sidewalk connectivity to surrounding neighborhoods. WPS gives priority enrollment to students living in Watsonville.

The California Education Code Section 47614 (b)[2] requires school districts "make available, to each charter school operating in the school district, facilities sufficient for the charter school to accommodate all of the charter school's in-district students in conditions reasonably equivalent to those in which the students would be accommodated if they were attending other public schools of the district." Currently, over 95% of the students enrolled at Watsonville Prep live within Pajaro Valley Unified School District. If Watsonville Prep did not relocate to the proposed location in downtown Watsonville, its students would continue to attend the school on the campus of E.A. Hall Middle School or another public school campus within the city.

Kittelson conducted an analysis to estimate the change in total daily vehicle-miles traveled (VMT) in the region associated with the relocation of Watsonville Prep to the proposed Project site. The analysis compares total daily VMT generated by the Project for two scenarios:

1. Watsonville Prep remains on the campus of E.A. Hall Middle School at 201 Brewington Avenue and grows to full enrollment of 565 students
2. Watsonville Prep relocates to 407 Main Street and grows to full enrollment of 565 students

Total daily VMT was calculated for both scenarios using the following equation:

*Daily VMT = Average trip length * Daily trips*

- Average trip length: Average of driving distances between students' home address and the school site
- Daily trips: Daily trip generation of the Project (see Table 11)

Navigator Schools provided home addresses for 166 currently enrolled students. Of these, 28 addresses were duplicates (i.e., for siblings) and were removed from the analysis. The distribution of the 138 unique addresses are assumed to be representative of the distribution of where students and staff would live throughout Watsonville for as enrollment and staffing increases. Kittelson used geospatial analysis to compute the travel distances between these home address and the existing and proposed school sites to develop average one-way trip lengths for Existing and Project conditions. Trip lengths were reduced to zero if the home address was within ½ mile of the school location since students or staff living within a

[2] http://leginfo.legislature.ca.gov/faces/codes_displaySection.xhtml?lawCode=EDC&sectionNum=47614

half mile of the school are assumed to walk (or bike) to school. These "walk sheds" were created around each school location: 53 home addresses are within 0.5 mile of the E.A. Hall location; 42 are within 0.5 mile of the Project site.

Table 13 presents a change in total daily VMT of zero (0) vehicle-miles resulting from 1,109 daily trips.

Table 13: Daily VMT and VMT per Student

VMT Destination	Average Trip Length[1]	Daily Trips[2]	Daily VMT per Student	Daily VMT
Existing Site: E.A. Hall Middle School	1.6	1,109	3.14	1,774
Project Site: 407 Main Street	1.6	1,109	3.14	1,774
Change in VMT			0	0

[1] Average driving distance between current students' home addresses and school sites

[2] Daily trip generation

Site Access

As shown in Figure 10, drivers access the private, shared parking lot via one driveway on Rodriguez Street and one driveway on Lake Avenue. The school will direct parents to enter the parking lot from the southern driveway on Lake Avenue or the west driveway on Rodriguez Street, and to exit the parking lot from the west driveway on Rodriguez Street or the either driveway on Lake Avenue. A gate will block vehicular access to the alley connection to Beach Street during typical student arrival and departure periods. This restriction will reduce vehicle conflicts with students entering and exiting the school.

Student Loading

Figure 10 also presents the student loading area and planned parking lot circulation. Based on the proposed site circulation, the school's student loading area will be at the northeast corner of the parking lot near the school's entrance. Parents will queue in the eastern drive aisle of the parking lot with one-way northbound traffic flow toward the student loading area. School faculty will receive students during morning drop off and manage students waiting in the alley near the school entrance for afterschool pick up. Navigator Schools has implemented similar faculty-managed procedures at its other schools, such as in Gilroy and Hollister, with positive results.

Recommendations

WPS may consider developing a transportation management plan, with instructions on student loading procedures. The plan and procedures would be incorporated into the handbook distributed to students' families every year. WPS would update the transportation management plan annually, or more frequently if appropriate, to incorporate necessary changes to maintain safe student loading procedures

and parking lot circulation. The school may also consider using temporary, movable signs during student loading periods to direct vehicle traffic and indicate that parents should pull as far forward as possible in the loading area before students exit/enter the vehicle.

Pedestrian and Bicycle Facilities Assessment

The urban context of the school's location in downtown Watsonville promotes the use of alternative transportation modes. Overall, walking conditions are conducive to students walking to school from the surrounding neighborhoods. Pedestrian access is available from all adjacent streets, including via two pedestrian-only alleys. Taylor's Alley connects the neighborhood north of Main Street to the school area, with a crosswalk across Main Street. Stoesser Alley connects to the pedestrian/bicycle main access point of the school on its southeast side (off Beach Street). A midblock crosswalk across Beach Street connects the school to the adjacent parking garage (Beach Street Garage).

Students walking to school from the west may use Rodriguez Street, where high-visibility crosswalks are already present near Radcliff Elementary School. Lake Avenue and Beach Street are also viable options for students coming from neighborhoods north or south of the school: both offer five- to eight-foot sidewalks, lower vehicle speeds (assumed based on land use context and 25 mph speed limit), and marked crosswalks on all legs of intersections.

A low-speed, low-volume railroad crossing is within the Walker Street/Beach Street intersection. Currently, this railroad crossing does not meet standards since, among other features, it lacks crossing gates and lighting. The City could work with the California Public Utilities Commission (CPUC) to conduct a diagnostic review of the crossing to identify necessary improvements. Given the limited amount of school-related pedestrian activity expected at this intersection, upgrades to the railroad crossing would not be Project-related improvements.

Class II bicycle lanes are present on Rodriguez Street and Walker Street, but no dedicated facilities exist for southwest-northeast travel, including on Beach Street and Lake Avenue.

Midblock marked crosswalks on Beach Street and Main Street provide access to the alley leading to the school entrance and Stoesser's Alley across Beach Street. This crosswalk could be enhanced with high-visibility paint and additional street lighting. Major crossings near the site would also benefit from high-visibility crosswalks.

Recommendations

Install high-visibility crosswalks with yellow paint at the nearby mid-block crosswalks on Beach Street and Main Street, the Main Street/Beach Street intersection.

Trash Pick Up and Deliveries

During non-student loading periods of the day, the alley will be accessible to vehicles. For services to the Project, vehicles using the alley would include delivery and service vehicles as well as solid waste pickup trucks. Other school-related activities, such as student loading, would not be allowed at any time in the alley.

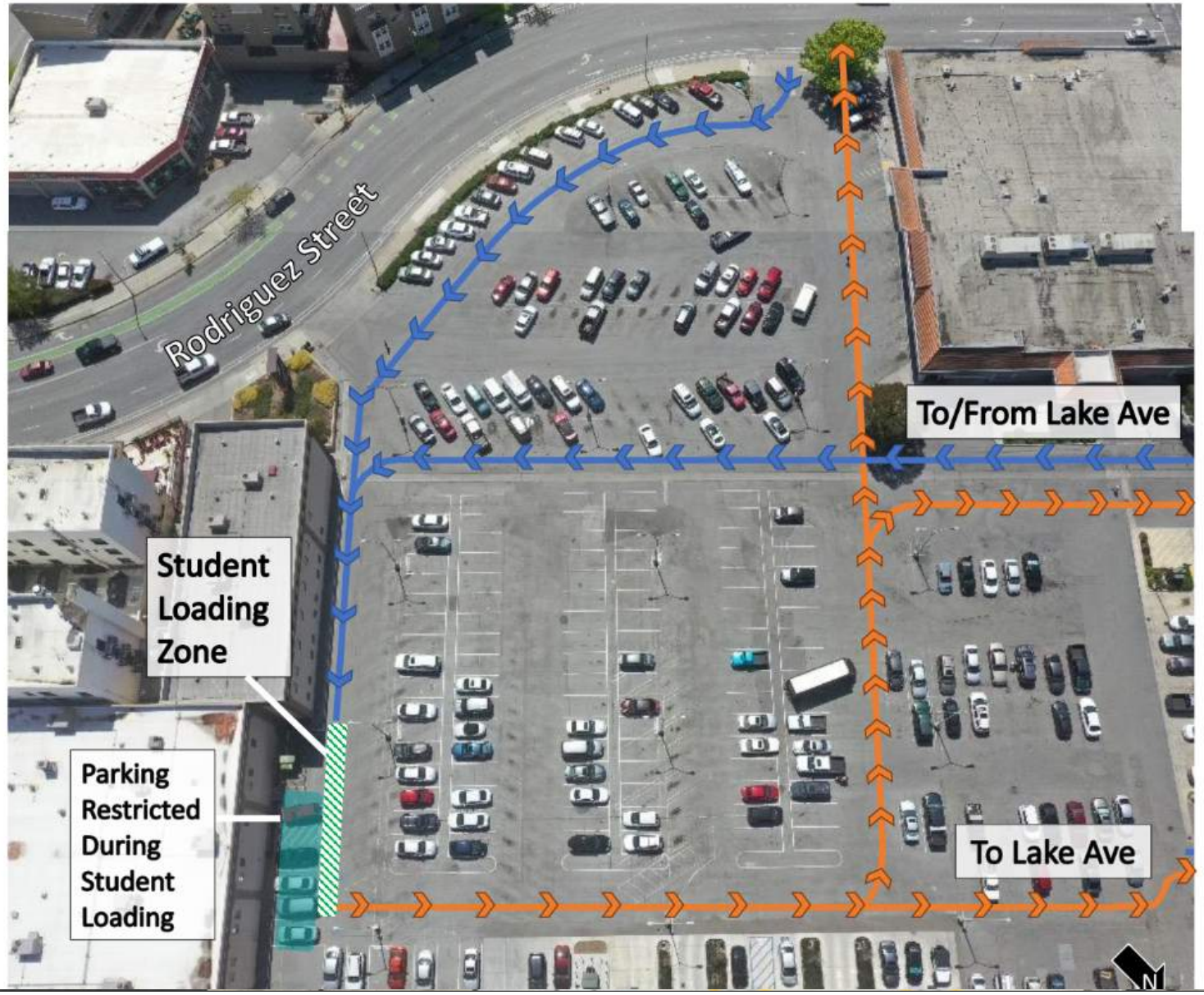
Vehicle Parking

The project site is adjacent to a surface parking lot, which historically has had 291 parking spaces. These spaces are shared among the commercial businesses surrounding the lot and are available to the public. Per the Watsonville Municipal Code Section 14-17.106, the Project is within Parking District I. Therefore, the Project is deemed to have met the City parking requirements by its location within the parking district. Nevertheless, WPS is working on entering into an agreement with the parking lot owner to allocate 20 existing parking spaces for the school at opening day and an additional 20 spaces, for a total of 40 standard spaces, before the school reaches full enrollment.

Bike Parking

If the Project were located outside Parking District I, typical City parking requirements would require the Project provide 40 parking spaces: 1 per employee (20 employees) plus 20 for the public.[3] Municipal Code § 14-17.113 requires bike parking spaces "equivalent to five (5%) percent of the automobile parking requirement where twenty (20) or more spaces are required." Therefore, the Project would be required to provide two (2) bike parking spaces (5% of 40). The Project will include up to eight (8) short-term bike parking spaces in a bike rack outside the main entrance for student use and at least two (2) long-term bike parking spaces inside the building on the ground floor of the school for staff use.

[3] Watsonville Municipal Code § 14-17.1101, (b) 71 – Public schools, Elementary and junior high



Proposed Site Circulation Plan
Watsonville, CA

Figure 10

CONCLUSIONS AND RECOMMENDATIONS

The results of the traffic impact analysis indicate expansion and relocation of Watsonville Prep School can be accommodated while maintaining acceptable levels of service and safety on the surrounding transportation system assuming provision of the recommended improvement measures. The findings of the transportation impact analysis and recommended improvement measures are summarized below.

FINDINGS

Existing Conditions

- All study intersections operate at acceptable levels of service during the weekday a.m. and p.m. peak hours.
- A review of historical crash data revealed three fatal crashes involving a pedestrian crossing in a crosswalk occurred within a half-mile radius of the Project site (Main Street/Lake Avenue; Main Street/Beach Street; and Rodriguez Street/Lake Avenue). Two of these crashes occurred during midday, and the other occurred before sunrise.
- Seven reported crashes resulted in a severe injury with one involving a bicyclist and four involving a pedestrian.
- In total, 10% of crashes involved a pedestrian and 3% involved a bicyclist. All fatal crashes and 71% of severe injury crashes in the area involved a pedestrian or bicyclist.
- The City's Downtown Complete Streets Plan includes improvements that will enhance the circulation network and improve safety for people walking in downtown. Therefore, the crash patterns or trends in the site vicinity do not require mitigation associated with this Project.

Existing Plus Project Conditions

- All study intersections are forecast to operate with acceptable levels of service during the weekday a.m. and p.m. peak hours.

Vehicle-Miles Traveled

- The school is centrally located in the city, is across the street from a transit center, and has sidewalk connectivity to surrounding neighborhoods.
- WPS gives priority enrollment to students living in Watsonville.
- The Project would result in a change in total daily regional VMT of zero (0) vehicle-miles resulting from 1,109 daily trips.

Site Access

- Drivers access the private, shared parking lot via one driveway on Rodriguez Street and one driveway on Lake Avenue.
- The school will direct parents to enter the parking lot from the southern driveway on Lake Avenue or the west driveway on Rodriguez Street, and to exit the parking lot from the west driveway on Rodriguez Street or the either driveway on Lake Avenue.
- A gate will block vehicular access to the alley connection to Beach Street during typical student arrival and departure periods. This restriction will reduce vehicle conflicts with students entering and exiting the school.

Student Loading

- The student loading area will be at the northeast corner of the parking lot near the school's entrance. Parents will queue in the eastern drive aisle of the parking lot with one-way northbound traffic flow toward the student loading area.
- School faculty will receive students during morning drop off and manage students waiting in the alley near the school entrance for afterschool pick up.

Pedestrian and Bicycle Facilities

- Overall, walking conditions are conducive to students walking to school from the surrounding neighborhoods.
- Class II bicycle lanes are present on Rodriguez Street and Walker Street, but no dedicated facilities exist for southwest-northeast travel, including on Beach Street and Lake Avenue. However, considering the ages of students who would attend a TK-8 school, students biking to school are expected to ride on the sidewalk.

Vehicle Parking

- The Project is within Parking District I and, therefore, is not required to provide on-site parking.
- WPS is working on enter into an agreement with the parking lot owner to allocate 20 existing parking spaces for the school at opening day and an additional 20 spaces, for a total of 40 standard spaces, before the school reaches full enrollment.

Bicycle Parking

- The Project is required to provide two (2) bike parking spaces (5% of 40 vehicle spaces).
- The Project includes up to eight (8) short-term bike parking spaces in a bike rack outside the main entrance for student use.
- It includes at least two (2) long-term bike parking spaces inside the building on the ground floor of the school for staff use.

RECOMMENDATIONS

The following improvements to the local circulation network and additions to school operations are recommended to support people coming and going from the school, whether arriving on foot, by bike, by bus, or in a personal vehicle:

- Install high-visibility crosswalks with yellow paint at the nearby mid-block crosswalks on Beach Street and Main Street, the Main Street/Beach Street intersection.
- Develop a transportation management plan, with instructions on student loading procedures. Include the plan and procedures in the handbook distributed to students' families every year.
- Update the transportation management plan annually, or more frequently if appropriate, to incorporate necessary changes to maintain safe student loading procedures and parking lot circulation.
- Use temporary, movable signs during student loading periods to direct vehicle traffic and indicate that parents should pull as far forward as possible in the loading area before students exit/enter the vehicle.

Appendix A
Traffic Count Data

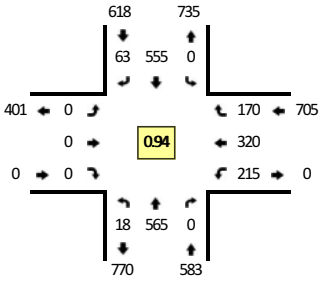
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

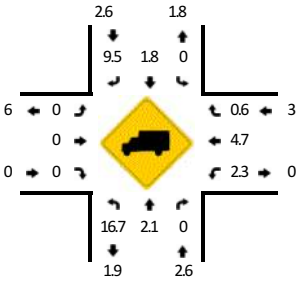
LOCATION: Main St -- Lake Ave
CITY/STATE: Watsonville, CA

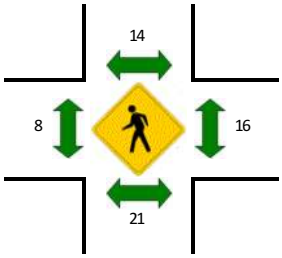
QC JOB #: 15197401
DATE: Thu, Feb 27 2020

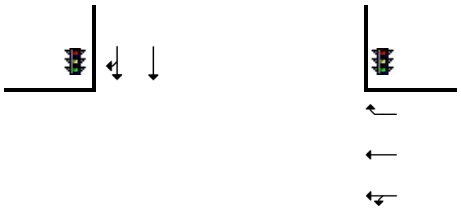
Peak-Hour: 7:30 AM -- 8:30 AM
Peak 15-Min: 7:45 AM -- 8:00 AM

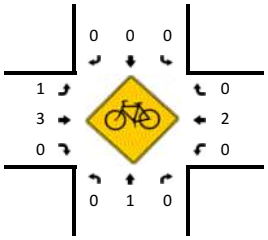


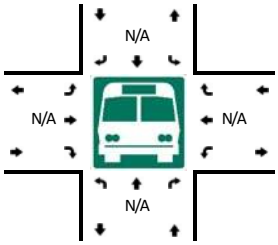
Quality Counts
DATA THAT DRIVES COMMUNITIES

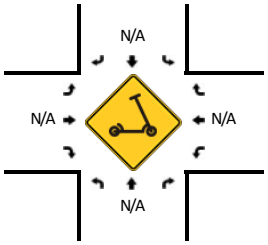












15-Min Count Period Beginning At	Main St (Northbound)				Main St (Southbound)				Lake Ave (Eastbound)				Lake Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	3	91	0	0	0	82	9	0	0	0	0	0	48	55	25	0	313	
7:15 AM	5	103	0	0	0	96	8	0	0	0	0	0	56	76	21	0	365	
7:30 AM	4	116	0	0	0	125	7	0	0	0	0	0	60	95	51	0	458	
7:45 AM	5	167	0	0	0	140	21	0	0	0	0	0	55	73	48	0	509	1645
8:00 AM	3	160	0	0	0	134	18	0	0	0	0	0	58	86	38	0	497	1829
8:15 AM	6	122	0	0	0	156	17	0	0	0	0	0	42	66	33	0	442	1906
8:30 AM	4	110	0	0	0	146	23	0	0	0	0	0	51	78	41	0	453	1901
8:45 AM	2	108	0	0	0	135	17	0	0	0	0	0	49	71	36	0	418	1810

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	20	668	0	0	0	560	84	0	0	0	0	0	220	292	192	0	2036
Heavy Trucks	4	0	0		0	4	4		0	0	0		0	20	4		36
Buses																	
Pedestrians		24				8				4				12			48
Bicycles	0	0	0		0	0	0		0	8	0		0	4	0		12
Scooters																	

Comments:

Report generated on 3/10/2020 7:50 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

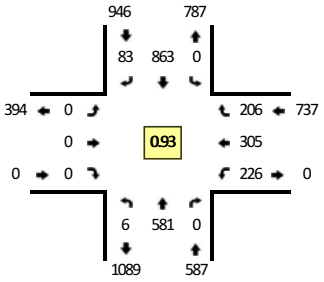
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

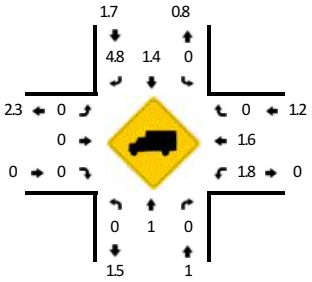
LOCATION: Main St -- Lake Ave
CITY/STATE: Watsonville, CA

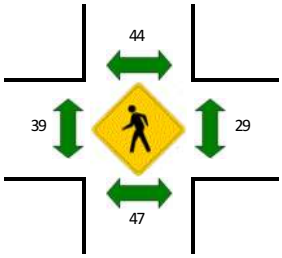
QC JOB #: 15197402
DATE: Thu, Feb 27 2020

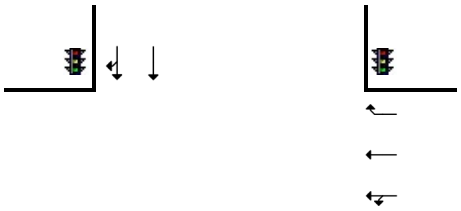
Peak-Hour: 4:30 PM -- 5:30 PM
Peak 15-Min: 5:00 PM -- 5:15 PM

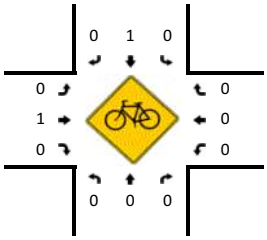


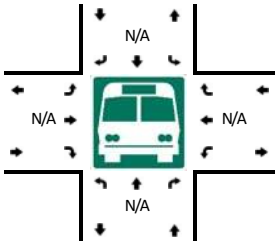
Quality Counts
DATA THAT DRIVES COMMUNITIES

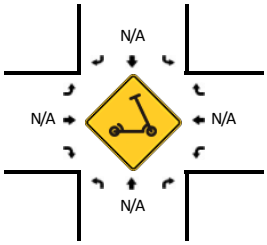












15-Min Count Period Beginning At	Main St (Northbound)				Main St (Southbound)				Lake Ave (Eastbound)				Lake Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	5	133	0	0	0	209	18	0	0	0	0	0	46	93	48	0	552	
4:15 PM	3	141	0	0	0	178	24	0	0	0	0	0	62	90	31	0	529	
4:30 PM	2	150	0	0	0	207	26	0	0	0	0	0	67	66	50	0	568	
4:45 PM	0	130	0	0	0	221	18	0	0	0	0	0	53	68	49	0	539	2188
5:00 PM	3	162	0	0	0	236	25	0	0	0	0	0	46	87	50	0	609	2245
5:15 PM	1	139	0	0	0	199	14	0	0	0	0	0	60	84	57	0	554	2270
5:30 PM	7	136	0	0	0	189	22	0	0	0	0	0	52	88	61	0	555	2257
5:45 PM	1	138	0	0	0	191	22	0	0	0	0	0	45	81	52	0	530	2248

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	12	648	0	0	0	944	100	0	0	0	0	0	184	348	200	0	2436
Heavy Trucks	0	4	0		0	12	12		0	0	0		0	4	0		32
Buses																	
Pedestrians		56				48				44				16			164
Bicycles	0	0	0		0	0	0		0	4	0		0	0	0		4
Scooters																	

Comments:

Report generated on 3/10/2020 7:50 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

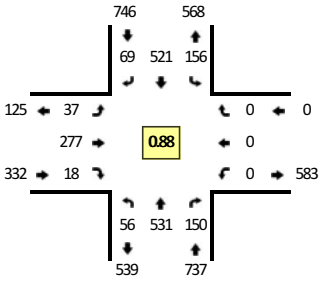
Type of peak hour being reported: Intersection Peak

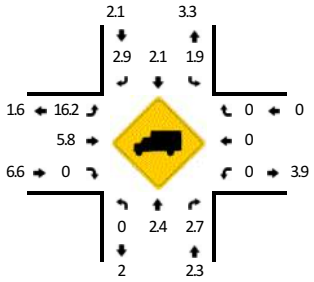
Method for determining peak hour: Total Entering Volume

LOCATION: Main St -- Beach St
CITY/STATE: Watsonville, CA

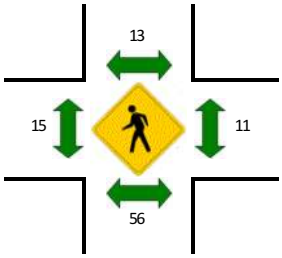
QC JOB #: 15197403
DATE: Thu, Feb 27 2020

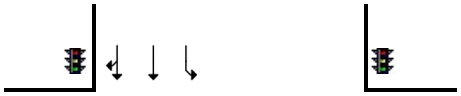
Peak-Hour: 7:30 AM -- 8:30 AM
Peak 15-Min: 7:45 AM -- 8:00 AM

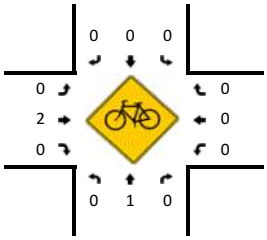


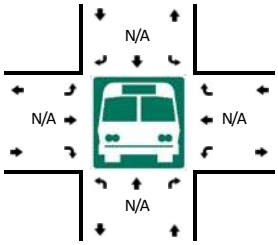


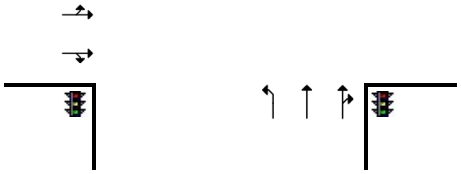
Quality Counts
DATA THAT DRIVES COMMUNITIES

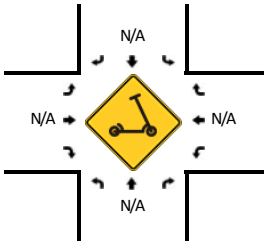












15-Min Count Period Beginning At	Main St (Northbound)				Main St (Southbound)				Beach St (Eastbound)				Beach St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	13	87	16	0	14	114	6	0	9	34	2	0	0	0	0	0	295	
7:15 AM	12	101	48	0	32	98	12	0	3	46	1	0	0	0	0	0	353	
7:30 AM	13	110	40	0	50	108	20	0	8	82	2	0	0	0	0	0	433	
7:45 AM	17	163	49	0	46	141	18	0	12	72	0	0	0	0	0	0	518	1599
8:00 AM	12	138	37	0	29	140	14	0	12	58	12	0	0	0	0	0	452	1756
8:15 AM	14	120	24	0	31	132	17	0	5	65	4	0	0	0	0	0	412	1815
8:30 AM	6	106	8	0	39	155	19	0	7	49	5	0	0	0	0	0	394	1776
8:45 AM	8	109	27	0	39	119	24	0	2	40	9	0	0	0	0	0	377	1635

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	68	652	196	0	184	564	72	0	48	288	0	0	0	0	0	0	2072
Heavy Trucks	0	0	4		4	8	0		8	24	0		0	0	0		48
Buses																	
Pedestrians		96				8				28				8			140
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 3/10/2020 7:50 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

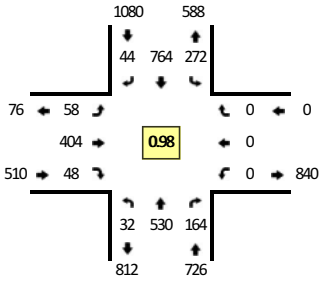
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

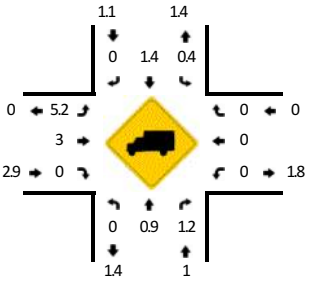
LOCATION: Main St -- Beach St
CITY/STATE: Watsonville, CA

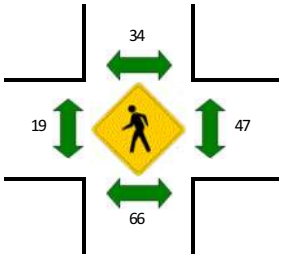
QC JOB #: 15197404
DATE: Thu, Feb 27 2020

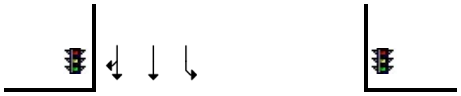
Peak-Hour: 4:30 PM -- 5:30 PM
Peak 15-Min: 5:00 PM -- 5:15 PM

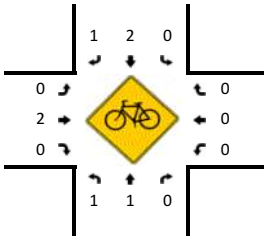


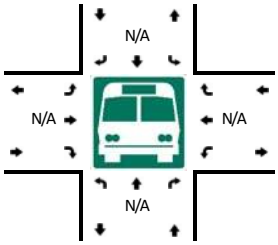
Quality Counts
DATA THAT DRIVES COMMUNITIES

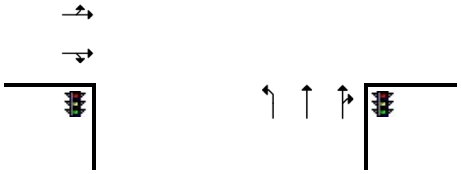


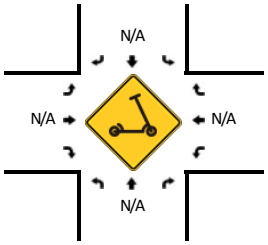












15-Min Count Period Beginning At	Main St (Northbound)				Main St (Southbound)				Beach St (Eastbound)				Beach St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	5	120	41	0	60	188	11	0	16	80	12	0	0	0	0	0	533	
4:15 PM	6	123	45	0	47	179	10	0	14	92	8	0	0	0	0	0	524	
4:30 PM	13	135	38	0	55	196	10	0	11	93	17	0	0	0	0	0	568	
4:45 PM	7	120	50	0	66	200	13	0	14	102	9	0	0	0	0	0	581	2206
5:00 PM	7	144	36	0	74	191	16	0	16	95	11	0	0	0	0	0	590	2263
5:15 PM	5	131	40	0	77	177	5	0	17	114	11	0	0	0	0	0	577	2316
5:30 PM	7	131	32	0	57	163	12	0	14	98	9	0	0	0	0	0	523	2271
5:45 PM	8	99	45	0	74	167	5	0	17	90	10	0	0	0	0	0	515	2205

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	28	576	144	0	296	764	64	0	64	380	44	0	0	0	0	0	2360
Heavy Trucks	0	0	0		0	8	0		0	16	0		0	0	0		24
Buses																	
Pedestrians		84				52				16				32			184
Bicycles	4	4	0		0	4	0		0	0	0		0	0	0		12
Scooters																	

Comments:

Report generated on 3/10/2020 7:50 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

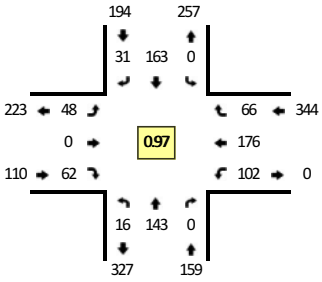
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

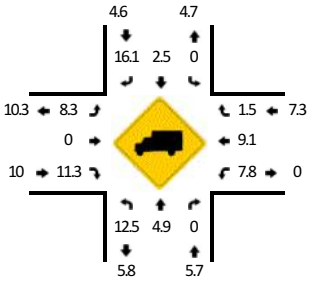
LOCATION: Rodriguez St -- Lake Ave
CITY/STATE: Watsonville, CA

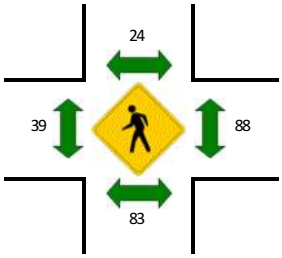
QC JOB #: 15197405
DATE: Thu, Feb 27 2020

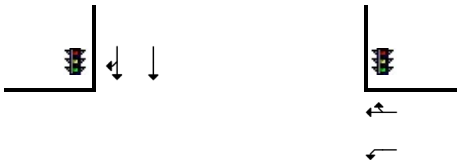
Peak-Hour: 7:45 AM -- 8:45 AM
Peak 15-Min: 8:30 AM -- 8:45 AM

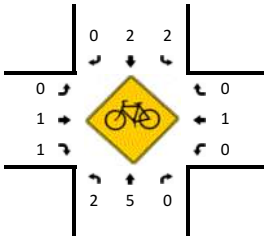


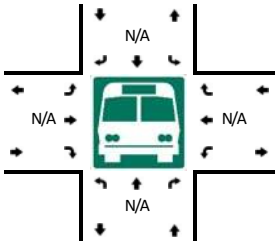
Quality Counts
DATA THAT DRIVES COMMUNITIES

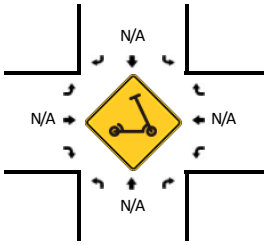












15-Min Count Period Beginning At	Rodriguez St (Northbound)				Rodriguez St (Southbound)				Lake Ave (Eastbound)				Lake Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	1	17	0	0	0	24	7	0	4	0	7	0	16	43	8	0	127	
7:15 AM	6	10	0	0	0	29	5	0	10	0	12	0	26	41	13	0	152	
7:30 AM	2	29	0	0	0	51	4	0	5	0	12	0	52	36	16	0	207	
7:45 AM	7	33	0	0	0	38	3	0	13	0	13	0	30	47	12	0	196	682
8:00 AM	3	37	0	0	0	35	10	0	14	0	7	0	34	48	20	0	208	763
8:15 AM	4	35	0	0	0	42	9	0	7	0	22	0	19	34	22	0	194	805
8:30 AM	2	38	0	0	0	48	9	0	14	0	20	0	19	47	12	0	209	807
8:45 AM	7	28	0	0	0	22	5	0	8	0	8	0	31	36	16	0	161	772

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	8	152	0	0	0	192	36	0	56	0	80	0	76	188	48	0	836
Heavy Trucks	0	8	0		0	4	4		4	0	12		4	20	0		56
Buses																	
Pedestrians		60				28				44				68			200
Bicycles	0	0	0		0	0	0		0	0	4		0	0	0		4
Scooters																	

Comments:

Report generated on 3/10/2020 7:50 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

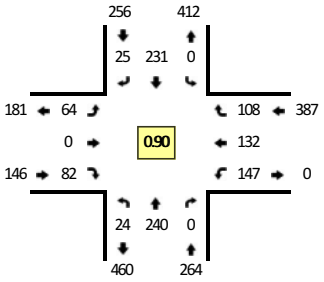
Type of peak hour being reported: Intersection Peak

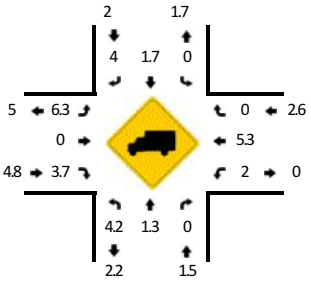
Method for determining peak hour: Total Entering Volume

LOCATION: Rodriguez St -- Lake Ave
CITY/STATE: Watsonville, CA

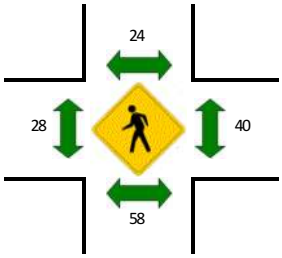
QC JOB #: 15197406
DATE: Thu, Feb 27 2020

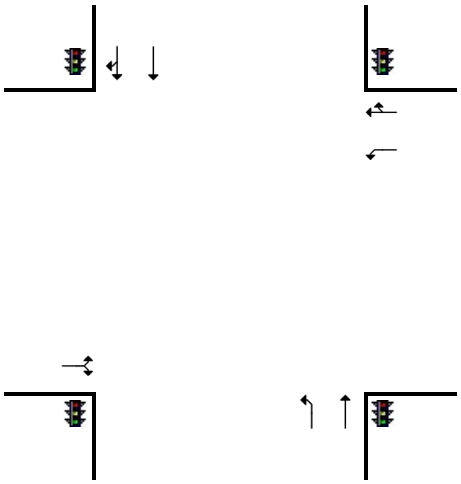
Peak-Hour: 4:30 PM -- 5:30 PM
Peak 15-Min: 5:00 PM -- 5:15 PM

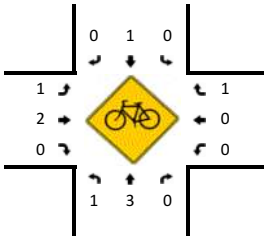


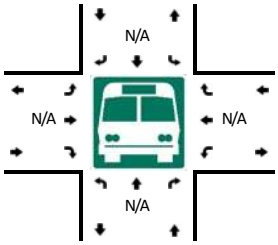


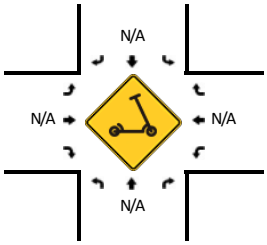
Quality Counts
DATA THAT DRIVES COMMUNITIES











15-Min Count Period Beginning At	Rodriguez St (Northbound)				Rodriguez St (Southbound)				Lake Ave (Eastbound)				Lake Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	7	61	0	0	0	52	3	0	10	0	19	0	40	37	29	0	258	
4:15 PM	4	45	0	0	0	48	7	0	10	0	16	0	48	36	27	0	241	
4:30 PM	3	62	0	0	0	47	6	0	18	0	14	0	34	33	31	0	248	
4:45 PM	8	62	0	0	0	55	9	0	15	0	20	0	25	28	22	0	244	991
5:00 PM	11	57	0	0	0	68	5	0	13	0	28	0	50	31	31	0	294	1027
5:15 PM	2	59	0	0	0	61	5	0	18	0	20	0	38	40	24	0	267	1053
5:30 PM	5	48	0	0	0	39	5	0	7	0	15	0	51	32	29	0	231	1036
5:45 PM	7	42	0	0	0	58	7	0	6	0	17	0	34	36	28	0	235	1027

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	44	228	0	0	0	272	20	0	52	0	112	0	200	124	124	0	1176
Heavy Trucks	0	4	0		0	8	0		4	0	0		4	8	0		28
Buses																	
Pedestrians		96				52				36				92			276
Bicycles	0	0	0		0	0	0		4	4	0		0	0	0		8
Scooters																	

Comments:

Report generated on 3/10/2020 7:50 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

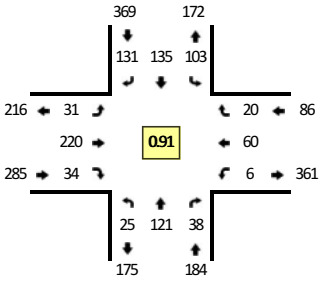
Type of peak hour being reported: Intersection Peak

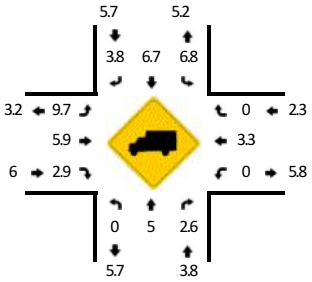
Method for determining peak hour: Total Entering Volume

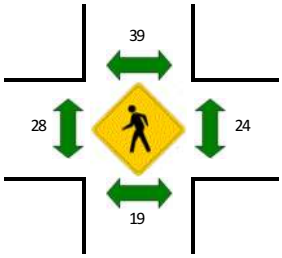
LOCATION: Rodriguez St -- Beach St
CITY/STATE: Watsonville, CA

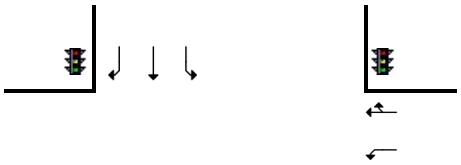
QC JOB #: 15197407
DATE: Thu, Feb 27 2020

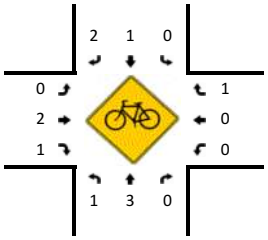
Peak-Hour: 7:30 AM -- 8:30 AM
Peak 15-Min: 7:30 AM -- 7:45 AM

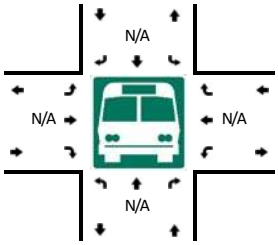


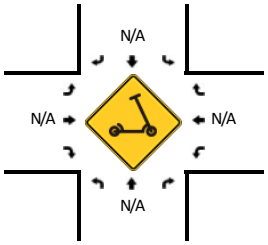












15-Min Count Period Beginning At	Rodriguez St (Northbound)				Rodriguez St (Southbound)				Beach St (Eastbound)				Beach St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	9	13	3	0	7	25	16	0	2	35	3	0	1	13	4	0	131	
7:15 AM	6	16	3	0	14	22	30	0	1	36	4	0	0	13	3	0	148	
7:30 AM	7	22	10	0	25	45	51	0	3	57	9	0	0	18	7	0	254	
7:45 AM	7	35	9	0	25	29	26	0	6	67	7	0	0	17	4	0	232	765
8:00 AM	3	29	9	0	19	29	34	0	14	56	6	0	4	13	3	0	219	853
8:15 AM	8	35	10	0	34	32	20	0	8	40	12	0	2	12	6	0	219	924
8:30 AM	7	32	6	0	22	41	20	0	6	40	6	0	4	10	4	0	198	868
8:45 AM	9	37	9	0	10	43	21	0	5	36	4	0	4	11	7	0	196	832

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	28	88	40	0	100	180	204	0	12	228	36	0	0	72	28	0	1016
Heavy Trucks	0	8	0		4	12	4		0	8	0		0	4	0		40
Buses																	
Pedestrians		32				72				36				40			180
Bicycles	0	0	0		0	4	4		0	4	0		0	0	0		12
Scooters																	

Comments:

Report generated on 3/10/2020 7:50 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

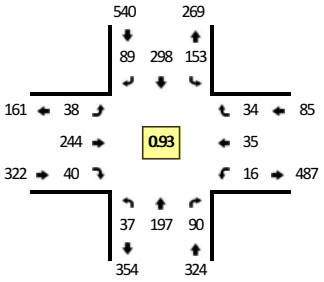
Type of peak hour being reported: Intersection Peak

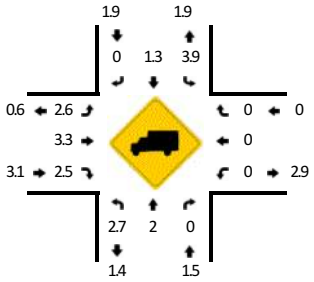
Method for determining peak hour: Total Entering Volume

LOCATION: Rodriguez St -- Beach St
CITY/STATE: Watsonville, CA

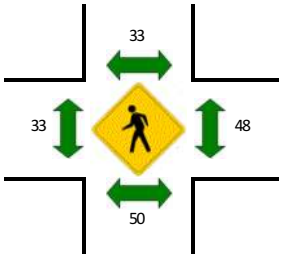
QC JOB #: 15197408
DATE: Thu, Feb 27 2020

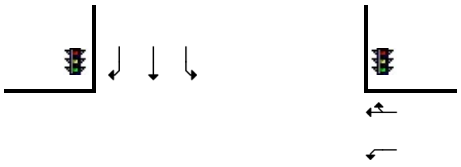
Peak-Hour: 4:30 PM -- 5:30 PM
Peak 15-Min: 5:00 PM -- 5:15 PM

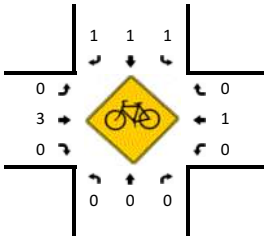


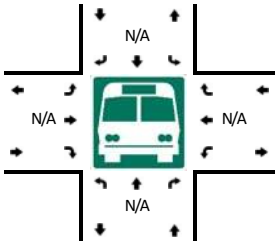


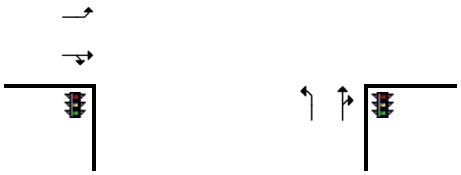
Quality Counts
DATA THAT DRIVES COMMUNITIES

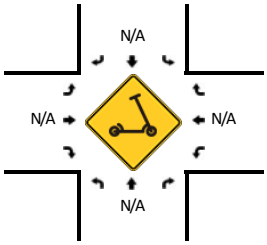












15-Min Count Period Beginning At	Rodriguez St (Northbound)				Rodriguez St (Southbound)				Beach St (Eastbound)				Beach St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	7	64	16	0	33	61	30	0	10	54	12	0	5	8	9	0	309	
4:15 PM	9	40	14	0	35	66	32	0	8	65	16	0	5	10	8	0	308	
4:30 PM	7	54	24	0	36	69	22	0	9	58	9	0	4	8	12	0	312	
4:45 PM	9	51	21	0	26	65	17	0	13	73	14	0	2	7	10	0	308	1237
5:00 PM	9	43	21	0	46	91	32	0	10	52	8	0	7	14	9	0	342	1270
5:15 PM	12	49	24	0	45	73	18	0	6	61	9	0	3	6	3	0	309	1271
5:30 PM	7	42	21	0	34	59	25	0	8	55	10	0	10	14	5	0	290	1249
5:45 PM	7	47	20	0	35	67	21	0	6	50	15	0	1	7	1	0	277	1218

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	36	172	84	0	184	364	128	0	40	208	32	0	28	56	36	0	1368
Heavy Trucks	0	4	0		0	4	0		0	8	0		0	0	0		16
Buses																	
Pedestrians		60				48				16				104			228
Bicycles	0	0	0		0	0	0		0	0	0		0	4	0		4
Scooters																	

Comments:

Report generated on 3/10/2020 7:50 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

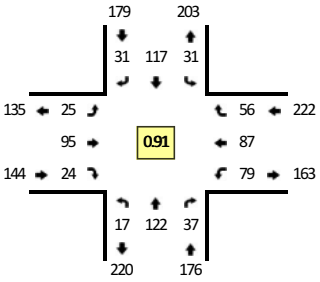
Type of peak hour being reported: Intersection Peak

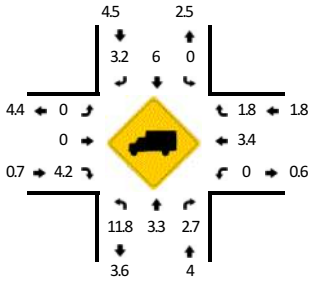
Method for determining peak hour: Total Entering Volume

LOCATION: Rodriguez St -- 2nd St
CITY/STATE: Watsonville, CA

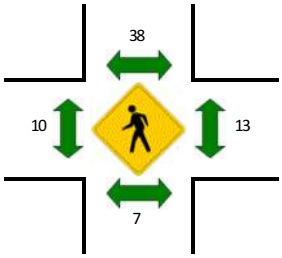
QC JOB #: 15197409
DATE: Thu, Feb 27 2020

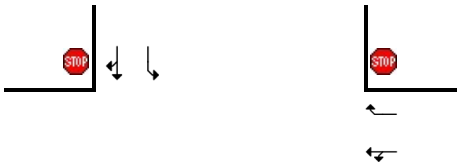
Peak-Hour: 7:30 AM -- 8:30 AM
Peak 15-Min: 7:45 AM -- 8:00 AM

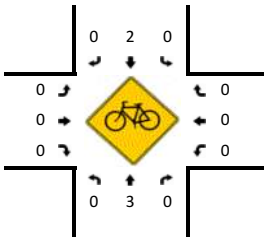


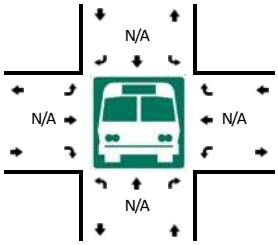


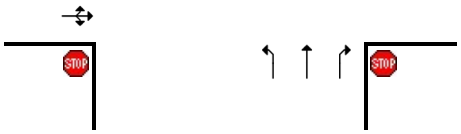
Quality Counts
DATA THAT DRIVES COMMUNITIES

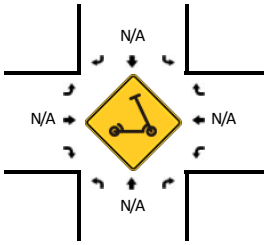












15-Min Count Period Beginning At	Rodriguez St (Northbound)				Rodriguez St (Southbound)				2nd St (Eastbound)				2nd St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	4	14	6	0	2	26	2	0	4	8	7	0	8	23	3	0	107	
7:15 AM	5	14	4	0	2	19	4	0	4	14	2	0	9	19	10	0	106	
7:30 AM	5	21	9	0	7	41	7	0	9	26	4	0	17	19	14	0	179	
7:45 AM	4	31	9	0	8	17	10	0	8	30	7	0	22	35	16	0	197	589
8:00 AM	0	33	12	0	5	26	9	0	4	21	7	0	21	15	11	0	164	646
8:15 AM	8	37	7	0	11	33	5	0	4	18	6	0	19	18	15	0	181	721
8:30 AM	7	29	10	0	10	31	3	0	5	10	6	0	17	19	15	0	162	704
8:45 AM	7	36	7	0	4	37	7	0	5	13	7	0	8	17	15	0	163	670

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	16	124	36	0	32	68	40	0	32	120	28	0	88	140	64	0	788
Heavy Trucks	0	12	0		0	4	0		0	0	0		0	8	0		24
Buses																	
Pedestrians		8				36				0				8			52
Bicycles	0	4	0		0	4	0		0	0	0		0	0	0		8
Scooters																	

Comments:

Report generated on 3/10/2020 7:50 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

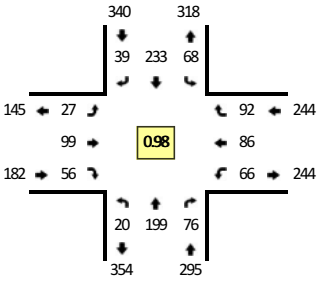
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

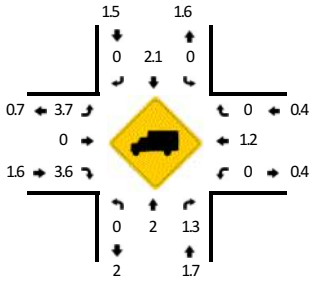
LOCATION: Rodriguez St -- 2nd St
CITY/STATE: Watsonville, CA

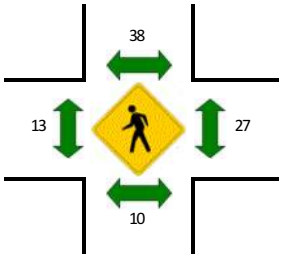
QC JOB #: 15197410
DATE: Thu, Feb 27 2020

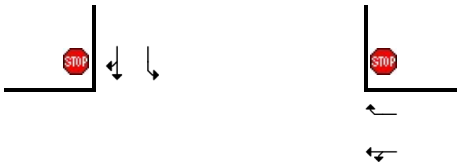
Peak-Hour: 4:30 PM -- 5:30 PM
Peak 15-Min: 5:00 PM -- 5:15 PM

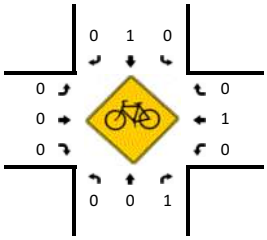


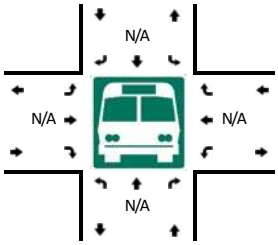
Quality Counts
DATA THAT DRIVES COMMUNITIES

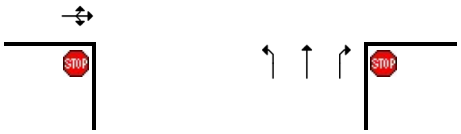


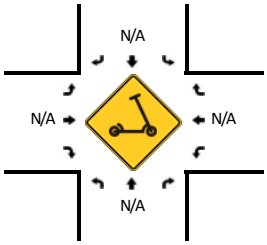












15-Min Count Period Beginning At	Rodriguez St (Northbound)				Rodriguez St (Southbound)				2nd St (Eastbound)				2nd St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	8	52	14	0	18	53	8	0	13	29	12	0	5	21	19	0	252	
4:15 PM	2	51	17	0	15	49	9	0	4	30	6	0	8	13	12	0	216	
4:30 PM	7	62	21	0	16	45	14	0	5	28	18	0	12	19	22	0	269	
4:45 PM	4	53	20	0	15	60	8	0	7	21	12	0	13	24	28	0	265	1002
5:00 PM	6	45	17	0	24	68	9	0	5	29	10	0	14	21	21	1	270	1020
5:15 PM	3	39	18	0	13	60	8	0	10	21	16	0	26	22	21	0	257	1061
5:30 PM	10	53	11	0	21	53	4	0	8	19	8	0	17	23	21	0	248	1040
5:45 PM	6	48	12	0	13	58	6	0	5	24	6	0	19	17	25	0	239	1014

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	24	180	68	0	96	272	36	0	20	116	40	0	56	84	84	4	1080
Heavy Trucks	0	0	0		0	4	0		0	0	4		0	0	0		8
Buses																	
Pedestrians		12				28				16				64			120
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 3/10/2020 7:50 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

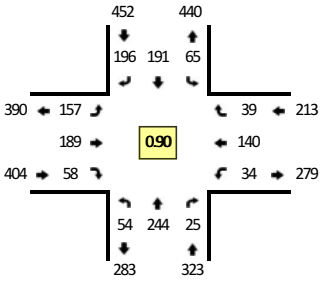
Type of peak hour being reported: Intersection Peak

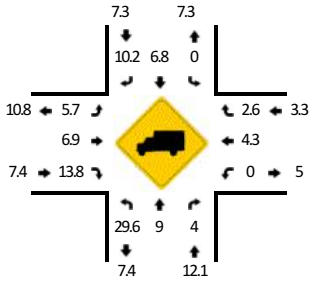
Method for determining peak hour: Total Entering Volume

LOCATION: Walker St -- Beach St
CITY/STATE: Watsonville, CA

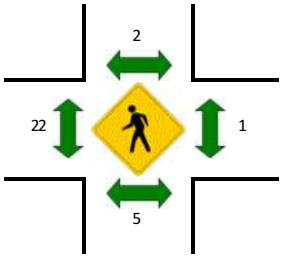
QC JOB #: 15197411
DATE: Thu, Feb 27 2020

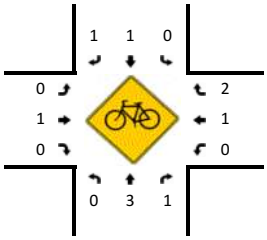
Peak-Hour: 7:30 AM -- 8:30 AM
Peak 15-Min: 7:30 AM -- 7:45 AM

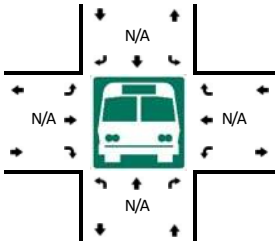


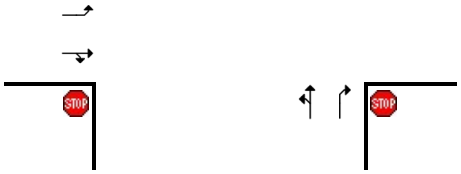


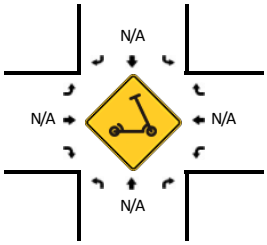
Quality Counts
DATA THAT DRIVES COMMUNITIES











15-Min Count Period Beginning At	Walker St (Northbound)				Walker St (Southbound)				Beach St (Eastbound)				Beach St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	9	31	4	0	7	41	41	0	22	30	15	0	5	24	6	0	235	
7:15 AM	16	45	2	0	11	39	42	0	29	27	9	0	10	34	7	0	271	
7:30 AM	15	50	7	0	12	59	59	0	44	55	11	0	25	41	10	0	388	
7:45 AM	14	63	5	0	22	42	33	0	51	52	19	0	3	43	11	0	358	1252
8:00 AM	16	67	8	0	17	37	44	0	33	47	17	0	6	34	9	0	335	1352
8:15 AM	9	64	5	0	14	53	60	0	29	35	11	0	0	22	9	0	311	1392
8:30 AM	9	49	8	0	16	43	40	0	18	29	16	0	4	23	3	0	258	1262
8:45 AM	12	46	2	0	13	41	27	0	23	36	12	0	3	27	7	0	249	1153

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	60	200	28	0	48	236	236	0	176	220	44	0	100	164	40	0	1552
Heavy Trucks	8	24	0		0	4	16		4	4	8		0	8	0		76
Buses																	
Pedestrians		8				4				4				4			20
Bicycles	0	4	0		0	4	0		0	0	0		0	4	0		12
Scooters																	

Comments:

Report generated on 3/10/2020 7:50 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

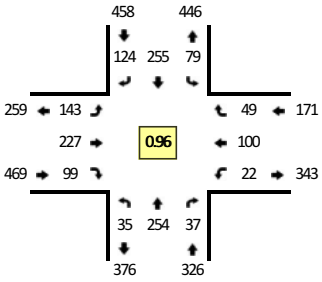
Type of peak hour being reported: Intersection Peak

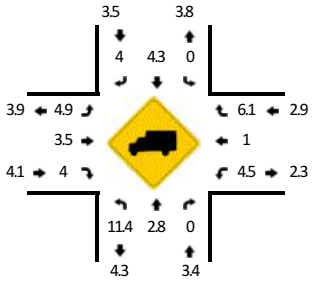
Method for determining peak hour: Total Entering Volume

LOCATION: Walker St -- Beach St
CITY/STATE: Watsonville, CA

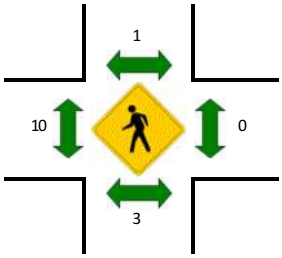
QC JOB #: 15197412
DATE: Thu, Feb 27 2020

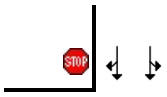
Peak-Hour: 4:15 PM -- 5:15 PM
Peak 15-Min: 5:00 PM -- 5:15 PM

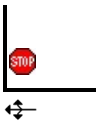


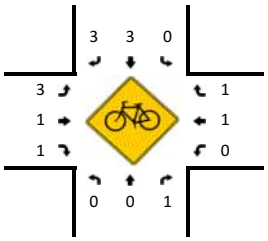


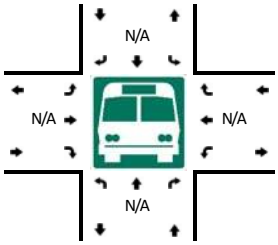
Quality Counts
DATA THAT DRIVES COMMUNITIES

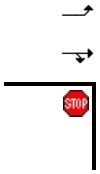


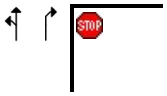


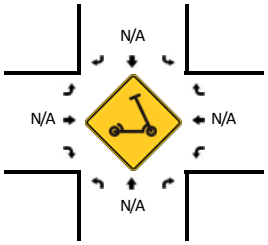












15-Min Count Period Beginning At	Walker St (Northbound)				Walker St (Southbound)				Beach St (Eastbound)				Beach St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	12	53	7	0	15	63	28	0	35	49	18	0	6	25	12	0	323	
4:15 PM	9	62	8	0	11	60	38	0	31	56	21	0	7	24	11	0	338	
4:30 PM	9	65	11	0	25	70	31	0	36	56	30	0	2	23	8	0	366	
4:45 PM	9	60	10	0	19	49	29	0	48	73	22	0	4	16	11	0	350	1377
5:00 PM	8	67	8	0	24	76	26	0	28	42	26	0	9	37	19	0	370	1424
5:15 PM	13	59	12	0	26	56	24	0	33	36	32	0	5	19	11	0	326	1412
5:30 PM	11	51	4	0	21	68	15	0	23	39	11	0	5	24	13	0	285	1331
5:45 PM	5	50	2	0	28	55	23	0	19	34	15	0	9	13	9	0	262	1243

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	32	268	32	0	96	304	104	0	112	168	104	0	36	148	76	0	1480
Heavy Trucks	0	0	0		0	12	0		4	8	0		4	0	0		28
Buses																	
Pedestrians		0				0				16				0			16
Bicycles	0	0	0		0	0	0		0	0	0		0	4	0		4
Scooters																	

Comments:

Report generated on 3/10/2020 7:50 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Appendix B
Description of Level-of-Service Methods and Criteria

Level of service (LOS) is a concept developed to quantify the degree of comfort (including such elements as travel time, number of stops, total amount of stopped delay, and impediments caused by other vehicles) afforded to drivers as they travel through an intersection or roadway segment. Six grades are used to denote the various level of service from "A" to "F".1

SIGNALIZED INTERSECTIONS

The six level-of-service grades are described qualitatively for signalized intersections in Table B1. Additionally, Table B2 identifies the relationship between level of service and average control delay per vehicle. Control delay is defined to include initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. Using this definition, Level of Service "D" is generally considered to represent the minimum acceptable design standard.

Table B-1 Level-of-Service Definitions (Signalized Intersections)

Level of Service	Average Delay per Vehicle
A	Very low average control delay, less than 10 seconds per vehicle. This occurs when progression is extremely favorable, and most vehicles arrive during the green phase. Most vehicles do not stop at all. Short cycle lengths may also contribute to low delay.
B	Average control delay is greater than 10 seconds per vehicle and less than or equal to 20 seconds per vehicle. This generally occurs with good progression and/or short cycle lengths. More vehicles stop than for a level of service A, causing higher levels of average delay.
C	Average control delay is greater than 20 seconds per vehicle and less than or equal to 35 seconds per vehicle. These higher delays may result from fair progression and/or longer cycle lengths. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant at this level, although many still pass through the intersection without stopping.
D	Average control delay is greater than 35 seconds per vehicle and less than or equal to 55 seconds per vehicle. The influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle length, or high volume/capacity ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.
E	Average control delay is greater than 55 seconds per vehicle and less than or equal to 80 seconds per vehicle. This is usually considered to be the limit of acceptable delay. These high delay values generally (but not always) indicate poor progression, long cycle lengths, and high volume/capacity ratios. Individual cycle failures are frequent occurrences.
F	Average control delay is in excess of 80 seconds per vehicle. This is considered to be unacceptable to most drivers. This condition often occurs with oversaturation. It may also occur at high volume/capacity ratios below 1.0 with many individual cycle failures. Poor progression and long cycle lengths may also contribute to such high delay values.

1 Most of the material in this appendix is adapted from the Transportation Research Board, Highway Capacity Manual, (2000).

Table B2 Level-of-Service Criteria for Signalized Intersections

Level of Service	Average Control Delay per Vehicle (Seconds)
A	<10.0
B	>10 and ≤20
C	>20 and ≤35
D	>35 and ≤55
E	>55 and ≤80
F	>80

UNSIGNALIZED INTERSECTIONS

Unsignalized intersections include two-way stop-controlled (TWSC) and all-way stop-controlled (AWSC) intersections. The 2000 Highway Capacity Manual (HCM) provides models for estimating control delay at both TWSC and AWSC intersections. A qualitative description of the various service levels associated with an unsignalized intersection is presented in Table B3. A quantitative definition of level of service for unsignalized intersections is presented in Table B4. Using this definition, Level of Service "E" is generally considered to represent the minimum acceptable design standard.

Table B3 Level-of-Service Criteria for Unsignalized Intersections

Level of Service	Average Delay per Vehicle to Minor Street
A	• Nearly all drivers find freedom of operation. • Very seldom is there more than one vehicle in queue.
B	• Some drivers begin to consider the delay an inconvenience. • Occasionally there is more than one vehicle in queue.
C	• Many times there is more than one vehicle in queue. • Most drivers feel restricted, but not objectionably so.
D	• Often there is more than one vehicle in queue. • Drivers feel quite restricted.
E	• Represents a condition in which the demand is near or equal to the probable maximum number of vehicles that can be accommodated by the movement. • There is almost always more than one vehicle in queue. • Drivers find the delays approaching intolerable levels.
F	• Forced flow. • Represents an intersection failure condition that is caused by geometric and/or operational constraints external to the intersection.

Table B4 Level-of-Service Criteria for Unsignalized Intersections

Level of Service	Average Control Delay per Vehicle (Seconds)
A	<10.0
B	>10.0 and ≤ 15.0
C	>15.0 and ≤ 25.0
D	>25.0 and ≤ 35.0
E	>35.0 and ≤ 50.0
F	>50.0

It should be noted that the level-of-service criteria for unsignalized intersections are somewhat different than the criteria used for signalized intersections. The primary reason for this difference is that drivers

expect different levels of performance from different kinds of transportation facilities. The expectation is that a signalized intersection is designed to carry higher traffic volumes than an unsignalized intersection. Additionally, there are a number of driver behavior considerations that combine to make delays at signalized intersections less galling than at unsignalized intersections. For example, drivers at signalized intersections are able to relax during the red interval, while drivers on the minor street approaches to TWSC intersections must remain attentive to the task of identifying acceptable gaps and vehicle conflicts. Also, there is often much more variability in the amount of delay experienced by individual drivers at unsignalized intersections than signalized intersections. For these reasons, it is considered that the control delay threshold for any given level of service is less for an unsignalized intersection than for a signalized intersection. While overall intersection level of service is calculated for AWSC intersections, level of service is only calculated for the minor approaches and the major street left turn movements at TWSC intersections. No delay is assumed to the major street through movements. For TWSC intersections, the overall intersection level of service remains undefined: level of service is only calculated for each minor street lane.

In the performance evaluation of TWSC intersections, it is important to consider other measures of effectiveness (MOEs) in addition to delay, such as v/c ratios for individual movements, average queue lengths, and 95th-percentile queue lengths. By focusing on a single MOE for the worst movement only, such as delay for the minor-street left turn, users may make inappropriate traffic control decisions. The potential for making such inappropriate decisions is likely to be particularly pronounced when the HCM level-of-service thresholds are adopted as legal standards, as is the case in many public agencies.

Appendix C
Existing Conditions Level-of-Service Worksheets

Intersection Level Of Service Report
Intersection 1: Main Street & Lake Avenue

Control Type:	Signalized	Delay (sec / veh):	6.1
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	AM Peak Hour	Volume to Capacity (v/c):	0.491

Intersection Setup

Name	Main Street			Main Street			Lake Avenue			Lake Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	10.50	12.00	11.00	12.00	12.00	12.00	12.00	12.00	11.00	11.00	11.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			30.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	Yes			Yes						Yes		
Crosswalk	Yes			Yes			Yes			Yes		

Intersection Level Of Service Report
Intersection 2: Main Street & Beach Street

Control Type:	Signalized	Delay (sec / veh):	13.3
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	AM Peak Hour	Volume to Capacity (v/c):	0.545

Intersection Setup

Name	Main Street			Main Street			Beach Street			Beach Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	10.00	11.00	16.00	10.00	11.00	11.00	11.00	11.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	0	0	0
Entry Pocket Length [ft]	90.00	100.00	100.00	135.00	100.00	100.00	110.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	1	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			25.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	Yes			Yes			Yes					
Crosswalk	Yes			Yes			Yes			Yes		

Intersection Level Of Service Report
Intersection 3: Beach Street & Rodriguez Street

Control Type:	Signalized	Delay (sec / veh):	6.6
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	AM Peak Hour	Volume to Capacity (v/c):	0.345

Intersection Setup

Name	Rodriguez Street			Rodriguez Street			Beach Street			Beach Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	10.00	11.00	12.00	12.00	12.00	12.00	11.00	10.00	10.00	10.00	11.00	11.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	150.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	Yes			Yes			Yes			Yes		
Crosswalk	Yes			Yes			Yes			Yes		

Intersection Level Of Service Report
Intersection 4: Lake Avenue & Rodriguez Street

Control Type:	Signalized	Delay (sec / veh):	20.4
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	AM Peak Hour	Volume to Capacity (v/c):	0.316

Intersection Setup

Name	Rodriguez Street			Rodriguez Street						Lake Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	13.50	13.00	12.00	12.00	10.00	12.00	12.00	12.00	10.00	13.00	13.00	13.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	110.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			30.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	Yes			Yes			Yes			Yes		
Crosswalk	Yes			Yes			Yes			Yes		

Intersection Level Of Service Report
Intersection 5: Beach Street & Walker Street

Control Type:	All-way stop	Delay (sec / veh):	24.1
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	AM Peak Hour	Volume to Capacity (v/c):	0.780

Intersection Setup

Name	Beach Street			Beach Street			Walker Street			Walker Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	11.00	11.00	11.00	14.00	14.00	14.00	11.00	11.00	11.00	12.00	12.00	15.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0	0	0	1	0	0	1
Entry Pocket Length [ft]	250.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	150.00	100.00	100.00	40.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Beach Street			Beach Street			Walker Street			Walker Street		
Base Volume Input [veh/h]	157	189	58	34	140	39	65	191	196	54	244	25
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	5.70	6.90	13.80	0.00	4.30	2.60	0.00	6.80	10.20	29.60	9.00	4.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	157	189	58	34	140	39	65	191	196	54	244	25
Peak Hour Factor	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	44	53	16	9	39	11	18	53	54	15	68	7
Total Analysis Volume [veh/h]	174	210	64	38	156	43	72	212	218	60	271	28
Pedestrian Volume [ped/h]	22			1			2			5		

Intersection Level Of Service Report
Intersection 6: 2nd Street & Rodriguez Street

Control Type:	All-way stop	Delay (sec / veh):	10.8
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	AM Peak Hour	Volume to Capacity (v/c):	0.320

Intersection Setup

Name	Rodriguez Street			Rodriguez Street			2nd Street			2nd Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	10.00	11.00	10.00	10.00	11.00	10.00	18.00	18.00	18.00	11.00	11.00	11.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	115.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Rodriguez Street			Rodriguez Street			2nd Street			2nd Street		
Base Volume Input [veh/h]	17	122	37	31	117	31	25	95	24	79	87	56
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	11.80	3.30	2.70	0.00	6.00	3.20	0.00	0.00	4.20	0.00	3.40	1.80
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	17	122	37	31	117	31	25	95	24	79	87	56
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	34	10	9	32	9	7	26	7	22	24	15
Total Analysis Volume [veh/h]	19	134	41	34	129	34	27	104	26	87	96	62
Pedestrian Volume [ped/h]	7			38			10			13		

Intersection Level Of Service Report
Intersection 1: Main Street & Lake Avenue

Control Type:	Signalized	Delay (sec / veh):	7.1
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	PM Peak Hour	Volume to Capacity (v/c):	0.560

Intersection Setup

Name	Main Street			Main Street			Lake Avenue			Lake Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	10.50	12.00	11.00	12.00	12.00	12.00	12.00	12.00	11.00	11.00	11.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			30.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	Yes			Yes						Yes		
Crosswalk	Yes			Yes			Yes			Yes		

Intersection Level Of Service Report
Intersection 2: Main Street & Beach Street

Control Type:	Signalized	Delay (sec / veh):	19.7
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	PM Peak Hour	Volume to Capacity (v/c):	0.574

Intersection Setup

Name	Main Street			Main Street			Beach Street			Beach Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	10.00	11.00	16.00	10.00	11.00	11.00	11.00	11.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	0	0	0
Entry Pocket Length [ft]	90.00	100.00	100.00	135.00	100.00	100.00	110.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	1	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			25.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	Yes			Yes			Yes					
Crosswalk	Yes			Yes			Yes			Yes		

Intersection Level Of Service Report
Intersection 3: Beach Street & Rodriguez Street

Control Type:	Signalized	Delay (sec / veh):	7.9
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	PM Peak Hour	Volume to Capacity (v/c):	0.431

Intersection Setup

Name	Rodriguez Street			Rodriguez Street			Beach Street			Beach Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	10.00	11.00	12.00	12.00	12.00	12.00	11.00	10.00	10.00	10.00	11.00	11.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	150.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	Yes			Yes			Yes			Yes		
Crosswalk	Yes			Yes			Yes			Yes		

Intersection Level Of Service Report
Intersection 4: Lake Avenue & Rodriguez Street

Control Type:	Signalized	Delay (sec / veh):	21.8
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	PM Peak Hour	Volume to Capacity (v/c):	0.415

Intersection Setup

Name	Rodriguez Street			Rodriguez Street			Lake Avenue			Lake Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	13.50	13.00	12.00	12.00	10.00	12.00	12.00	12.00	10.00	13.00	13.00	13.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	110.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			30.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	Yes			Yes			Yes			Yes		
Crosswalk	Yes			Yes			Yes			Yes		

Intersection Level Of Service Report
Intersection 5: Beach Street & Walker Street

Control Type:	All-way stop	Delay (sec / veh):	23.7
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	PM Peak Hour	Volume to Capacity (v/c):	0.762

Intersection Setup

Name	Beach Street			Beach Street			Walker Street			Walker Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	11.00	11.00	11.00	14.00	14.00	14.00	11.00	11.00	11.00	12.00	12.00	15.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0	0	0	1	0	0	1
Entry Pocket Length [ft]	250.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	150.00	100.00	100.00	40.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Beach Street			Beach Street			Walker Street			Walker Street		
Base Volume Input [veh/h]	143	227	99	22	100	49	79	255	124	35	254	37
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	4.90	3.50	4.00	4.50	1.00	6.10	0.00	4.30	4.00	11.40	2.80	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	143	227	99	22	100	49	79	255	124	35	254	37
Peak Hour Factor	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	37	59	26	6	26	13	21	66	32	9	66	10
Total Analysis Volume [veh/h]	149	236	103	23	104	51	82	266	129	36	265	39
Pedestrian Volume [ped/h]	10			0			1			3		

Intersection Level Of Service Report
Intersection 6: 2nd Street & Rodriguez Street

Control Type:	All-way stop	Delay (sec / veh):	13.0
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	PM Peak Hour	Volume to Capacity (v/c):	0.457

Intersection Setup

Name	Rodriguez Street			Rodriguez Street			2nd Street			2nd Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	10.00	11.00	10.00	10.00	11.00	10.00	18.00	18.00	18.00	11.00	11.00	11.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	115.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Rodriguez Street			Rodriguez Street			2nd Street			2nd Street		
Base Volume Input [veh/h]	20	199	76	68	233	39	27	99	56	66	86	92
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	2.00	1.30	0.00	2.10	0.00	3.70	0.00	3.60	0.00	1.20	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	20	199	76	68	233	39	27	99	56	66	86	92
Peak Hour Factor	0.9800	0.9800	0.9800	0.9800	0.9800	0.9800	0.9800	0.9800	0.9800	0.9800	0.9800	0.9800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	51	19	17	59	10	7	25	14	17	22	23
Total Analysis Volume [veh/h]	20	203	78	69	238	40	28	101	57	67	88	94
Pedestrian Volume [ped/h]	10			38			13			27		

Appendix D
SWITRS Crash Data

CASE_ID	COLLISION_DATE	COLLISION_TIME	DAY_OF_WEEK	PRIMARY_RD	SECONDARY_RD	DISTANCE_1	DIRECTION	INTERSECTION	COLLISION_SEVERITY	NUMBER_KILLED	NUMBER_INJURED	PARTY_COUNT	PRIMARY_COLL_FACTOR	TYPE_OF_COLLISION	MVIW	PED_ACTION	ROAD_SURFACE	LIGHTING	CONTROL_DEVICE	PEDESTRIAN_ACCIDENT	BICYCLE_ACCIDENT	MOTORCYCLE_ACCIDENT	TRUCK_ACCIDENT	ALCOHOL_INVOLVED	LATITUDE	LONGITUDE
8322912	20170101	1846	7	WALKER ST	FORD ST	181	S	N	4	0	1	2	A	B	E	A	A	C	D							
8282210	20170109	1058	1	UNION ST	MAPLE AV	0		Y	0	0	0	2	A	D	C	A	B	A	A							
8282031	20170110	1611	2	MAIN ST	PECK ST	0		Y	4	0	3	2	A	D	C	A	B	A	D							
8299764	20170114	1823	6	MAIN ST	5TH ST	0		Y	4	0	1	3	A	D	C	A	A	C	A							
8285762	20170116	1113	1	RIVERSIDE DR	LOCUST ST	138	E	N	2	0	1	1	A	E	I	A	A	A	D							
8285708	20170119	1047	4	MAIN ST	1ST ST	0		Y	0	0	0	2	A	C	C	A	B	A	D							
8295589	20170120	1234	5	MARCHANT ST	ELM ST	0		Y	0	0	0	2	A	H	C	A	A	A	D							
8329236	20170122	606	7	MAIN ST	BEACH ST	20	S	N	4	0	2	2	A	D	C	A	B	C	A							
90386790	20170130	1517	1	SR-129	MAIN ST	20	E	N	0	0	0	2	A	B	C	A	A	A	A						36.90732	121.75317
8299863	20170201	1658	3	MAIN ST	RODRIGUEZ ST	228	S	N	0	0	0	2	A	C	C	A	A	B	D							
8312429	20170207	2159	2	RIVERSIDE DR	MARCHANT ST	0		Y	0	0	0	3	A	D	C	A	B	C	A							
8299760	20170208	816	3	SUDDEN ST	LAKE AV	0		Y	0	0	0	2	A	H	C	A	A	A	D							
8299853	20170208	731	3	WALKER ST	FORD ST	0		Y	4	0	1	2	A	D	C	A	B	A	D							
8299888	20170209	1448	4	JEFFERSON ST	PALM AV	52	S	N	0	0	0	2	A	B	E	A	B	A	D							
8328578	20170212	307	7	RODRIGUEZ ST	FORD ST	0		Y	4	0	1	2	A	C	E	A	A	C	D							
8314630	20170214	1636	2	CARR ST	CENTER ST	35	S	N	0	0	0	2	C	B	E	A	A	A	D							
8314520	20170216	1828	4	MAIN ST	2ND ST	35	N	N	4	0	1	2	A	C	C	A	A	C	D							
8314540	20170217	1359	5	1ST ST	RODRIGUEZ ST	0		Y	4	0	1	2	A	D	C	A	B	A	A							
8314524	20170220	1243	1	MAIN ST	5TH ST	0		Y	3	0	1	2	A	G	B	B	B	A	A	Y						
8324986	20170301	1837	3	MAIN ST	RT 1	15	S	N	0	0	0	2	A	C	C	A	A	D	D							
8325944	20170306	1652	1	MAIN ST	RODRIGUEZ ST	82	N	N	0	0	0	3	A	C	C	A	A	A	D							
8329484	20170315	1532	3	6TH ST	WALKER ST	0		Y	4	0	1	2	A	D	G	A	A	A	A		Y					
8339259	20170321	1304	2	MAIN ST	LAKE AV	100	N	N	0	0	0	2	A	B	C	A	A	A	A							
8349022	20170321	2345	2	LAKE AV	JEFFERSON ST	165	W	N	0	0	0	2	A	C	E	A	A	C	D							
8339611	20170325	804	6	LINCOLN ST	BOCKIUS ST	0		Y	0	0	0	2	A	A	C	A	B	A	A							
8339744	20170325	1404	6	MAIN ST	RODRIGUEZ ST	75	N	N	4	0	1	3	A	C	C	A	A	A	A							
8362436	20170331	15	5	RIVERSIDE DR	1ST ST	100	W	N	0	0	0	2	A	D	E	A	A	C	D							
8362457	20170331	139	5	RIVERSIDE DR	WALKER ST	8	E	N	0	0	0	1	A	E	I	A	A	C	D							
8353286	20170411	1232	2	MAIN ST	2ND ST	15	N	N	0	0	0	1	A	E	I	A	A	A	A				Y			
8359334	20170411	1630	2	RIVERSIDE DR	UNION ST	130	E	N	0	0	0	2	A	C	C	A	A	A	D							
8359350	20170411	2006	2	MAIN ST	BEACH ST	0		Y	0	0	0	2	A	D	C	A	B	C	A							
8357891	20170413	1421	4	RIVERSIDE DR	UNION ST	40	W	N	0	0	0	2	A	B	C	A	A	A	D							
8352095	20170414	1131	5	MAIN ST	5TH ST	82	N	N	0	0	0	2	A	C	C	A	A	A	A							
8357844	20170414	2133	5	MAIN ST	LAKE AV	0		Y	0	0	0	2	A	C	C	A	A	C	A							
8359354	20170414	1638	5	RIVERSIDE DR	MAIN ST	0		Y	0	0	0	1	A	E	I	A	A	A	A				Y			
8364729	20170414	1225	5	MAIN ST	MAIN ST 1415	450	W	N	0	0	0	2	B	B	E	A	A	A	D							
8364756	20170414	1431	5	BRENNAN ST	FREEDOM BL	12	S	N	0	0	0	2	A	C	C	A	A	A	A							
8362529	20170419	1048	3	2ND ST	MENKER ST	158	E	N	0	0	0	2	A	B	E	A	A	A	D				Y			
8372984	20170421	1818	5	MAIN ST	5TH ST	196	N	N	4	0	1	2	A	G	B	F	A	A	D	Y						
8362533	20170501	1225	1	LAKE AV	MAIN ST	0		Y	0	0	0	2	A	C	C	A	A	A	A							
8376714	20170506	2317	6	RIVERSIDE DR	MAIN ST	0		Y	0	0	0	1	A	E	I	A	A	C	A					Y		
8376460	20170511	1245	4	RIVERSIDE DR	LINCOLN ST	50	W	N	3	0	1	2	A	C	C	A	A	A	D							
8376426	20170512	1042	5	MAIN ST	BEACH ST	0		Y	0	0	0	2	A	D	C	A	A	A	A							
8387088	20170515	2255	1	RIVERSIDE DR	WALKER ST	0		Y	4	0	1	2	A	D	C	A	A	C	A							
8377283	20170518	647	4	2ND ST	LOCUST ST	0		Y	0	0	0	2	A	D	C	A	A	A	D							
8376464	20170523	1228	2	RIVERSIDE DR	MARCHANT ST	300	W	N	4	0	1	2	A	C	C	A	A	A	D							
8391139	20170525	1517	4	W LAKE ST	KEARNEY ST	35	S	N	0	0	0	1	A	E	I	A	A	A	D							
8381118	20170529	1534	1	UNION ST	MAPLE AV	0		Y	0	0	0	2	A	D	C	A	A	A	A							
8382413	20170529	1858	1	MARCHANT ST	ALLEY S OF MAPLE ST	0		Y	0	0	0	2	A	B	C	A	A	A	D							
8381106	20170530	755	2	FREEDOM BL	BRENNAN ST	75	N	N	0	0	0	4	A	C	C	A	A	A	A							
8394242	20170531	1813	3	FORD ST	MAIN ST	125	W	N	4	0	1	2	A	G	B	F	A	A	D	Y						
8408365	20170531	1707	3	BEACH ST	MAIN ST	49	E	N	0	0	0	2	A	B	C	A	A	A	D							
8391452	20170603	1554	6	PALM AV	SUDDEN ST	0		Y	4	0	1	2	A	H	G	A	A	A	A		Y					
8391460	20170606	653	2	BEACH ST	RODRIGUEZ ST	440	W	N	3	0	2	2	A	D	C	A	A	A	D							
8391143	20170611	1832	7	FORD ST	SEBASTIAN LN	15	E	N	0	0	0	2	A	B	E	A	A	A	D							
8378343	20170614	1006	3	RIVERSIDE DR	MAIN ST	0		Y	0	0	0	2	A	B	C	A	A	A	A							
8387503	20170618	2030	7	RIVERSIDE DR	MAIN ST	0		Y	0	0	0	2	A	G	B	B	A	C	A	Y						
8378347	20170619	1633	1	MAIN ST	FREEDOM BL	59	S	N	0	0	0	2	A	D	C	A	A	A	A							
8385013	20170625	1450	7	MAIN ST	WEST LAKE AV	32	S	N	0	0	0	2	A	B	E	A	A	A	D							
8428481	20170628	1540	3	5TH ST	LINCOLN ST	125	E	N	0	0	0	2	A	C	E	A	A	A	D					Y		
8395943	20170703	1441	1	RODRIGUEZ ST	FORD ST	0		Y	0	0	0	2	A	D	C	A	A	A	A							
8419360	20170705	2126	3	LINCOLN ST	5TH ST	100	N	N	3	0	1	2	A	G	B	D	A	C	D	Y				Y		
8419028	20170708	1842	6	RODRIGUEZ ST	2ND ST	192	N	N	3	0	1	2	A	G	B	D	A	A	D	Y						
8406916	20170710	1557	1	CARR ST	CENTER ST	30	S	N	0	0	0	2	A	B	E	A	A	A	D							
8412978	20170710	2150	1	MAIN ST	BEACH ST	10	N	N	0	0	0	2	A	B	C	A	A	C	A							
8415614	20170711	1411	2	WALKER ST	2ND ST	0		Y	0	0	0	2	A	D	C	A	A	A	A							
8413695	20170712	1716	3	SUDDEN ST	PALM AV	0		Y	0	0	0	2	A	D	C	A	A	A	A							
8418970	20170715	510	6	RODRIGUEZ ST	RODRIGUEZ WY	13	W	N	0	0	0	1	A	E	I	A	A	C	D					Y		
8433259	20170716	150	7	MAIN ST	RIVERSIDE DR	42	E	N	0	0	0	2	A	B	C	A	A	C	D					Y		
8408219	20170717	1844	1	RIVERSIDE DR	MARCHANT ST	0		Y	0	0	0	2	A	B	C	A	A	A	A							
8416306	20170719	1906	3	BRENNAN ST	5TH ST	20	S	N	0	0	0	2	A	C	C	A	A	A	D							
8419984	20170719	1145	3	RIVERSIDE DR	UNION ST	135	E	N	0	0	0	2	D	D	C	A	A	A	D							
8420733	20170723	1544	7	MAIN ST	5TH ST	60	N	N	0	0	0	2	A	D	C	A	A	A	A							
8438289	20170724	508	1	RIVERSIDE DR	GROVE ST	0		Y	2	0	1	2	A	G	B	D	A	C	D	Y						
8424673	20170802	1832	3	MAIN ST	W BEACH ST	0		Y	0	0	0	1	A	E	I	A	A	A	A				Y			
8431809	20170803	923	4	MAIN ST	FORD ST	0		Y	4	0	1	2	D	G	B	B	A	A	A	Y						
8425893	20170804	1635	5	RODRIGUEZ ST	LAKE AV	125	S	N	4	0	2	3	A	C	C	A	A	A	A							
8424669	20170807	1533	1	MAIN ST	CENTRAL AV	35	N	N	0	0	0	2	A	D	C	A	A	A	D							
8429589	20170810	1348	4	RIVERSIDE DR	UNION ST	110	E	N	0	0	0	2	A	C	C	A	A	A	D							
8435956	20170811	627	5	MAIN ST	BEACH ST	0		Y	4	0	3	2	A	D	C	A	A	B	A							
8423574	20170812	1335	6	MAIN ST	RODRIGUEZ ST	125	N	N	4	0	2	4	A	C	C	A	A	A	A							
8431905	20170812	445	6	BRENNAN ST	5TH ST N	17	N	N	0	0	0	2	A	B	E	A	A	C	D							
8447663	20170827	1632	7	LINCOLN ST	BOCKIUS	0		Y	2	0	4	3	A	D	E	A	A	A	D							
8452246	20170829	1531	2	LAKE AV	LINCOLN ST	23	E	N	0	0	0	2	A	C	C	A	A	A	A							
8469060	20170830	1801	3	LINCOLN ST	BOCKIUS ST	0		Y	0	0	0	2	A	D	C	A	A	A	A							
8437473	20170901	2225	5	RODRIGUEZ ST	5TH ST	0		Y	4	0	1	2	A	D	C	A	A	C	D							
8436453	20170902	1521	6	WALKER ST	6TH ST	0		Y	3	0	1	2	A	H	G	A	A	A	D		Y					
8458433	20170902	1932	6	KEARNEY ST	WALKER ST	1137	W	N	3	0	1	3	A	B	E	A	A	A	D				Y			
8436520	20170905	1545	2	GRANT AV	MARCHANT ST	120	W	N	0	0	0	2	A	H	E	A	A	A	D					Y		
8437489	20170915	1601	5	SUDDEN ST	CALIFORNIA ST	0		Y	4	0	2	2	A	D	C	A	A	A	A							
8455540	20170918	314	1	RIVERSIDE DR	MENKER ST	223	E	N	3	0	1	1	A	E	I	A	A	C	B					Y		
8458437	20170923	2153	6	RODRIGUEZ ST	2ND ST	30	N	N	0	0	0	2	A	C	C	A	A	C	D							
8486311	20170928	200	4	FREEDOM BL	MAIN ST	29	E	N	0	0	0	1	A	E	I	A	A	C	A							
8461797	20170929	1228	5	WALKER ST	FRONT ST	0		Y	0	0	0	1	A	E	I	A	A	A	D				Y			
8462122	20171001	1050	7	RIVERSIDE DR	WALKER ST	0		Y	3	0	2	2	A	D	C	A	A	A	A							
8471731	20171001	1105	7	MAIN ST	RIVERSIDE DR	107	S	N	0	0	0	2	A	C	C	A	A	A	D							
8543474	20171002	1708	1	RIVERSIDE DR	RODRIGUEZ ST	60	W	N	4	0	1	2	A	C	C	A	A	A	A							

8543470	20171003	1922	2	MAIN ST	BEACH ST	0	Y	4	0	1	2	A	H	G	A	A	C	A			Y						
8479213	20171006	1936	5	UNION ST	GRANT AV	65	N	N	0	0	0	2	A	C	E	A	A	C	D								Y
8468282	20171011	752	3	LAKE AV	BRENNAN ST	0		Y	0	0	0	2	A	D	C	A	A	A	A								
8485802	20171014	142	6	RIVERSIDE DR	SAKATA LN	0		Y	0	0	0	1	A	E	I	A	A	C	D								
8496257	20171015	1922	7	UNION ST	PECK ST	10	N	N	3	0	1	2	C	G	B	B	A	C	D	Y							
8480900	20171025	900	3	MAIN ST	2ND ST	100	S	N	0	0	0	2	A	D	C	A	A	A	D								
8489053	20171025	2038	3	LINCOLN ST	CENTER ST	0		Y	4	0	1	2	A	G	B	B	A	C	D	Y							
8496239	20171028	1946	6	FREEDOM BL	EASTERN DR	0		Y	0	0	0	2	A	D	C	A	A	C	A								
6718565	20171103	526	5	MAIN ST	LAKE AV	0		Y	1	1	0	2	A	G	B	B	B	C	A	Y							
8492126	20171106	1635	1	RIVERSIDE DR	MARCHANT ST	0		Y	0	0	0	3	A	C	C	A	A	A	D								
8496247	20171113	1312	1	MAIN ST	FREEDOM BL	18	N	N	3	0	2	3	A	D	C	A	A	A	A								
8503690	20171114	1429	2	MAIN ST	RIVERSIDE DR	100	S	N	0	0	0	2	A	C	C	A	A	A	D								Y
8598243	20171115	1200	3	RIVERSIDE DR	MAIN ST	5	E	N	0	0	0	2	A	D	C	A	A	A	A						Y		
8511519	20171116	1021	4	5TH ST	MAIN ST	0		Y	0	0	0	2	A	D	C	A	B	A	A								
8500561	20171121	1439	2	RIVERSIDE DR	MARCHANT ST	40	W	N	0	0	0	2	A	C	C	A	A	A	D								
8509732	20171124	1831	5	FORD ST	KILBURN ST	18	E	N	0	0	0	2	A	D	C	A	A	C	D								Y
8500565	20171127	1651	1	ALY W LINCOLN ST	E 5TH ST	173	N	N	0	0	0	2	A	B	E	A	B	B	D								Y
8500992	20171128	1310	2	ELM ST	MARCHANT ST	197	E	N	0	0	0	2	A	B	E	A	A	A	D								
8507871	20171130	1752	4	MAIN ST	RODRIGUEZ ST	326	S	N	4	0	2	2	A	C	C	A	A	C	A								
8507873	20171130	1730	4	MAIN ST	FREEDOM BL	10	S	N	0	0	0	2	A	C	C	A	A	C	A								
8514920	20171201	1803	5	MAIN ST	PECK ST	92	N	N	0	0	0	2	A	C	C	A	A	C	D								Y
8514749	20171202	1800	6	CARR ST	RT 152	8	N	N	4	0	1	2	A	G	B	B	A	C	D	Y							
8511025	20171207	1233	4	RODRIGUEZ ST	RODRIGUEZ ST 260	70	E	N	4	0	1	2	B	A	C	A	A	A	D								
8516099	20171207	2002	4	MAIN ST	BEACH ST	0		Y	0	0	0	2	A	D	C	A	A	C	A								
8511444	20171211	1112	1	MAIN ST	BEACH ST	0		Y	0	0	0	2	A	B	C	A	A	A	A								
8510062	20171212	1508	2	BEACH ST	LINCOLN ST	25	E	N	0	0	0	2	A	D	C	A	A	A	D								
8504934	20171217	1810	7	MAIN ST	RODRIGUEZ ST	274	N	N	0	0	0	2	A	C	C	A	A	C	D								Y
8519012	20171218	1724	1	MAIN ST	BEACH ST	10	N	N	0	0	0	2	A	B	C	A	A	C	D								Y
8533324	20171219	2209	2	RIVERSIDE DR	LINCOLN ST	46	E	N	0	0	0	1	A	E	I	A	A	C	D								
8523895	20171227	1150	3	BEACH ST	WALKER ST	45	E	N	0	0	0	2	A	D	C	A	A	A	A								
8524130	20171227	1556	3	SUDDEN ST	5TH ST	0		Y	0	0	0	2	A	B	C	A	A	A	A								
8504353	20171231	1728	7	CARR ST	LAKE AV	12	S	N	0	0	0	1	A	E	I	A	A	C	D								
8543133	20180104	1216	4	UNION ST	RIVERSIDE DR	50	N	N	0	0	0	2	A	D	C	A	A	A	A								Y
8543613	20180105	1258	5	MAIN ST	RODRIGUEZ ST	64	N	N	4	0	1	4	A	C	C	A	B	A	A								
8543664	20180106	2034	6	LAKE AV	LINCOLN ST	0		Y	0	0	0	2	A	A	C	A	A	C	A								
8528660	20180108	1443	1	WEST LAKE AV	RODRIGUEZ ST	280	W	N	0	0	0	2	A	D	C	A	B	A	D								
8538981	20180109	1249	2	LAKE AV	CARR ST	30	W	N	0	0	0	2	A	C	C	A	B	A	D								
8543727	20180113	1035	6	MAIN ST	LAKE AV	40	N	N	0	0	0	2	A	D	C	A	A	A	D								
8550485	20180115	2338	1	MAIN ST	LAKE AV	0		Y	0	0	0	2	A	D	C	A	A	C	A								Y
8538751	20180124	1006	3	RIVERSIDE DR	UNION ST	0		Y	0	0	0	3	A	D	C	A	A	A	A								
8550554	20180130	1536	2	MAIN ST	RODRIGUEZ ST	15	N	N	0	0	0	2	A	C	C	A	A	A	D								
8549201	20180203	1528	6	WALKER ST	FORD ST	0		Y	0	0	0	2	A	D	C	A	A	A	A								
8555652	20180211	1923	7	LAKE AV	LINCOLN ST	20	E	N	4	0	1	2	A	C	C	A	A	C	A								
8555753	20180211	1606	7	MAIN ST	LAKE AV	0		Y	4	0	1	2	A	H	G	A	A	A	A			Y					
8560407	20180215	856	4	BEACH ST	PINE ST	180	E	N	4	0	1	2	A	C	C	A	A	A	D								
8562308	20180216	1201	5	RODRIGUEZ ST	5TH ST E	0		Y	3	0	1	3	A	D	C	A	A	A	A								
8573081	20180220	1919	2	RODRIGUEZ ST	FORD ST	22	S	N	3	0	1	2	A	G	B	B	A	E	D	Y							
8567721	20180228	1612	3	MAIN ST	5TH ST	310	S	N	4	0	1	2	A	C	C	A	A	A	D								
8597104	20180301	553	4	BOCKIUS ST	LINCOLN ST	0		Y	0	0	0	1	A	E	I	A	B	C	D								
8599949	20180301	1534	4	MAIN ST	RIVERSIDE DR	180	N	N	0	0	0	3	A	C	C	A	B	A	A								
8572897	20180305	1324	1	MAIN ST	FRONT ST	0		Y	3	0	1	2	A	D	C	A	A	A	A								Y
8577393	20180305	1304	1	MAIN ST	2ND ST	15	S	N	0	0	0	2	A	C	C	A	A	A	A								
8577467	20180305	1435	1	MAIN ST	2ND ST	0		Y	4	0	3	2	A	D	C	A	A	A	A								
8572893	20180307	1041	3	WALKER ST	RIVERSIDE DR	50	N	N	0	0	0	2	A	C	C	A	A	A	D								
8578842	20180307	740	3	RODRIGUEZ ST	BEACH ST	260	N	N	0	0	0	1	A	E	I	A	A	A	D								Y
8583383	20180309	952	5	MAIN ST	RODRIGUEZ ST	0		Y	0	0	0	2	A	C	C	A	A	A	A								
8615673	20180309	1916	5	BEACH ST	LINCOLN ST	30	W	N	0	0	0	2	A	C	C	A	A	C	A								
8583427	20180315	759	4	RIVERSIDE DR	UNION ST	3	E	N	3	0	1	2	A	G	B	B	A	A	A	Y							
8588739	20180317	2059	6	LAKE AV	LINCOLN ST	0		Y	0	0	0	2	A	C	C	A	A	C	A								Y
8590762	20180317	1718	6	RIVERSIDE DR	RODRIGUEZ ST	198	E	N	3	0	1	2	A	G	B	D	B	A	D	Y							
8584029	20180318	552	7	CARR ST	CENTER ST	19	N	N	0	0	0	2	A	C	E	A	B	C	D								Y
8595814	20180322	1637	4	MAIN ST	MAPLE AV	103	N	N	4	0	1	3	A	B	C	A	A	A	D								
8597856	20180322	1631	4	SUDDEN ST	LAKE AV	53	N	N	0	0	0	2	A	B	C	A	A	A	D								Y
8586025	20180323	1040	5	CARR ST	LAKE AV	31	S	N	0	0	0	1	A	E	I	A	A	A	D								
8597845	20180328	2343	3	MAIN ST	RIVERSIDE DR	14	S	N	2	0	1	2	A	G	B	B	A	C	A	Y							
8609320	20180406	1303	5	MAIN ST	5TH ST	186	N	N	3	0	2	3	A	D	C	A	B	A	D								
8615741	20180406	2314	5	RIVERSIDE DR	MAIN ST	0		Y	3	0	1	2	A	D	C	A	B	C	A								Y
8611673	20180409	1306	1	BEACH ST	WALKER ST	0		Y	0	0	0	2	A	D	C	A	A	A	A								
8611212	20180415	2100	7	RODRIGUEZ ST	2ND ST	15	N	N	0	0	0	2	A	C	C	A	A	C	D								
8604292	20180420	2336	5	LAKE AV	RODRIGUEZ ST	155	W	N	0	0	0	2	A	C	E	A	A	C	A								Y
8610007	20180422	1638	7	LINCOLN ST	ALLEY	0		Y	0	0	0	2	A	D	C	A	A	A	D								
8609683	20180423	755	1	MAIN ST	FRONT ST	280	S	N	0	0	0	2	A	C	C	A	A	A	D								
8604048	20180430	1456	1	LAKE AV	CARR ST	0		Y	0	0	0	2	A	D	C	A	A	A	A								
8611204	20180430	1830	1	CALIFORNIA ST	SUDDEN ST	76	E	N	0	0	0	3	A	B	E	A	A	A	D								
8619198	20180503	118	4	WALKER ST	W 5TH ST	90	N	N	3	0	1	1	A	E	I	A	A	C	D								
8623945	20180506	1826	7	RIVERSIDE DR	LINCOLN ST	0		Y	0	0	0	2	A	D	C	A	A	A	A								Y
8618096	20180509	1840	3	2ND ST	RODRIGUEZ ST	0		Y	0	0	0	2	A	D	C	A	A	A	A								
8629461	20180509	1804	3	BEACH ST	ALEXANDER ST	36	W	N	0	0	0	2	A	H	C	A	A	A	D								
8606536	20180511	2106	5	MAIN ST	RIVERSIDE DR	30	S	N	0	0	0	2	A	C	C	A	A	C	A								
8630053	20180511	924	5	CARR ST	BEACH ST	184	N	N	0	0	0	3	A	C	E	A	A	A	A								
8618624	20180514	1534	1	MAIN ST	1ST ST	0		Y	0	0	0	2	A	A	C	A	A	A	D								
8606532	20180517	1854	4	LAKE AV	LINCOLN ST	0		Y	0	0	0	2	A	D	C	A	A	A	A								
8618092	20180518	937	5	MAIN ST	FORD ST	0		Y	0	0	0	2	A	D	C	A	A	A	A								
8601179	20180523	2145	3	2ND ST	WALKER ST	85	E	N	0	0	0	2	A	H	E	A	A	C	D								Y
8633436	20180525	2259	5	LAKE AV	RODRIGUEZ ST	100	E	N	0	0	0	2	A	B	E	A	B	C	D								Y
8624619	20180528	2219	1	MAIN ST	BEACH ST	0		Y	0	0	0	2	A	D	C	A	A	C	A								
8627442	20180528	2101	1	LINCOLN ST	BOCKIUS ST	30	N	N	0	0	0	2	A	B	E	A	A	C	D								Y
8631494	20180531	1537	4	LAKE AV	SUDDEN ST	0		Y	0	0	0	2	A	D	C	A	A	A	A								
8634872	20180604	2339	1	KEARNEY	RODRIGUEZ ST	496	W	N	0	0	0	3	A	B	E	A	A	C	D								
8643591	20180606	1053	3	LAKE AV	MAIN ST	300	W	N	0	0	0	2	A	B	C	A	A	A	D						Y		
8637883	20180607	1714	4	MAIN ST	LAKE AV	250	N	N	4	0	1	2	A	C	C	A	A	A	D								
8638869	20180607	1600	4	MAIN ST	5TH ST	5	W	N	3	0	1	2	A	G	B	F	A	A	D	Y							Y
8799840	20180607	1854	4	LAKE AV	LINCOLN ST	0		Y	0	0	0	2	A	D	C	A	A	A	A								
8641517	20180615	1921	5	MAIN ST	BEACH ST	0		Y	0	0	0	3	A	D	E	A	A	A	A								
8660523	20180616	1627	6	RIVERSIDE DR	LINCOLN ST	25	E	N	4	0	2	3	A	C	C	A	A	A	D								
8647826	20180618	2022	1	BEACH ST	LINCOLN ST	0		Y	0	0	0	1	A	E	I	A	A	C	A								
8660854	20180618	1049	1	RIVERSIDE DR	MARCHANT ST	0		Y	4	0	1	2	A	D	C	A	A	A	D								
8653330	20180621	2350	4	BEACH ST	LOCUST ST	10	E	N	0	0	0	1	A	E	I	A	A	C	D								

8647934	20180623	2237	6	RIVERSIDE DR	MAIN ST	0		Y	0	0	0	2	A	B	C	A	A	C	A			Y	Y	Y		
8647938	20180626	1325	2	FREEDOM BL	MAIN ST	0		Y	0	0	0	3	A	C	C	A	A	A	A							
8652399	20180626	835	2	MAIN ST	RODRIGUEZ ST	0		Y	0	0	0	2	A	B	C	A	A	A	A							
8668757	20180626	2122	2	JEFFERSON ST	PALM AV	312	S	N	0	0	0	4	A	C	E	A	A	D	D					Y		
8664303	20180702	2204	1	CALIFORNIA ST	SUDDEN ST	30	E	N	0	0	0	2	A	B	E	A	A	C	D					Y		
8652321	20180703	1323	2	BEACH ST	MAIN ST	60	W	N	0	0	0	2	A	C	C	A	A	A	A							
8662932	20180705	1528	4	WALKER ST	LAKE AV	70	S	N	0	0	0	2	A	D	C	A	A	A	D							
8682782	20180708	2326	7	MARCHANT ST	MAPLE AV	92	N	N	0	0	0	2	A	C	E	A	A	C	D							
8663315	20180709	1240	1	5TH ST	LINCOLN ST	0		Y	4	0	1	2	A	D	C	A	A	A	A							
8663370	20180709	824	1	MAIN ST	LAKE AV	100	S	N	0	0	0	2	A	B	E	A	A	A	D				Y			
8676640	20180716	2128	1	E BEACH ST	MAIN ST	0		Y	0	0	0	3	A	B	E	A	A	C	A							
8672733	20180719	1444	4	WALKER ST	BEACH ST	52	N	N	0	0	0	2	A	C	E	A	A	A	D							
8658010	20180721	1515	6	UNION ST	ELM ST	86	S	N	4	0	1	2	B	H	G	A	A	A	D		Y					
8667261	20180723	2149	1	MAIN ST	LAKE AV	0		Y	0	0	0	2	A	D	C	A	A	C	A							
8672407	20180723	1814	1	WALKER ST	2ND ST	0		Y	0	0	0	3	A	D	C	A	A	A	D							
8667230	20180725	938	3	MAIN ST	RODRIGUEZ ST	0		Y	4	0	1	2	A	D	C	A	A	A	A							
8671793	20180731	1356	2	FREEDOM BL	MAIN ST	170	N	N	4	0	1	2	A	C	C	A	A	A	D							
8677301	20180803	1822	5	WALKER ST	2ND ST	0		Y	0	0	0	2	A	D	C	A	A	A	A							
8685139	20180813	1909	1	BEACH ST	LOCUST ST	4	E	N	0	0	0	1	A	E	I	A	A	A	D					Y		
8700840	20180815	946	3	RODRIGUEZ ST	RIVERSIDE DR	0		Y	0	0	0	2	A	D	C	A	A	A	A				Y			
8677022	20180818	301	6	MAIN ST	BEACH ST	0		Y	0	0	0	2	A	D	C	A	A	C	A							
8682385	20180818	1630	6	MAIN ST	5TH ST	32	S	N	0	0	0	2	A	C	C	A	A	A	D					Y		
8688454	20180826	2346	7	WALKER ST	6TH ST	4	N	N	4	0	1	1	A	E	I	A	A	C	D							
8701180	20180828	2129	2	MAIN ST	BEACH ST	0		Y	4	0	1	2	A	A	C	A	A	C	A							
8701157	20180902	1210	7	LINCOLN ST	CENTER ST	0		Y	0	0	0	2	A	D	C	A	A	A	A							
8692154	20180911	1151	2	KEARNEY ST	WALKER ST	250	W	N	3	0	1	3	A	D	C	A	A	A	D							
8693018	20180913	1734	4	LINCOLN ST	5TH ST	150	S	N	3	0	1	3	A	C	C	A	A	A	D							
8700687	20180914	844	5	BEACH ST	UNION ST	0		Y	0	0	0	2	A	D	C	A	A	A	A							
8717739	20180915	955	6	5TH ST	BRENNAN ST S	0		Y	4	0	1	2	A	G	B	B	A	A	D	Y						
8700945	20180917	2011	1	RIVERSIDE DR	RODRIGUEZ ST	0		Y	0	0	0	2	A	A	C	A	A	C	A							
8700949	20180918	1234	2	BEACH ST	CARR ST	100	E	N	0	0	0	2	A	B	C	A	A	A	D							
8709261	20180925	1446	2	MAPLE AV	UNION ST	314	E	N	0	0	0	2	A	C	C	A	A	A	D			Y				
8725277	20180925	2253	2	EAST LAKE AV	UNION ST	0		Y	0	0	0	2	A	E	I	A	A	C	A							
8733182	20180925	2112	2	MAIN ST	LAKE AV	0		Y	4	0	1	2	A	D	C	A	A	C	A				Y			
8712216	20180927	2336	4	SAKATA LN	RIVERSIDE DR	595	S	N	0	0	0	1	A	E	I	A	A	C	D							
8717818	20181002	1605	2	LINCOLN ST	MAPLE AV	90	S	N	0	0	0	2	A	D	C	A	A	A	D							
8728555	20181007	533	7	BEACH ST	LINCOLN ST	592	E	N	0	0	0	3	A	C	E	A	A	C	D							
8721451	20181008	853	1	WEST LAKE AV	GARDEN ST	26	S	N	0	0	0	2	A	D	C	A	A	A	D							
8727243	20181015	1551	1	MAIN ST	W LAKE	110	S	N	0	0	0	3	A	B	E	A	A	A	D							
8727244	20181015	655	1	MAIN ST	EAST LAKE AV	0		Y	0	0	0	2	A	D	C	A	A	A	A							
8728341	20181015	629	1	MAIN ST	RIVERSIDE DR	0		Y	4	0	1	3	A	A	C	A	A	C	A							
8727248	20181016	1616	2	RIVERSIDE DR	WALKER ST	0		Y	0	0	0	1	C	E	J	A	A	A	B							
8731064	20181016	2024	2	LINCOLN ST	ELM ST	137	S	N	0	0	0	2	A	D	C	A	A	C	D							
8727252	20181022	752	1	RIVERSIDE DR	MAIN ST	0		Y	0	0	0	2	A	B	C	A	A	A	A							
8727247	20181023	905	2	MAIN ST	LAKE AV	0		Y	0	0	0	2	A	D	C	A	A	A	A							
8722392	20181024	1144	3	RODRIGUEZ ST	1ST ST	0		Y	4	0	1	2	A	D	C	A	A	A	A							
8733226	20181029	1506	1	RODRIGUEZ ST	MAIN ST	35	S	N	0	0	0	2	A	C	C	A	A	A	A					Y		
8735468	20181105	1253	1	MAIN ST	CENTRAL AV	0		Y	4	0	1	2	A	G	B	B	A	A	D	Y						
8742952	20181105	2344	1	MAIN ST	MAPLE AV	0		Y	4	0	1	2	A	D	C	A	A	C	A					Y		
8757743	20181110	1322	6	MAIN ST	CENTRAL AV	75	S	N	4	0	1	2	A	C	C	A	A	A	D							
8765159	20181110	511	6	MAIN ST	E BEACH ST	0		Y	0	0	0	2	A	D	C	A	A	C	A							
8750558	20181111	2308	7	MAIN ST	LAKE AV	157	S	N	0	0	0	1	A	E	I	A	A	C	D					Y		
8755949	20181111	359	7	MAIN ST	FREEDOM BL	297	N	N	0	0	0	1	A	E	I	A	A	C	D					Y		
8749528	20181112	1531	1	EAST LAKE AV	LINCOLN ST	90	E	N	0	0	0	2	A	C	C	A	A	A	A							
8749526	20181114	1405	3	RIVERSIDE DR	UNION ST	0		Y	4	0	5	3	A	D	C	A	A	A	A							
8765090	20181119	2254	1	MENKER ST	RIVERSIDE DR	45	N	N	0	0	0	4	A	A	E	A	A	C	D							
8749522	20181120	1554	2	BRENNAN ST	LAKE AV	13	S	N	3	0	1	2	A	G	B	B	A	A	A	Y						
8746497	20181121	738	3	MAPLE AV	MAIN ST	0		Y	0	0	0	2	A	D	C	A	A	A	A							
8741907	20181122	2348	4	E FRONT ST	UNION ST	121	E	N	0	0	0	3	A	C	E	A	B	C	D							
8757506	20181122	2044	4	BEACH ST	WALKER ST	145	E	N	0	0	0	2	A	B	E	A	A	C	D							
8765155	20181123	922	5	MAIN ST	LAKE AV	94	S	N	4	0	1	4	A	C	C	A	B	A	D							
90870456	20181123	220	5	MAIN ST	W. LAKE AVE	320	S	N	0	0	0	3	A	G	E	A	B	C	D					Y	36.91094	121.75772
8760208	20181201	1759	6	RIVERSIDE DR	WALKER ST	0		Y	4	0	2	2	A	-	-	A	A	C	-							
8753998	20181203	1612	1	RODRIGUEZ ST	FORD ST	0		Y	0	0	0	2	A	D	C	A	A	A	A							
8759705	20181204	1607	2	WALKER ST	LAKE AV	0		Y	0	0	0	2	A	D	C	A	B	A	A							
8765125	20181209	1345	7	MAIN ST	RODRIGUEZ ST	0		Y	0	0	0	2	A	C	C	A	A	A	A							
8759573	20181211	1059	2	WALKER ST	BEACH ST	15	S	N	0	0	0	2	A	C	C	A	A	A	D							
8767486	20181214	1705	5	FRONT ST	WALKER ST	10	E	N	3	0	1	2	A	G	B	E	A	C	D	Y						
8776593	20181217	1515	1	W BEACH ST	WALKER ST	10	E	N	0	0	0	2	A	C	C	A	A	A	A							
8782555	20181220	1132	4	RODRIGUEZ ST	FORD ST	0		Y	0	0	0	2	A	C	C	A	A	A	D							
8465616	20181224	1442	1	MAIN ST	BEACH ST	0		Y	1	1	0	2	A	G	B	B	B	A	A	Y						
8761211	20181226	1841	3	HYDE ST	7TH ST	65	S	N	0	0	0	2	A	B	E	A	A	C	D					Y		
8776092	20181227	1804	4	LINCOLN ST	5TH ST	7	S	N	0	0	0	1	A	E	I	A	A	C	D							
8776597	20181230	1856	7	RODRIGUEZ ST	2ND ST	50	S	N	0	0	0	2	A	B	C	A	A	C	D							
8760868	20181231	752	1	WALKER ST	KEARNEY ST	0		Y	0	0	0	2	A	D	C	A	A	A	A					Y		
8727344	20190111	1959	5	RIVERSIDE DR	UNION ST	0		Y	0	0	0	2	A	D	D	A	B	C	A					Y		
8788382	20190111	1807	5	LINCOLN ST	LAKE AV	87	S	N	0	0	0	2	A	C	C	A	B	C	D					Y		
8805311	20190113	119	7	LAKE AV	CARR ST	200	E	N	0	0	0	2	A	C	E	A	A	C	D							
90915834	20190118	1840	5	RODRIGUEZ ST	W LAKE AVE	169	N	N	3	0	1	2	A	D	G	A	A	D	D		Y			Y	36.9107	121.76066
8787491	20190121	813	1	MAIN ST	BEACH ST	0		Y	0	0	0	2	A	D	C	A	B	A	A				Y			
8799841	20190122	1632	2	RODRIGUEZ ST	2ND ST	0		Y	2	0	1	2	A	D	G	A	A	A	A		Y					
8794186	20190129	1629	2	LAKE AV	SUDDEN ST	0		Y	0	0	0	2	A	D	C	A	A	A	A							
8794474	20190203	1011	7	MAIN ST	LAKE AV	11	N	N	0	0	0	2	A	C	C	A	B	A	A							
8794595	20190203	2054	7	MAIN ST	RODRIGUEZ ST	205	S	N	4	0	1	1	A	E	I	A	B	C	D					Y		
8800195	20190204	1815	1	FORD ST	RODRIGUEZ ST	0		Y	3	0	1	2	A	-	-	-	A	C	-	Y						
8794690	20190208	1530	5	RIVERSIDE DR	MARCHANT ST	0		Y	4	0	1	2	A	G	B	B	B	C	D	Y				Y		
8805354	20190208	1809	5	BEACH ST	UNION ST	0		Y	4	0	1	2	A	G	B	B	B	C	A	Y				Y		
8800703	20190210	608	7	BEACH ST	EATON CT	55	W	N	0	0	0	4	A	B	E	A	B	B	D							
8794600	20190213	1148	3	LINCOLN ST	RIVERSIDE DR	80	N	N	0	0	0	1	A	E	I	A	B	A	D							
8794642	20190219	1603	2	SUDDEN ST	WATERS ALY	0		Y	0	0	0	2	A	B	C	A	A	A	D							
8811422	20190302	2124	6	LOCUST ST	BEACH ST	81	S	N	0	0	0	2	A	D	E	A	B	C	D					Y		
8822523	20190302	1915	6	BEACH ST	UNION ST	0		Y	4	0	1	2	A	G	B	B	B	C	A	Y						
8831237	20190302	2241	6	LINCOLN ST	ELM ST	22	S	N	0	0	0	2	A	C	E	A	A	C	D					Y		
8809186	20190304	1056	1	MAIN ST	1ST ST	0		Y	0	0	0	2	A	D	C	A	A	A	A							
8822328	20190305	1320	2	JEFFERSON ST	LAKE AV	145	N	N	0	0	0	2	A	D	C	A	B	A	D							
8826791	20190305	723	2	MAIN ST	RIVERSIDE DR	0		Y	4	0	1	2	A	D	C	A	B	A	A							
8830849	20190306	1251	3	BRENNAN ST	5TH ST N	5	N	N	4	0	1	2	D	G	B	F	B	A	D	Y						
8826434	20190307	1536	4	LINCOLN ST	LAKE AV	210	N	N	0	0	0	2	A	D	C	A	B	A	D							

8838959	20190316	1956	6 MAIN ST	FRONT ST	123 S	N	3	0	1	2 A	G	B	E	A	C	D	Y							Y	
8839830	20190316	2153	6 MAIN ST	1ST ST	4 N	N	4	0	1	2 A	G	B	C	A	C	D	Y							Y	
8826353	20190317	759	7 MAIN ST	FREEDOM BL	126 S	N	0	0	0	2 A	B	C	A	A	A	D									
8826438	20190318	1455	1 MAIN ST	5TH ST	0	Y	0	0	0	2 A	D	C	A	A	A	A									
8839026	20190322	1744	5 LAKE AV	RODRIGUEZ ST	68 E	N	0	0	0	2 A	B	C	A	A	A	D									
8838930	20190329	1257	5 FREEDOM BL	MAIN ST	162 N	N	0	0	0	2 A	H	C	A	A	A	D									
8838362	20190404	1539	4 BEACH ST	MAIN ST	0	Y	4	0	1	2 A	G	B	B	A	A	A	Y								
8841520	20190408	1624	1 UNION ST	ALEXANDER ST	0	Y	4	0	1	2 A	C	C	A	A	A	A									
8844563	20190409	845	2 BEACH ST	PINE ST	29 E	N	0	0	0	5 A	C	E	A	A	A	D									
8857645	20190412	1943	5 MAPLE AV	MARCHANT ST	260 E	N	0	0	0	2 A	B	C	A	A	C	D								Y	
8842863	20190415	2220	1 MAIN ST	BEACH ST	0	Y	4	0	1	2 A	D	C	A	B	C	A									
8845007	20190416	1203	2 WALKER ST	6TH ST	5 N	N	0	0	0	2 A	C	C	A	A	A	D									
8842812	20190417	2308	3 RIVERSIDE DR	MAIN ST	0	Y	4	0	2	2 A	D	C	A	A	C	A									
8839938	20190418	908	4 KILBURN ST	FORD ST	48 S	N	0	0	0	2 A	C	E	A	A	A	D									
8849288	20190423	1531	2 RIVERSIDE DR	UNION ST	96 E	N	0	0	0	2 D	B	C	A	A	A	A									
8849287	20190424	1446	3 MAIN ST	LAKE AV	0	Y	0	0	0	2 A	D	C	A	A	A	A									
8856721	20190425	953	4 LAKE AV	MAIN ST	253 W	N	0	0	0	2 A	B	E	A	A	A	D							Y		
8808222	20190505	1121	7 RODRIGUEZ ST	BEACH ST	9 E	N	1	1	0	2 A	G	B	B	A	A	A	Y								
8876601	20190505	1530	7 MARCHANT ST	GRANT AV	15 N	N	0	0	0	2 A	D	C	A	A	A	A									
8847468	20190513	1824	1 EAST LAKE AV	UNION ST	0	Y	0	0	0	2 A	D	C	A	A	A	A									
8867879	20190517	2151	5 RIVERSIDE DR	WALKER ST	0	Y	0	0	0	1 A	E	I	A	A	C	A							Y		
8868271	20190517	1553	5 LAKE AV	RODRIGUEZ ST	40 W	N	0	0	0	2 A	C	C	A	A	A	A									
8874119	20190521	932	2 WALKER ST	6TH ST	46 N	N	0	0	0	3 A	B	E	A	A	A	D									
8874841	20190525	47	6 RIVERSIDE DR	WALKER ST	24 E	N	0	0	0	1 A	E	I	A	A	C	A								Y	
8874043	20190526	845	7 WALKER ST	RIVERSIDE DR	0	Y	4	0	1	3 A	D	C	A	A	A	A									
8875164	20190527	2340	1 MAIN ST	BEACH ST	0	Y	0	0	0	2 A	D	C	A	A	C	A									
8873921	20190528	1206	2 MAIN ST	LAKE AV	32 S	N	0	0	0	2 A	B	E	A	A	A	D									
8874123	20190530	725	4 WALKER ST	LAKE AV	0	Y	0	0	0	2 A	D	C	A	A	A	A									
8885986	20190607	1757	5 MAIN ST	CENTRAL AV	0	Y	0	0	0	2 A	B	C	A	A	A	D									
8875460	20190609	548	7 RIVERSIDE DR	UNION ST	2 E	N	4	0	1	2 A	H	G	A	A	A	A			Y						
8887202	20190609	41	7 WALKER ST	W FRONT ST	130 S	N	0	0	0	1 A	E	J	A	A	C	D								Y	
8875456	20190611	459	2 MAIN ST	BEACH ST	0	Y	4	0	1	2 A	D	C	A	A	A	A									
8890951	20190611	2336	2 JEFFERSON ST	EAST LAKE AV	50 N	N	0	0	0	2 A	B	C	A	A	D	A									
8892921	20190618	1750	2 PINE ST	2ND ST	339 S	N	0	0	0	1 A	E	I	A	A	A	D									
8892929	20190625	532	2 LINCOLN ST	EAST LAKE AV	295 N	N	0	0	0	2 A	D	C	A	A	A	D									
8896014	20190627	2050	4 RIVERSIDE DR	WALKER ST	0	Y	0	0	0	2 A	D	C	A	A	C	A									
8890872	20190701	918	1 UNION ST	BEACH ST	15 S	N	0	0	0	2 A	C	C	A	A	A	A									
8895973	20190703	1202	3 RIVERSIDE DR	MAIN ST	210 W	N	4	0	1	2 A	C	C	A	A	A	D									
8896355	20190705	1642	5 RIVERSIDE DR	MARCHANT ST	60 E	N	0	0	0	2 A	C	C	A	A	A	D									
8916385	20190705	259	5 2ND ST	MENKER ST	116 E	N	0	0	0	2 A	C	C	A	A	C	D									
8895977	20190708	1701	1 2ND ST	MAIN ST	0	Y	0	0	0	2 A	C	C	A	A	A	A									
8896539	20190708	1029	1 RIVERSIDE DR	UNION ST	0	Y	3	0	5	2 A	D	C	A	A	A	A									
8918151	20190714	1716	7 MARCHANT ST	BOCKIUS ST	42 S	N	0	0	0	2 D	D	C	A	A	A	D									
8167794	20190715	1626	1 EAST LAKE AV	BRENNAN ST	25 E	N	0	0	0	2 A	C	C	A	A	A	A									
8906425	20190724	1527	3 RODRIGUEZ ST	BEACH ST	230 N	N	0	0	0	1 A	E	I	A	A	A	D									
8908321	20190724	1427	3 BEACH ST	UNION ST	120 W	N	0	0	0	2 A	B	C	A	A	A	D									
8927059	20190724	2150	3 LINCOLN ST	5TH ST	75 S	N	0	0	0	4 A	B	E	A	A	D	D								Y	
8907111	20190727	1904	6 RODRIGUEZ ST	W 5TH ST	10 N	N	0	0	0	2 A	B	C	A	A	A	D									
8921412	20190727	2245	6 W FRONT ST	W FRONT ST 25	27 S	N	0	0	0	2 A	C	E	A	A	C	D									
8914276	20190729	1718	1 RIVERSIDE DR	MAIN ST	25 W	N	0	0	0	2 A	B	C	A	A	A	D									
8913542	20190730	1725	2 RIVERSIDE DR	MARCHANT ST	81 E	N	0	0	0	2 A	C	C	A	A	A	A									
8912103	20190802	523	5 BEACH ST	RODRIGUEZ ST	0	Y	0	0	0	2 A	A	C	A	A	C	A									
8912107	20190805	855	1 FREEDOM BL	EASTERN DR	35 E	N	0	0	0	2 A	B	C	A	A	A	D									
8918089	20190810	1758	6 FREEDOM BL	MAIN ST	203 N	N	0	0	0	1 A	E	I	A	A	A	D								Y	
8918150	20190810	1705	6 BOCKIUS ST	LINCOLN ST	80 W	N	0	0	0	2 A	B	E	A	A	A	D								Y	
8918186	20190812	1745	1 RIVERSIDE DR	MAIN ST	45 E	N	0	0	0	2 A	B	C	A	A	A	D							Y	Y	
8949567	20190812	1757	1 E BEACH ST	BEACH ST	40 N	N	0	0	0	3 B	D	E	A	A	A	D									
8927126	20190816	1214	5 MARCHANT ST	RIVERSIDE DR	50 S	N	0	0	0	2 A	C	C	A	A	A	A									
8924165	20190820	1804	2 BEACH ST	UNION ST	40 W	N	4	0	1	2 A	G	B	D	A	A	D	Y								
8927399	20190820	900	2 2ND ST	RODRIGUEZ	226 W	N	4	0	1	2 A	D	C	A	A	A	D									
8931881	20190822	2110	4 MAPLE AV	UNION ST	285 E	N	0	0	0	2 A	C	C	A	A	C	D									
8932061	20190826	1744	1 RIVERSIDE DR	GROVE ST	0	Y	0	0	0	2 A	C	C	A	A	A	D									
8932154	20190827	2315	2 MAIN ST	1ST ST	0	Y	0	0	0	2 A	B	C	A	A	C	D								Y	
8938875	20190830	932	5 RT 129	MAIN ST	35 E	N	0	0	0	3 A	C	C	A	A	A	A									
8932150	20190901	2131	7 1ST ST	MAIN ST	10 W	N	2	0	1	2 A	G	B	B	A	C	D	Y								
8941289	20190901	211	7 MADISON ST	5TH ST	188 S	N	0	0	0	3 A	A	E	A	A	C	D									
8167731	20190902	1802	1 RIVERSIDE DR	RODRIGUEZ ST	175 W	N	4	0	2	2 A	C	C	A	A	A	A									
8941389	20190902	2000	1 FRONT ST	ORTEGA DR	50 W	N	0	0	0	2 A	B	C	A	A	C	D								Y	
8949199	20190902	1210	1 FORD ST	WALKER ST	403 E	N	0	0	0	2 A	G	B	D	A	A	D	Y								
8167885	20190903	1046	2 FREEDOM BL	MAIN ST	10 E	N	4	0	1	2 A	G	B	B	A	A	A	Y								
8935894	20190909	1200	1 MAIN ST	FORD ST	50 S	N	0	0	0	2 A	C	C	A	A	A	D									
8941257	20190909	220	1 MAIN ST	FREEDOM BL	0	Y	0	0	0	2 A	A	E	A	A	C	A									
8946004	20190912	2105	4 2ND ST	MENKER ST	84 E	N	0	0	0	3 A	C	E	A	A	C	D								Y	
8941261	20190913	941	5 RODRIGUEZ ST	RIVERSIDE DR	0	Y	0	0	0	2 A	C	C	A	A	A	A							Y		
8946008	20190914	2108	6 MAIN ST	1ST ST	98 N	N	0	0	0	2 A	E	I	A	A	C	D								Y	
8941393	20190915	1104	7 WEST LAKE AV	RODRIGUEZ ST	235 E	N	0	0	0	2 A	B	C	A	A	B	D									
8941439	20190917	745	2 UNION ST	MAPLE AV	0	Y	3	0	1	2 A	G	B	B	A	A	A	Y								
8941385	20190918	1554	3 FREEDOM BL	BRENNAN ST	95 N	N	0	0	0	3 A	C	C	A	A	A	D									
8946079	20190919	1325	4 MAIN ST	LAKE AV	25 S	N	0	0	0	2 A	B	E	A	-	A	A								Y	
8946075	20190920	1011	5 BEACH ST	LINCOLN ST	80 E	N	0	0	0	2 A	B	E	A	-	A	D									
8948050	20190928	1236	6 MAIN ST	FORD ST	52 N	N	0	0	0	2 A	C	C	A	A	A	A								Y	
8971792	20191004	633	5 PALM AV	SUDDEN AV	0	Y	4	0	1	2 A	D	C	A	A	A	D								Y	
8971996	20191010	1116	4 MAIN ST	CENTRAL AV	0	Y	0	0	0	2 A	H	G	A	A	A	D			Y						
8977027	20191011	2020	5 WALKER ST	FORD ST	0	Y	0	0	0	2 A	B	C	A	A	A	D								Y	
8970562	20191012	1807	6 UNION ST	BEACH ST	15 S	N	0	0	0	2 A	C	C	A	A	A	A									
8964672	20191014	1637	1 BEACH ST	MARCHANT ST	4 W	N	3	0	1	2 A	G	B	B	A	A	D	Y								
8980729	20191018	1910	5 WALKER ST	LAKE AV	0	Y	4	0	1	2 A	G	B	B	A	C	D	Y								
8964878	20191022	1145	2 BEACH ST	LINCOLN ST	180 E	N	0	0	0	2 A	D	C	A	A	A	D									
8971877	20191026	1357	6 RIVERSIDE DR	UNION ST	263 E	N	4	0	1	3 A	C	C	A	A	A	D									
8976583	20191027	1034	7 FORD ST	RODRIGUEZ ST	335 E	N	4	0	2	3 A	D	C	A	A	A	D									
8980733	20191027	1248	7 MAIN ST	FORD ST	68 N	N	0	0	0	2 A	B	C	A	A	A	A									
8976541	20191031	1453	4 LAKE AV	MADISON ST	0	Y	4	0	1	2 A	D	C	A	A	A	D									
8976704	20191101	1555	5 UNION ST	MAPLE AV	0	Y	3	0	1	2 A	D	G	A	A	A	A			Y						
8974760	20191105	1012	2 2ND ST	RODRIGUEZ ST	373 W	N	0	0	0	1 A	E	I	A	A	A	D							Y		
8976668	20191105	1629	2 MAIN ST	FRONT ST	0	N	3	0	1	2 A	D	G	A	A	A	D			Y						
8984005	20191112	813	2 BEACH ST	MARCHANT ST	120 W	N	0	0	0	2 A	B	C	A	A	A	D									
8980842	20191117	1918	7 MAIN ST	CENTRAL AV	0	Y	3	0	1	2 A	G	B	B	A	C	A	Y								
8996908	20191120	926	3 MAIN ST	LAKE AV	33 S	N	0	0	0	2 A	C	C	A	A	A	A									

8988690	20191121	2158	4	FRONT ST	MARCHANT ST	57	W	N	0	0	0	3	A	H	E	A	A	C	D					Y
8990291	20191121	1645	4	WALKER ST	2ND ST	0		Y	0	0	0	3	A	B	C	A	A	A	A					
8983274	20191122	835	5	RIVERSIDE DR	UNION ST	8	E	N	2	0	1	2	A	G	B	B	A	A	A	Y				
8985390	20191123	921	6	MAIN ST	RIVERSIDE DR	47	S	N	0	0	0	2	A	C	C	A	A	A	D					
8988967	20191123	922	6	MAIN ST	RIVERSIDE DR	47	S	N	0	0	0	2	A	C	C	A	A	A	D					
8989254	20191123	1010	6	RIVERSIDE DR	UNION ST	0		Y	4	0	1	2	A	D	C	A	A	A	D					Y
8990100	20191125	1411	1	LAKE AV	MAIN ST	60	E	N	0	0	0	2	A	B	C	A	A	A	D					Y
8983278	20191126	1227	2	GRANT AV	MARCHANT ST	65	W	N	0	0	0	2	A	B	E	A	A	A	D					
8985386	20191126	1635	2	MAIN ST	FREEDOM BL	206	N	N	0	0	0	2	A	B	C	A	B	C	A					
8985498	20191126	2322	2	MAIN ST	MAPLE AV	37	S	N	0	0	0	1	A	E	J	A	B	C	D					Y
8990313	20191126	934	2	CARR ST	BEACH ST	86	N	N	0	0	0	2	A	B	C	A	A	A	A					
9007550	20191201	212	7	MAIN ST	BEACH ST	0		Y	4	0	1	2	A	D	C	A	B	C	A					Y
9008414	20191204	1759	3	WEST BEACH	WALKER ST	0		Y	0	0	0	2	A	D	C	A	B	C	A					
9010256	20191206	1751	5	LINCOLN ST	LAKE AV	0		Y	4	0	1	2	A	H	G	A	A	B	A			Y		
9003548	20191207	2228	6	LAKE AV	SUDDEN ST	0		Y	4	0	1	2	A	D	C	A	A	C	D					
8995832	20191210	735	2	WALKER ST	WEST LAKE AV	8	S	N	3	0	2	3	A	G	B	B	A	A	D	Y				
9008418	20191215	1431	7	RODRIGUEZ ST	1ST ST	75	N	N	0	0	0	2	A	C	C	A	A	A	D					Y
9010280	20191216	1956	1	FREEDOM BL	SOUTHERN CIR	130	E	N	4	0	2	3	A	C	C	A	A	A	D					Y
9020641	20191218	730	3	LAKE AV	MAIN ST	0		Y	4	0	1	2	A	G	B	B	B	B	A	Y				
9023301	20191224	1230	2	RODRIGUEZ ST	2ND ST	0		Y	0	0	0	2	A	D	C	A	A	A	A					

Appendix E
Existing plus Project Conditions
Level-of-Service Worksheets

Intersection Level Of Service Report
Intersection 1: Main Street & Lake Avenue

Control Type:	Signalized	Delay (sec / veh):	6.7
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	AM Peak Hour	Volume to Capacity (v/c):	0.553

Intersection Setup

Name	Main Street			Main Street			Lake Avenue			Lake Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	10.50	12.00	11.00	12.00	12.00	12.00	12.00	12.00	11.00	11.00	11.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			30.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	Yes			Yes						Yes		
Crosswalk	Yes			Yes			Yes			Yes		

Intersection Level Of Service Report
Intersection 2: Main Street & Beach Street

Control Type:	Signalized	Delay (sec / veh):	14.0
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	AM Peak Hour	Volume to Capacity (v/c):	0.582

Intersection Setup

Name	Main Street			Main Street			Beach Street			Beach Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	10.00	11.00	16.00	10.00	11.00	11.00	11.00	11.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	0	0	0
Entry Pocket Length [ft]	90.00	100.00	100.00	135.00	100.00	100.00	110.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	1	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			25.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	Yes			Yes			Yes					
Crosswalk	Yes			Yes			Yes			Yes		

Intersection Level Of Service Report
Intersection 3: Beach Street & Rodriguez Street

Control Type:	Signalized	Delay (sec / veh):	7.8
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	AM Peak Hour	Volume to Capacity (v/c):	0.423

Intersection Setup

Name	Rodriguez Street			Rodriguez Street			Beach Street			Beach Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	10.00	11.00	12.00	12.00	12.00	12.00	11.00	10.00	10.00	10.00	11.00	11.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	150.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	Yes			Yes			Yes			Yes		
Crosswalk	Yes			Yes			Yes			Yes		

Intersection Level Of Service Report
Intersection 4: Lake Avenue & Rodriguez Street

Control Type:	Signalized	Delay (sec / veh):	21.3
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	AM Peak Hour	Volume to Capacity (v/c):	0.380

Intersection Setup

Name	Rodriguez Street			Rodriguez Street						Lake Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	13.50	13.00	12.00	12.00	10.00	12.00	12.00	12.00	10.00	13.00	13.00	13.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	110.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			30.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	Yes			Yes			Yes			Yes		
Crosswalk	Yes			Yes			Yes			Yes		

Intersection Level Of Service Report
Intersection 5: Beach Street & Walker Street

Control Type:	All-way stop	Delay (sec / veh):	26.4
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	AM Peak Hour	Volume to Capacity (v/c):	0.800

Intersection Setup

Name	Beach Street			Beach Street			Walker Street			Walker Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	11.00	11.00	11.00	14.00	14.00	14.00	11.00	11.00	11.00	12.00	12.00	15.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0	0	0	1	0	0	1
Entry Pocket Length [ft]	250.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	150.00	100.00	100.00	40.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Beach Street			Beach Street			Walker Street			Walker Street		
Base Volume Input [veh/h]	157	189	58	34	140	39	65	191	196	54	244	25
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	5.70	6.90	13.80	0.00	4.30	2.60	0.00	6.80	10.20	29.60	9.00	4.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	14	0	0	12	0	12	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	157	203	58	34	152	39	77	191	196	54	244	25
Peak Hour Factor	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	44	56	16	9	42	11	21	53	54	15	68	7
Total Analysis Volume [veh/h]	174	226	64	38	169	43	86	212	218	60	271	28
Pedestrian Volume [ped/h]	22			1			2			5		

Intersection Level Of Service Report
Intersection 6: 2nd Street & Rodriguez Street

Control Type:	All-way stop	Delay (sec / veh):	11.5
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	AM Peak Hour	Volume to Capacity (v/c):	0.332

Intersection Setup

Name	Rodriguez Street			Rodriguez Street			2nd Street			2nd Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	10.00	11.00	10.00	10.00	11.00	10.00	18.00	18.00	18.00	11.00	11.00	11.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	115.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Rodriguez Street			Rodriguez Street			2nd Street			2nd Street		
Base Volume Input [veh/h]	17	122	37	31	117	31	25	95	24	79	87	56
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	11.80	3.30	2.70	0.00	6.00	3.20	0.00	0.00	4.20	0.00	3.40	1.80
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	19	0	0	46	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	17	141	37	31	163	31	25	95	24	79	87	56
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	39	10	9	45	9	7	26	7	22	24	15
Total Analysis Volume [veh/h]	19	155	41	34	179	34	27	104	26	87	96	62
Pedestrian Volume [ped/h]	7			38			10			13		

Intersection Level Of Service Report
Intersection 1: Main Street & Lake Avenue

Control Type:	Signalized	Delay (sec / veh):	7.3
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	PM Peak Hour	Volume to Capacity (v/c):	0.576

Intersection Setup

Name	Main Street			Main Street			Lake Avenue			Lake Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	10.50	12.00	11.00	12.00	12.00	12.00	12.00	12.00	11.00	11.00	11.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			30.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	Yes			Yes						Yes		
Crosswalk	Yes			Yes			Yes			Yes		

Intersection Level Of Service Report
Intersection 2: Main Street & Beach Street

Control Type:	Signalized	Delay (sec / veh):	20.1
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	PM Peak Hour	Volume to Capacity (v/c):	0.584

Intersection Setup

Name	Main Street			Main Street			Beach Street			Beach Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	10.00	11.00	16.00	10.00	11.00	11.00	11.00	11.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	0	0	0
Entry Pocket Length [ft]	90.00	100.00	100.00	135.00	100.00	100.00	110.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	1	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			25.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	Yes			Yes			Yes					
Crosswalk	Yes			Yes			Yes			Yes		

Intersection Level Of Service Report
Intersection 3: Beach Street & Rodriguez Street

Control Type:	Signalized	Delay (sec / veh):	8.1
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	PM Peak Hour	Volume to Capacity (v/c):	0.443

Intersection Setup

Name	Rodriguez Street			Rodriguez Street			Beach Street			Beach Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	10.00	11.00	12.00	12.00	12.00	12.00	11.00	10.00	10.00	10.00	11.00	11.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	150.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	Yes			Yes			Yes			Yes		
Crosswalk	Yes			Yes			Yes			Yes		

Intersection Level Of Service Report
Intersection 4: Lake Avenue & Rodriguez Street

Control Type:	Signalized	Delay (sec / veh):	22.1
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	PM Peak Hour	Volume to Capacity (v/c):	0.437

Intersection Setup

Name	Rodriguez Street			Rodriguez Street			Lake Avenue			Lake Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	13.50	13.00	12.00	12.00	10.00	12.00	12.00	12.00	10.00	13.00	13.00	13.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	110.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			30.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	Yes			Yes			Yes			Yes		
Crosswalk	Yes			Yes			Yes			Yes		

Intersection Level Of Service Report
Intersection 5: Beach Street & Walker Street

Control Type:	All-way stop	Delay (sec / veh):	24.4
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	PM Peak Hour	Volume to Capacity (v/c):	0.773

Intersection Setup

Name	Beach Street			Beach Street			Walker Street			Walker Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	11.00	11.00	11.00	14.00	14.00	14.00	11.00	11.00	11.00	12.00	12.00	15.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0	0	0	1	0	0	1
Entry Pocket Length [ft]	250.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	150.00	100.00	100.00	40.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Beach Street			Beach Street			Walker Street			Walker Street		
Base Volume Input [veh/h]	143	227	99	22	100	49	79	255	124	35	254	37
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	4.90	3.50	4.00	4.50	1.00	6.10	0.00	4.30	4.00	11.40	2.80	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	3	0	0	4	0	3	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	143	230	99	22	104	49	82	255	124	35	254	37
Peak Hour Factor	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	37	60	26	6	27	13	21	66	32	9	66	10
Total Analysis Volume [veh/h]	149	240	103	23	108	51	85	266	129	36	265	39
Pedestrian Volume [ped/h]	10			0			1			3		

Intersection Level Of Service Report
Intersection 6: 2nd Street & Rodriguez Street

Control Type:	All-way stop	Delay (sec / veh):	13.3
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	PM Peak Hour	Volume to Capacity (v/c):	0.489

Intersection Setup

Name	Rodriguez Street			Rodriguez Street			2nd Street			2nd Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	10.00	11.00	10.00	10.00	11.00	10.00	18.00	18.00	18.00	11.00	11.00	11.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	115.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Rodriguez Street			Rodriguez Street			2nd Street			2nd Street		
Base Volume Input [veh/h]	20	199	76	68	233	39	27	99	56	66	86	92
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	2.00	1.30	0.00	2.10	0.00	3.70	0.00	3.60	0.00	1.20	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	4	0	0	16	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	20	203	76	68	249	39	27	99	56	66	86	92
Peak Hour Factor	0.9800	0.9800	0.9800	0.9800	0.9800	0.9800	0.9800	0.9800	0.9800	0.9800	0.9800	0.9800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	52	19	17	64	10	7	25	14	17	22	23
Total Analysis Volume [veh/h]	20	207	78	69	254	40	28	101	57	67	88	94
Pedestrian Volume [ped/h]	10			38			13			27		

Deborah Muniz <deborah.muniz@cityofwatsonville.org>

[CDD] Fw: Public Comment - PP2019-452

3 messages

'Cuccia, Paul' via CDD <cdd@cityofwatsonville.org> Tue, Oct 6, 2020 at 9:41 AM
Reply-To: "Cuccia, Paul" <Paul.Cuccia@cbnorcal.com>
To: "cdd@cityofwatsonville.org" <cdd@cityofwatsonville.org>
Cc: MIke and Cathy Moon <mikencathy@yahoo.com>

PP2019-452
407 Main Street
Special Use Permit Application

Good Morning and Thank you for consideration of my comments and observations reported herein.

I live directly across from the proposed project property; it is in full view from my residence.
I've resided here in downtown Watsonville for the past decade and I am a llife-long native Santa Cruz County Resident. I work as a Realtor for over 17 years and have invested a great deal of my resources in my downtown historic single-family property. The "Hansen Site" has proved to be a positive asset to the Downtown with the addition of the Terraces, with the exception of some serious safety concerns and in my opinion poor decision making and lack of care on behalf of the property owners/managers and the City of Watsonville.

My objections and reason for my opposition to approving this Special Permit at this time is based around my public safety concerns. The safety concerns include pedestrian activity, School children / staff safety and general public safety of visitors, residents and employees of Hansen Center and surrounding businesses and homes.

On a daily basis large delivery truck double park along W. Lake Avenue. Each time this occurs it creates a visual impediment for both pedestrians and vehicles in entering and leaving Hansen Center. Apart from one loading bay at CVS all truck serving Prime Time Nutrition, Auto Zone and CVS park where they want or can with little regard for traffic and safety in the area. Most with leaving their engines running for extended periods of time it becomes hard to hear signals and voices in the area. The Hansen parking lot is not well striped and causes traffic confusion in the area. I question the availability of adequate parking for issuing this special use Permit given the disrepair and overfilled lot. Lastly W. Lake is a one way and should be marked better to illustrate this. I see many turning from Rodriguez going the wrong way on W. Lake by accident.

I have attached a picture of police activity across from my house taken last week of Hansen Center. Crime unfortunately has become a weekly /daily event where people are routinely apprehended or found committing crime or public violation of laws. This includes drinking, drug actively and use, public urination, disturbing of the peace, we often see people shooting up drugs at CVS and Auto Zone in full view of Radcliff School. CVS trash receptacles, as you know, are a problem for this downtown location. I don't believe they are in compliance with their permit for drive through pharmacy as originally CVS trash receptacles were required to be in an encloser in the parking lot. Hansen has since demolished said encloser and moved

dumpsters out in the open, unsecured behind CVS causing much scavenging and litter in the vicinity and at the school.

My suggestions for successfully dealing with my concerns and in order to progress with the conditional issuance of this subject special use permit, might I suggest;
***the parking lot be detailed as to number of available spaces, parking lot to be well marked and striped.**
***CVS trash to be relocated to original location within required locking encloser in parking lot.**
***I suggest creating well marked and designated delivery areas off of W. Lake and to include ordinance for quiet areas (much residential housing being affected in the area by running truck engine noise). I see a delivery area located behind the Resetar property not being utilized.**
***I suggest Hansen be required to enlist the services of a security company to routinely patrol the Hansen Center as is currently being done at the neighboring Transit center. It appears people are moved along from the Metro Station to Hansen Center where no supervision or control is being exercised and consequently causing loitering, drinking /drug, criminal activity and endangerment at Hansen center.**
These conditions have been allowed to persist for a period of years, and in my eyes, brought down the safety and desirability of this downtown location. If left to persist property will continue to be an endangerment to the employees and residents surrounding this property currently lacking in order and supervision.

Sincerely,

Paul Cuccia, Realtor®
BRE# 01334276
Coldwell Banker Residential Brokerage
2140 41st Ave, Capitola, CA 95010
Direct: (831) 818-2375
www.SantaCruzRealProperty.com

Hansen Center - Consistant Criminal Activety.jpg
1199K

Deborah Muniz <deborah.muniz@cityofwatsonville.org> Tue, Oct 6, 2020 at 2:28 PM
To: Justin Meek <justin.meek@cityofwatsonville.org>, Suzi Merriam <suzi.merriam@cityofwatsonville.org>, Ivan Carmona <ivan.carmona@cityofwatsonville.org>
Cc: Elena Ortiz <elena.ortiz@cityofwatsonville.org>

Re: 407 Main St.
[Quoted text hidden]
--

Deborah Muniz, Executive Assistant
City of Watsonville/Community Development Dept.
250 Main St., Watsonville, CA 95076
Phone: 831-768-3079/ FAX: 831-728-6154
E-mail: deborah.muniz@cityofwatsonville.org

Deborah Muniz <deborah.muniz@cityofwatsonville.org>

[CDD] Public Comment

7 messages

Maya Reed <mayakreed@gmail.com> Tue, Oct 6, 2020 at 9:41 AM
To: cdd@cityofwatsonville.org
Cc: matt.huffaker@cityofwatsonville.org

Re: Special Use Permit PP2019-452, APN# 017-641-12

I am writing to express my concern re. the special use permit application for the above referenced parcel at Hansen Center.

My residence is within clear view of the center, and as I work from home, I have a very watchful eye on the neighborhood at all times. I have first hand experience with the parcel and I can say that in my opinion, this is one of the worst, most poorly managed neighborhoods in Watsonville.

There is continual drug activity, in plain sight, behind the CVS & AutoZone buildings on the parcel, as well as ongoing vagrancy and loitering of unsavory characters. We call the police frequently but it seems nothing is ever done. Mentally-ill and homeless people are literally living in the dumpster areas of CVS and AutoZone and they are not pleasant to encounter.

Personally, I often fear for my own safety when I walk through that parking lot, which is the parcel that is being proposed for a school. I would strongly oppose this application until the chronic problems of vagrancy, loitering, and drug use are remedied.

Thank you for your consideration. I am open to conversation if that would be helpful.

Regards,
Maya Reed
831-287-4504

Matt Huffaker <matt.huffaker@cityofwatsonville.org> Tue, Oct 6, 2020 at 9:50 AM
To: Maya Reed <mayakreed@gmail.com>
Cc: cdd@cityofwatsonville.org, Tamara Vides <tamara.vides@cityofwatsonville.org>, David Honda <david.honda@cityofwatsonville.org>, Thomas Sims <thomas.sims@cityofwatsonville.org>

Maya-

Thanks for sharing your concerns regarding the proposed project in the former Gottschalks building. Staff will ensure it's included in the public record for tonight's meeting.

We appreciate the offer to have a conversation about the activity you're observing in your neighborhood. I'm cc'ing Chief Honda and Assistant Chief Sims.

I'm also including Tamara Vides on my team, who has been in conversations with the County regarding the homeless population and services.

Matt
[Quoted text hidden]
--

Matt Huffaker
City Manager
831.768.3010
275 Main St, Suite 400
Watsonville CA, 95076

Maya Reed <mayakreed@gmail.com> Tue, Oct 6, 2020 at 10:30 AM
To: Matt Huffaker <matt.huffaker@cityofwatsonville.org>
Cc: cdd@cityofwatsonville.org, Tamara Vides <tamara.vides@cityofwatsonville.org>, David Honda <david.honda@cityofwatsonville.org>, Thomas Sims <thomas.sims@cityofwatsonville.org>

Thanks so much, Matt! My comments come from the heart - it is truly a concern of well-being and safety.

Best,
Maya

Deborah Muniz <deborah.muniz@cityofwatsonville.org>

[CDD] Public Comment

3 messages

'Michael and Catherine Moon' via CDD <cdd@cityofwatsonville.org> Thu, Oct 1, 2020 at 9:54 AM
Reply-To: Michael and Catherine Moon <mikencathy@yahoo.com>
To: "cdd@cityofwatsonville.org" <cdd@cityofwatsonville.org>

Project: PP2019-452
Location: 407 Main Street

To Whom It May Concern,

As a representative of the Resetar Lane Homeowners Association located at 30-34 West Lake Avenue, I am submitting comments regarding the proposed development of the former Fords/Gottchalks building at 407 Main Street.

Overall, we are pleased that the building will finally be put to good use. It has sit idle for far too long. Perhaps now that even more school children will be present in this location, the City of Watsonville and Mr. Hansen will finally take responsibility for fixing the deplorable conditions that are permitted in the CVS and Auto Zone loading docks. As predicted by our Association, once Auto Zone was built this area became a safe haven for the homeless, drug deals and prostitution. This location is literally across the street from Radcliff Elementary where students (when present) come face to face with these conditions. When the Metro Station has higher safety standards then a shopping center, there should be great cause for concern.

Residents on our street have contacted the Police, CVS and Auto Zone managers, and the City of Watsonville on countless occasions to absolutely no avail. Doing nothing on your part and passing the responsibility to other parties contributes to you aiding and abetting this criminal activity.

Now that even more children will be present in this location, we insist that you take immediate action and clean this area up.

Here is a copy of our complaint from 2017.

Our street consists of eight individually owned homes, each with owners who love our little neighborhood. Even though we are downtown, it is a surprisingly quiet area to live in, that is until Auto Zone was built. The building has created a funnel that leads transients straight to our street along with a new back alley that is now our front yard. Many of the owners on our street have contacted the City of Watsonville and the police with numerous complaints with some results, but not lasting ones.

Here is a copy of the last complaint I sent to the City to which I never received a response: (dated 04/25/17)

Vagrancy in downtown Watsonville has become a nightmare. But I believe there are simple measures that can be implemented which will go a long way to deter vagrancy and make Downtown safer and more desirable.

1) CVS on Rodriguez must be required to guarantee that their trash and recycling are locked at all times or face a stiff fine. Several times we have contacted CVS both by phone and in person to ask them to lock their trash. It is a daily occurrence that the trash and recycling are open with numerous homeless people making a mess out of it. Leaving it open is a magnet for homeless people to dumpster dive.

The trash/loading dock area has become a hang-out where several homeless people congregate at a time. It is no longer safe for us to walk to CVS. The week before last, there were 4-6 people hanging out there at night. The next morning, the area was littered with a dozen large beer bottles.

2) Hansen Towne Center needs to provide security patrol for the shopping center.
When CVS was Longs they had security and it made a tremendous difference. We've witnessed several drug deals including some involving men on bikes hanging outside the line-of-site from the Pharmacy drive-thru and purchasing drugs from the cars leaving the drive-thru.

3) Homeless people with shopping carts are in possession of stolen property. Confiscate the carts.
Letting them keep the carts perpetuates the problem. Why does our City turn a blind eye to stolen property? And how many things

in their carts are also stolen property?

We've lived behind CVS since 2004 and have never seen such a rapid growth in vagrancy as we have in these past two years. This has always been a safe neighborhood in which to raise our kids. This rise in vagrancy as well as in items stolen from our porches and garages needs to end. We need to intervene now to stop Watsonville from becoming another Santa Cruz. These are simple steps to take which I believe will make a tremendous difference.

Since that email, Auto Zone has also lost control of their dumpster. It wasn't until recently when our neighbor complained about both businesses on Facebook did the area get cleaned up...if only for a few days.

We are a great street with great neighbors who love all that is Watsonville and we are doing are part to keep it safe and beautiful. But we cannot succeed when our business neighbors don't hold the neighborhood in the same regard.

We truly appreciate all that you can do to help. Our solutions are simple. Let's fix this!

Sincerely,
Catherine Moon
Resetar Lane HOA

RESOLUTION NO. _____(PC)

RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF WATSONVILLE, CALIFORNIA, APPROVING A SPECIAL USE PERMIT WITH ENVIRONMENTAL REVIEW (PP2019-452) TO ALLOW CONVERSION OF A PORTION OF AN EXISTING TWO STORY 75,348± SQUARE FOOT COMMERCIAL BUILDING INTO A TWO-STORY 41,419± SQUARE FOOT PUBLIC CHARTER SCHOOL FOR WATSONVILLE PREP SCHOOL ON A 4.83± ACRE SITE LOCATED AT 407 MAIN STREET (APN 017-641-12)

Project: Watsonville Prep School Project
APN: 017-641-12

WHEREAS, this parcel is developed with a 75,348± square-foot commercial building, which, according to the County Assessor's Office, was constructed in 1992; and

WHEREAS, Ford's Department Store used the building from 1992 until 1995 but closed in 1995; and

WHEREAS, in 1995, Gottschalks Department Store established a retail location at 407 Main Street by issuance of a zoning clearance and City of Watsonville business license where it remained in operation until closing in 2008; and

WHEREAS, the building has been vacant since 2008; and

WHEREAS, on December 12, 2019, Kevin Sved, CEO of Navigator Schools, on behalf of property owner, Hansen Family Trust, applied for a Special Use Permit with Environmental Review (PP2019-452) to allow conversion of the two-story 75,348± square foot commercial building into a two-story 41,419± square foot public charter school for Watsonville Prep School; and

WHEREAS, the project site is designated Central Commercial on the General Plan Land Use Diagram and is within the Central Commercial Core Area (CCA) Zoning

District; and

WHEREAS, pursuant to Sections 14-16.1002(b) of the Watsonville Municipal Code (WMC), public and quasi-public buildings (GLU 7) are allowed conditionally in the CCA Zoning District with issuance of a Special Use Permit; and

WHEREAS, the project qualifies for Categorical Exemption from the provisions of the California Environmental Quality Act (CEQA), pursuant to Sections 15332 of the State CEQA Guidelines; and

WHEREAS, notice of time and place of the hearing to consider Special Use Permit with Environmental Review (PP2019-452) 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 Special Use Permit with Environmental Review (PP2019-452) to allow conversion of a portion of an existing two-story 75,348± square foot vacant commercial building into a two-story 41,419± square foot public charter school for Watsonville Prep School located on a 4.83± acre site located at 407 Main Street, Watsonville, California (APN 017-641-12).

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 Special Use

Permit with Environmental Review (PP2019-452), attached hereto and marked as Exhibit “C,” based on the findings set forth in Exhibit A and subject to the Conditions attached hereto and marked as Exhibit “B,” to allow conversion of a portion of an existing two-story 75,348± square foot vacant commercial building into a two-story 41,419± square foot public charter school for Watsonville Prep School located on a 4.83± acre site at 407 Main Street (APN 017-641-12).

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 October, 2020, 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	Matthew H. Jones, Chairperson Planning Commission

CITY OF WATSONVILLE
PLANNING COMMISSION

EXHIBIT A

Application No: PP2019-452
APN: 017-641-12
Applicant: Kevin Sved
Hearing Date: October 6, 2020

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
   The project is designated Central Commercial on the General Plan Land Use Diagram. The intent of the Central Commercial land use category is to serve the industrial needs of the community. General categories of allowed uses include: retail sales: personal, professional, financial, and medical services; lodging; entertainment; restaurants; and institutional.

   The proposed project is consistent with the following 2005 General Plan goals and policies concerning public land uses:

   - **Goal 4.5 Public Land Uses** – Provide public and institutional land uses and services in proportion to population growth.

   - **Policy 4.E Public and Quasi-Public Land Uses** – The City shall plan for and designate an adequate amount of land to accommodate the institutional land uses needed to serve residential neighborhoods and the entire city
   - **Policy 4.G.2 Multiple-Use-** Wherever feasible and appropriate, and where the potential impacts and mitigation measures associated with mixed uses can be identified and fully considered through the CEQA process, the City shall support intensification of use by combining uses on one site.
   -

   The project involves the establishment of a new school use within the former Gottschalks building. The school would serve the needs of residents with school-age children from kK~~K~~indergarten through eighth grade. According to the applicant, the new public charter school would serve residents within and near to the city.

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 an adaptive reuse of the second floor (37,160± square feet) and portion of the ground floor (4,259± square feet) of an existing commercial building (75,348± square feet). Reactivation of this building while maintaining its exterior and physical character at the majority of its street level retail frontage is compatible and preserves the character and integrity of adjacent development and neighborhoods. The tenant improvements proposed are within the building footprint where minor improvements or modifications are required within the public right-of-way.

Separation of institutional and commercial uses is accomplished by providing the main entrance to the school off Stoesser alley and away from Main Street while the dedicated future commercial tenant space entrance will be off Main Street. Therefore, the project meets the City of Watsonville Downtown Land Use & Architectural Guidelines relating to mixed-use development where the ground floor is commercial uses and the second floor institutional uses. The project, as conditioned, is compatible with and preserves the character and integrity of adjacent development and neighborhoods.

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 will convert an existing two-story vacant commercial building (75,348± square feet) into a public charter school. The entire second floor will consist~~s~~ of the public charter school (37,160± square feet) and a portion of the ground floor makes up the play area (4,259± square feet) bringing the total area~~square footage~~ of the public charter school to 41,419± square feet. The charter school will provide classes for transitional kindergarten to 8th grade and have approximately 60-65 students' with maximum enrollment of 565 students.

In order to determine that the proposed use will not generate hazardous pedestrian or vehicular traffic in the surrounding neighborhood, the project required submittal of a Traffic Study. The Traffic Study prepared by Kittelson & Associates, Inc. dated July 31, 2020 studied the following objectives:

- Operations at six intersections in the vicinity of the school:
    a. Main Street & Lake Avenue
    b. Main Street & Beach Street

c. Beach Street & Rodriguez Street
d. Lake Avenue & Rodriguez Street
e. Beach Street & Walker Street
f. Second Street & Rodriguez Street

- Site access and circulation for all modes of travel
- Vehicle queuing expected during student loading periods
- Vehicle-miles traveled (VMT) assessment

The Traffic Study concludes that the project does not create substantial net increase in anticipated new vehicle-miles traveled in the city. The study further concludes that the level of service at each of the intersections assessed is expected to continue to operate at a Level C or better following the start of school operations at the proposed site. Finally, the study concludes that the use of the parking lot adjacent to the proposed charter school will facilitate parent pick-up and drop-off at the site by allowing queuing inside the parking lot and off the public right-of-way.

The Traffic Study also includes several recommendations that are adopted as conditions of approval for the project and are as follows:

- Install high-visibility crosswalks with yellow paint at the following intersection: East Beach Street/Main Street, midblock on East Beach crosswalk adjacent to Stoesser Alley, East Beach Street/ Rodriguez Street Intersection, West Lake Avenue/ Rodriguez Street Intersection, East Lake Avenue/Main Street Intersection, and midblock Main Street crosswalk.
- The installation of ADA compliant truncated domes along the six studied intersections.
- Develop a transportation management plan, with instructions on student loading procedures. Include the plan and procedures in the handbook distributed to students' families ever year.
- Update the transportation management plan annually, or more frequently if appropriate, to incorporate necessary changes to maintain safe student loading procedures and parking lot circulation.
- Use temporary, movable signs during student loading periods to direct vehicle traffic and indicate that parents should pull as far forward as possible in the loading area before students exit/enter the vehicle.

The project, with incorporated recommendations as conditions of approval, will not generate pedestrian or vehicular traffic which will be hazardous or conflict with the existing and anticipated traffic in the neighborhood.

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

As conditioned, the proposed project will incorporate roadway improvements and traffic control devices or mechanism recommended in the Traffic Study prepared by Kittelson & Associates, Inc. dated July 31, 2020. The roadway improvements require upgrades to the stripping at the six studied intersection mentioned in the Traffic Study. These improvements are subject to the approval of the City of Watsonville Public Works Department and Caltrans by issuance of an encroachment permit for all work proposed within the public right-of-way. A traffic management plan is also provided as a traffic control device which will be managed by Watsonville Prep School and updated annually or more frequently if appropriate, and will be included in the handbook distributed to students' families every year.

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 proposed charter school will eventually serve 565 students from transitional kindergarten to 8th grade. Starting in August of 2020, the school will serve 240 students grades K-3 and grow by approximately 60 students per year until it reaches full capacity in the 2025-26 school year.

   Tenant improvements will be performed inside the existing building shell with the exterior remaining during construction. This will mitigate much noise and dust impacts that come with any development project. The temporary staging area by construction crews will occur within the private surface parking lot, mitigating the typical traffic and local road congestion that occurs with any development project.

   The school operates Monday to Friday with regular hours of operation between 8 a.m. and 3:30 p.m. Prior to class starting, the school plans on running before school programs starting at 7:00 a.m. A limited number of after school programs will also run between 3:30 p.m. to 6:00 p.m. In general, the school does not anticipate accommodating visitors and deliveries after school hours or on weekends.

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

   An institutional use is conditionally approved in the CCA Zoning District and subject to a special use permit pursuant to WMC Section 14-16.1002(b). The project is also conditioned to adhere to all building, fire, and right-of-way disturbance requirements prior to issuance of a building permit.

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 charter school subject site is located in the CCA Zoning District and subject to a special use permit pursuant to WMC Section 14-16.1002(b). The Traffic Study prepared by Kittelson & Associates Inc. determined that no traffic impacts are posed by the proposed use and the recommendations are provided as conditions of approval. The project, 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

CITY OF CITY OF WATSONVILLE PLANNING COMMISSION

EXHIBIT B

Application No.: PP2019-452
APN: 017-641-12
Applicant: Kevin Sved
Hearing Date: October 6, 2020

SPECIAL USE PERMIT CONDITIONS OF APPROVAL

General Conditions

1. **Approval.** This approval applies to the application identified as "Navigator at 407 Mmain Street Special Use Permit," received by the Community Development Department on May 19, 2020, and filed by James Huegas with Artik Art & Architecture, on behalf of property owner, Hansen Family Trust. (CDD-P)

2. **Conditional Approval Timeframe.** This Special Use Permit (PP2019-452) shall be null and void if not acted upon within **24 months** from the effective date of the approval. Time extension 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 City Zoning Ordinance. 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 satisfybe in compliance with the 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 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 Special Use Permit shall not be effective until **14 days** after approval by the decisions-making body or following final action on any appeal. (CDD-P)

7. **Necessary Revisions.** The applicant shall make and not 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 ~~a~~ conditions of the building permit:

> "I understand that the subject permit involves construction of a building (project) with an approved Special Use 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 California Building Code as adopted by the City. (CDD-B)

12. **Fire Code.** Project construction shall comply with California Fire Code as adopted by the City. The project is required to submit for a fire permit prior to issuance of a building permit. (WFD)

13. **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. (CDD-B)

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

14. **Right-of-way Improvements.** Prior to issuance of a building permit, the project plans shall be revised to show the required high visibility yellow paint recommended in the Traffic Impact Analysis prepared by Kittelson & Associates Inc. dated July 31, 2020. The following intersections shall be provided with high visibility yellow paint: Main Street & Lake Avenue, Main Street & Beach Street, Beach Street & Rodriguez Street, Lake Avenue & Rodriguez Street as well as the cross walks located on East Beach Street and Main Street adjacent to the proposed school site. (CDD-,P, & PW)

15. **Truncated Domes Improvements.** Prior to issuance of a building permit, the project plans shall be revised to show the recommended ADA compliant truncated domes located within the public rights-of-way at the intersections surrounding the project site. The intersections include the following: Main Street & Lake Avenue, Main Street & Beach Street, Beach Street & Rodriguez Street, and Lake Avenue & Rodriguez Street. The plans shall be submitted to the Community Development Department for review and approval. (CDD-P)

16. **Parking.** Prior to issuance of a building permit, the site plan shall be revised to demonstrate the proposed 40 parking spaces measuring 19-feet in depth by 9-feet wide. (CDD-P, E)

17. **Bicycle Parking.** Prior to issuance of a building permit, the project plans shall be revised to show 10 short-term outdoors bicycle parking spaces and 5 long-term bicycle parking spaces within the first floor of the project. This is to ensure alternate modes of travel are provided with appropriate accommodations. (CDD-P, -PW)

18. **Photometric Lighting Plan.** Prior to issuance of a building permit, the applicant shall submit a photometric lighting plan for review and approval by the Community Development Department. The photometric lighting plan shall 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 in intervals and heights to ensure adequate lighting of the parking lot and building entry. The photometric plan shall also demonstrate that proposed lighting will not create a significant source of spillover light onto adjacent properties or glare nuisance to motorist on public streets. (CDD-P)

19. **Storm Drain System/BMP Maintenance Agreement**. Prior to issuance of a building permit, the project applicant shall execute an agreement in the standard form providing for the maintenance, and monitoring and reporting of storm drain best management practice measures to the City of Watsonville. (CDD-E)

20. **Waste Water Discharge Permit**. The Applicant shall provide enough support material that indicates no significant waste discharge shall be put in system otherwise applicant shall apply for a waste water discharge permit. (CDD-E)

21. **Utility Connection** - Plans shall include the location and size of all building utility service connections, including water, gas, electric, fire and irrigation services. Plans shall indicate water service/s size and location and sewer service/s size, type, and slope. Connections shall be located, sized and screened in such a manner that they have the least possible impact on the design of the building and site. (CDD-E)

22. **Erosion Control Plan**. Prior to issuance of a building permit, the building permit plans shall include and erosion control plan meeting city of Watsonville Best Management Practices. (CDD-E)

23. **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)

24. **Loading Docks**. Truck loading docks shall be covered or shall be designed with a drainage system to minimize run-on and runoff of storm water. Direct connections to storm drains from truck docks are prohibited. Design loading dock drainage systems to capture all washwater, leaks and spills. Connect the drains to a sump for collection and (as necessary) offsite disposal as hazardous waste. (CDD-E)

25. **Backflow Prevention.** All utilities require City-approved backflow prevention devices. Backflow prevention devices shall be located within 5 feet of the water meters and shall be adequately screened and comply with City of Watsonville Standards W-10 and W-12. (CDD-E, P)

26. **Grease Interceptor**. If any cooking is to be performed in the lunch room, a grease interceptor approved by Source Control will be required for pretreatment of the wastewater from the three compartment sink. (CDD-PW)

27. **Sanitary Sewer Lateral.** Prior to issuance of a building permit, the plans shall be revised to show the sanitary sewer lateral and must comply with WMC Section 6-3.506. (CDD-PW)

28. **Building Code Compliance.** Improvements shall (new framing, electrical, mechanical, plumbing) obtain all required building permits (Building, Plumbing, Mechanical, Grading etc.) for this project. All construction shall comply with all State Building Codes; Framing, mechanical, plumbing, electrical, T-24 energy, T-

24 Accessibility and Municipal codes in effect at the time of plan submittal for building permits resulting in actual construction. (CDD-B)

29. **Structural Calculations**. Provide Structural Calculations verifying compliance with all applicable provisions of the most recent adopted building code. Prior to request for final inspection, written verification by the engineer of record indicating compliance with the structural design shall be submitted to the City of Watsonville Building Division. (CDD-B)

29. **Building Plan Submittal.** Submit the following information as applicable to your project to the Permit Center for plan check review:

    a. 4 sets of construction plans (24 x 36 inches, including architectural, structural, mechanical, plumbing, electrical, Title 24 energy documents, etc.).
    b. The Title Sheet shall include the following: Job description, codes, occupancy group, and type of construction.
    c. Design criteria:
        i. Seismic Zone
        ii. Energy Climate
        iii. Wind Speed:
    d. 2 sets of soils reports from the cCivil/sSoils engineer(s).
    e. 2 sets of engineering calculations with wet stamp and signature.
    f. 2 sets of Title 24 energy calculations.
    g. An estimate for construction valuation. (CDD-B)

30. **Site Accessibility**. Public and private site improvements shall be designed in accordance with the Americans with Disabilities Act and Chapter 11 of the California Building Code. Site plan shall include a site accessibility plan identifying exterior routes 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. (CDD-B, E)

31. **Disabled Access**. Comply with all applicable provisions of the California State Building Code (Title 24) Part 2 Chapter 11B Division I, II & III for Disabled Access. Plans must show compliance in sufficient information and detail to determine compliance was noted for the following:
    A. Path of travel from Public Transportation (main entry to the public sidewalk).
    B. Disabled parking requirements:
        1. Van Accessible Parking (requires 8’-0” unloading area)
        2. Number of spaces (1 for 1st 25, 2 for the next 50 see table 11B-6).

3. Path of travel from accessible parking to any elevators
4. Slopes at parking & unloading areas must not exceed 1:50
5. Proper disabled signage, lettering and stripping is required (CDD-B)

32. **Accessible Entrances and Exits**. Main building entrances and required exits must be accessible. Design professional must provide written verification of compliance for existing disabled access features or facilities noted on plans. (CDD-B)

33. **Emergency Access**. The building shall be provided with KNOX-BOX or keyed entry for emergency access at all times. (CDD-B, WFD)

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

34. **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)

35. **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:

36. **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)

37. **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)

38. **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)

39. **Work Hours.** 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)

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

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

41. **Temporary Construction Trailers.** All temporary construction trailers used during construction require submittal of a Temporary Use Permit reviewed and approved by the Community Development Department. Prior to installing a temporary construction trailer for proposed project, a Temporary Use Permit is required. (CDD-P)

42. **Sanitary Sewer Laterals Inspection.** As required by WMC 6-3.508(d), the sanitary sewer laterals for this facility require video inspection and certification by a licensed plumber that the laterals are in good working order and free of

obstructions and/or breaks. Any obstructions and/or breaks will require repair or replacement by the applicant and/or property owner. (CDD-P, PW)

Construction notes to be included with the Improvement Plans:

43. **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)

44. **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)

45. **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:

46. **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)

47. **Trash Removal.** All trash and construction debris shall be removed from the site. (CDD-B, PW)

48. **Hazardous Materials Plan.** Applicant shall have a hazardous material plan on site at all times that is approved by the County Department of Environmental Health. (CDD-E, PW)

Ongoing Conditions:

49. **Parking Lot Maintenance**. Proposed parking area shall be swept at least quarterly with a regenerative air sweeper (or equivalent). In the event that City staff finds evidence that this level of sweeping is insufficient, the condition will be reevaluated. (CDD-E)

50. **Sewer and Stormwater.** The facility will need to comply with the City's sewer and stormwater regulations (WMC Title 6, Sanitation & Health, Chapter 3 City utilities, Article 5 Sewer services (PW)

51. **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)

52. **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)

53. **Trash Enclosure Maintenance.** Trash and recycling enclosure shall be maintained to the satisfaction of Watsonville Municipal Services. (PW)

Future Fence Permit:

54. **Fence Permit**. Any new or proposed changes to existing fencing for the premises shall require a fence permit through the Community Development Department. (CDD-P-B)

Indemnity Provision:

55. **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 Special Use Permit with Environmental Review (PP2019-452), 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 and Utilities Department
WFD	Watsonville Fire Department
PK	Parks and Community Services Department

CITY OF WATSONVILLE
PLANNING COMMISSION

EXHIBIT C

Application No: PP2019-452
APN: 017-641-12
Applicant: Kevin Sved
Hearing Date: October 6, 2020

Applicant:	Kevin Sved, CEO of Navigator Schools
Property Owner:	Hansen Family Trust
Address:	800 East Lake Avenue, Watsonville, CA 95076
Project:	Special Use Permit with Environmental Review
Location:	407 Main Street, Watsonville, CA. 95076
Purpose:	Allow the conversion of a portion of an existing two-story 75,348± square foot vacant commercial building into a two-story 41,419± square foot public charter school for Watsonville Prep School located on a 4.83± acre site at 407 Main Street (APN 017-641-12).

A Special Use Permit with Environmental Review (PP2019-452) to allow the conversion of a portion of an existing two-story 75,348± square foot vacant commercial building into a two-story 41,419± square foot public charter school for Watsonville Pre School located on a 4.83± acre site at 407 Main Street, Watsonville, California (APN 017-641-12), was reviewed by the Planning Commission at a public hearing on October 6, 2020, 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.

CITY OF WATSONVILLE
Planning Commission

_____
Suzi Merriam
Community Development Director