

**City of Watsonville  
Community Development Department**

**M E M O R A N D U M**



**DATE:** September 16, 2014 *Carlos J. Palacios*

**TO:** Carlos J. Palacios, City Manager

**FROM:** Marcela Tavantzis, Community Development Director  
Keith Boyle, Principal Planner

**SUBJECT:** CONSIDERATION OF APPLICATION (PP2014-175) FOR A REZONING FROM INSTITUTIONAL ZONING (N) TO CENTRAL COMMERCIAL (CC) FOR PARCEL A.P.N. 017-183-04 WITH CONSIDERATION OF A TEXT AMENDMENT FOR ALLOWANCE OF DRIVE-THROUGHS WITH A USE PERMIT IN THE CC ZONE. ADDITIONALLY, CONSIDER SPECIAL USE PERMIT WITH DESIGN REVIEW AND ENVIRONMENTAL REVIEW (PP2014-117), TO CONSTRUCT A 4,278 SQ. FT. 24 HOUR FAST FOOD RESTAURANT WITH A DRIVE-THROUGH FACILITY (MCDONALD'S), AT 174, 186, & 190 MAIN STREET (APN'S: 017-183- 04, 05 &10); INCLUDING A VARIANCE TO REDUCE THE DISTANCE OF THE DRIVE-THROUGH FROM 200 FEET TO 160 FEET FROM A SIGNALIZED INTERSECTION.

**AGENDA ITEM:** September 23, 2014

**City Council**

**RECOMMENDATION:**

The Planning Commission recommends that the City Council:

- Adopt an Ordinance Text Amendment to the CC zoning district (Watsonville Municipal Code (WMC) Section 14-16.1104 (b)) to allow drive-throughs with a Special Use Permit.
- Adopt a Map Amendment Ordinance re-designating the property at 190 Main Street (APN: 017-183-04) from Institutional (N) to Central Commercial (CC).
- Adopt a Resolution approving the Special Use Permit with Design Review and Environmental Review for the construction of a 4,278 sq. ft. fast food restaurant with a Variance (WMC Section 14-41.100 (a) (2)) to allow a drive-through within 160 feet from a signalized intersection.

**PROCEDURE:**

**CALIFORNIA ENVIRONMENTAL QUALITY ACT REVIEW (CEQA):** The project is less than 10,000 sq. ft. and qualifies for a Class 1503 Categorical Exemption because a traffic study, historic survey, and drainage study found no potential impacts from the development.

## **BACKGROUND/ DISCUSSION:**

Proposal: Core States Group is proposing to assemble three parcels (APN's 017-183-04, 05 & 10 (174, 186 and 190 Main Street) that total 35,083 square feet and remove the existing buildings totaling 10,314 sq. ft. that occupy the site including a two story, mixed use building at 174 Main Street (5,134 sq. ft.), a one story commercial building at 186 Main Street (3,968 sq. ft.), an abandoned home (1,214 sq. ft.) and a surplus parking lot owned by the City. The applicants are proposing to replace the existing structures with a new 4,278 sq. ft. McDonald's restaurant with 36 parking spaces and a drive-through facility.

The existing buildings are approximately 80 years old and are in a significant state of disrepair. A historic inventory prepared by Anthony Kirk indicates these buildings do not have historic relevance due to major changes to the façade and state of building disrepair. The report documents the buildings' history and this is all that is necessary to meet the state historic requirements (Attachment 3). During the 50's through 90's, these parcels contained a series of bars that were a significant safety issue during their operation with nightly police calls for service. Core States Development is proposing to replace these marginal buildings with a new family friendly facility that will help attract people to the entrance of Downtown Watsonville and create an inviting atmosphere for residents to enjoy.

Planning Commission Review: The Planning Commission considered this application on September 2, 2014 and unanimously recommended that the City Council approve all of the associated approvals and amendments necessary to approve the project. At the public hearing there was input that the applicants consider adding a dedicated right turn lane to the Main Street exit to help prevent back up on the site from people trying to turn left onto Main Street. The applicant's engineer indicated that they would review the potential but it may require the reduction in parking spaces to meet the requirement. It was also requested that they look at a location to include a small outside dining area. The applicant indicated there may be a small area near the front entrance that could be updated to accommodate a small outdoor area. The Planning Commission was very supportive of the project. Several people spoke in favor of the application and there was no opposition to the proposal. As part of the process the applicant requested that Condition #33 be removed about maintaining the monitoring well on site. The staff indicated that if it was cleared by Environmental Health, it would be recommended that the condition be removed. The applicants also raised an issue about Condition #66 about deliveries being no earlier than 7:00 a.m. The City Council may want to consider alternative hours based on testimony from the operators about the delivery schedule. The Planning Commission recommended keeping deliveries no earlier than 7:00 a.m.

Site and Vicinity: The site is located in the Central Commercial Zoning District (CC). It is at the busy intersection of Main Street and Riverside Drive (Highway 129). Presently this intersection has two service stations, a Burger King and El Pollero drive-through restaurant. The proposed McDonald's restaurant is similar in nature to the existing facilities at the intersection including the two restaurants with drive-through facilities which are also in the CC zoning district. The CC zoning district allows restaurants in the district. The surplus parking lot owned by the City that is included in this project contains 19 parking spaces and a drive aisle from Main Street to Union Street. This parcel also includes 15 parking spaces within the Police lot. The City has agreed to sell this surplus property to the applicants to allow the project to move forward.

Selling the site will allow the continued use of the area for parking and circulation for private use, with public access within the McDonald's parking lot.

**Background:** The City of Watsonville is promoting improvements to the downtown as a high priority to begin updating the image of Watsonville. The proposed project is a highly visible intersection in the community and will benefit from update of the existing building configuration with a family friendly restaurant. In 2000, the City adopted a Drive-Through Ordinance that established design criteria for new drive-through facilities. A text amendment is included as part of this project to recognize that the CC zone is an appropriate location for drive-through restaurants with a Use Permit based on the location of several drive-through restaurants currently in the zone.

## **PROCEDURE:**

### **Rezoning:**

Two of the subject properties are currently zoned Central Commercial (CC) with the adjacent City parking lot being zoned Institutional (N). The 2030 General Plan designation for all of the properties are Neighborhood Commercial Mixed Use. It was anticipated that this surplus lot could support new commercial uses, and the General Plan designation was changed to reflect this. The applicant has submitted an application to update the zoning on the surplus parking site to match the proposed commercial site in order to establish a consistent zoning for the entire site. This would change the zoning for the City lot from Institutional (N) to Commercial Core (CC). Staff and Planning Commission are supportive of the proposed rezoning to allow the lots to be consolidated with a single zoning designation of CC.

The Findings for recommending approval of the rezoning are attached as Exhibit A to the Ordinance.

### **Text Amendment:**

Additionally, the City has initiated a text amendment clarifying that drive-through facilities are allowed in the CC zone with a Use Permit. When the Drive-Through Ordinance was adopted in 2000, there was a desire to limit drive-through facilities to existing areas of town that had drive-through facilities. It appears that there was an oversight to not allow drive-through restaurants in the CC district. The CC district is currently a small area near the City's downtown central core. Since there are currently several drive-through facilities in the vicinity, it appears that this proposed use would be consistent with the surrounding area. Staff and Planning Commission are recommending a minor text amendment to allow drive-through restaurants with a Use Permit in the CC district.

This modification will not have a substantial impact in the limited CC district area but may allow similar uses to be established to support changes at the entrance to downtown and help bring new vitality. Any drive-through facility would be required to have a public hearing to determine the project's compatibility with adjacent uses and consistency with drive-through regulations.

The Findings for recommending approval of the text amendment are attached as Exhibit A to the Ordinance.

The Planning Commission is recommending that the Special Use Permit and Design Review applications for the project also be considered by the City Council depending on the final action on the map and text amendments.

**Special Use Permit and Design Review:**

Section 14-16.1102 of the WMC allows restaurants as a permitted Use with drive-through facilities listed as an exclusion. The proposed text amendment will clarify that drive-through restaurants are allowed in the CC zone with a Use Permit. The City Council is being requested to take final action on the Rezoning, Text Amendment and Use Permit. Since there are several other drive-through restaurants in the CC zoning district, the use appears to be consistent with the intent of the zoning regulations

Per Section 14-12.400 of the WMC, commercial, and industrial, construction requires approval of a Design Review Permit process acceptable to the Zoning Administrator. As proposed, the Special Use Permit and Design Review Permit are being processed concurrently with the text and map amendment requests, and are all being considered by the City Council for final action.

**TECHNICAL ANALYSIS:**

Zoning, General Plan: The site is zoned CC (Central Commercial) with a Neighborhood Mixed Use Land Use Designation in the 2030 Watsonville: General Plan Map. The CC zone allows restaurants as a permitted use. The City's surplus lot is designated Institutional which allows parking and circulation that is being proposed for this parcel. Additionally, the project includes rezoning of this parcel to CC to be consistent with the rest of the site.

**PROJECT DESIGN:**

The proposed McDonald's restaurant utilizes a new modern proto type for the restaurant. This new type of building was recently completed at the Overlook Shopping Center and will serve as a good compliment to the entrance to Watsonville's Main Street. The building will include stucco front with a corrugated metal accent band across the entire roof mansard. The building includes a variety of trellises and paint colors to break up the massing and a modern stylized arch that has been included on three elevations that is consistent with the new building proto type. Building entrances will be off of Main Street and the parking lot side of the building. The building will be equipped with fire sprinklers and an automatic fire alarm system, per state requirements. Staff has recommended that a rock façade be incorporated on the front elevation that was acceptable to the applicants and presented at the Planning Commission meeting.

Access/Circulation: The project is designed with one entrance off of Main Street and one entrance and one exit off of Union Street. These entrance points generally reflect the current location of the driveways from the existing City lot. There are no new driveways that will disrupt the existing circulation pattern in the area. The Main Street entrance has been expanded to be 28 feet in width and will allow more efficient circulation on site. The driveway will be approximately 160 feet from the corner of Riverside Drive and Main Street. The applicants are reviewing a plan modification that expands the driveway width to 38 feet to allow

a dedicated right turn lane to address Planning Commission's concerns. The applicants are requesting the ability to have full movement from this driveway. The detailed Traffic Study (Attachment 3) indicates that movements will not be problematic.

**Traffic:** A Traffic Study was prepared for the project by Associated Transportation Engineers on February 5, 2014 (Attachment 3). The intersections in the vicinity operate at a Level of Service (LOS) of D or better during a.m. and p.m. peak hours. Currently the worst existing intersection in the vicinity is the Main Street and Riverside Drive intersection that operates at LOS D during peak p.m. hours. The Study indicates that the project could generate approximately 71 new p.m. peak hour trips at this intersection. The Study indicates that this additional traffic will not change the LOS of the existing intersection beyond the current LOS, and therefore is not considered a significant impact to traffic.

**Drive-Through:** Section 14-41 of the WMC establishes design standards for drive-through facilities. The proposed drive-through meets all of the standards included in the section including; being setback over 20 feet from the driveway entrance (35 feet provided); having stacking for over 4 vehicles (14 provided); menu boards screened from view; having separate access from internal circulation; and having concrete driveway for the drive-through etc. The only standard that is not met is that the drive-through lane should be 200 feet from a signalized intersection. As designed, the drive-through lane is approximately 160 from Riverside Drive and Main Street which is a signalized intersection. This driveway has been in place for many years. Use by the restaurant will not add a significant burden to the facility as identified in the Traffic Study. Distance standards were established for drive-through lanes to maintain safety. Based on the use of this facility as an existing driveway, it appears that safety has been demonstrated over the years and a variance to the provisions is allowable.

The Findings recommending approval of the Variance are attached as Exhibit C to the Resolution.

**Parking:** A total of 36 parking spaces are proposed to be provided for this site. Section 14-17.801(i) establishes the parking standards for restaurants at 1 space per each 100 sq. ft. of gross floor area. Additionally, Section 14-17.108 allows gross floor area for commercial space to be calculated at 85% of the gross space within the walls. For purposes of calculation, the 4,278 gross floor area times 85% = 3636 sq. ft.;  $3636/100 = 36$ . Therefore a total of 36 parking spaces is required which is proposed to be provided by the project. The proposed 16 foot driveway widths meet the requirements for one-way circulation with angled parking identified in the City public improvement standards. The sale of the City lot to the project involves the loss of 15 parking spaces from the Police lot. This lot serves the Police as well as some other City staff parking. With the loss of these spaces, only Police associated vehicles will be allowed to park in the lot.

**Landscaping:** a preliminary landscape plan was submitted with the application that includes approximately 12% of the project site being landscaped. The plan includes a detailed drainage study to meet the new regional water quality design standards.

The site includes a mix of drought tolerant shrub and groundcover species throughout the site.

A bioswale is proposed to be designed to catch and filter stormwater before it enters the storm drain system, in compliance with stormwater standards. Fencing will be provided between the new facility and the adjacent properties. Three copies of the final landscape plan shall be submitted at the time of building permit submittal for review.

*Environmental:* The project was required to prepare a traffic study, historic inventory, and a drainage study to determine potential impacts of the proposal. Section 15303(c) of the CEQA guidelines allows the use of a Categorical Exemption for commercial projects less than 10,000 sq. ft. if no significant impacts are found. The proposed restaurant is consistent with the allowed uses of the CC zone. The drive aisles and parking on the City lot are also consistent with the allowed uses in the Institutional zone. The proposed rezoning and text amendments are clarifications that are making the project consistent with the surrounding zoning and can also be covered by the exemption.

*Healthy Eating Options:* In 2010, the City adopted the Healthy Eating Options Ordinance that requires new restaurants to meet minimum healthy eating options to obtain a building permit. The system establishes a series of points for various healthy eating options. A project must indicate that it can achieve 6 points to get a building permit. The proposed McDonald's project meets this criteria as follows: Offers 4 choices of fruits and vegetables (2 points); offers a low-fat salad dressing (1 point); includes skim or 1% milk on menu (1 point); offers water free of charge (1 point); provides training for staff about the menu (1 point); and provides calorie information visible at the point of sale (2 points) for a total of 8 points. Therefore the project is consistent with the City's Healthy Eating Options Ordinance.

#### **REPORT FROM PLANNING COMMISSION:**

The project was heard by the Planning Commission on September 2, 2014. At the hearing, the applicant provided a presentation and answered questions from the Planning Commission. The Planning Commission voted unanimously to recommend approval to the City Council for the Rezoning, Text amendment, Special Use Permit, Design Review, Variance and Environmental Review (Resolution No. 17-14 (PC)) for the construction of a 4,278 sq. ft. 24 hour McDonald's restaurant with a drive-through.

#### **CONCLUSION/ RECOMMENDATION:**

The proposed project will replace two existing buildings that have created significant safety issues over the last 40 years, with a new family friendly facility that will complement the entry to Main Street and help begin to refresh the image of Watsonville. The project is compatible with existing drive-through restaurants in the vicinity and has been designed in a manner that provides safe access and circulation to and from the site. The project as designed will be an asset to the community.

The Planning Commission recommends that the City Council adopt:

- Adopt an Ordinance Text Amendment to the CC zoning district (WMC Section (14-16.1104 (b)) to allow drive-through facilities with a Special Use Permit.
- Adopt a Map Amendment Ordinance re-designating the property at 190 Main Street (APN: 017-183-04) from Institutional (N) to Central Commercial (CC).

- Adopt a Resolution approving the Special Use Permit with Design Review for the construction of a 4,278 sq. ft. fast food restaurant with a Variance (WMC Section 14-41.100 (a) (2)) to allow a drive-through within 160 feet from a signalized intersection.

**STRATEGIC PLAN:**

The proposed project is consistent with the City Strategic plan by promoting economic development and enhancing downtown Watsonville which are two principal goals of the Strategic Plan.

**FINANCIAL IMPACT:**

The Project will generate new sales tax that will help support services in the area.

**ALTERNATIVES:**

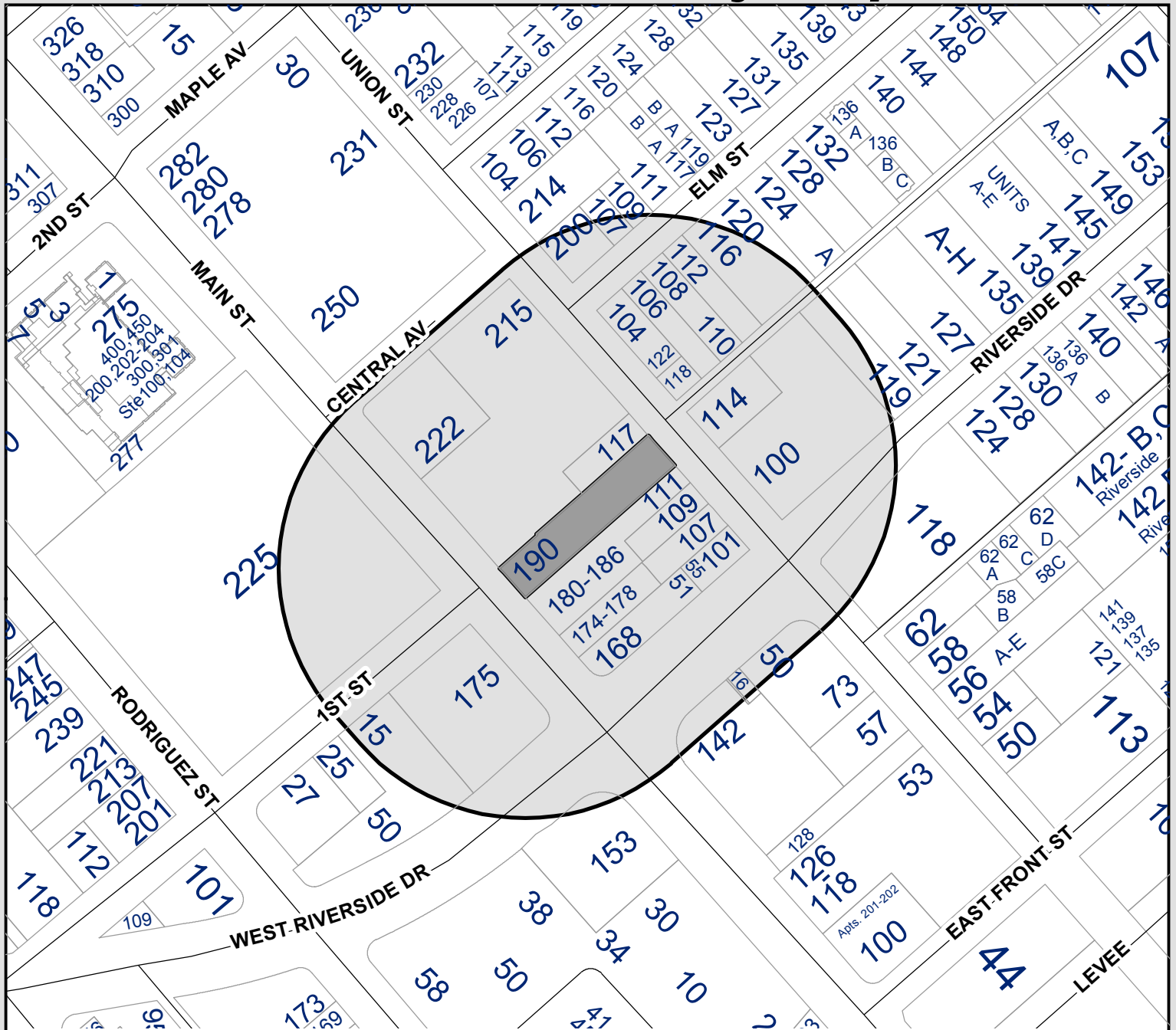
1. The City Council may continue, modify or deny the application.

**ATTACHMENTS:**



1. Site and Vicinity Map
2. Project Plans
3. Staff Report From September 2, 2014 Planning Commission Meeting
4. Excerpt of Minutes from September 2, 2014 Planning Commission meeting

cc: City Attorney

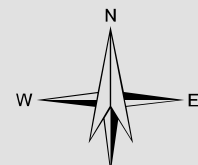
# Site and Vicinity Map



## Legend

- |  |  |   |
|--|--|---|
|  Street                 |  Parcel       |  300' Buffer Zone |
|  Watsonville City Limit |  Project Site |   |

PROJECT: PP2014-175  
 APPLICANT: City of Watsonville  
 APN#s: 017-183-04  
 LOCATION OF PROJECT: 190 Main St

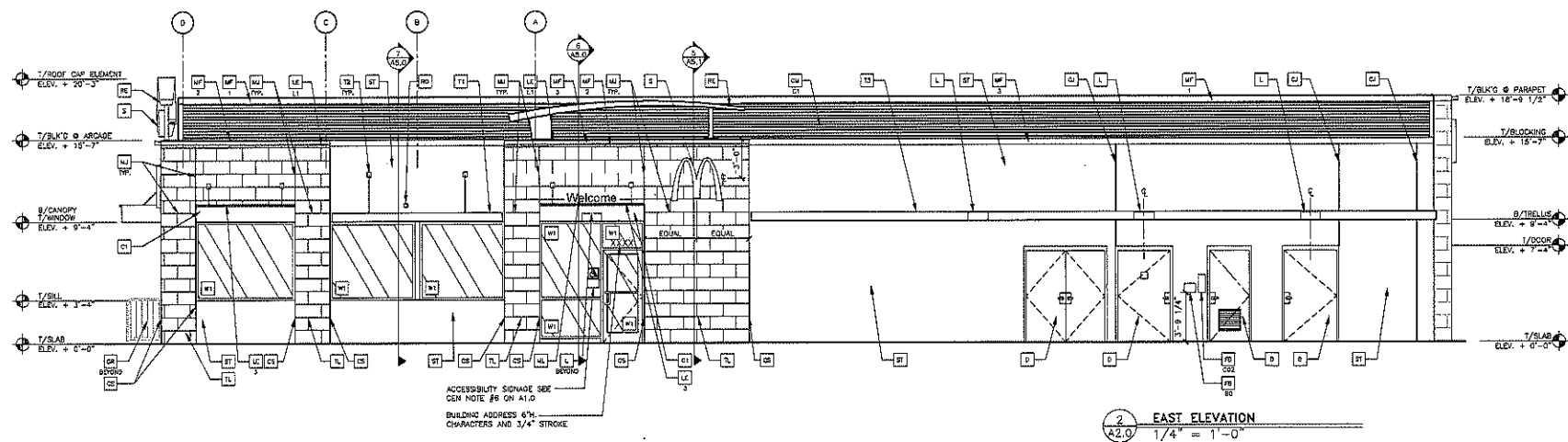


ATTACHMENT 1  
 Page 1 of 1



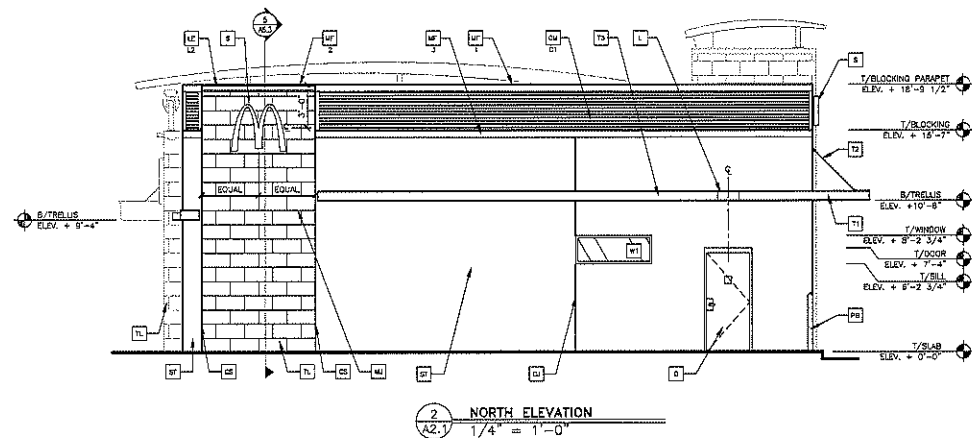
Prepared by Watsonville GIS Center 7/30/2014 (Codd1447).

This Document is a graphic representation only of best available sources.  
 The City of Watsonville assumes no responsibility for any errors.



- ATTACHMENT 2
- 
- Page 1 of 11

SHEET NO.		11		DATE		11/11/13		BY		JW	
PROJECT		2013 STANDARD BUILDING		SHEET NO.		11		DATE		11/11/13	
PROJECT		2013 STANDARD BUILDING		SHEET NO.		11		DATE		11/11/13	
PROJECT		2013 STANDARD BUILDING		SHEET NO.		11		DATE		11/11/13	
PROJECT		2013 STANDARD BUILDING		SHEET NO.		11		DATE		11/11/13	
PROJECT		2013 STANDARD BUILDING		SHEET NO.		11		DATE		11/11/13	
PROJECT		2013 STANDARD BUILDING		SHEET NO.		11		DATE		11/11/13	
PROJECT		2013 STANDARD BUILDING		SHEET NO.		11		DATE		11/11/13	
PROJECT		2013 STANDARD BUILDING		SHEET NO.		11		DATE		11/11/13	
PROJECT		2013 STANDARD BUILDING		SHEET NO.		11		DATE		11/11/13	
PROJECT		2013 STANDARD BUILDING		SHEET NO.		11		DATE		11/11/13	
PROJECT		2013 STANDARD BUILDING		SHEET NO.		11		DATE		11/11/13	
PROJECT		2013 STANDARD BUILDING		SHEET NO.		11		DATE		11/11/13	
PROJECT		2013 STANDARD BUILDING		SHEET NO.		11		DATE		11/11/13	
PROJECT		2013 STANDARD BUILDING		SHEET NO.		11		DATE		11/11/13	
PROJECT		2013 STANDARD BUILDING		SHEET NO.		11		DATE		11/11/13	
PROJECT		2013 STANDARD BUILDING		SHEET NO.		11		DATE		11/11/13	
PROJECT		2013 STANDARD BUILDING		SHEET NO.		11		DATE		11/11/13	
PROJECT		2013 STANDARD BUILDING		SHEET NO.		11		DATE		11/11/13	
PROJECT		2013 STANDARD BUILDING		SHEET NO.		11		DATE		11/11/13	
PROJECT		2013 STANDARD BUILDING		SHEET NO.		11		DATE		11/11/13	
PROJECT		2013 STANDARD BUILDING		SHEET NO.		11		DATE		11/11/13	
PROJECT		2013 STANDARD BUILDING		SHEET NO.		11		DATE		11/11/13	
PROJECT		2013 STANDARD BUILDING		SHEET NO.		11		DATE		11/11/13	
PROJECT		2013 STANDARD BUILDING		SHEET NO.		11		DATE		11/11/13	
PROJECT		2013 STANDARD BUILDING		SHEET NO.		11		DATE		11/11/13	
PROJECT		2013 STANDARD BUILDING		SHEET NO.		11		DATE		11/11/13	
PROJECT		2013 STANDARD BUILDING		SHEET NO.		11		DATE		11/11/13	
PROJECT		2013 STANDARD BUILDING		SHEET NO.		11		DATE		11/11/13	
PROJECT		2013 STANDARD BUILDING		SHEET NO.		11		DATE		11/11/13	
PROJECT		2013 STANDARD BUILDING		SHEET NO.		11		DATE		11/11/13	
PROJECT		2013 STANDARD BUILDING		SHEET NO.		11		DATE		11/11/13	
PROJECT		2013 STANDARD BUILDING		SHEET NO.		11		DATE		11/11/13	
PROJECT		2013 STANDARD BUILDING		SHEET NO.		11		DATE		11/11/13	
PROJECT		2013 STANDARD BUILDING		SHEET NO.		11		DATE		11/11/13	
PROJECT		2013 STANDARD BUILDING		SHEET NO.		11		DATE		11/11/13	
PROJECT		2013 STANDARD BUILDING		SHEET NO.		11		DATE		11/11/13	
PROJECT		2013 STANDARD BUILDING		SHEET NO.		11		DATE		11/11/13	
PROJECT		2013 STANDARD BUILDING		SHEET NO.		11		DATE		11/11/13	
PROJECT		2013 STANDARD BUILDING		SHEET NO.		11		DATE		11/11/13	
PROJECT		2013 STANDARD BUILDING		SHEET NO.		11		DATE		11/11/13	
PROJECT		2013 STANDARD BUILDING		SHEET NO.		11		DATE		11/11/13	
PROJECT		2013 STANDARD BUILDING		SHEET NO.		11		DATE		11/11/13	
PROJECT		2013 STANDARD BUILDING		SHEET NO.		11		DATE		11/11/13	
PROJECT		2013 STANDARD BUILDING		SHEET NO.		11		DATE		11/11/13	
PROJECT		2013 STANDARD BUILDING		SHEET NO.		11		DATE		11/11/13	
PROJECT		2013 STANDARD BUILDING		SHEET NO.		11		DATE		11/11/13	
PROJECT		2013 STANDARD BUILDING		SHEET NO.		11		DATE		11/11/13	
PROJECT		2013 STANDARD BUILDING		SHEET NO.		11		DATE		11/11/13	
PROJECT		2013 STANDARD BUILDING		SHEET NO.		11		DATE		11/11/13	
PROJECT		2013 STANDARD BUILDING		SHEET NO.		11		DATE		11/11/13	
PROJECT		2013 STANDARD BUILDING		SHEET NO.		11		DATE		11/11/13	
PROJECT		2013 STANDARD BUILDING		SHEET NO.		11		DATE		11/11/13	
PROJECT		2013 STANDARD BUILDING		SHEET NO.		11		DATE		11/11/13	
PROJECT		2013 STANDARD BUILDING		SHEET NO.		11		DATE		11/11/13	
PROJECT		2013 STANDARD BUILDING		SHEET NO.		11		DATE		11/11/13	
PROJECT		2013 STANDARD BUILDING		SHEET NO.		11		DATE		11/11/13	
PROJECT		2013 STANDARD BUILDING		SHEET NO.		11		DATE		11/11/13	
PROJECT		2013 STANDARD BUILDING		SHEET NO.		11		DATE		11/11/13	
PROJECT		2013 STANDARD BUILDING		SHEET NO.		11		DATE		11/11/13	
PROJECT		2013 STANDARD BUILDING		SHEET NO.		11		DATE		11/11/13	
PROJECT		2013 STANDARD BUILDING		SHEET NO.		11		DATE		11/11/13	
PROJECT		2013 STANDARD BUILDING		SHEET NO.		11		DATE		11/11/13	
PROJECT		2013 STANDARD BUILDING		SHEET NO.		11		DATE		11/11/13	
PROJECT		2013 STANDARD BUILDING		SHEET NO.		11		DATE		11/11/13	
PROJECT		2013 STANDARD BUILDING		SHEET NO.		11		DATE		11/11/13	
PROJECT		2013 STANDARD BUILDING		SHEET NO.		11		DATE		11/11/13	
PROJECT		2013 STANDARD BUILDING		SHEET NO.		11		DATE		11/11/13	
PROJECT		2013 STANDARD BUILDING		SHEET NO.		11		DATE		11/11/13	
PROJECT		2013 STANDARD BUILDING		SHEET NO.		11		DATE		11/11/13	
PROJECT		2013 STANDARD BUILDING		SHEET NO.		11		DATE		11/11/13	
PROJECT		2013 STANDARD BUILDING		SHEET NO.		11		DATE		11/11/13	
PROJECT		2013 STANDARD BUILDING		SHEET NO.		11		DATE		11/11/13	
PROJECT		2013 STANDARD BUILDING		SHEET NO.		11		DATE		11/11/13	
PROJECT		2013 STANDARD BUILDING		SHEET NO.		11		DATE		11/11/13	
PROJECT		2013 STANDARD BUILDING		SHEET NO.		11		DATE		11/11/13	
PROJECT		2013 STANDARD BUILDING		SHEET NO.		11		DATE		11/11/13	
PROJECT		2013 STANDARD BUILDING		SHEET NO.		11		DATE		11/11/13	
PROJECT		2013 STANDARD BUILDING		SHEET NO.		11		DATE		11/11/13	
PROJECT		2013 STANDARD BUILDING		SHEET NO.		11		DATE		11/11/13	
PROJECT		2013 STANDARD BUILDING		SHEET NO.		11		DATE		11/11/13	
PROJECT		2013 STANDARD BUILDING		SHEET NO.		11		DATE		11/11/13	
PROJECT		2013 STANDARD BUILDING		SHEET NO.		11		DATE		11/11/13	
PROJECT		2013 STANDARD BUILDING		SHEET NO.		11		DATE		11/11/13	
PROJECT		2013 STANDARD BUILDING		SHEET NO.		11		DATE		11/11/13	
PROJECT		2013 STANDARD BUILDING		SHEET NO.		11		DATE		11/11/13	
PROJECT		2013 STANDARD BUILDING		SHEET NO.		11		DATE		11/11/13	
PROJECT		2013 STANDARD BUILDING		SHEET NO.		11		DATE		11/11/13	
PROJECT		2013 STANDARD BUILDING		SHEET NO.		11		DATE		11/11/13	
PROJECT		2013 STANDARD BUILDING		SHEET NO.		11		DATE		11/11/13	
PROJECT		2013 STANDARD BUILDING		SHEET NO.		11		DATE		11/11/13	
PROJECT		2013 STANDARD BUILDING		SHEET NO.		11		DATE		11/11/13	
PROJECT		2013 STANDARD BUILDING		SHEET NO.		11		DATE		11/11/13	
PROJECT		2013 STANDARD BUILDING		SHEET NO.		11		DATE		11/11/13	
PROJECT		2013 STANDARD BUILDING		SHEET NO.		11		DATE		11/11/13	
PROJECT		2013 STANDARD BUILDING		SHEET NO.		11		DATE		11/11/13	
PROJECT		2013 STANDARD BUILDING		SHEET NO.		11		DATE		11/11/13	
PROJECT		2013 STANDARD BUILDING		SHEET NO.		11		DATE		11/11/13	
PROJECT		2013 STANDARD BUILDING		SHEET NO.		11		DATE		11/11/13	
PROJECT		2013 STANDARD BUILDING		SHEET NO.		11		DATE		11/11/13	
PROJECT		2013 STANDARD BUILDING		SHEET NO.		11		DATE		11/11/13	
PROJECT		2013 STANDARD BUILDING		SHEET NO.		11		DATE		11/11/13	
PROJECT		2013 STANDARD BUILDING		SHEET NO.		11		DATE</			



C1	ALUMINUM CANOPY SYSTEM (COLOR: GOLD)
C2	ALUMINUM CANOPY RE-BACK SYSTEM
C3	CORRUGATED METAL PANEL - SEE 18/A.0
C4	COLOR: C1 = "CITYSCAPE" BY METAL-ERA
C5	CONTROL JOINT, SEE DETAIL 7/A1.1
C6	OUTSIDE CORNER STRIP, BY SCHLUTER - SEE THE PACKAGE AND GENERAL NOTES FOR ADDITIONAL INFORMATION

- D** HOLLOW METAL DOOR - PAINT TO MATCH COLOR OF SURROUNDING MATERIAL
- FB**  
DOOR - CO2 = BULK CO2 FILL BOX (EOPM SCHEDULE ITEM)  
BD = BULK GIL FILL BOX (EOPM SCHEDULE ITEM)  
CONFORM USE WITH MO PROJECT MANUAL
- GR** GUARD RAIL - SEE SITE PLAN FOR EXACT LOCATION AND LENGTH
- L** LIGHT FIXTURE (WALL SCONCE) - SEE ELECTRICAL






- LE** ACCENT LIGHTING - SEE ELECTRICAL  
**L1** LED LIGHT:  
 L1 = UP AND DOWN FIXTURE  
 L2 = DOWN ONLY FIXTURE  
 L3 = INTEGRAL CANDY FIXTURE  
 L4 = UP ONLY FIXTURE
- MJ** MOVEMENT JOINT -- (SCHLUFER-DUX PRODUCT #04B10240)
- ML** METAL LETTERING - BY OTHERS

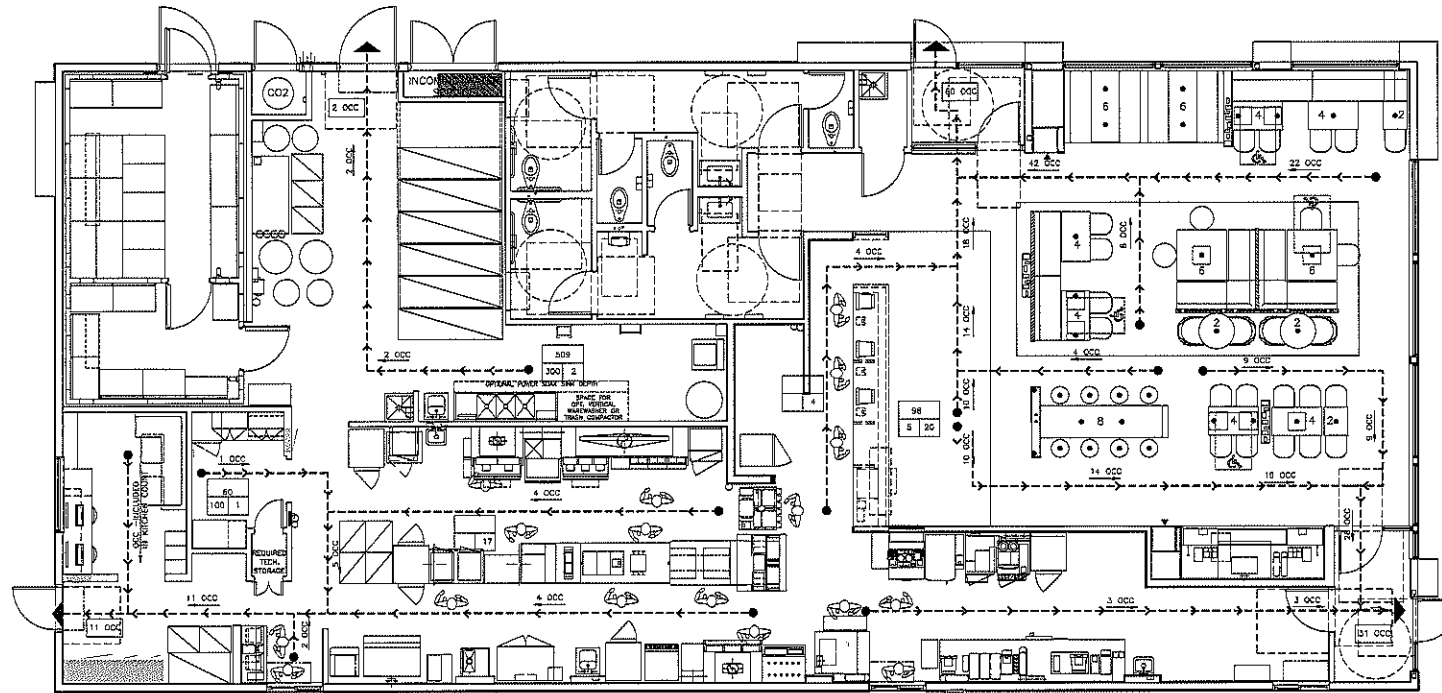
- MF** METAL FASCIA - COLOR TO MATCH CORRUGATED METAL PANEL - SEE 1/ASO  
1 - PRE-FAB ANCHOR-TYPE FASCIA  
2 - PRE-FAB CUSTOM ARCADE FASCIA  
3 - PRE-FAB MASONRY CAP FASCIA
- PB** PIPE BOLLARD - PAINTED YELLOW
- PF** (PANE) COIN COLLECTOR  
UNIT #RPT 012503 STD  
CALL 1-888-745-7453 TO ORDER
- RC** ROOF CAP ELEMENT BY OTHER

- ROOF DRAIN OVERFLOW PIPE PAINT TO MATCH SURROUNDING MATERIAL
- ALUMINUM TRELLIS SYSTEM
- TRELLIS TIE-BACK SYSTEM
- ALUMINUM TRELLIS 2" x 8" WALL FASCIA SYSTEM - ROTOR TO SIN. DETAIL 3 ON SHEET A5.1
- McDONALD'S SIGNAGE BY OTHERS - UNDER SEPARATE PERMIT

- |    |  |
|----|--|
| ST | STUCCO FINISH<br>COLOR: "EARTHLY RUSSSET" SW-2173-10"<br>BY BUNHAM WOODS OR EQUAL                                      |
| TL | LAUGH STONE BLC (REG. U.S.)<br>BY EUROPEAN DECORATIVE SURFACES<br>COLOR: CHISLER<br>CONTACT: VAN DETER 714-937-7560    |
| W1 | EXTERIOR WINDOW ASSEMBLY - TEmPERED GLASS<br>- SEE ASSUMED NOTES<br>- VISIBLE LIGHT TRANSMITTANCE - 11%                |
| W2 | DRIVE-THRU WINDOW BY READER ACCESS 600 SERIES 36" SERVICE<br>HEIGHT WITH TRANSOM - MANUAL OPEN, ELECTRONIC<br>FEEDBACK |
|    | SLAB DIRECTION:<br>R = RIGHT TO LEFT<br>L = LEFT TO RIGHT  |

[illegible]

FUNCTION OF SPACE	ALLOWANCE	AREA	OCCUPANTS	
ACCESSORY STORAGE AREAS, MECHANICAL EQUIPMENT ROOM	300 GROSS	509 SF	2	
ASSEMBLY WITH FIXED SEATS	SEE PLAN	-	64	
ASSEMBLY W/OUT FIXED SEATS STANDING SPACE	5 NET	98 SF	20	
BUSINESS AREAS	100 GROSS	57 SF	1	
KITCHENS, COMMERCIAL (BASED ON FULL KITCHEN STAFF)	200 GROSS	-	17	
TOTAL OCCUPANCY ALLOWANCE			104	



R1.2 EXITING PLAN  
1/4" = 1'-0"

# **OCCUPANCY ALLOWANCE:** CALIFORNIA BUILDING CODE 2013

TABLE 1004.1.1  
MAXIMUM FLOOR AREA ALLOWANCES PER OCCUPANT

FUNCTION OF SPACE	ALLOWANCE	AREA	OCCUPANTS
ACCESSORY STORAGE AREAS, MECHANICAL EQUIPMENT ROOM	300 GROSS	509 SF	2
ASSEMBLY WITH FIXED SEATS	SEE PLAN	-	64
ASSEMBLY W/OUT FIXED SEATS STANDING SPACE	5 NET	99 SF	20
BUSINESS AREAS	100 GROSS	57 SF	1
KITCHENS, COMMERCIAL (BASED ON FULL KITCHEN STAFF)	200 GROSS	-	17
TOTAL OCCUPANCY ALLOWANCE			104

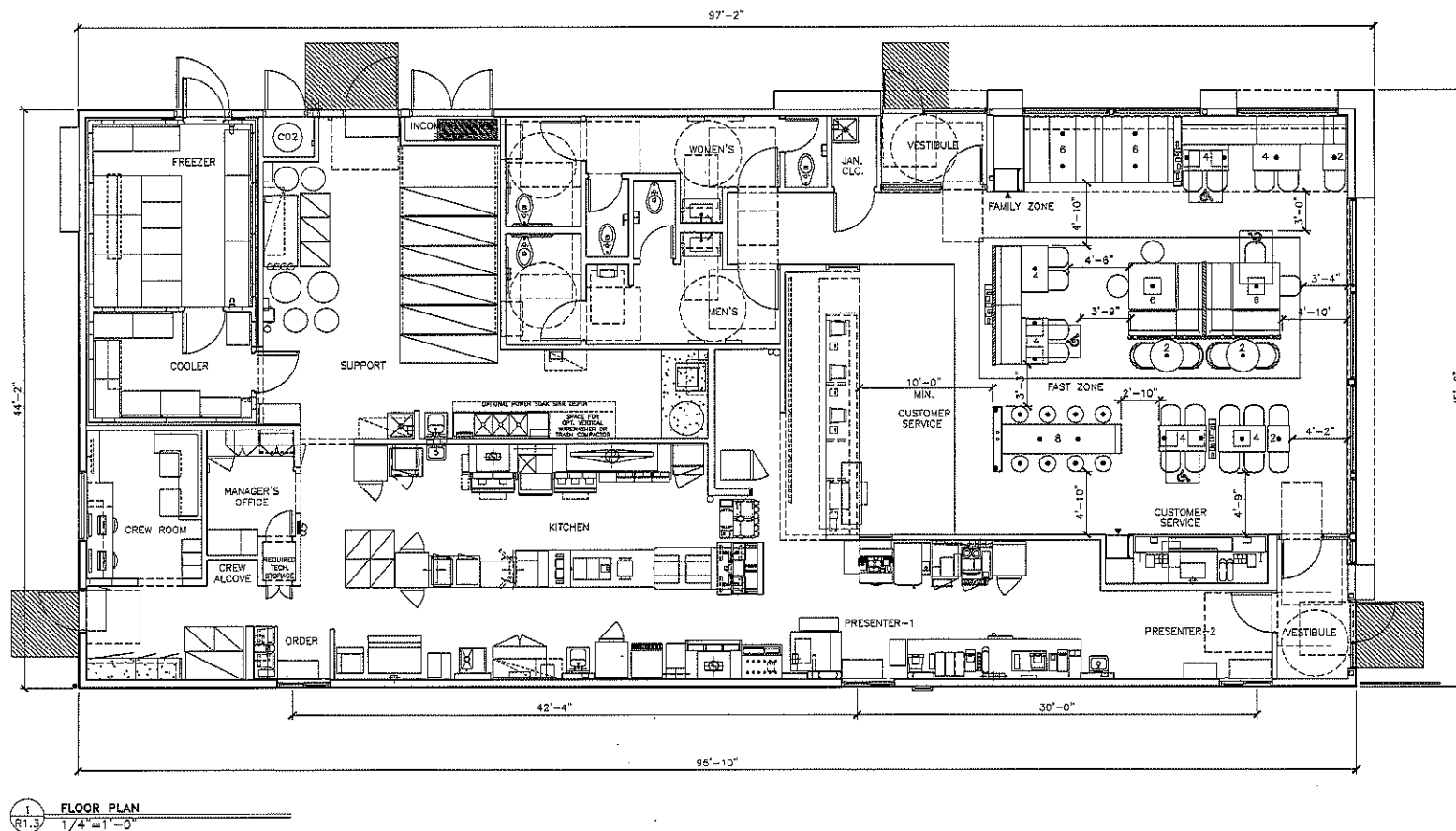


© 2013 McDonald's USA, LLC  
McDonald's USA, LLC and its affiliates are the registered and unregistered service marks of McDonald's USA, LLC and its affiliates. All other marks are the property of their respective owners. McDonald's USA, LLC and its affiliates are not responsible for the accuracy or completeness of the information provided herein. McDonald's USA, LLC and its affiliates are not responsible for the accuracy or completeness of the information provided herein. McDonald's USA, LLC and its affiliates are not responsible for the accuracy or completeness of the information provided herein.

DATE: 04/27/2014  
TIME: 10:00 AM  
PROJECT: 159-1002

FILE: 2013 STANDARD BUILDING  
4597-WOOD/WOOD  
DESIGNER: WOOD GROUP PULL WOOD GROUP PULL  
DATE: 04/27/2014  
TIME: 10:00 AM  
PROJECT: 159-1002

R1.2  
EXISTING PLAN

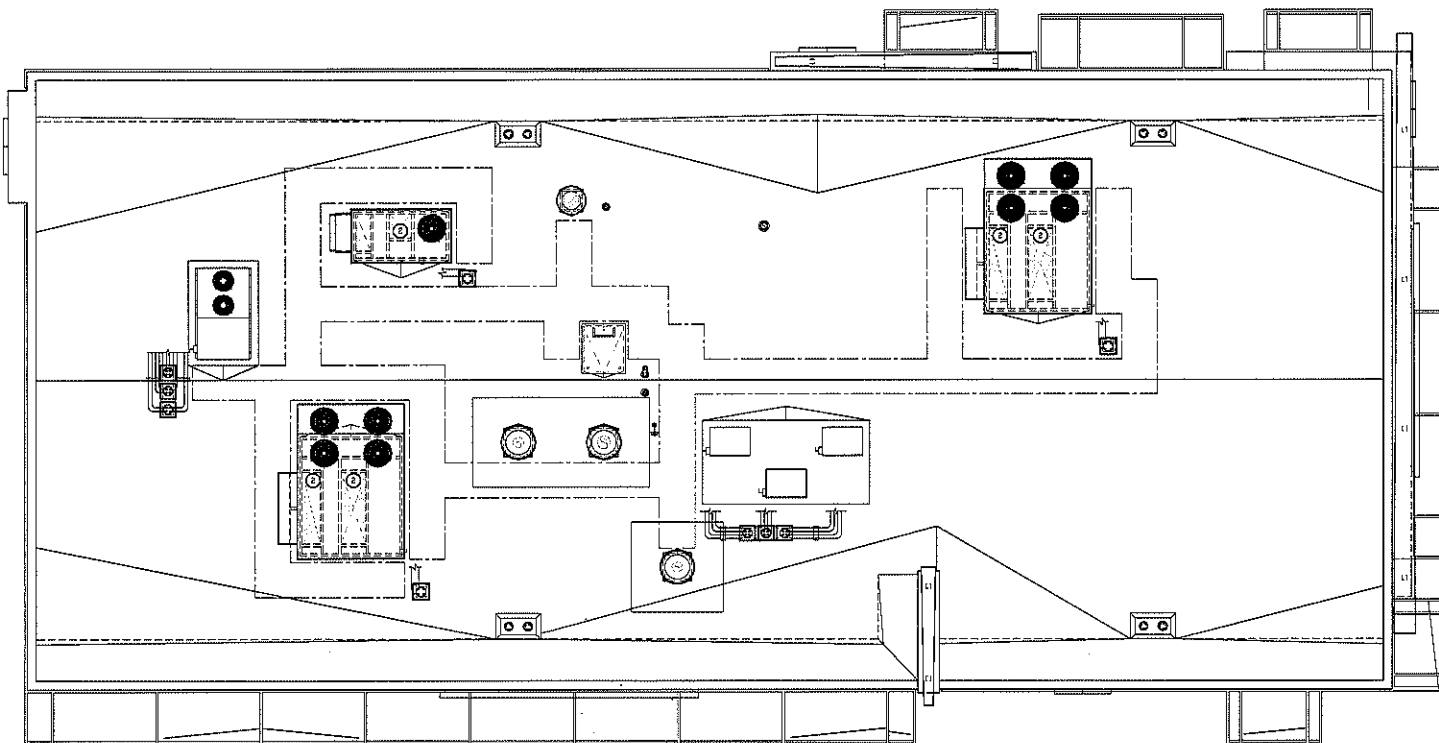


4597- WW PLAN  
4,278 GROSS SQ. FT. / 4,060 NET SQ. FT.  
64 SEATS (4 ACCESSIBLE SEATS)

THIS DRAWING IS  
FOR REFERENCE ONLY  
NOT FOR CONSTRUCTION  
SEATING LAYOUT IS SCHEMATIC, THE FINAL  
SEATING LAYOUT TO BE PROVIDED BY OTHERS.

[illegible]

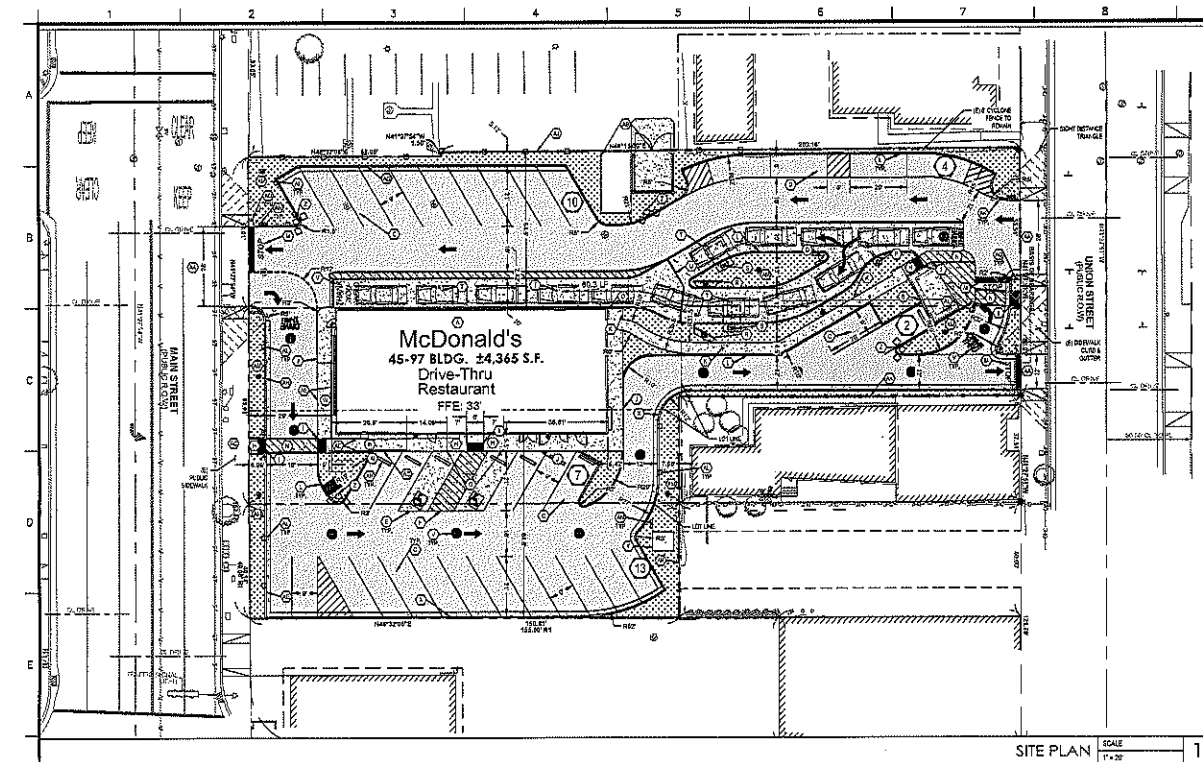
1 ROOF PLAN  
R1.5 1/4" = 1'-0"



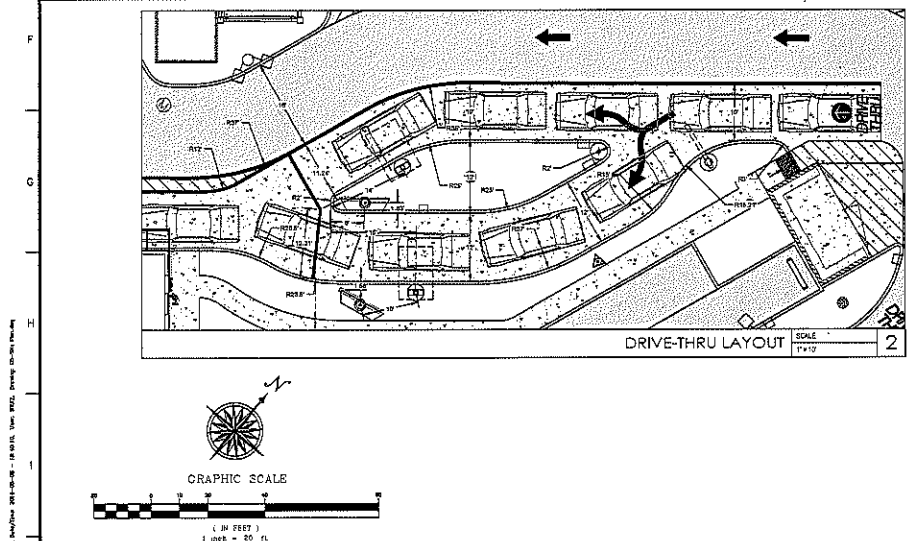
4597- WW PLAN  
4,278 GROSS SQ. FT. / 4,060 NET SQ. FT.

THIS DRAWING IS  
FOR REFERENCE ONLY  
NOT FOR CONSTRUCTION

[illegible]

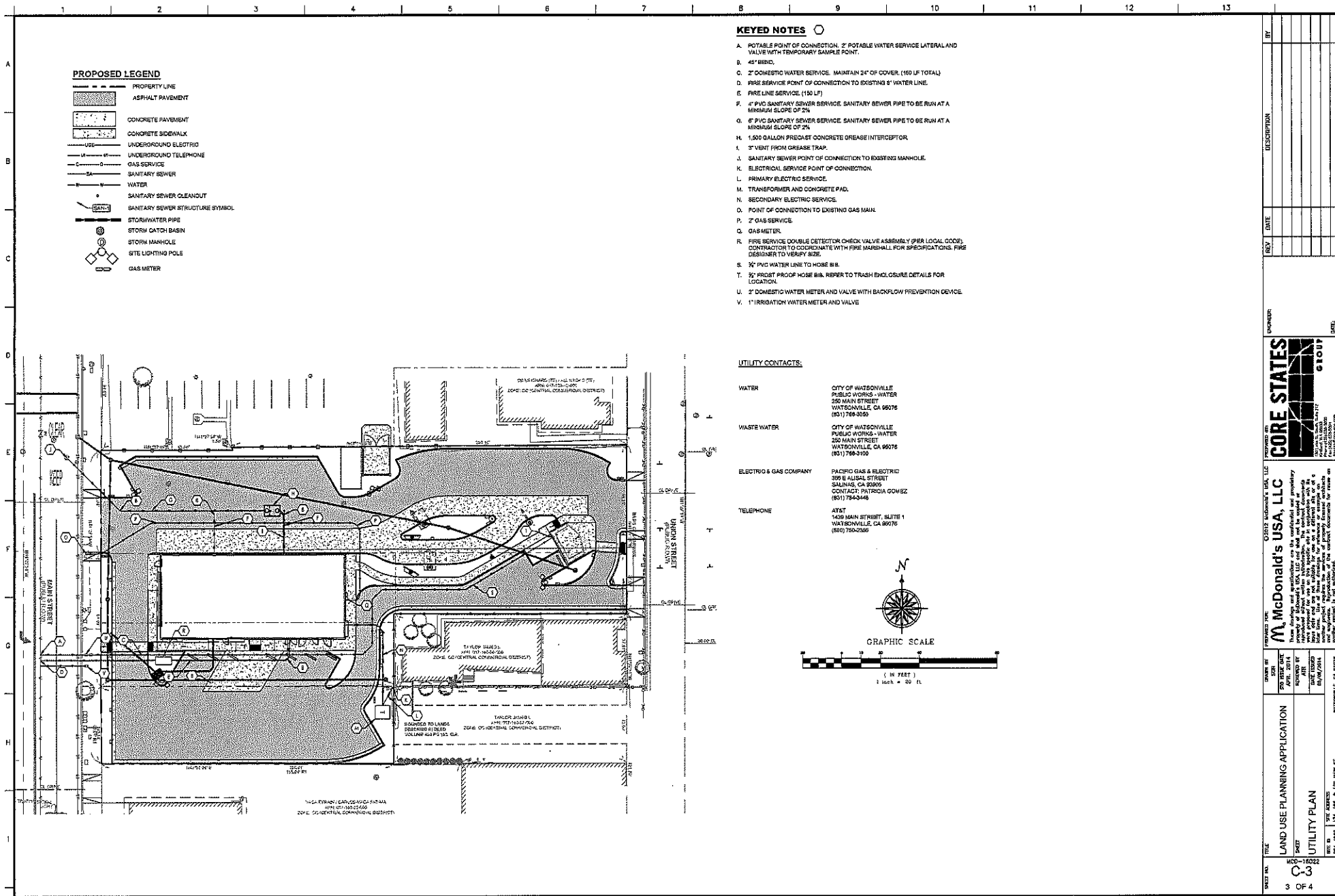


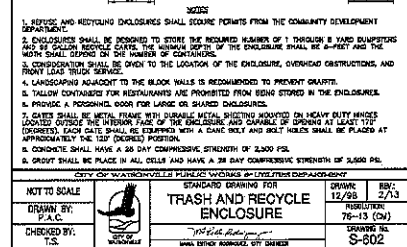
SITE DATA TABLE	
<b>LAND USE</b>	
PARCEL APT:	01712510, 00174855, 01718504
CURRENT ZONING:	CC - CENTRAL COMMERCIAL DISTRICT, N - INSTITUTIONAL DISTRICT
PROPOSED ZONING:	CC - CENTRAL COMMERCIAL DISTRICT, N - INSTITUTIONAL DISTRICT
EXISTING USE:	MULTI-USE COMMERCIAL RESTAURANT
PROPOSED USE:	MULTI-USE COMMERCIAL RESTAURANT
TOTAL PARCEL AREA:	36,083 SF (0.82 ACRES)
<b>BUILDING DATA</b>	
EXISTING BUILDING:	156 MAIN ST, 5,154 SF; 174 MAIN ST, 3,866 SF; ABANDONED DWELLING, 1,214 SF
EXISTING LANDSCAPING AREA:	1455 SF
PROPOSED BUILDING:	4,385 SF (1 STORY, 64 SEATS)
LOT COVERAGES:	12%
PARKING & DRIVEABLE AREA:	21,061 SF
LANDSCAPING AREA:	5,590 SF (16% OF TOTAL AREA, 25% OF PARKING AREA)
BUILDING CONSTRUCTION TYPE:	VB, WOOD
EMPLOYEE WORKING DURING SHIFT:	18
OCCUPANCY TYPE:	A3
<b>PARKING TABLE</b>	
EXISTING	NO (CENTRAL COMMERCIAL)
TOTAL REQUIRED PARKING REQUIRED:	19 SPACES
TOTAL REQUIRED PARKING PROVIDED:	15 SPACES
ADD. SIZE OF PARKING SPACE:	8' X 20'
TOTAL HANDICAP PARKING REQUIRED:	2 SPACES (1 VAN ACCESSIBLE)
TOTAL HANDICAP PARKING PROVIDED:	2 SPACES (1 VAN ACCESSIBLE)
TOTAL PARKING REQUIRED (TOTAL):	34 SPACES
TOTAL UNDESIGNED PROVIDED:	14 SPACES
LANDSCAPING PROVIDED:	15 SPACES
TOTAL PARKING PROVIDED:	29 SPACES
REPLACE AND RECYCLING AREA REQUIRED:	8 SF
REPLACE AND RECYCLING AREA PROVIDED:	80 SF
TOTAL LOADING REQUIRED:	2 SPACES
TOTAL LOADING PROVIDED:	1 SPACES
<b>REQUIRED BUILDING SETBACKS:</b>	
SOUTH	0' FEET
EAST	0' FEET
NORTH	0' FEET
WEST	0' FEET
CONTACT: TIED LANE	
<b>DESIGN AND DEVELOPMENT CONTACTS:</b>	
PROPERTY OWNER:	ORCSO GROUP 19 MARSHES COURT MONTESITE, CA 95040 (951) 640-0220 CONTACT: WARD GARNETT TRULLILO (951) 575-7282
DEVELOPER:	MCDONALD'S USA, LLC 2999 OAK ROAD, SUITE 900 WALNUT CREEK, CA 94597 CONTACT: WARD GARNETT TRULLILO (951) 575-7282
CIVIL ENGINEER:	CORE STATES GROUP 3101 CENTRAL DRIVE, SUITE 330 ONTARIO, CA 91761 CONTACT: STEVE REINER, P.E. (LICENSE # 41,318, 03/15/15) (951) 487-8807
ARCHITECT:	CORE STATES GROUP 1700 INDUSTRIAL DRIVE, SUITE 8 ROCKERS, AR 72768 CONTACT: PHILLIP L. PIVOR (479) 486-4400
<b>LEGAL DESCRIPTION:</b>	
PARCEL 1: (APN 017-163-10) A PORTION OF LOT 36 AS SHOWN UPON STRATTONS MAP OF THE TOWN OF WATSONVILLE, FILED IN THAT CERTAIN PARTITION ACTION IN THE DISTRICT COURT OF SANTA CRUZ COUNTY ENTITLED "THOMAS WALKER, PLAINTIFF, VS. PEDRO RODRIGUEZ ET AL, DEFENDANTS"	
PARCEL 2: (APN 017-163-05) FIRST: COMMENCING AT A BAKE AT THE SOUTHEASTERN CORNER OF A LOT NO. 57, AS LAID DOWN ON THE MAP OF WATSONVILLE, NOW KNOWN AS THE CITY OF WATSONVILLE, AFORESAID, MADE BY JAS. T. STRATTON, SURVEYOR, WHICH POINT OF COMMENCEMENT IS ON THE NORTHEASTLY LINE OF MAIN STREET, FORMERLY CALLED PALMAY STREET, AND RUNNING THENCE NORTHEASTERLY AND AT RIGHT ANGLES WITH SAID LINE OF MAIN STREET 152 FEET TO LOT CONVEYED TO CATHERINE WERNER, THENCE NORTHEASTERLY AND PARALLEL WITH SAID LINE OF MAIN STREET 55 FEET, THENCE SOUTHWESTERLY AND PARALLEL WITH THE FIRST LINE HEREIN MENTIONED 152 FEET TO SAID LINE OF MAIN STREET, THENCE SOUTHWESTERLY ALONG SAID LINE 15 FEET TO THE PLACE OF COMMENCEMENT AND BEING PART OF THE LOT AND PARCEL OF LAND HERETOFORE CONVEYED TO FREDERICK WERNER BY GODFREY M. BOGUS, BY DEED DATED NOVEMBER 15TH A.D. 1881.	
PARCEL 3: (APN 017-159-04) BEGINNING ON THE NORTHEAST LINE OF MAIN STREET AT THE SOUTH CORNER OF THE LANDS CONVEYED TO CITY OF WATSONVILLE BY DEED RECORDED IN VOLUME 126A, PAGE 154, OFFICIAL RECORDS OF SANTA CRUZ COUNTY, AND RUNNING THENCE FROM SAID POINT OF BEGINNING ALONG THE SOUTHEAST LINE OF LAST NAMED LANDS THE FOLLOWING COURSES AND DISTANCES: NORTH 47° 17' EAST 88.00 FEET, NORTH 42° 23' WEST 1.50 FEET, AND NORTH 47° 20' EAST 83.15 FEET TO THE SOUTH CORNER OF THE LANDS CONVEYED TO NABASIO YAMABITA BY DEED RECORDED IN VOLUME 901, PAGE 288, OFFICIAL RECORDS OF SANTA CRUZ COUNTY, THENCE NORTH 47° 17' EAST ALONG THE SOUTHEAST LINE OF LAST NAMED LANDS 120.00 FEET TO A POINT ON THE SOUTHWEST LINE OF UNION STREET FROM WHICH A CROSS IN THE CONCRETE ORIGINAL BEARS NORTH 47° 39' EAST 2.00 FEET OR 1/4" THENCE SOUTH 42° 23' EAST ALONG LAST NAMED LINE 50 FEET TO THE EAST CORNER OF THE LANDS CONVEYED TO JOHN G. MELLO, ET AL BY DEED RECORDED IN VOLUME 807, PAGE 198, OFFICIAL RECORDS OF SANTA CRUZ COUNTY, THENCE SOUTH 47° 17' 30" WEST ALONG THE SOUTHEAST LINE OF LAST NAMED LANDS 271.15 FEET TO THE AFORESAID NORTHEAST LINE OF MAIN STREET, THENCE NORTH 42° 23' WEST ALONG LAST NAMED LINE 53.00 FEET TO THE POINT OF BEGINNING.	





Plot Area/Title: 2024-09-05 - 10:10:17, User: 0000, Drawing: 10-000-000-000





MCDONALD'S TRASH ENCLOSURE	SCALE	1
	1/10	

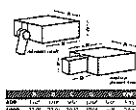
## ASB SERIES



A fully adjustable and directional lighting system designed for use in an poultry and live showrooms of today's lighting needs. Adjustable meaning allows for up to 45° of above horizontal to optimize performance. Field line mounting provides true cutoff in the same way as trackmounting.

### Fixture Specifications

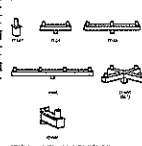
- Formed through bonding
- Access to large and local content through [www.ascompt.com](http://www.ascompt.com)
- One-stop warehouse giant
- Optimal system for online of published content
- Amazon's 2nd order optimum efficiency for logistics and price differentiation
- Launches business in electronic of power plant in 2010
- Type 2 includes collection and distribution
- Amazon's regular of content highlight of the 2
- Content library for content giant (Amazon)
- Includes print and film (type 1)
- Amazon's own products
- In order to use the 100
- All rights reserved



### ORDERING INFORMATION

[illegible]

#### MOUNTING BRACKET ORDERING INFORMATION



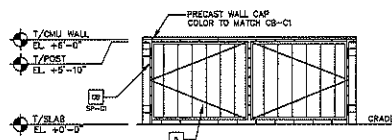
**Performance Designed Lighting Products**  
125 E. Durand Ave. • St. Louis, Mo. 63102 • 314/621-1700

doi:10.1017/S0022278X1000027

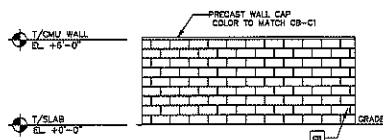
TYPICAL LIGHT FIXTURE

KEY NOTES:

- ☐ CONCRETE BLOCK  
 SP-C1--COLOR: C1 = Y.B.D. BY McDONALD'S AREA CONSTRUCTION  
 MANAGER  
 TYPE: SP = SPUT FACE  
☐ HOLLOW METAL DOOR = PAINT "EARTHLY RUSSIC" BW-2173-10  
 BY BENJAMIN MOORE OR EDLAL



TRASH ENCLOSURE FRONT ELEVATION  
1/4"=1'-0"



SH ENCLOSURE SIDE/REAR ELEVATIONS  
1'-0"

POLICE TRASH ENCLOSURE	SCALE
------------------------	-------

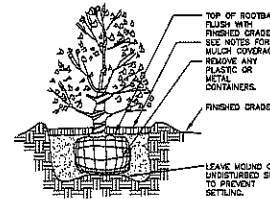
# LANDSCAPE NOTES:

1. LOCATE ALL UTILITIES BEFORE LANDSCAPE CONSTRUCTION BEGINS.
2. NOTIFY OWNER'S CONSTRUCTION MANAGER OF ANY DISCREPANCIES PRIOR TO PLANTING.
3. FERTILIZE ALL PLANTS AT THE TIME OF PLANTING WITH (16-16-16) TIME RELEASE FERTILIZER PER MANUFACTURER'S SPECIFIED APPLICATION RATE.
4. RIVER ROCK SHALL BE USED IN AREAS INDICATED ON THE LANDSCAPE PLAN. RIVER ROCK SHALL BE 3/4" - 1 1/2" IN DIAMETER WITH WEED FABRIC.
5. ALL AREAS NOT RECEIVING RSD OR RIVER ROCK MUST BE COVERED USING MINIMUM 3" DEPTH WOOD MULCH. CONTRACTOR TO VERIFY TYPE AND COLOR OF MULCH WITH OWNER.
6. ALL LANDSCAPE MATERIAL SHALL BE IN COMPLIANCE WITH THE AMERICAN STANDARD FOR NURSERY STOCK (ANSI Z60.1-1986).
7. CONTRACTOR SHALL PROTECT EXISTING LANDSCAPING/IRRIGATION MATERIAL.
8. ALL SLOPES AND AREAS DISTURBED BY CONSTRUCTION SHALL BE GRADED SMOOTH AND FOUR INCHES OF TOPSOIL APPLIED. IF ADEQUATE TOPSOIL IS NOT AVAILABLE ON THE SITE, THE CONTRACTOR SHALL PROVIDE TOPSOIL APPROVED BY THE OWNER AS NEEDED TO MEET THE FOUR INCH REQUIREMENT.
9. REFER TO SITE PLAN FOR DIMENSIONS.
10. CONTRACTOR TO MATCH / REPLACE PLANT MATERIAL IN LANDSCAPE AREAS THAT HAVE BEEN DAMAGED DURING CONSTRUCTION.

# IRRIGATION NOTES:

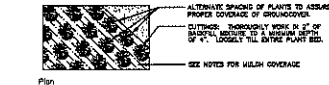
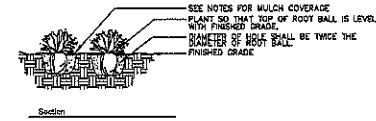
1. LOCATE ALL UTILITIES BEFORE CONSTRUCTION BEGINS.
2. CONTRACTOR TO DESIGN AND INSTALL NEW AUTOMATIC IRRIGATION SYSTEM FOR 100% COVERAGE. CONTRACTOR SHALL COORDINATE CONTROLLER LOCATION WITH OWNER AND LANDSCAPE CONTRACTOR PRIOR TO COMMENCEMENT OF CONSTRUCTION.
3. IRRIGATION SYSTEM MUST CONFORM TO ALL CITY AND COUNTY APPLICABLE CODES AND REGULATIONS.

NO.	PLANT	QUANTITY	PLANT SIZE	PLANT TYPE	PLANT SPECIES	PLANT SIZE	PLANT TYPE	PLANT SPECIES
1	1" - 2" TREE	1	1" - 2" TREE	1" - 2" TREE	1" - 2" TREE	1" - 2" TREE	1" - 2" TREE	1" - 2" TREE
2	1" - 2" TREE	1	1" - 2" TREE	1" - 2" TREE	1" - 2" TREE	1" - 2" TREE	1" - 2" TREE	1" - 2" TREE
3	1" - 2" TREE	1	1" - 2" TREE	1" - 2" TREE	1" - 2" TREE	1" - 2" TREE	1" - 2" TREE	1" - 2" TREE
4	1" - 2" TREE	1	1" - 2" TREE	1" - 2" TREE	1" - 2" TREE	1" - 2" TREE	1" - 2" TREE	1" - 2" TREE
5	1" - 2" TREE	1	1" - 2" TREE	1" - 2" TREE	1" - 2" TREE	1" - 2" TREE	1" - 2" TREE	1" - 2" TREE
6	1" - 2" TREE	1	1" - 2" TREE	1" - 2" TREE	1" - 2" TREE	1" - 2" TREE	1" - 2" TREE	1" - 2" TREE
7	1" - 2" TREE	1	1" - 2" TREE	1" - 2" TREE	1" - 2" TREE	1" - 2" TREE	1" - 2" TREE	1" - 2" TREE
8	1" - 2" TREE	1	1" - 2" TREE	1" - 2" TREE	1" - 2" TREE	1" - 2" TREE	1" - 2" TREE	1" - 2" TREE
9	1" - 2" TREE	1	1" - 2" TREE	1" - 2" TREE	1" - 2" TREE	1" - 2" TREE	1" - 2" TREE	1" - 2" TREE
10	1" - 2" TREE	1	1" - 2" TREE	1" - 2" TREE	1" - 2" TREE	1" - 2" TREE	1" - 2" TREE	1" - 2" TREE



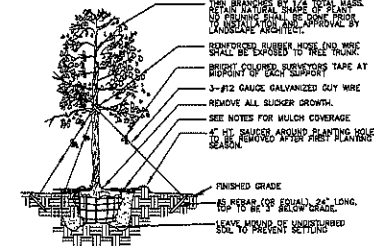
# SHRUB PLANTING

• SEE SPECIFICATIONS FOR BACKFILL MIXTURE AND FERTILIZATION.



# GROUNDCOVER PLANTING

• SEE SPECIFICATIONS FOR BACKFILL MIXTURE AND FERTILIZATION.



# TREE PLANTING

• SEE SPECIFICATIONS FOR BACKFILL MIXTURE AND FERTILIZATION. TO BRACING TECHNIQUE. EXISTING UTILITY & MAINTAIN A CERTAIN POSITION.

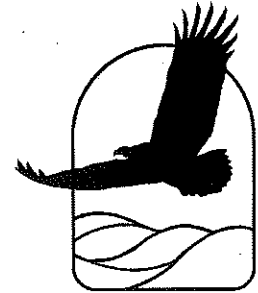
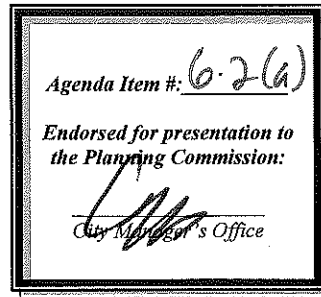
NOTE:  
GENERAL CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING AND UNCOVERING EXISTING UTILITIES IN THE VICINITY OF THE PROPOSED IMPROVEMENTS PRIOR TO THE START OF CONSTRUCTION TO AVOID ANY DAMAGE TO MATERIALS, LOCATIONS, ELEVATIONS, ETC. AND THEIR POTENTIAL CONFLICT WITH PROPOSED IMPROVEMENTS. CONTRACTOR SHALL CONSULT WITH CONSTRUCTION MANAGER AND ENGINEER AS APPROPRIATE BEFORE PROCEEDING WITH WORK.



Know what's below.  
Call before you dig.

THE CONTRACTOR IS RESPONSIBLE FOR OBTAINING THE LOCATION AND DEPTH OF EXISTING UTILITIES PRIOR TO THE START OF CONSTRUCTION TO AVOID ANY DAMAGE TO MATERIALS, LOCATIONS, ELEVATIONS, ETC. AND THEIR POTENTIAL CONFLICT WITH PROPOSED IMPROVEMENTS. CONTRACTOR SHALL CONSULT WITH CONSTRUCTION MANAGER AND ENGINEER AS APPROPRIATE BEFORE PROCEEDING WITH WORK.

6.2(a)



**City of Watsonville**  
**MEMORANDUM**

**Date:** August 14, 2014

**To:** Planning Commission

**From:** Marcela Tavantzis, Community Development Director *Lucy*  
Keith Boyle, Principal Planner

**Subject:** CONSIDERATION OF APPLICATION (PP2014-175) TO RECOMMEND TO THE CITY COUNCIL ON A REZONING FROM INSTITUTIONAL ZONING (N) TO CENTRAL COMMERCIAL (CC) FOR PARCEL A.P.N. 017-183-04 WITH CONSIDERATION OF A TEXT AMENDMENT FOR ALLOWANCE OF DRIVE-THROUGHS WITH A USE PERMIT IN THE CC ZONE. ADDITIONALLY, CONSIDER RECOMMENDATION ON SPECIAL USE PERMIT WITH DESIGN REVIEW AND ENVIRONMENTAL REVIEW (PP2014-117), TO CONSTRUCT A 4,278 SQ. FT. 24 HOUR FAST FOOD RESTAURANT WITH A DRIVE-THROUGH FACILITY (MCDONALD'S), AT 174, 186, & 190 MAIN STREET (APN'S: 017-183- 04, 05 & 10); INCLUDING A VARIANCE TO REDUCE THE DISTANCE OF THE DRIVE-THROUGH FROM 200 FEET TO 160 FEET, FROM A SIGNALIZED INTERSECTION SUBJECT TO COUNCIL ACTION ON THE REZONING AND TEXT AMENDMENT .

**Agenda Item:** September 2, 2014

Planning Commission

**RECOMMENDATION:**

Staff recommends the Planning Commission adopt a Resolution recommending that the City Council:

- Adopt an Ordinance Text Amendment to the CC zoning district (Watsonville Municipal Code (WMC) Section 14-16.1104 (b)) to allow drive-throughs with a Special Use Permit.
- Adopt a Map Amendment Ordinance re-designating the property at 190 Main Street (APN: 017-183-04) from Institutional (I) to Central Commercial (CC).
- Adopt a Resolution approving the Special Use Permit with Design Review for the construction of a 4,278 sq. ft. fast food restaurant with a Variance (WMC Section 14-41.100 (a) (2)) to allow a drive-through within 160 feet from a signalized intersection.

**ATTACHMENT 3**  
**Page 1 of 70**

---

## **BASIC PROJECT DATA**

**APPLICATION NO.** PP2014-175 - Rezoning and Text Amendment  
PP2014-117 - Special Use Permit, Design Review, Variance, Environmental Review

**LOCATION:** 174,186 &190 Main Street

**APN'S:** 017-183-04, 05 & 10

**SCOPE OF PROJECT:** A rezoning from N to CC for Parcel APN: 017-183-04; text amendment to WMC Section 14-16.1104 (b) allowing drive-through facilities with a Special Use Permit in the Central Commercial Zone (CC). Special Use Permit with Design Review and Environmental Review, to construct a 24 hour 4,278 sq. ft. fast food restaurant including a Variance to reduce the drive-through distance from a signalized intersection from 200 feet to 160 feet.

**GENERAL PLAN:** Neighborhood Mixed Use

**ZONING:** CC (Commercial Core) N (Institutional)

**ADJACENT GP/ Zoning:** Public Facilities and Commercial Core

**EXISTING LAND USE:** Vacant parking lot, 10,314 sq. feet of existing building area

**PROPOSED LAND USE:** 24 hour 4,278 sq. ft. fast food restaurant with drive-through facility

**FLOOD ZONE:** Yes

**APPLICANT:** Core States Group, 150 West Lake St., Ste. 212 Kirkland, WA 98119

**PROPERTY OWNERS:** Fred Oda, Lupe Beltran, & City of Watsonville

**CALIFORNIA ENVIRONMENTAL QUALITY ACT REVIEW (CEQA):** The project is less than 10,000 sq. ft. and qualifies for a Class 15303 Categorical exemption because a traffic study, historic survey, and drainage study found no potential impacts from the development.

---

## **BACKGROUND/ DISCUSSION**

Proposal: Core States Group is proposing to assemble three parcels (APN's 017-183-04, 05 &10 (174, 186 and 190 Main Street) that total 35,083 square feet and remove the existing buildings totaling 10,314 sq. ft. that occupy the site including a two story, mixed use building at 174 Main Street (5,134 sq. ft.), a one story commercial building at 186 Main Street (3,968 sq. ft.), an abandoned home (1,214 sq. ft.) and a surplus parking lot owned by the City. The applicants are proposing to replace the existing structures with a new 4,278 sq. ft. McDonald's restaurant with 36 parking spaces and a drive-through facility.

The existing buildings are approximately 80 years old and are in a significant state of disrepair. A historic inventory prepared by Anthony Kirk indicates these buildings do not have historic relevance due to major changes to the façade and state of building disrepair. The report documents the buildings' history and this is all that is necessary to

meet the state historic requirements (Attachment 3). During the 50's through 90's, these parcels contained a series of bars that were a significant safety issue during their operation with nightly police calls for service. Core States Development is proposing to replace these marginal buildings with a new family friendly facility that will help attract people to the entrance of Downtown Watsonville and create an inviting atmosphere for residents to enjoy.

Site and Vicinity: The site is located in the Central Commercial Zoning District (CC). It is at the busy intersection of Main Street and Riverside Drive (Highway 129). Presently this intersection has two service stations, a Burger King and El Pollero drive-through restaurant. The proposed McDonald's restaurant is similar in nature to the existing facilities at the intersection including the two restaurants with drive-through facilities, which are also in the CC zoning district. The CC zoning district allows restaurants in the district. The surplus parking lot owned by the City that is included in this project contains 19 parking spaces and a drive aisle from Main Street to Union Street. This parcel also includes 15 parking spaces within the Police lot. The City has agreed to sell this surplus property to the applicants to allow the project to move forward. Selling the site will allow the continued use of the area for parking and circulation for private use, with public access within the McDonald's parking lot.

Background: The City of Watsonville is promoting improvements to the downtown as a high priority to begin updating the image of Watsonville. The proposed project is a highly visible intersection in the community and will benefit from update of the existing building configuration with a family friendly restaurant. In 2000, the City adopted a Drive-Through Ordinance that established design criteria for new drive-through facilities. A text amendment will be included as part of this project to recognize that the CC zone is an appropriate location for drive-through restaurants with a Use Permit based on the location of several drive-through restaurants currently in the zone.

## **PROCEDURE**

### **Rezoning:**

Two of the subject properties are currently zoned Central Commercial (CC) with the adjacent City parking lot being zoned Institutional (N). The 2030 General Plan designation for all of the properties are Neighborhood Commercial Mixed Use. It was anticipated that this surplus lot could support new commercial uses, and the General Plan designation was changed to reflect this. The applicant has submitted an application to update the zoning on the surplus parking site to match the proposed commercial site, in order to establish a consistent zoning for the entire site. This would change the zoning for the City lot from Institutional (N) to Commercial Core (CC). Staff is supportive of the proposed rezoning to allow the lots to be consolidated with a single zoning designation of CC.

The Findings for recommending approval of the rezoning are attached as Exhibit A to the Resolution.

### **Text Amendment:**

Additionally, the City has initiated a text amendment clarifying that drive-through facilities are allowed in the CC zone with a Use Permit. When the Drive-Through Ordinance was adopted in 2000, there was a desire to limit drive-through facilities to existing areas of town that had drive-through facilities. It appears that there was an oversight to not allow drive-through restaurants in the CC district. The CC district is currently a small area near the City's downtown central core. Since there are currently several drive-through facilities in the vicinity, it appears that this proposed use would be consistent with the surrounding area. Staff is recommending a minor text amendment to allow drive-through restaurants with a Use Permit in the CC district.

This modification will not have a substantial impact in the limited CC district area but may allow similar uses to be established to support changes at the entrance to downtown and help bring new vitality. Any drive-through facility would be required to have a public hearing to determine the project's compatibility with adjacent uses and consistency with drive-through regulations.

The Findings for recommending approval of the text amendment are attached as Exhibit B to the Resolution.

The Planning Commission makes recommendations to the City Council on both text amendments and zoning map amendments. Since these modifications would be necessary to fully support the proposal, staff is recommending that the Special Use Permit and Design Review applications for the project also be forwarded to the City Council with a recommendation that they be considered depending on the final action on the map and text amendments taken by the City Council.

### **Special Use Permit and Design Review:**

Section 14-16.1102 of the WMC allows restaurants as a permitted Use with drive-through facilities listed as an exclusion. The proposed text amendment will clarify that drive-through restaurants are allowed in the CC zone with a Use Permit. The Planning Commission is being requested to recommend the text amendment and the project to the City Council for final action. Since there are several other drive-through restaurants in the CC zoning district, the use appears to be consistent with the intent of the zoning regulations.

Per Section 14-12.400 of the WMC, commercial, and industrial, construction requires approval of a Design Review Permit process acceptable to the Zoning Administrator. As proposed, the Special Use Permit and Design Review Permit are being processed concurrently with the text and map amendment requests, and are all being forwarded to City Council for final action.

### **TECHNICAL ANALYSIS**

**Zoning, General Plan:** The site is zoned CC (Central Commercial) with a Neighborhood Mixed Use Land Use Designation in the 2030 Watsonville: General Plan Map. The CC zone allows restaurants as a permitted use. The City's surplus lot is designated

Institutional which allows parking and circulation that is being proposed for this parcel. Additionally, the project includes rezoning of this parcel to CC to be consistent with the rest of the site.

## **PROJECT DESIGN**

The proposed McDonald's restaurant utilizes a new modern proto type for the restaurant. This new type of building was recently completed at the Overlook Shopping Center and will serve as a good compliment to the entrance to Watsonville's Main Street. The building will include stucco front with a corrugated metal accent band across the entire roof mansard. The building includes a variety of trellises and paint colors to break up the massing and a modern stylized arch that has been included on three elevations that is consistent with the new building proto type. Building entrances will be off of Main Street and the parking lot side of the building. The building will be equipped with fire sprinklers and an automatic fire alarm system, per state requirements.

### Access/Circulation:

The project is designed with one entrance off of Main Street and one entrance and one exit off of Union Street. These entrance points generally reflect the current location of the driveways from the existing City lot. There are no new driveways that will disrupt the existing circulation pattern in the area. The Main Street entrance has been expanded to be 28 feet in width and will allow more efficient circulation on site. The driveway will be approximately 160 feet from the corner of Riverside Drive and Main Street. The applicants are requesting the ability to have full movement from this driveway. The detailed Traffic Study (Attachment 4) indicates that movements will not be problematic; however, during the afternoon peak between 4:00 – 6:00 p.m. it will be difficult for any vehicle to turn left from the Main Street driveway.

Traffic: A Traffic Study was prepared for the project by Associated Transportation Engineers on February 5, 2014 (Attachment 4). The intersections in the vicinity operate at a Level of Service (LOS) of D or better during a.m. and p.m. peak hours. Currently the worst existing intersection in the vicinity is the Main Street and Riverside Drive intersection that operates at LOS D during peak p.m. hours. The study indicates that the project could generate approximately 71 new p.m. peak hour trips at this intersection. The study indicates that this additional traffic will not change the LOS of the existing intersection beyond the current LOS, and therefore is not considered a significant impact to traffic.

Drive Through: Section 14-41 of the WMC establishes design standards for drive-through facilities. The proposed drive-through meets all of the standards included in the section including; being setback over 20 feet from the driveway entrance (35 feet provided); having stacking for over 4 vehicles (14 provided); menu boards screened from view; having separate access from internal circulation; and having concrete driveway for the drive-through etc. The only standard that is not met is that the drive-through lane should be 200 feet from a signalized intersection. As designed, the drive-through lane is approximately 160 from Riverside Drive and Main Street which is a signalized intersection. This driveway has been in place for many years. Use by the restaurant will not add a significant burden to the facility as identified in the traffic study. Distance standards were established for drive-through lanes to maintain safety. Based on the use of this facility as an existing

driveway, it appears that safety has been demonstrated over the years and a variance to the provisions is allowable.

The Findings recommending approval of the Variance are attached as Exhibit E to the Resolution.

**Parking:** A total of 36 parking spaces are proposed to be provided for this site. Section 14-17.801(i) establishes the parking standards for restaurants at 1 space per each 100 sq. ft. of gross floor area. Additionally, Section 14-17.108 allows gross floor area for commercial space to be calculated at 85% of the gross space within the walls. For purposes of calculation, the 4,278 gross floor area times 85% = 3636 sq. ft.;  $3636/100 = 36$ . Therefore a total of 36 parking spaces is required which is proposed to be provided by the project. The proposed 16 foot driveway widths meet the requirements for one-way circulation with angled parking identified in the City public improvement standards. The sale of the City lot to the project involves the loss of 15 parking spaces from the Police lot. This lot serves the Police as well as some other City staff parking. With the loss of these spaces, only Police associated vehicles will be allowed to park in the lot.

**Landscaping:** a preliminary landscape plan was submitted with the application that includes approximately 12% of the project site being landscaped. The plan includes a detailed drainage study to meet the new regional water quality design standards. The site includes a mix of drought tolerant shrub and groundcover species throughout the site. A bioswale is proposed to be designed to catch and filter stormwater before it enters the storm drain system, in compliance with stormwater standards. Three copies of the final landscape plan shall be submitted at the time of building permit submittal for review.

**Environmental:** The project was required to prepare a traffic study, historic inventory, and a drainage study to determine potential impacts of the proposal. Section 15303(c) of the CEQA guidelines allows the use of a Categorical Exemption for commercial projects less than 10,000 sq. ft. if no significant impacts are found. The proposed restaurant is consistent with the allowed uses of the CC zone. The drive aisles and parking on the City lot are also consistent with the allowed uses in the Institutional zone. The proposed rezoning and text amendments are clarifications that are making the project consistent with the surrounding zoning and can also be covered by the exemption.

**Healthy Eating Options:** In 2010, the City adopted the Healthy Eating Options Ordinance that requires new restaurants to meet minimum healthy eating options to obtain a building permit. The system establishes a series of points for various healthy eating options. A project must indicate that it can achieve 6 points to get a building permit. The proposed McDonald's project meets this criteria as follows: Offers 4 choices of fruits and vegetables (2 points); offers a low-fat salad dressing (1 point); includes skim or 1% milk on menu (1 point); offers water free of charge (1 point); provides training for staff about the menu (1 point); and provides calorie information visible at the point of sale (2 points) for a total of 8 points. Therefore the project is consistent with the City's Healthy Eating Options Ordinance.

## **SUMMARY**

The proposed project will replace two existing buildings that have created significant safety problems over the last 40 years, with a new family friendly facility that will complement the entry to Main Street and help begin to refresh the image of Watsonville. The project is compatible with existing drive-through restaurants in the vicinity and has been designed in a manner that provides safe access and circulation to and from the site. The project as designed will be an asset to the community.

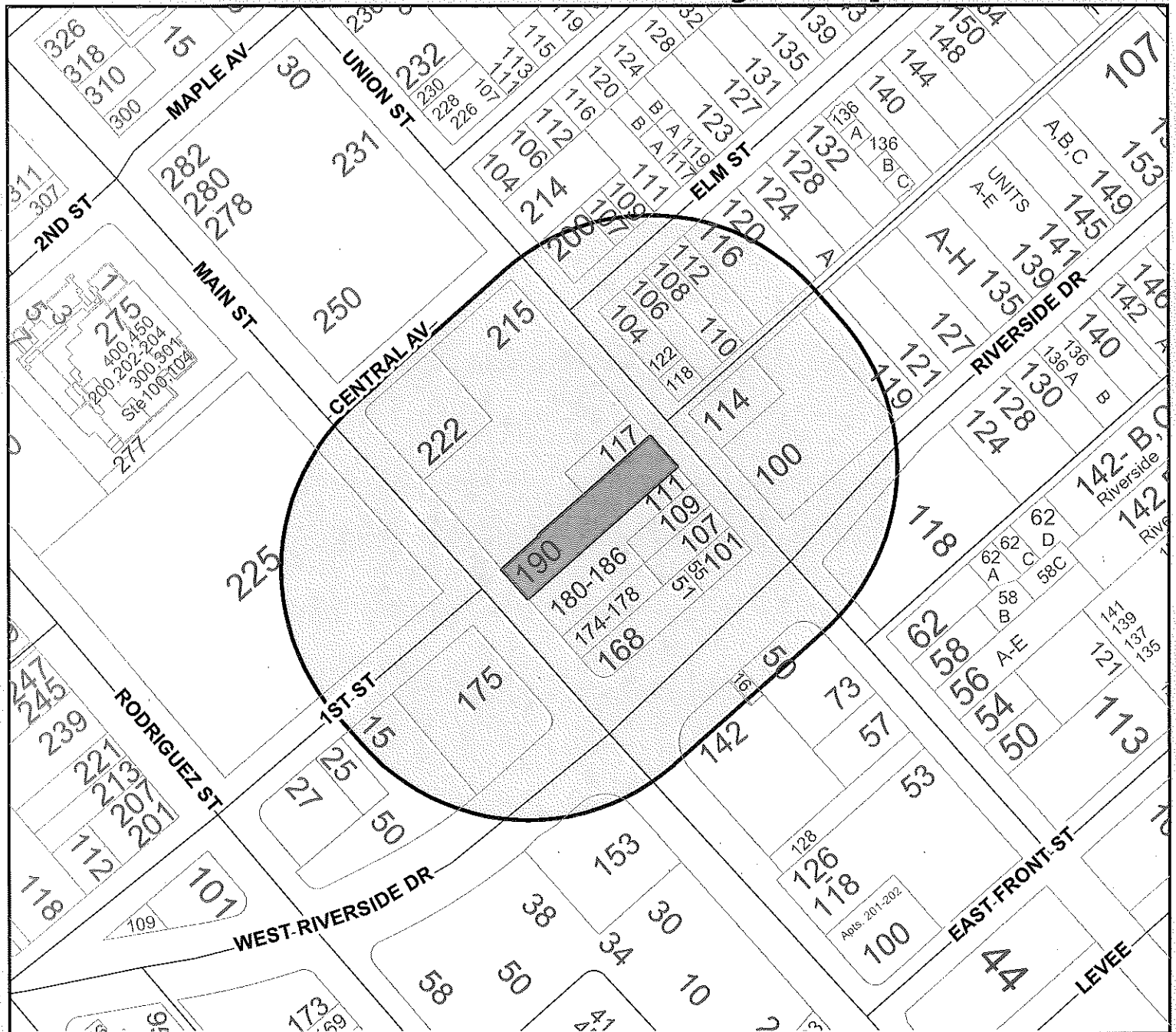
Staff recommends the Planning Commission adopt a Resolution recommending that the City Council:

- Adopt an Ordinance Text Amendment to the CC zoning district (WMC Section (14-16.1104 (b)) to allow drive-throughs with a Special Use Permit.
- Adopt a Map Amendment Ordinance re-designating the property at 190 Main Street (APN: 017-183-04) from Institutional (N) to Central Commercial (CC).
- Adopt a Resolution approving the Special Use Permit with Design Review for the construction of a 4,278 sq. ft. fast food restaurant with a Variance (WMC Section 14-41.100 (a) (2)) to allow a drive-through within 160 feet from a signalized intersection.

## **ATTACHMENTS**

1. Site and Vicinity Map
2. Project Plans
3. Report from Anthony Kirk on Historic Issues
4. Traffic Study
5. Class 3 Categorical Exemption

# Site and Vicinity Map



## Legend

- |  |  |   |
|--|--|---|
|  Street                 |  Parcel       |  300' Buffer Zone |
|  Watsonville City Limit |  Project Site |   |

PROJECT: PP2014-175

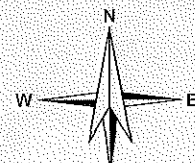
APPLICANT: City of Watsonville

APN#s: 017-183-04

LOCATION OF PROJECT: 190 Main St

Prepared by Watsonville GIS Center 7/30/2014 (C0DD1447).

This Document is a graphic representation only of best available sources.  
The City of Watsonville assumes no responsibility for any errors.



ATTACHMENT B  
Page 81 of 70







TABLE 1004.1.1 MAXIMUM FLOOR AREA ALLOWANCES PER OCCUPANT				
FUNCTION OF SPACE	ALLOWANCE	AREA	OCCUPANTS	
RECREATION, STORAGE AREAS,	300 GROSS	500 SF	2	
TOILETS, EQUIPMENT ROOM	SEE PLAN	-	84	
STAIRS WITH FIBED SEATS	5 NET	95 SF	20	
STAIRS W/OUT FIBED SEATS	100 GROSS	57 SF	1	
RESTROOMS	200 GROSS	-	17	
RECREATION, COMMERCIAL				
RESTROOMS, FULL KITCHEN, STAFF				

**OCCUPANCY ALLOWANCE:**

CALIFORNIA BUILDING CODE 2013

TABLE 104.11

## REG. ADVANCES

\_\_\_\_\_

3334747/0176

5089 00E

[illegible]

**SEE PLAYS**

100

LENS

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
---	---	---	---	---	---	---	---	---	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	-----

100 GROSS

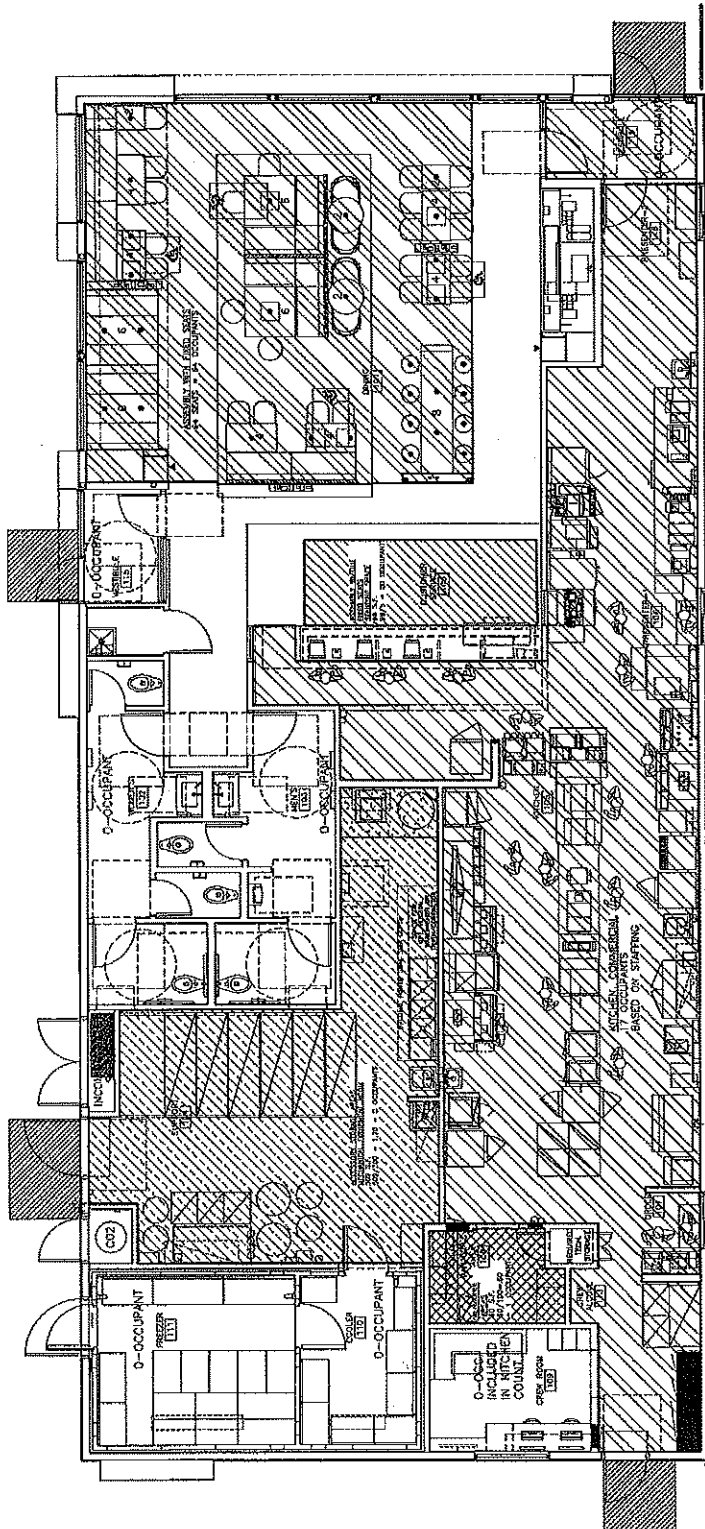
300 Gross

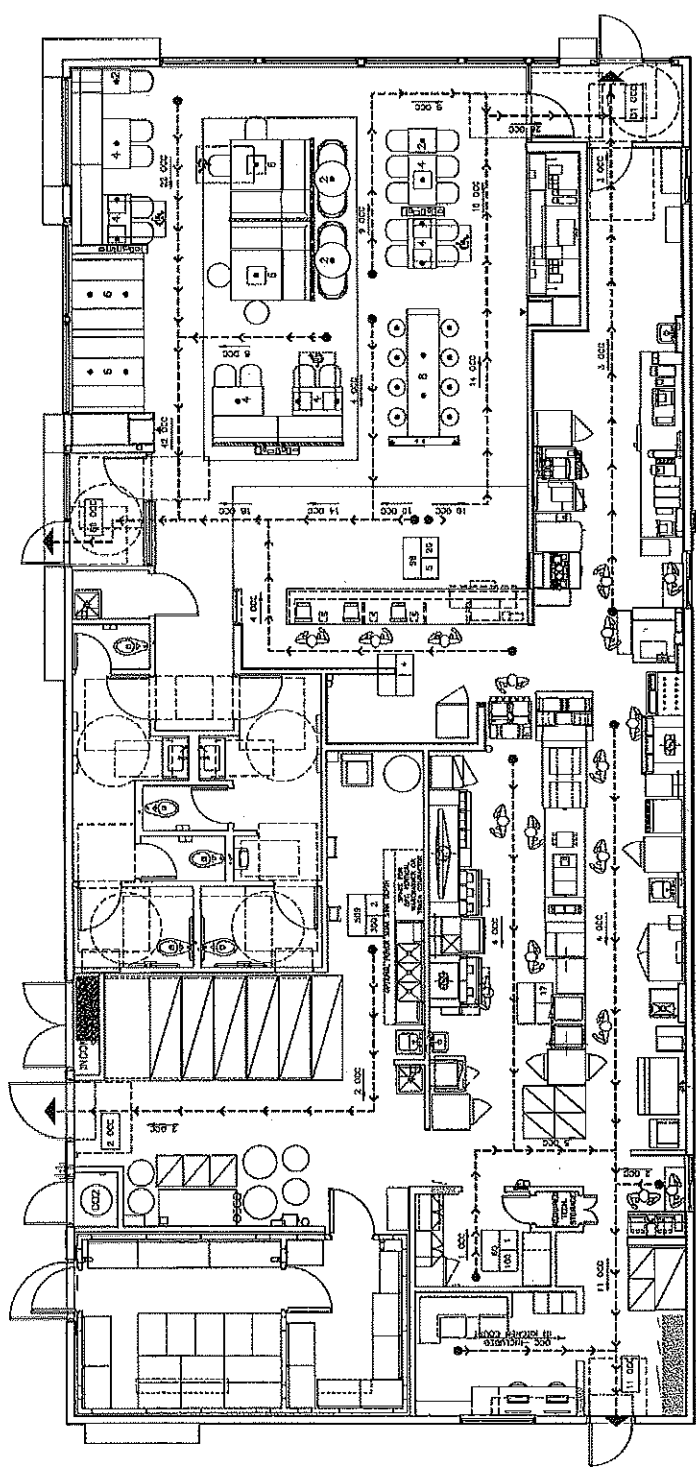
2007 2010

(a)

[illegible]

**16th October**

$$\frac{d}{dt} \left( \frac{\partial L}{\partial \dot{x}} \right) = \frac{\partial L}{\partial x}, \quad \frac{d}{dt} \left( \frac{\partial L}{\partial \dot{y}} \right) = \frac{\partial L}{\partial y}$$
[illegible]

[illegible]

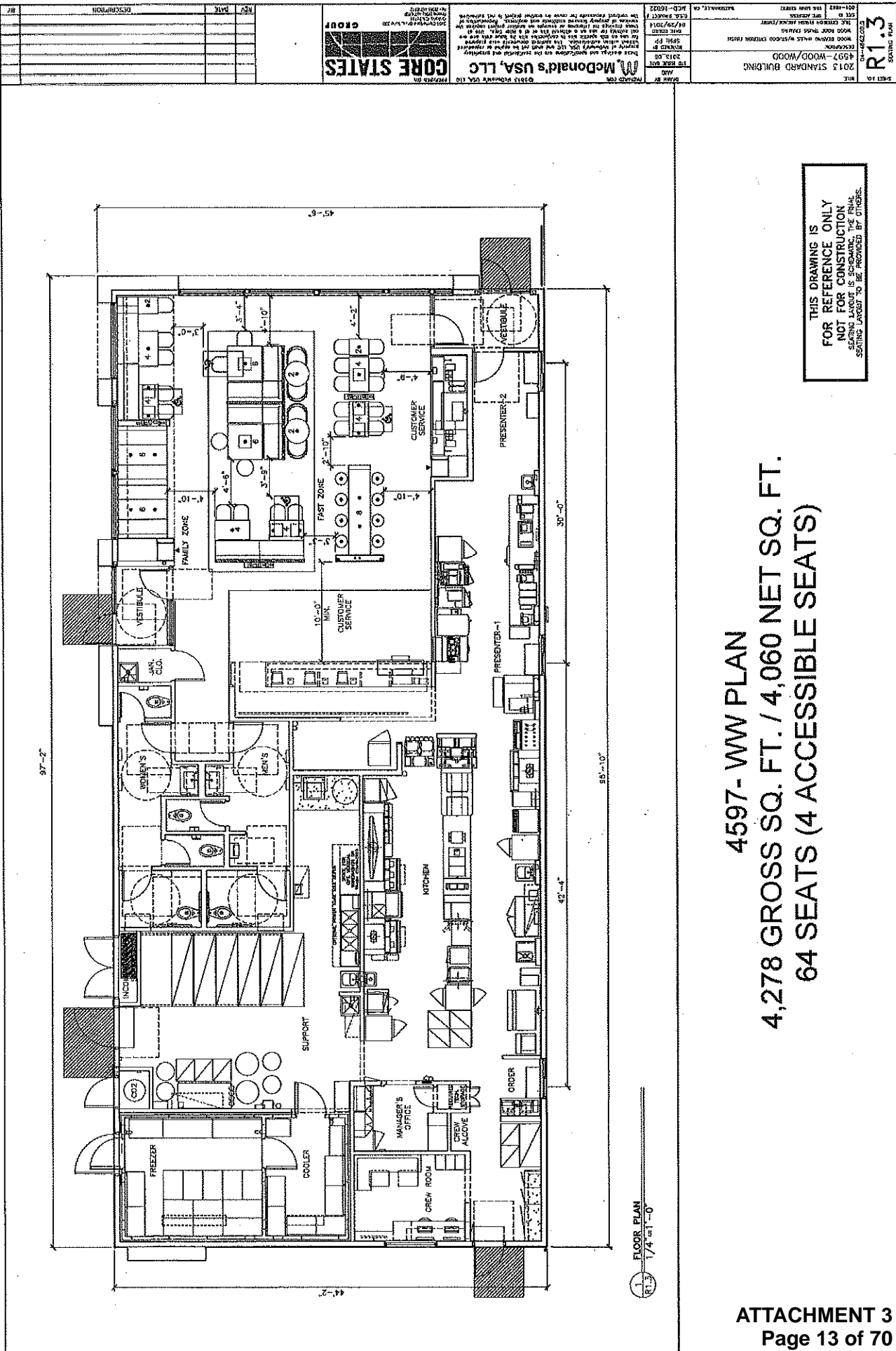
1 EXITING PLAN  
1/4 x 1 - 0

OCCUPANCY ALLOWANCE:				
CALIFORNIA BUILDING CODE 2013				
TABLE 1003.1				
MAXIMUM FLOOR AREA ALLOWANCES PER OCCUPANT		OCCUPANTS		
FUNCTION OF SPACE	ALLOWANCE	AREA		
CLERK WORK STORAGE AREAS,	300 GROSS	500 SF	2	
REPAIR SHOP EQUIPMENT ROOM	SEE PLAN	-	64	
REPAIR SHOP WITH FIXED SEATS	5 NET	80 SF	20	
REPAIR SHOP WITHOUT FIXED SEATS	100 GROSS	57 SF	1	
REPAIR SHOP	200 GROSS	-	17	
REPAIR SHOP COMMERCIAL				
REPAIR SHOP FULL KITCHEN STAFF				
TOTAL OCCUPANCY ALLOWANCE				104

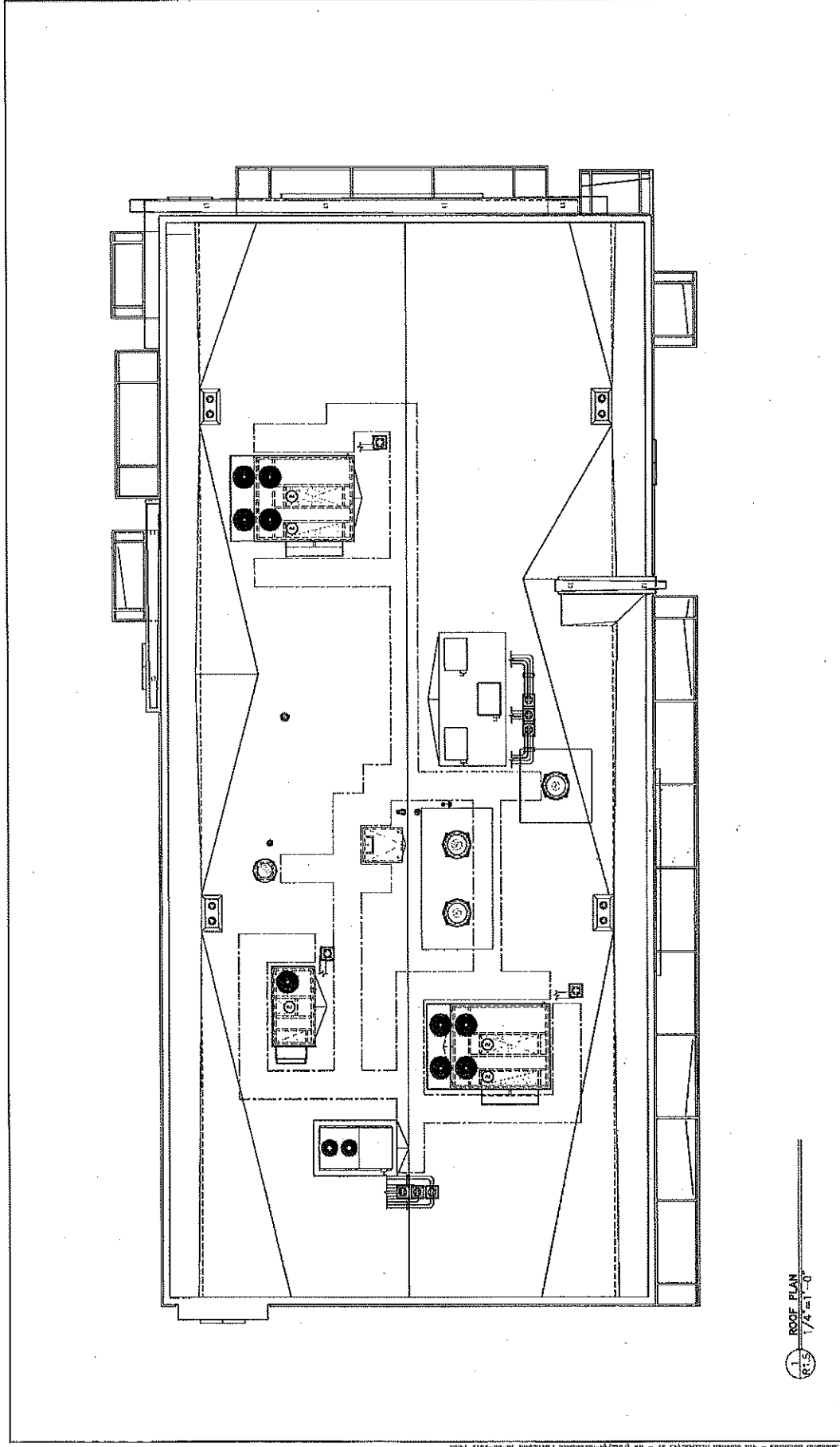
THIS DRAWING IS  
FOR REFERENCE ONLY  
NOT FOR CONSTRUCTION  
SEATING LAYOUT IS SCHEMATIC. THE FINAL  
SEATING LAYOUT TO BE PROVIDED BY OTHERS.

4597- WW PLAN  
4,278 GROSS SQ. FT. / 4,060 NET SQ. FT.  
64 SEATS (4 ACCESSIBLE SEATS)

**ATTACHMENT 3**  
**Page 13 of 70**



DATE: 01/13/2013 DRAWN BY: J. L. R. S. CHECKED BY: J. L. R. S. PROJECT: 4597- WOOD/WOOD SHEET: 01-10022	<p>McDonald's USA, LLC 4597- WOOD/WOOD 2013.00</p> <p>Core States Group 2013.00</p>	<p>REV. DATE</p> <p>DESCRIPTION</p>
---	---	-------------------------------------

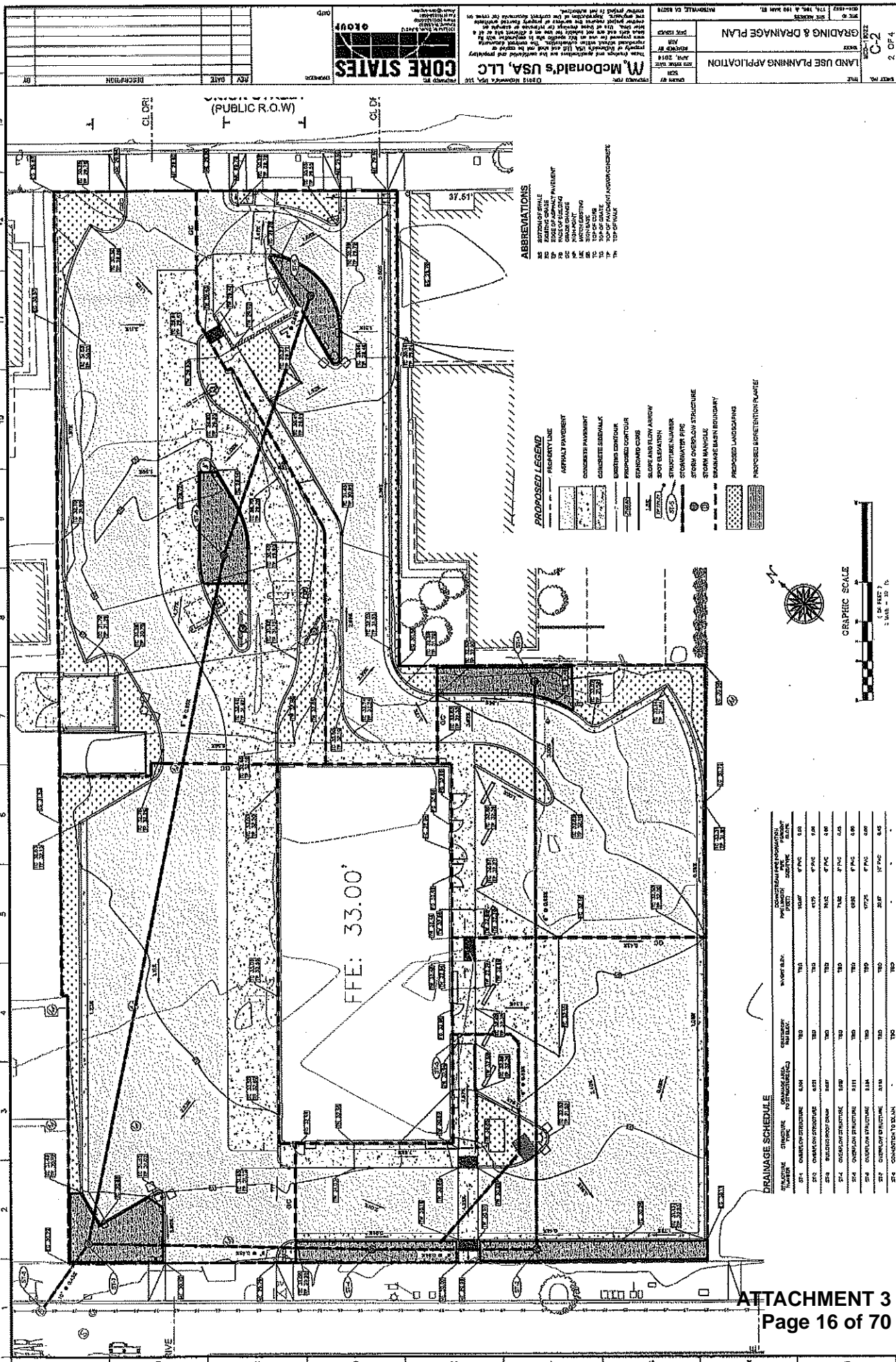


**4597- WW PLAN**  
**4,278 GROSS SQ. FT. / 4,060 NET SQ. FT.**

THIS DRAWING IS  
FOR REFERENCE ONLY  
NOT FOR CONSTRUCTION

**ATTACHMENT 3**  
**Page 14 of 70**











State of California -- The Resources Agency DEPARTMENT OF PARKS AND RECREATION <b>PRIMARY RECORD</b>		Primary # HRI #
		Trinomial NRHP Status Code
Other Listings Review Code	Reviewer	Date

Page 1 of 5

\*Resource Name or #: (Assigned by recorder) 174-178 Main Street

P1. Other Identifier:

\*P2. Location: ☐ Not for Publication ☒ Unrestricted

\*a. County Santa Cruz

and (P2b and P2c or P2d. Attach a Location Map as necessary)

\*b. USGS 7.5' Quad Watsonville West Date 1995 T 12 S; R 2 E; Mount Diablo B.M.

c. Address 174-178 Main Street City Watsonville Zip 95076

d. UTM: (Give more than one for large and/or linear resources) Zone ; mE/ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

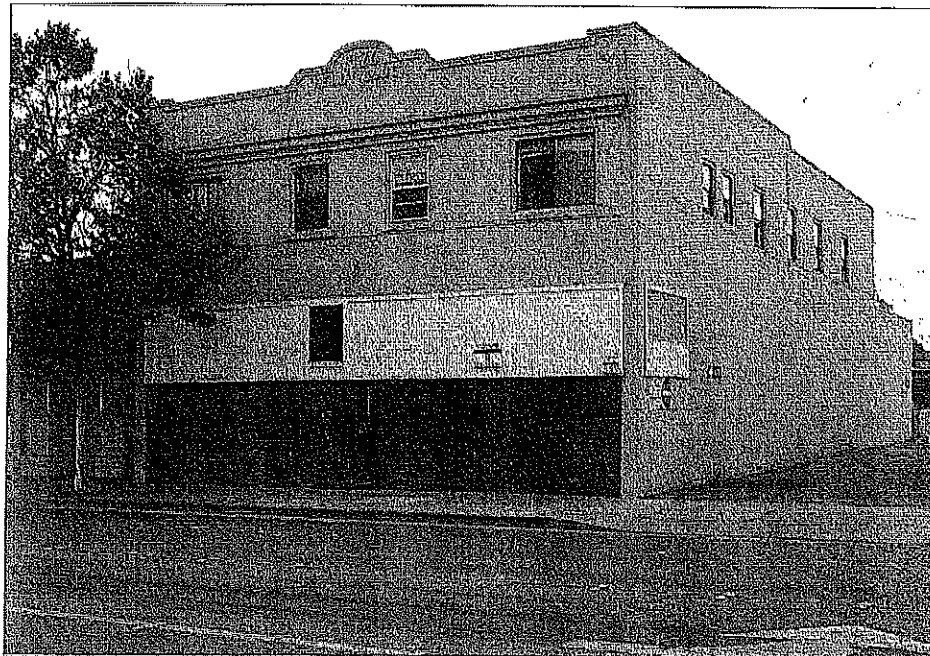
Santa Cruz County APN 017-183-10

\*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting and boundaries)

The two-story commercial building and adjoining one-story storage block at 174-178 Main Street were constructed in 1926 and subsequently altered in several phases (DPR 523A photo and figures 1 and 2). The reinforced-concrete building and storage block are rectangular in plan, encompassing 4,000 square feet, and rest on a concrete-slab foundation. The ground floor of the building, previously leased for retail use, is currently vacant; the upper-level is a single-room-occupancy (SRO) hotel. A veneer of bright red tile runs along the ground floor of the façade, facing Main Street to the southwest, or west as it is designated in this report for simplicity. Above the tile is a broad band of grooved-face T1-11 siding. The stuccoed façade rises to an ornamental cornice and above it to a shaped parapet wall with molded trim and a relief inscription, 1926 / Kelly Block. Three wooden doors provide access to 174, 176, and 178 Main Street. The doors at either end are in set in canted recessed entrances; the central door, which leads to the hotel, is flush-with the building envelope. The north and south sides of the building have no wall cladding. At the rear of the building, the east side of the storage block and the second floor are clad with corrugated metal sheets. Fenestration is limited on the ground floor to fixed smoked-glass windows flanking the entrances to 174 and 178 Main Street. The windows at (continued on page 3)

\*P3b. Resource Attributes: (List attributes and codes) HP5 - Hotel/Motel; HP6 - Commercial Building

\*P4. Resources Present: ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)



P5b. Description of Photo: (View, date, accession #) Looking northeast at west and south sides, 7/30/14

\*P6. Date Constructed/Age and

Sources: ☒ Historic

☐ Prehistoric ☐ Both

1926; date block in parapet

\*P7. Owner and Address:

Lupe Beltran Elizalde

(address not available)

\*P8. Recorded by: (Name, affiliation, and address)

Anthony Kirk, Ph.D.

1140 West Cliff Drive, No. 3  
Santa Cruz, CA 95062

\*P9. Date Recorded: 8/5/14

\*P10. Survey Type: (Describe)

CEQA Survey

\*P11. Report Citation: (cite survey report and other sources, or enter "none.") None

\*Attachments: ☐ NONE ☐ Location Map ☐ Sketch Map ☒ Continuation Sheet ☒ Building, Structure and Object Record

☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record

☐ Artifact Record ☐ Photograph Record ☐ Other (List)

**ATTACHMENT 3**

**Page 20 of 70**

**BUILDING, STRUCTURE, AND OBJECT RECORD**

Page 2 of 5

\*NRHP Status Code

\*Resource Name or # (Assigned by recorder) 174-178 Main Street

B1. Historic Name: Kelly Block

B2. Common Name: None

B3. Original Use: Commercial Building; Hotel

B4. Present Use: Ground Floor Vacant; Upper Floor SRO Hotel

\*B5. Architectural Style: None

\*B6. Construction History: (Construction date, alteration, and date of alterations) Constructed 1926; west side of first floor remodeled ca. 1950s or 1960s and again in 1980s, when windows were probably replaced.

\*B7. Moved? ☒ No ☐ Yes ☐ Unknown Date:

Original Location:

\*B8. Related Features: None

B9a. Architect: Unknown

b. Builder: Unknown

\*B10. Significance: Theme n/a

Area n/a

Period of Significance n/a

Property Type n/a

Applicable Criteria n/a

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Address integrity.)

The commercial building at 174-178 Main Street does not appear to be eligible for the California Register of Historical Resources. The property is part of the former Chinatown that in the 1920s stretched north along Union, Main, and Rodriguez Streets from the Pajaro River to roughly 1st Street. Despite the name, the area was characterized by a scattering of Chinese establishments and far more Japanese businesses, particularly south of Bridge Street (now Highway 129). Close to the river were lodging houses and residences occupied by a sprinkling of Filipinos and many Chinese and Japanese. In 1927, the year the Kelly Block was constructed, the ground floor held the Canton Market and the Sang Fat Company, which offered Oriental merchandise. Nothing is known about the Carlton Hotel, which long operated above the two stores, but given the character of the neighborhood, it presumably catered to budget travelers or possibly served as a monthly rental. With the bombing of Pearl Harbor, the Japanese were forcibly moved to relocation camps and the area slowly became more Hispanic, as Mexican laborers moved north to work in the fields, taking the positions formerly held by the interred Japanese. The Carlton Hotel was condemned in 1955, according to the Commercial Building Record for the property, but it continued to operate in what was increasingly a Hispanic section of town, though in 1960 the Kelly Block still held the Canton Market, as well as Wings Café. The neighborhood was at this date described as "blighted," "with extremely low rents." By the outset of the following decade, the two ground floor retail spaces were occupied by La Frontera, which offered food and drink in a neighborhood that was increasingly (continued on page 3)

B11. Additional Resource Attributes (List attributes and codes):

\*B12. References:

Commercial Building Record, 174-178 Main Street, Santa Cruz County Assessor.

Watsonville City Directories (1927-89)

Sanborn Map Co., *Watsonville, California* (1911, 1920, 1939, 1962).

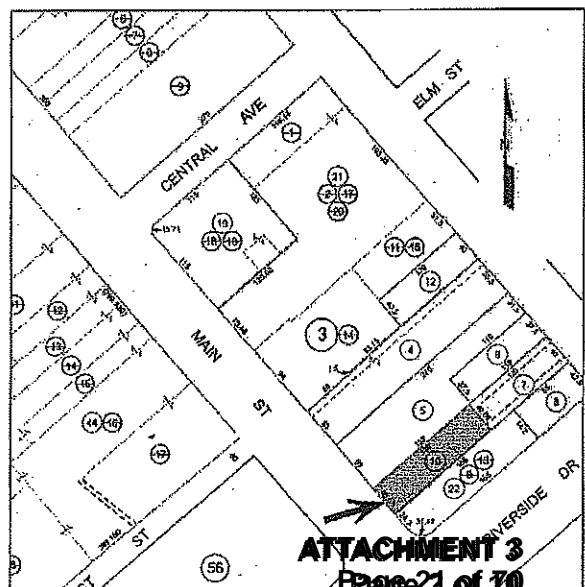
Fred Oda, telephone interview, 8/4/14.

B13. Remarks:

\*B14. Evaluator: Anthony Kirk, Ph.D.

\*Date of Evaluation: 8/5/14

(This space reserved for official comments.)



**ATTACHMENT 3**  
Page 21 of 70

\*Required Information

Page 3 of 5

\*Resource Name or # (Assigned by recorder) 174-178 Main Street

\*Recorded by Anthony Kirk, Ph.D.

\*Date 8/5/14

☒ Continuation ☐ Update

**P3a. Description:**

174 follow the walls of the canted entrance, while the slightly larger square windows at 178 are set exclusively in the exterior wall. A fixed aluminum-sash window, slightly above the hotel entrance, illuminates the stairway. Along the second floor, aluminum- and vinyl-sash sliding and one-over-one double-hung windows pierce the north, east, and south sides. The flat roofs of both the one-story and two-story blocks are finished with composition sheets.

As originally constructed in 1926, the Kelly Block was rectangular in plan and rested on a concrete-slab foundation. The ground floor was divided into two rental spaces, with storage at the rear; the upper floor held a small hotel. The entrance doors to the two stores were flanked by display windows above low panels, as would have been typical of the times. A relatively early photograph, taken during the flood of 1938 (figure 3), shows the presence of rolled canvas awnings, used to shade the storefront. Above the doors and windows runs a tall band of prismatic transom windows, some of which may have been casements, allowing for the circulation of air. A sign advertising the hotel projects over the sidewalk. It is unknown if corrugated metal panels formed the wall cladding at the rear, but clearly stucco covered only the front of the building. Fenestration on the upper floor consisted of one-over-one double-hung wood-sash windows. The flat roof was finished with either composition sheets or tar and gravel.

Tracing the evolution of the building's construction history is in large part dependent on the presence of historical photographs and physical evidence. Only four images have been found to date, however, and the interior of the building was not accessible during the site survey. It is evident, nonetheless, that as late as 1976 large display windows flanked the entrances to the two stores on the ground floor and that more than half the band of original transom windows still survived. The entrance to 174 Main Street, at the south end, was at this time recessed more than three feet behind the front of the building envelope, while the entrance to 178 Main Street, at the north end, was flush with the building envelope. Although the hotel had been renovated a half-dozen years earlier, the upper floor was still illuminated by the original one-over-one double-hung wood-sash windows. Corrugated-metal sheet may have covered the rear concrete walls. The flat roof was finished with composition sheets.

In 1987 the storefront was modernized and improved, and it was quite possibly at this time that the large display windows were removed and the tile veneer and smoked windows installed. As part of the project, the door to 178 Main Street was set back from the sidewalk in an entrance canted on the south side, and the section of the façade that formerly held the transom windows was covered with T1-11 plywood siding.

The building at 174-178 Main Street, which appears to be in poor condition, is set at the edge of the lot line to the west, north, and south sides, with an asphalt parking lot to the rear. Most of the surrounding area north of Pajaro River has been redeveloped over the years, including, most recently, the 200-block Watsonville Civic Center between Main and Rodriguez Streets.

**B10. Significance:**

known for its brawls, drug sales, and prostitution and that was overwhelmingly Hispanic. While the Kelly Block originally contributed to the ethnic character of the neighborhood, the storefront has been altered on several occasions over the years, and today it bears no resemblance to its original appearance, the changes having destroyed the architectural features that defined its historic character. The loss of integrity would prevent it from serving as a contributor to a potential historic district illustrating the ethnic heritage of the area, but perhaps even more important than the loss of integrity is the destruction over the years of countless surrounding commercial structures, making it impossible to create a district of associated buildings that would illustrate the Asiatic heritage of the area under Criterion 1.

The building is not associated with an individual known to have made an important contribution to the history of the nation, the state, or the city, as required for Criterion 2. Architecturally, it lacks a cluster of character-defining features associated with a particular style, and apart from the ornamental cornice and shaped parapet, it is devoid of historic detailing. As such it is not significant under Criterion 3. There is, as well, no evidence that it can yield information important to history, as called for by Criterion 4.

State of California -- The Resources Agency  
DEPARTMENT OF PARKS AND RECREATION  
**CONTINUATION SHEET**

Primary #  
HRI#  
Trinomial

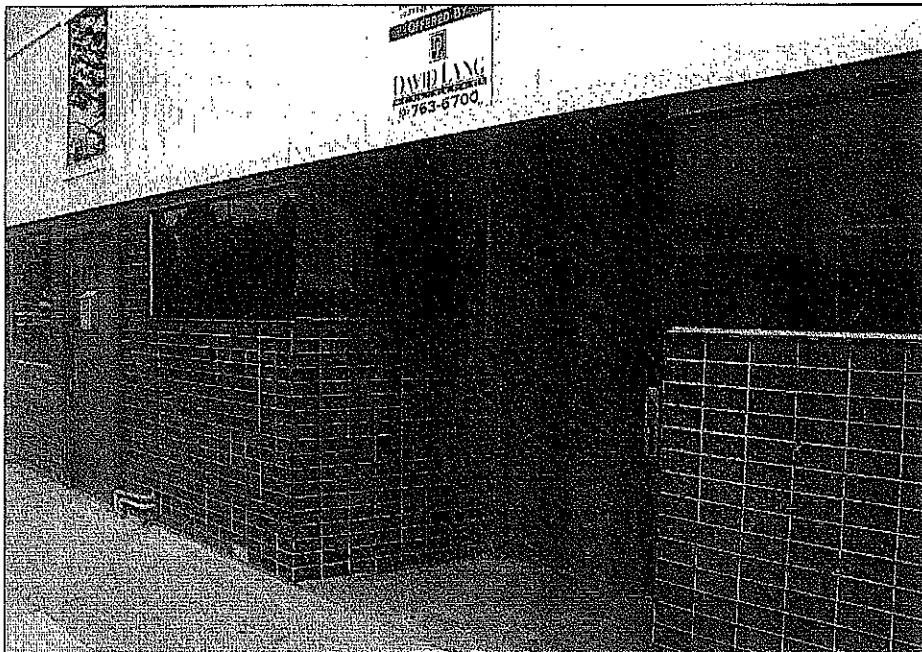
Page 4 of 5

\*Resource Name or # (Assigned by recorder) 174-178 Main Street

\*Recorded by Anthony Kirk, Ph.D.

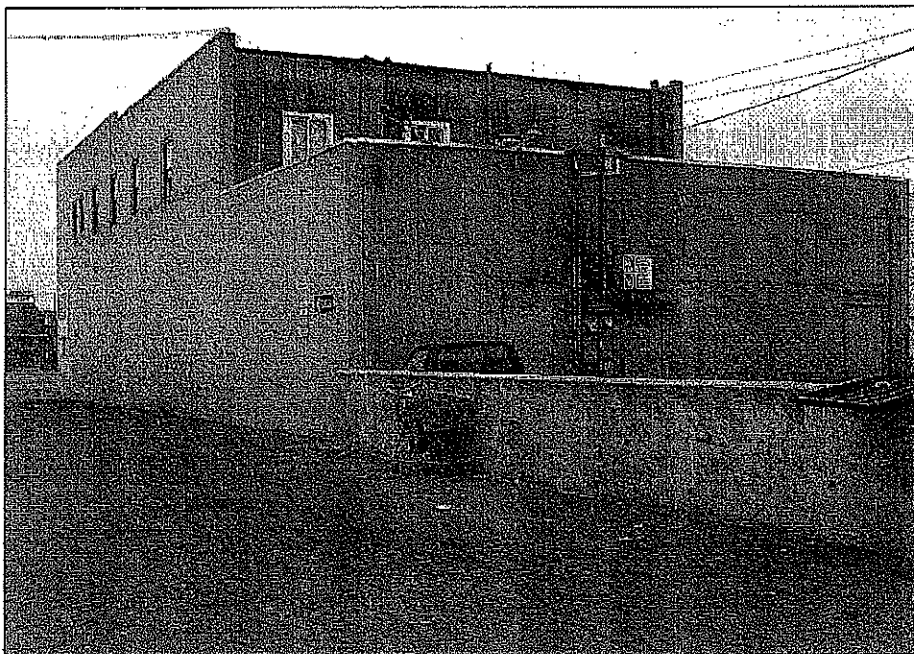
\*Date 8/5/14

☒ Continuation ☐ Update



Looking northeast at west side,  
7/30/14.

Looking northwest at south and east  
sides, 7/30/14.



State of California -- The Resources Agency  
DEPARTMENT OF PARKS AND RECREATION  
**CONTINUATION SHEET**

Primary #  
HRI#  
Trinomial

Page 5 of 5

\*Resource Name or # (Assigned by recorder) 174-178 Main Street

\*Recorded by Anthony Kirk, Ph.D.

\*Date 8/5/14

☒ Continuation ☐ Update



Kelly Block, 174-178 Main Street,  
1938. *Courtesy Pajaro Valley  
Historical Association.*

State of California -- The Resources Agency DEPARTMENT OF PARKS AND RECREATION <b>PRIMARY RECORD</b>		Primary # HRI #
		Trinomial NRHP Status Code
Other Listings Review Code	Reviewer	Date

Page 1 of 5

\*Resource Name or #: (Assigned by recorder) 180-186 Main Street

P1. Other Identifier:

\*P2. Location: ☐ Not for Publication ☒ Unrestricted

\*a. County Santa Cruz

and (P2b and P2c or P2d. Attach a Location Map as necessary)

\*b. USGS 7.5' Quad Watsonville West Date 1995 T 12 S; R 2 E; Mount Diablo B.M.

c. Address 180-186 Main Street City Watsonville Zip 95076

d. UTM: (Give more than one for large and/or linear resources) Zone ; mE/ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

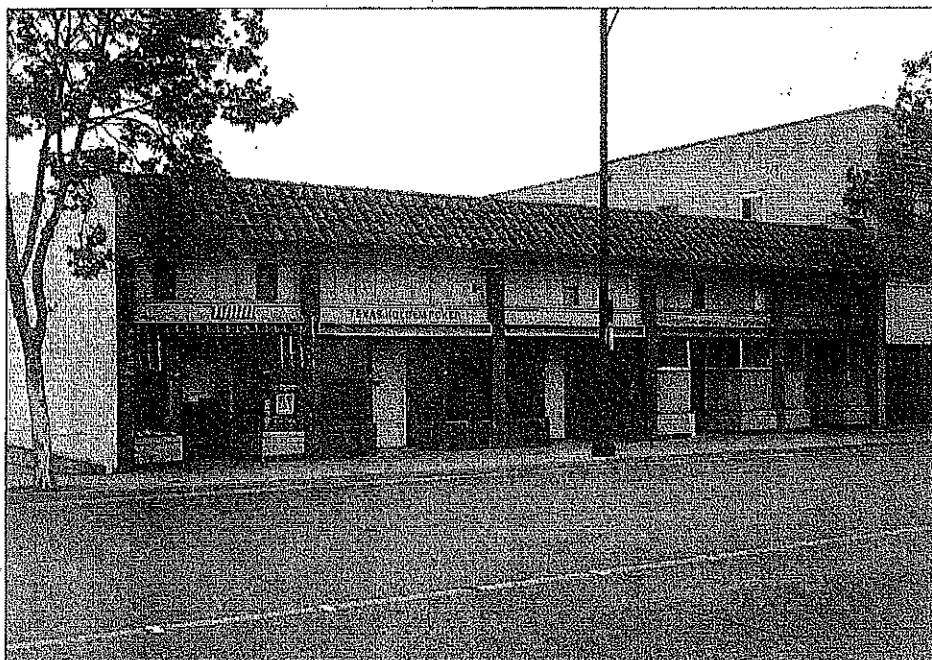
Santa Cruz County APN 017-183-05

\*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting and boundaries)

The one-story reinforced-concrete Spanish Colonial Revival commercial building at 180-186 Main Street was constructed in 1928 and subsequently altered on several occasions (DPR 523A photo and figures 1 and 2). It is rectangular in plan, encompassing slightly more than 6,000 square feet, and rest on a concrete-slab foundation. The building, which is vacant, faces southwest, or west as it is designated in this report for simplicity, toward Main Street. A shed-roofed hollow-tile storage-room addition projects east from the back of the building. The storefront wall is divided into five separate spaces, each with a canted recessed entrance. With the exception of the former barber shop at the north end, all of the units have been remodeled to varying degrees over the years. In 1950 the dividing wall between the two center units, 182 and 184, was removed, and in the 1970s or 1980s, the two spaces at the south end, 180 and 180½, were merged. Display windows, resting on a tile-clad base, originally rose to the top of the transom window above each glazed door. The two sets of display windows at the south end of the building, 180 Main Street, have been replaced with much smaller aluminum-sash fixed windows above panels with plywood siding and the glazed door replaced with a solid- or hollow-core door, probably sometime in the 1980s. To the north, smoked windows rise from a (continued on page 3)

\*P3b. Resource Attributes: (List attributes and codes) HP6 - Commercial Building

\*P4. Resources Present: ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)



P5b. Description of Photo: (View, date, accession #) Looking southeast at north and west sides, 7/30/14

\*P6. Date Constructed/Age and Sources: ☒ Historic ☐ Prehistoric ☐ Both  
Circa 1926; Commercial Building Record

\*P7. Owner and Address:  
Fred Oda  
39 White Street  
Watsonville, CA 95076

\*P8. Recorded by: (Name, affiliation, and address)  
Anthony Kirk, Ph.D.  
1140 East Cliff Drive, No. 3  
Santa Cruz, CA 95062

\*P9. Date Recorded: 8/5/14

\*P10. Survey Type: (Describe)  
CEQA Survey

\*P11. Report Citation: (cite survey report and other sources, or enter "none.") None

\*Attachments: ☐ NONE ☐ Location Map ☐ Sketch Map ☒ Continuation Sheet ☒ Building, Structure and Object Record  
☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record  
☐ Artifact Record ☐ Photograph Record ☐ Other (List)

**ATTACHMENT 3**  
**Page 25 of 70**

## BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 5

\*NRHP Status Code

\*Resource Name or # (Assigned by recorder) 180-186 Main Street

B1. Historic Name: None

B2. Common Name: None

B3. Original Use: Commercial Building

B4. Present Use: Vacant/Not in Use

\*B5. Architectural Style: None

\*B6. Construction History: (Construction date, alteration, and date of alterations) Constructed 1928; addition to east side ca. 1930s; south end of façade remodeled ca. 1980s; middle section of façade remodeled ca. 1990-2004.

\*B7. Moved? ☒ No ☐ Yes ☐ Unknown Date:

Original Location:

\*B8. Related Features: None

B9a. Architect: Unknown

b. Builder: Unknown

\*B10. Significance: Theme n/a

Area n/a

Period of Significance n/a

Property Type n/a

Applicable Criteria n/a

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Address Integrity.)

The commercial building at 180-186 Main Street does not appear to be eligible for the California Register of Historical Resources. The property is part of the former Chinatown that in the 1920s stretched north along Union, Main, and Rodriguez Streets from the Pajaro River to roughly 1st Street. Despite the name, the area was characterized by a scattering of Chinese establishments and far more Japanese businesses, particularly south of Bridge Street (now Highway 129). Close to the river were lodging houses and residences occupied by a sprinkling of Filipinos and many Chinese and Japanese. In 1938, a decade after commercial building at 180-186 Main Street was completed, the five businesses located in it were Ying Lee Laundry, Utsunomiya Restaurant, Kojini Matsuji Shoe Repair, Ceasar Locatelli Liquors, and Tokuzo Oda, a barber who had maintained a shop in this location since at least 1920 and who acquired the building in this decade. With the bombing of Pearl Harbor, the Japanese were forcibly moved to relocation camps and the area slowly became more Hispanic, as Mexican laborers moved north to work in the fields, taking the positions formerly held by the interred Japanese. By 1950 the building, which had one space vacant, was occupied by Donald Reyes Restaurant, Ceasar's Tavern, which had expanded into two rental units, and the Tokuzo Oda. Over the following decades this section of town became increasingly Hispanic, and by 1971 the two tenants, in addition to the barber-owner, were La Poblinita Café and Ceasar's Tavern. The neighborhood had by this time been "blighted" for some years and was known for the "extremely low rents." Although Oda continued to cut hair, the neighborhood—which (continued on page 3)

B11. Additional Resource Attributes (List attributes and codes):

\*B12. References:

B13. Remarks:

Commercial Building Record, 180-186 Main Street, Santa Cruz County Assessor.

Watsonville City Directories (1927-89).

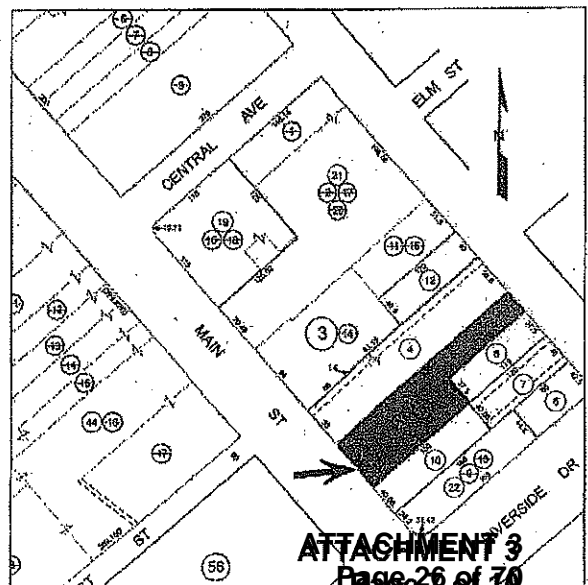
Sanborn Map Co., *Watsonville, California* (1911, 1920, 1939, 1962).

Fred Oda, telephone interview, 8/4/14.

\*B14. Evaluator: Anthony Kirk, Ph.D.

\*Date of Evaluation: 8/5/14

(This space reserved for official comments.)



**P3a. Description:**

modern tile-clad base and flank the wood doors of the two units forming 184 Main Street, the remodel probably dating to the 1990s or the early years of this century. At the far north end of the building, 186 Main Street, the original display windows, held by thin aluminum sash, extend from the tile-clad base to the top of the transom window above the original glazed door. Above the windows, awnings were furled or extended over the storefronts; today only a single awning survives, at 186 Main Street. A row of transom windows, two of which are casements, extends along the top of fascia boards above each unit. A stucco-clad wall rises to a shed roof that, extending out from the top of the parapet, rests on decoratively carved rafters and is finished with mission tiles. At the rear of the building, a row of five four-light swivel windows runs along the east wall beneath a row of large ten-light industrial windows. All the windows are missing panes or have been damaged and patched in various ways. The flat roof is finished with tar and gravel and holds five large skylights.

The commercial building at 180-186 Main Street, which appears to be in poor condition, is set at the edge of the parcel line on the west, north, and south sides. Situated behind the building is a small yard filled with weeds and trash and a one-story wood-frame single-family residence, with an integral one-car garage, that was built in 1965 (figure 3). A hipped-roof concrete entry porch is located on the south side of the house. The south and east sides are clad with rabbeted bevel siding, the north and west sides with stucco. Fenestration is asymmetrical and consists of sliding aluminum-sash windows, except for a large combination window in the living room. The side-gabled roof is characterized by open eaves of moderate overhang and is finished with composition shingles. An overhead swing-up door provides access to the garage, which is entered from the east end of the lot on Union Street. Most of the surrounding area north of the Pajaro River has been redeveloped over the years, including, most recently, the 200-block Watsonville Civic Center between Main and Rodriguez Streets.

**B10. Significance:**

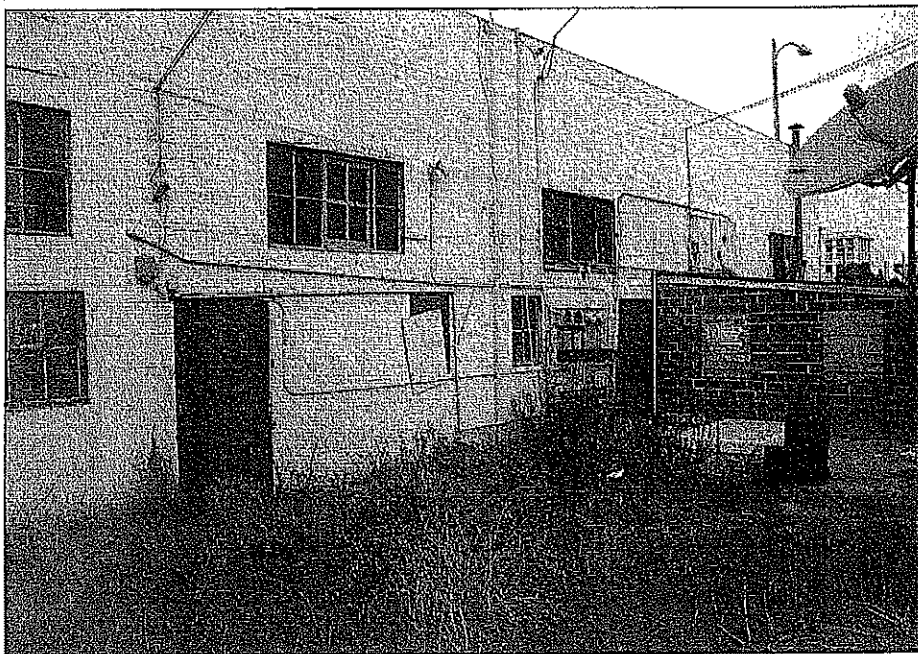
increasingly became known for its brawls and drug sales, drinking and prostitution—was overwhelmingly Hispanic. While the commercial block originally contributed to the original ethnic character of the neighborhood, the storefront has been altered on several occasions over the years and has suffered the loss of some architectural features that defined its historic character. Although it is debatable whether or not the structure maintains integrity, the destruction over the years of countless surrounding building that made up the neighborhood has made it impossible to create a district of associated buildings that would illustrate the theme of Asiatic heritage of the area under Criterion 1.

The building is not associated with an individual known to have made an important contribution to the history of the nation, the state, or the city, as required for Criterion 2. Architecturally, it is a extremely simple example of Spanish Colonial Revival architecture, possessing a single feature of the style, the pitched tiled roof, and as such it is not significant under Criterion 3. There is, as well, no evidence that it can yield information important to history, as called for by Criterion 4. The house at the rear of the commercial building, at 186 Main Street, is less than fifty years old, having been completed in 1965. The building is clearly not of exceptional importance and does not meet Criteria Consideration G for properties that have achieved significance in the last fifty years.



Figure 1. Looking southeast at west side, 7/30/14.

Figure 2. Looking northwest at east side, 7/30/14.



**CONTINUATION SHEET**

Primary #

HRI#

Trinomial

Page 5 of 5

\*Resource Name or # (Assigned by recorder) 180-186 Main Street

\*Recorded by Anthony Kirk, Ph.D.

\*Date 8/5/14

☒ Continuation ☐ Update

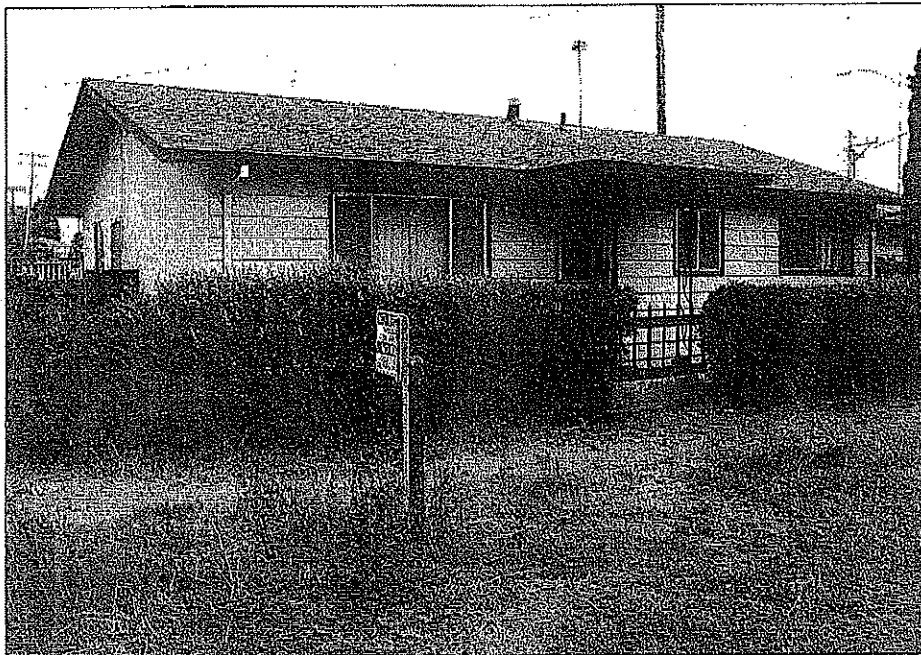


Figure 3. House on east side of commercial building, constructed 1965.. Looking northeast at west and south sides, 7/30/14.

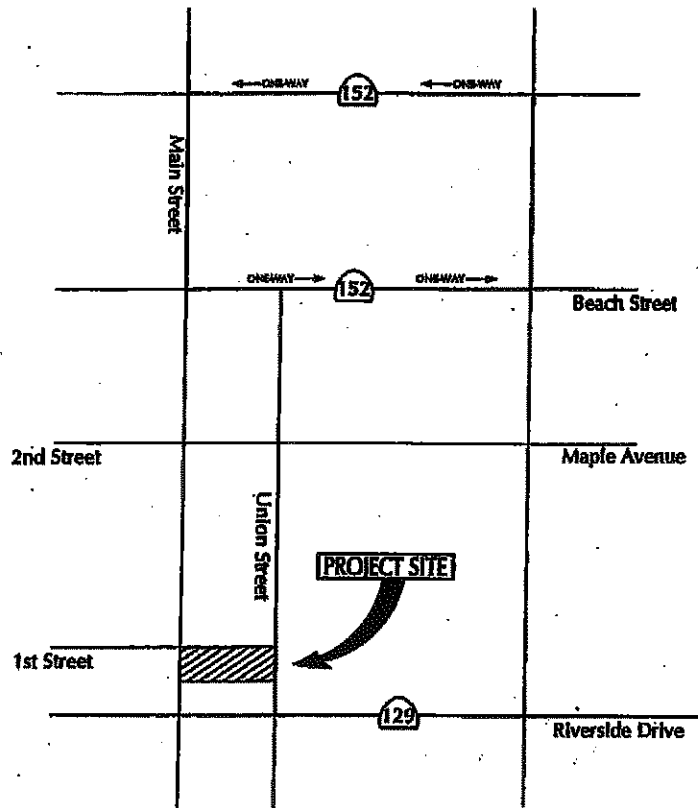
---

**MCDONALD'S  
WATSONVILLE, CALIFORNIA**

---

**TRAFFIC AND CIRCULATION STUDY**

---



---

February 5, 2014

ATE Project 13036

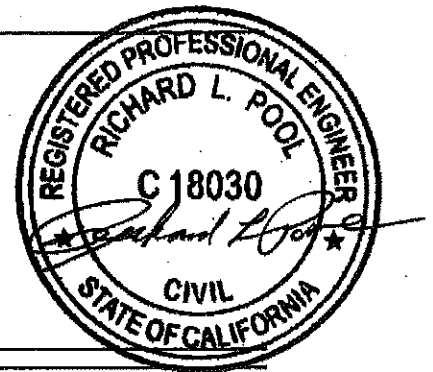
---

Prepared for:

Prepared by:

McDonald's USA, LLC  
2999 Oak Road, Suite 900  
Walnut Creek, CA 94597

Darryl F. Nelson, PTP  
Under the direction of:  
Richard L. Pool, P.E.



**ASSOCIATED TRANSPORTATION ENGINEERS**

100 N. Hope Avenue, Suite 4, Santa Barbara, CA 93110-1686 • (805) 687-4418 • FAX (805) 682-8509

**ATTACHMENT 4**  
Page 30 of 20



Since 1978

## ASSOCIATED TRANSPORTATION ENGINEERS

100 N. Hope Avenue, Suite 4, Santa Barbara, CA 93110 • (805) 687-4418 • FAX (805) 682-8509

Richard L. Pool, P.E.  
Scott A. Schell, AICP, PTP

February 5, 2014

Ms. Margaret Trujillo  
Area Construction Manager  
Pacific Sierra Region  
McDonald's USA LLC  
2999 Oak Road, Suite 900  
Walnut Creek, California 94597

### **TRAFFIC AND CIRCULATION STUDY FOR THE McDONALD'S - CITY OF WATSONVILLE**

Associated Transportation Engineers (ATE) is pleased to submit the following traffic and circulation study for the McDonald's. The study examines existing and future conditions within the study-area and assesses the traffic and circulation impacts associated with the project. It our understanding that the results of the traffic and circulation study will be used by the City of Watsonville to process the project's development application.

We appreciate the opportunity to assist McDonald's USA, LLC with this project.

Associated Transportation Engineers

By: Richard L. Pool, P.E.  
President



**ATTACHMENT 4**

**Page 32 of 20**

## TABLE OF CONTENTS

INTRODUCTION .....	1
PROJECT DESCRIPTION .....	1
EXISTING CONDITIONS .....	1
Existing Street Network .....	1
Existing Volumes and Levels of Service .....	4
PROJECT-SPECIFIC ANALYSIS .....	7
Project Trip Generation .....	7
Project Trip Distribution and Assignment .....	7
Existing + Project Intersection Operations .....	9
CUMULATIVE CONDITIONS .....	11
Cumulative + Project Intersection Operations .....	11
SITE ACCESS AND CIRCULATION .....	14
REFERENCES AND PERSONS CONTACTED .....	16
TECHNICAL APPENDIX .....	17

### LIST OF TABLES

Table 1 - Existing Peak Hour Levels of Service .....	4
Table 2 - Project Trip Generation .....	7
Table 3 - Existing + Project A.M. Peak Hour Levels of Service .....	9
Table 4 - Existing + Project P.M. Peak Hour Levels of Service .....	9
Table 5 - Approved/Pending Development Projects Trip Generation .....	11
Table 6 - Cumulative + Project A.M. Peak Hour Level of Service .....	11
Table 7 - Cumulative + Project P.M. Peak Hour Level of Service .....	14

### LIST OF FIGURES

Figure 1	Existing Street Network/Project Site Location .....	2
Figure 2	Project Site Plan .....	3
Figure 3	Existing Lane Geometry and Traffic Control .....	5
Figure 4	Existing Traffic Volumes .....	6
Figure 5	Project Trip Distribution and Assignment .....	8
Figure 6	Existing + Project Traffic Volumes .....	10
Figure 7	Cumulative Traffic Volumes .....	12
Figure 8	Cumulative + Project Traffic Volumes .....	13

## INTRODUCTION

This traffic study contains an analysis of the potential traffic and circulation impacts associated with the proposed McDonald's in the southeastern portion of the City of Watsonville. The study provides information relative to existing, existing + project, cumulative (existing + approved/pending projects) and cumulative + project peak period conditions. Site access and circulation are also addressed in the traffic study.

## PROJECT DESCRIPTION

The McDonald's is located on the east side of Main Street, north of Riverside Drive (State Route 129) in the City of Watsonville, as shown on Figure 1,. The project is proposing to redevelop a site currently occupied by two commercial buildings and a single family home with a 4,356 square foot McDonald's with a dual order board drive-through lane. Access to the project site will be provided by driveway connections on Main Street and Union Street. The project site plan is illustrated on Figure 2.

## EXISTING CONDITIONS

### Existing Street Network

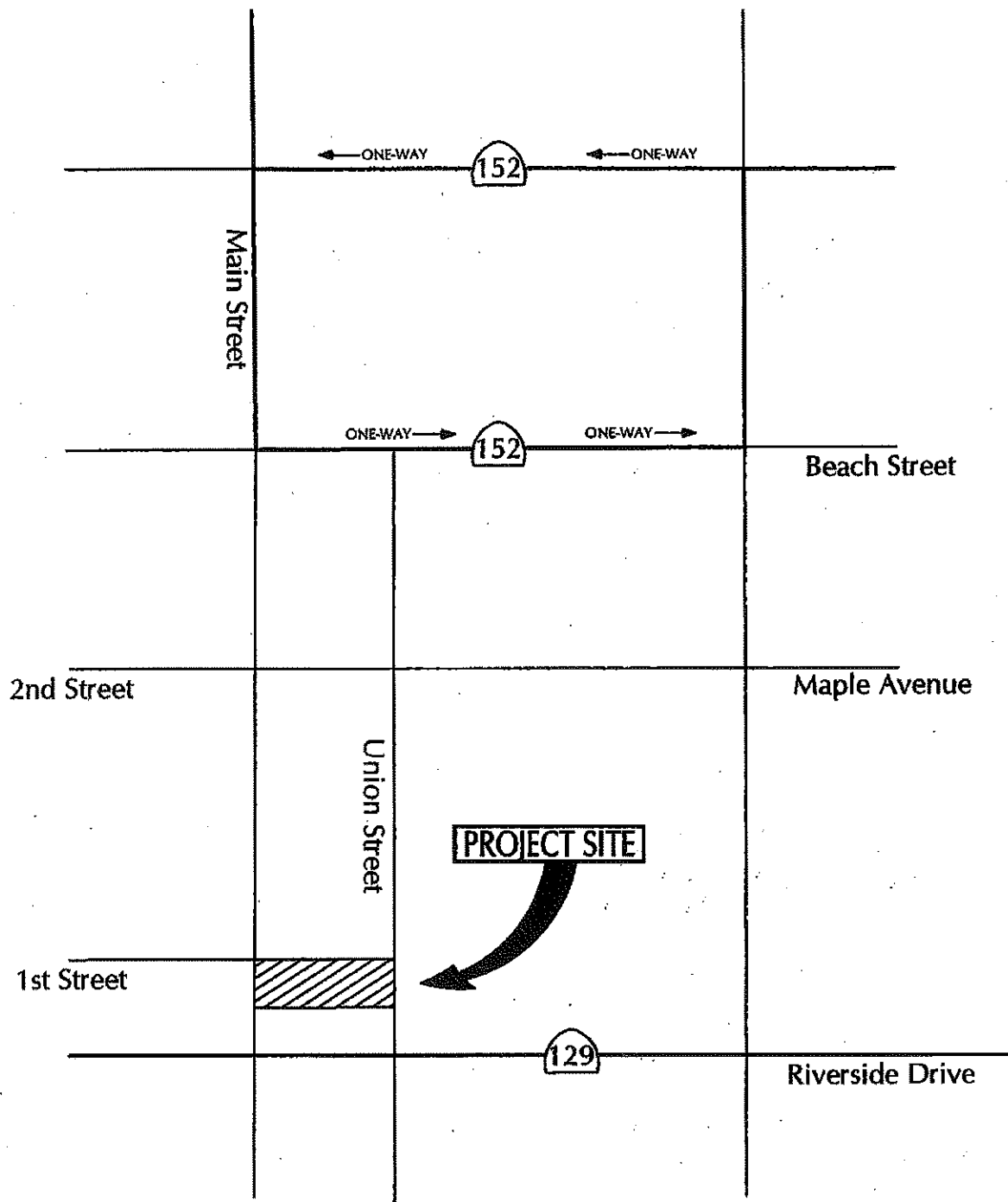
The project site is served by a circulation system comprising of arterials and collector streets, which are illustrated on Figure 1. The major roadways serving the site are discussed in the following text.

**Riverside Drive (State Route 129)**, located south the project site, is a east-west arterial street, extends easterly from State Route 1 through the City of Watsonville. From State Route 1 to Salsipuedes Creek, Riverside Drive is a 4-lane divided arterial roadway. Riverside Drive is a 2-lane undivided roadway east of Salsipuedes Creek. The Main Street/Riverside Drive and Union Street/Riverside Drive intersections are signalized.

**Beach Street (State Route 152)**, located north of the project site, is a east-west arterial street, that extends easterly from Rio Boca Road to Hushbeck Avenue. Through the study-area Beach Street is a 2-lane one-way couplet until it reaches Lincoln Street. The Main Street/Beach Street intersection is signalized.

**Main Street**, is a north-south arterial roadway located adjacent to the project site, that extends northerly from San Juan Road to the western portion of the City of Watsonville where it merges with State Route 1. South of San Juan Road, Main Street becomes Porter Drive. Through the study-area Main Street is a 4-lane arterial roadway with a center turn lane. Main Street provides access to the project site. In the study-area, this roadway is signalized at Riverside Drive and Beach Street.

**Union Street**, is 2-lane north-south collector roadway from Front Street to Brennan Street. Union Street provides access to the project site. Within the study-area, Union Street is signalized at Riverside Drive.



NOT TO SCALE



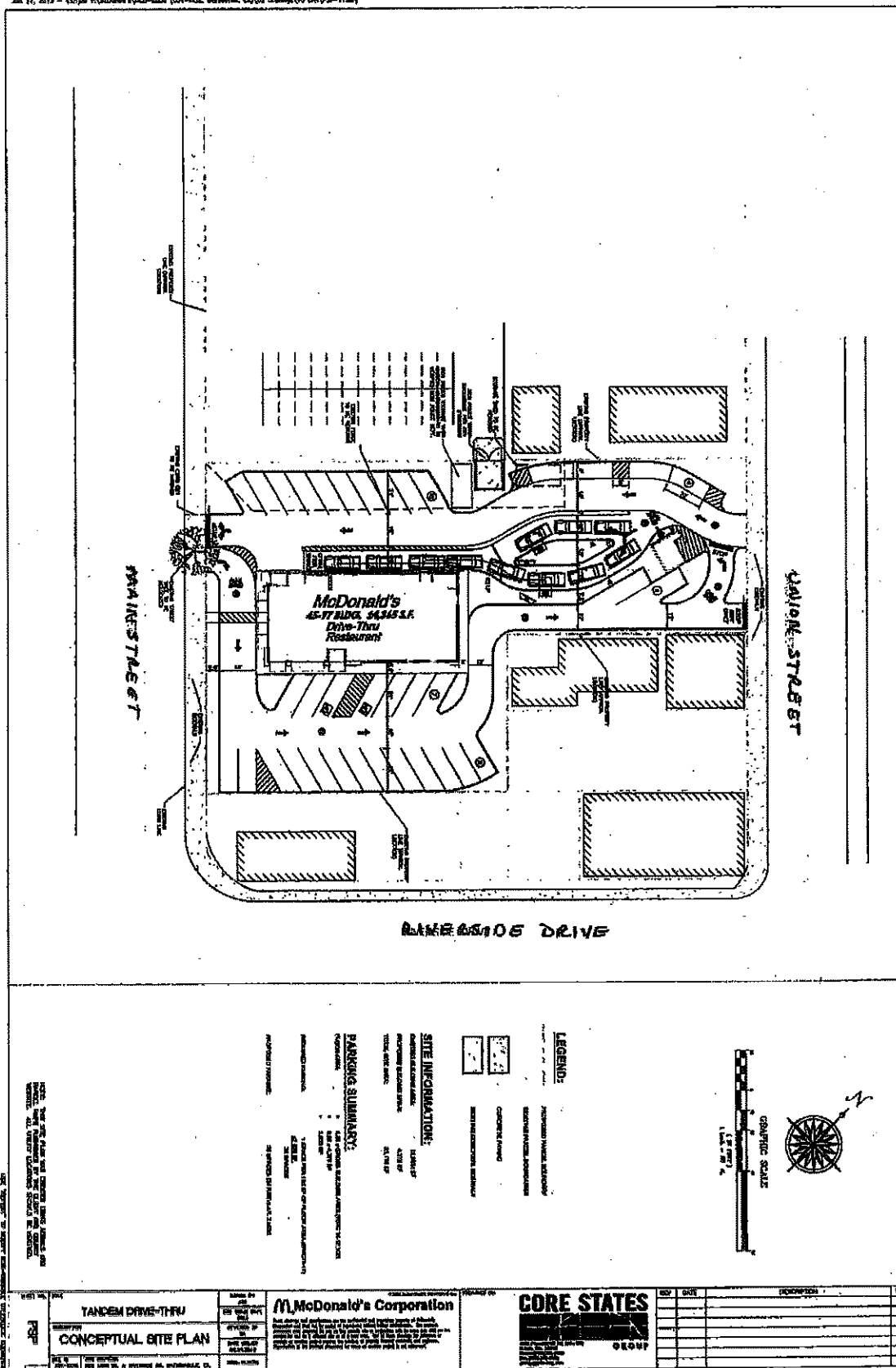
ASSOCIATED  
TRANSPORTATION  
ENGINEERS

# EXISTING STREET NETWORK/PROJECT SITE LOCATION

FIGURE

1

**ATTACHMENT 3**  
Page 35 of 39



**ASSOCIATED  
TRANSPORTATION  
ENGINEERS**

## PROJECT SITE PLAN

FIGURE 2

**ATTACHMENT 3**  
**Page 30 of 70**

**First Street**, is a 2-lane local roadway that extends easterly from Riverside Drive to Main Street. The Main Street/First Street intersection is STOP-sign controlled on First Street. During the A.M. and P.M. peak hour periods, left-turns to and from First Street are restricted. The project driveway is located opposite First Street.

## Existing Volumes and Levels of Service

### Intersection Operations

Traffic flow on urban arterials is most constrained at intersections. Therefore, a detailed analysis of traffic flows must examine the operating conditions of critical intersections during peak travel periods. In rating the intersection operations, "Levels of Service" (LOS) "A" through "F" are used, with LOS "A" indicating free flow operations and LOS "F" indicating congested operations (more complete definitions of levels of service are included in the Technical Appendix).

Figure 3 illustrates the four study-area intersections, the existing traffic controls and the intersection geometries. Existing A.M. and P.M. peak hour period traffic volumes at the study-area intersections are shown on Figure 4. These volumes were collected in September of 2013 by Associated Transportation Engineers (ATE). Existing levels of service for the study-area intersections were calculated using the Highway Capacity Manual methodologies as required by the City of Watsonville. In the City of Watsonville LOS "D" or better is acceptable for intersection operation. Worksheets illustrating the level of service calculations are contained in the Technical Appendix for reference. Table 1 lists the level of service for the nine study-area intersections during the A.M. and P.M. peak hour periods.

**Table 1**  
**Existing Peak Hour Levels of Service**

Intersection	Control Type	A.M. Peak Hour		P.M. Peak Hour	
		Delay	LOS	Delay	LOS
Main Street/Beach Street	Signal	13.7 sec.	LOS B	18.8 sec.	LOS B
Main Street/First Street	STOP-Sign	0.3 sec.	LOS A	0.7 sec.	LOS A
Main Street/Riverside Drive	Signal	23.3 sec.	LOS C	41.9 sec.	LOS D
Union Street/Riverside Drive	Signal	18.0 sec.	LOS B	20.3 sec.	LOS C

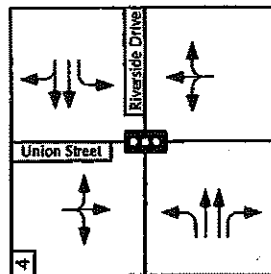
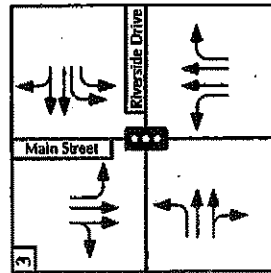
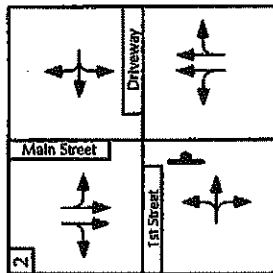
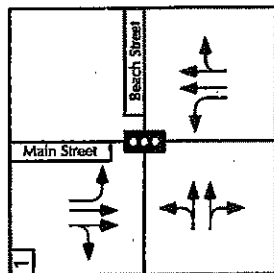
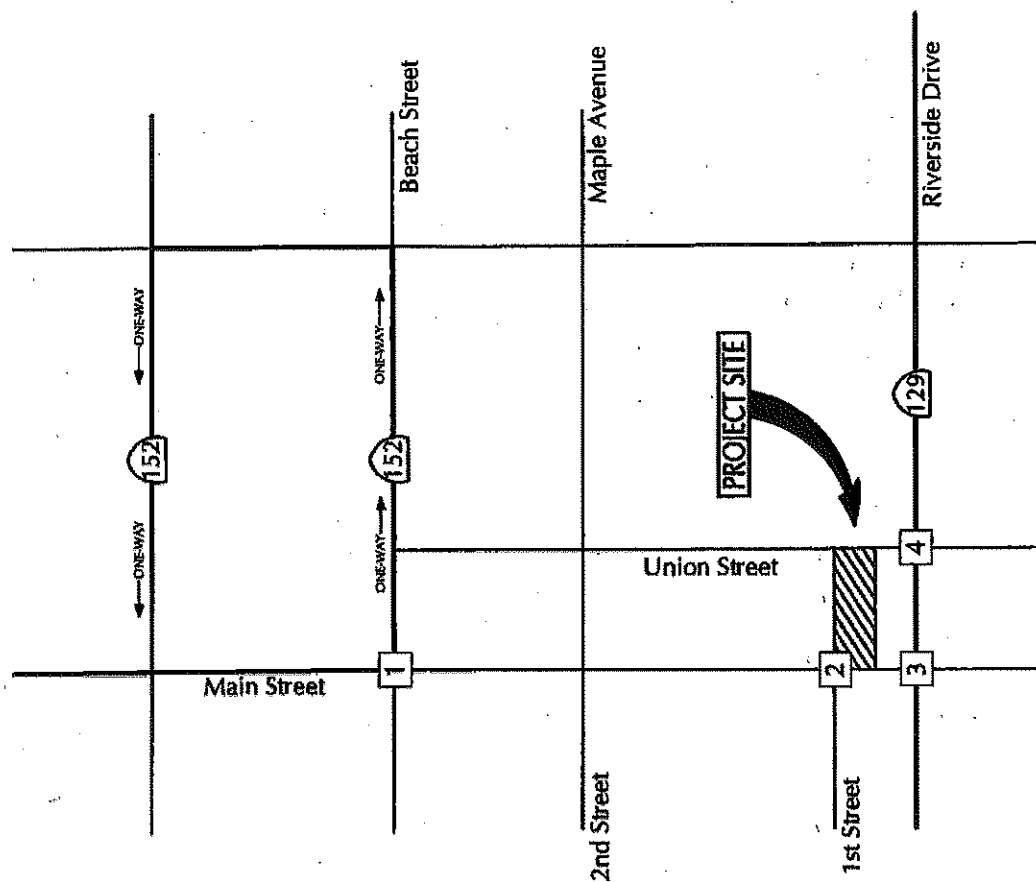
The four study-area intersections currently operate at LOS "D" or better during the A.M. peak hour and P.M. peak hour periods.



# EXISTING LANE GEOMETRY AND TRAFFIC CONTROL

FIGURE 3

AMAF - #13036



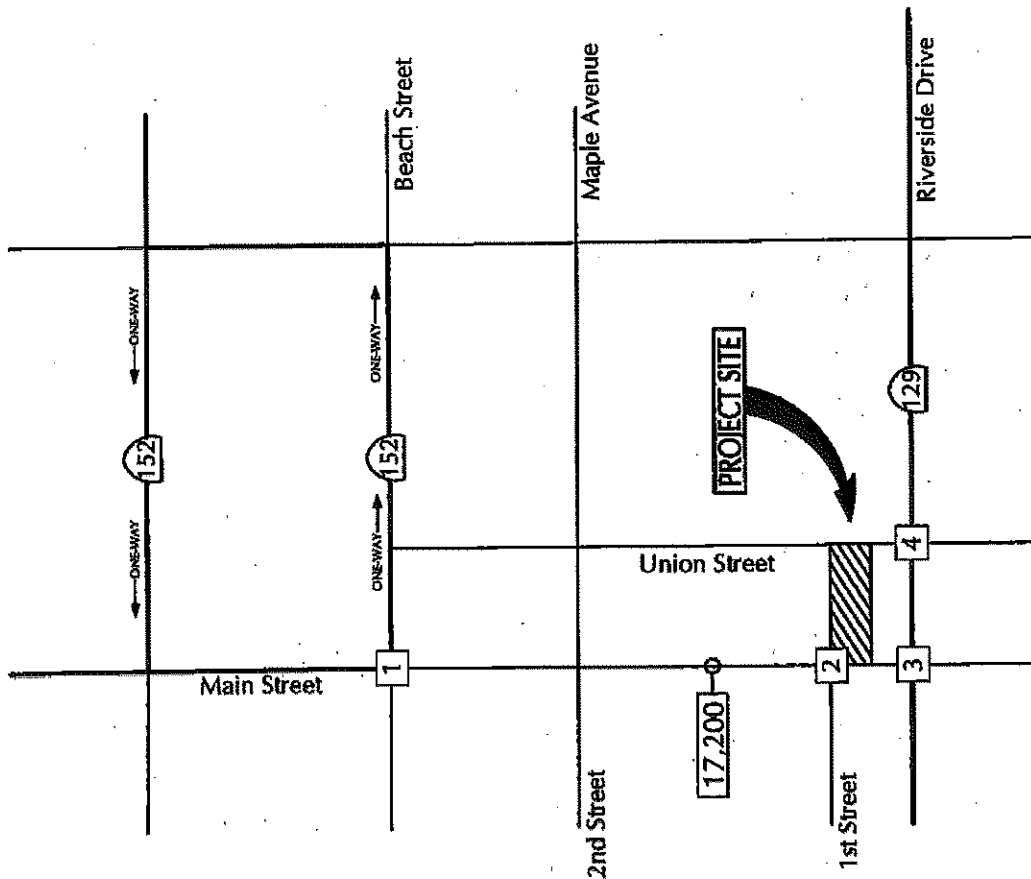
## LEGEND

↔ - Lane Geometry

Ⓢ - Signalized Intersection

Ⓢ - Stopped Approach

NOT TO SCALE



269(122) 722(465) 43(63)	57(39) 381(228) 58(23)	(101)176 (431)490 (40)44
--------------------------------	------------------------------	--------------------------------

5(2) 626(355) 72(75)	0(0) 2(1) 77(34)	(0)2 (12)10 (615)789 (0)0
----------------------------	------------------------	------------------------------------

125(50) 514(323) 39(19)	105(68) 536(341) 466(242)	(54)93 (470)426 (236)367 (292)293 (493)605 (353)333
-------------------------------	---------------------------------	--

35(12) 34(9) 132(91)	95(64) 826(598) 34(20)	(25)59 (643)675 (8)21 (6)22 (20)53 (40)50
----------------------------	------------------------------	--

LEGEND

X - Average Daily Traffic Volume  
XX - (A.M.) P.M. Peak Hour Volume

NOT TO SCALE

FIGURE 4

EXISTING TRAFFIC VOLUMES

ASSOCIATED  
TRANSPORTATION  
ENGINEERS



## PROJECT-SPECIFIC ANALYSIS

### Project Trip Generation

The project is proposing to redevelop a site currently occupied by two commercial buildings and a single family home with a 4,356 square foot McDonald's with a tandem drive-through. For the purposes of estimating the number of trips which would be generated by the 4,365 square foot McDonald's restaurant, rates for "Fast-Food Restaurant with Drive-Through Window (Land Use Code #934) published in the Institute of Transportation Engineering (ITE), Trip Generation, 9<sup>th</sup> Edition were used. Table 2 summarizes the average daily, A.M. and P.M. peak hour trip generation estimated for the McDonald's. The trip generation estimates assumes a 50% "pass-by" trip factor. "Pass-by" trips are not new trips, but trips which already exist on the adjacent street system. The "pass-by" rate was developed from ITE data for "Fast-Food Restaurants with Drive-Through Windows".

**Table 2**  
**Project Trip Generation**

Land Use	Size	ADT	Weekday Peak Hour Trips					
			A.M. Peak Hour			P.M. Peak Hour		
			Entering	Exiting	Total	Entering	Exiting	Total
Fast-Food Restaurant with Drive - Thru	4,365 sq.ft.	2,166	100	98	198	74	68	142
Less 50% Pass-By Trips:		-1,083	-50	-49	-99	-37	-34	-71
Total Primary Trips:		1,083	50	49	99	37	34	71

As shown in Table 2 the project residential land-uses would generate a total of 2,166 average daily trips, 198 A.M. peak hour trips and 142 P.M. peak hour trips. A total of 1,083 average daily trips, 99 A.M. peak hour trips and 71 P.M. peak hour trips would be "pass-by" trips. The remaining 1,083 average daily trips, 99 A.M. peak hour trips and 71 P.M. peak hour trips would be new primary trips added to the adjacent street system.

### Project Trip Distribution and Assignment

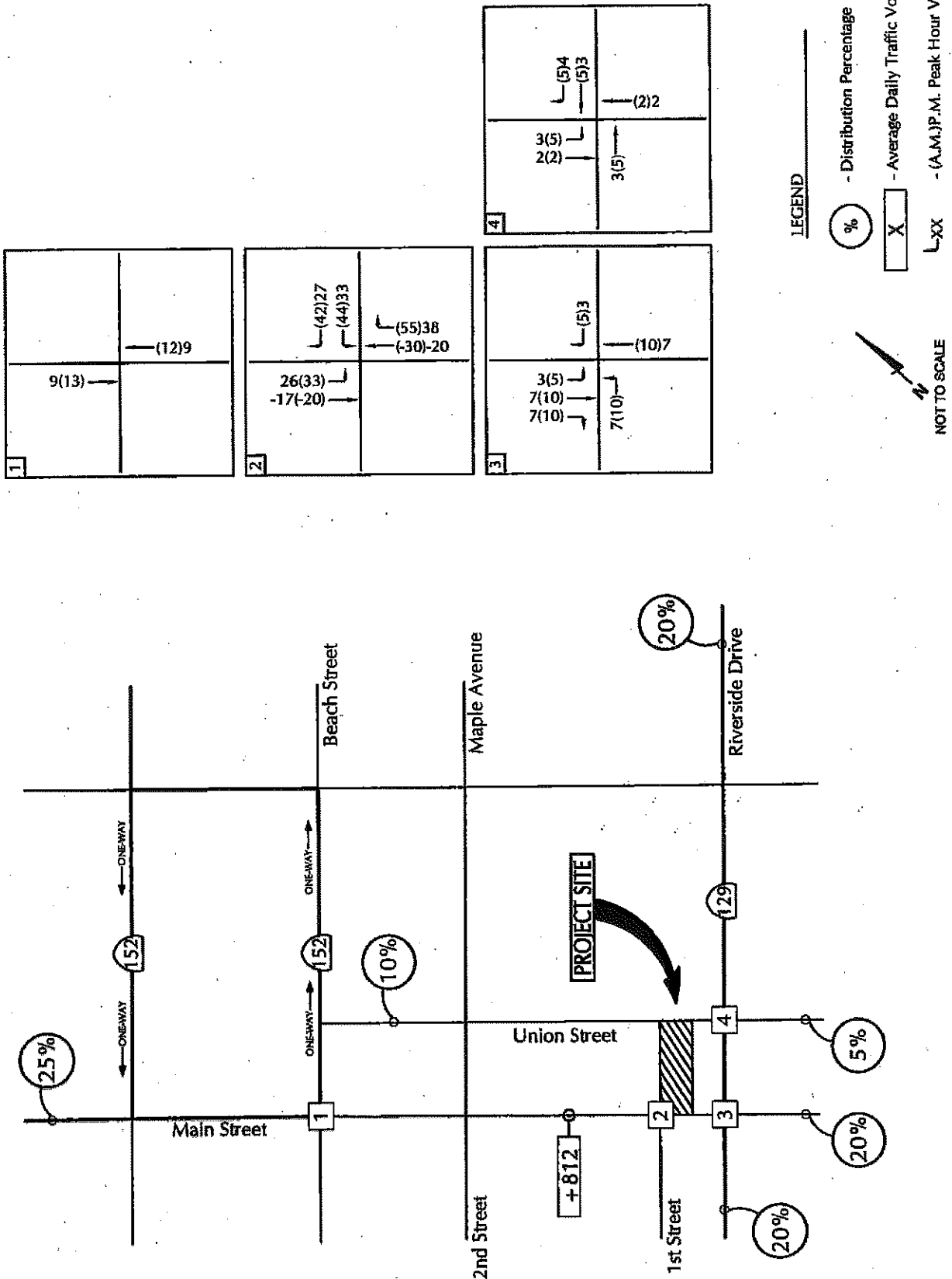
The project-generated A.M. and P.M. peak hour traffic volumes were distributed and assigned to the study-area intersections based on travel data derived from the existing traffic volumes as well as a general knowledge of the population employment and commercial centers in the Watsonville area. Figure 5 illustrates the trip distribution and assignment assumed for the project's trips.



# PROJECT TRIP DISTRIBUTION AND ASSIGNMENT

FIGURE 5

MMSE - #13036



### Existing + Project Intersection Operations

Levels of service were calculated for the study-area intersections assuming the Existing + Project traffic volumes illustrated on Figure 6. Tables 3 and 4 compare to the Existing and Existing + Project levels of service and identify the potential project-specific impacts.

**Table 3**  
**Existing + Project A.M. Peak Hour Levels of Service**

Intersection	Existing		Existing + Project		
	Delay	LOS	Delay	LOS	Impact
Main Street/Beach Street	13.7 sec.	LOS B	13.6 sec.	LOS B	No
Main Street/First Street	0.3 sec.	LOS A	2.0 sec.	LOS A	No
Main Street/Riverside Drive	23.3 sec.	LOS C	23.5 sec.	LOS C	No
Union Street/Riverside Drive	18.0 sec.	LOS B	17.7 sec.	LOS B	No

**Table 4**  
**Existing + Project P.M. Peak Hour Levels of Service**

Intersection	Existing		Existing + Project		
	Delay	LOS	Delay	LOS	Impact
Main Street/Beach Street	18.8 sec.	LOS B	18.9 sec.	LOS B	No
Main Street/First Street	0.7 sec.	LOS A	2.4 sec.	LOS A	No
Main Street/Riverside Drive	41.9 sec.	LOS D	40.8 sec.	LOS D	No
Union Street/Riverside Drive	20.3 sec.	LOS C	18.7 sec.	LOS B	No

The data presented in Tables 3 and 4 indicate that the project would not have a significant impact to the study-area intersections. The study-area intersections would continue to operate at LOS D or better during the A.M. or the P.M. peak hour periods.

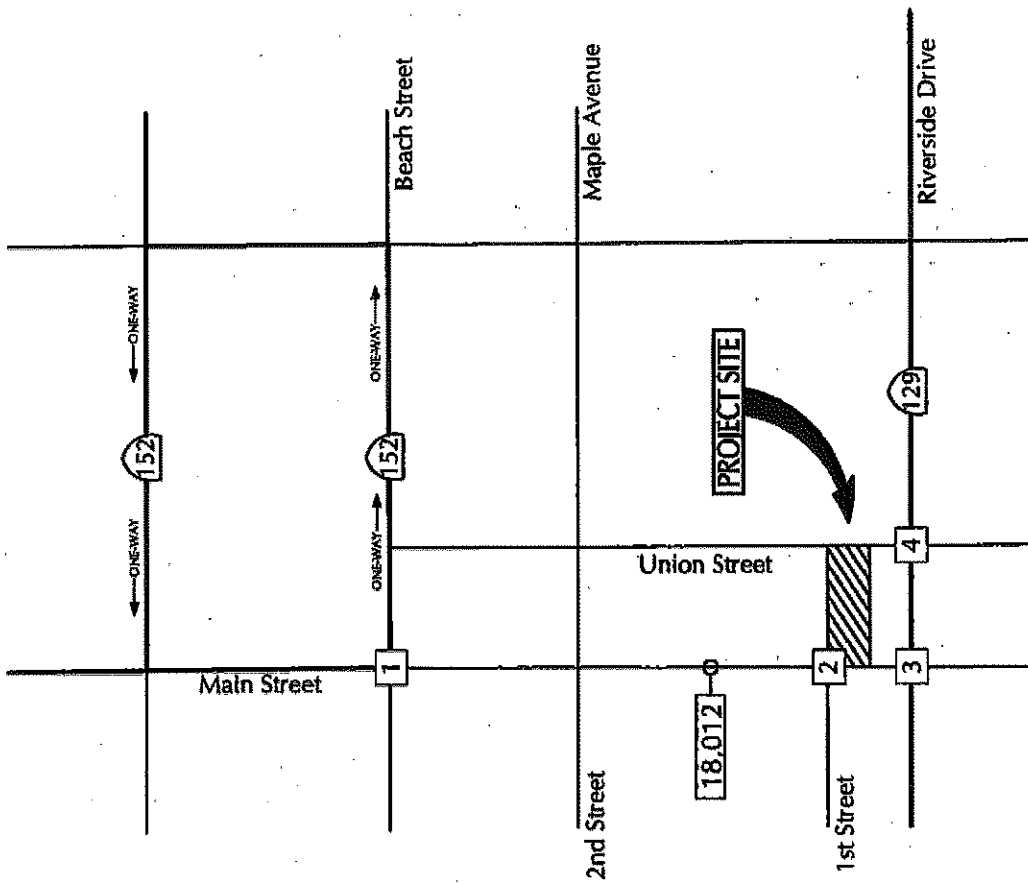


ASSOCIATED  
TRANSPORTATION  
ENGINEERS

# EXISTING + PROJECT TRAFFIC VOLUMES

FIGURE 6

MAPE - #13036



1	<table><tr><td>269(122) 731(478) 43(63)</td><td><table><tr><td>57(39)</td><td>381(228)</td><td>58(23)</td></tr></table></td><td><table><tr><td>└─(101)176</td><td>└─(443)499</td><td>└─(40)44</td></tr></table></td></tr></table>	269(122) 731(478) 43(63)	<table><tr><td>57(39)</td><td>381(228)</td><td>58(23)</td></tr></table>	57(39)	381(228)	58(23)	<table><tr><td>└─(101)176</td><td>└─(443)499</td><td>└─(40)44</td></tr></table>	└─(101)176	└─(443)499	└─(40)44	2	<table><tr><td>26(33) 609(335) 72(75)</td><td><table><tr><td>0(0)</td><td>2(1)</td><td>77(34)</td></tr></table></td><td><table><tr><td>└─(42)27</td><td>└─(44)33</td><td>└─(55)38</td><td>└─(585)769</td><td>└─(0)0</td></tr></table></td></tr></table>	26(33) 609(335) 72(75)	<table><tr><td>0(0)</td><td>2(1)</td><td>77(34)</td></tr></table>	0(0)	2(1)	77(34)	<table><tr><td>└─(42)27</td><td>└─(44)33</td><td>└─(55)38</td><td>└─(585)769</td><td>└─(0)0</td></tr></table>	└─(42)27	└─(44)33	└─(55)38	└─(585)769	└─(0)0	3	<table><tr><td>128(55) 521(333) 46(29)</td><td><table><tr><td>112(78)</td><td>536(341)</td><td>466(242)</td></tr></table></td><td><table><tr><td>└─(59)96</td><td>└─(470)426</td><td>└─(236)367</td><td>└─(292)293</td><td>└─(503)612</td><td>└─(353)333</td></tr></table></td></tr></table>	128(55) 521(333) 46(29)	<table><tr><td>112(78)</td><td>536(341)</td><td>466(242)</td></tr></table>	112(78)	536(341)	466(242)	<table><tr><td>└─(59)96</td><td>└─(470)426</td><td>└─(236)367</td><td>└─(292)293</td><td>└─(503)612</td><td>└─(353)333</td></tr></table>	└─(59)96	└─(470)426	└─(236)367	└─(292)293	└─(503)612	└─(353)333
269(122) 731(478) 43(63)	<table><tr><td>57(39)</td><td>381(228)</td><td>58(23)</td></tr></table>	57(39)	381(228)	58(23)	<table><tr><td>└─(101)176</td><td>└─(443)499</td><td>└─(40)44</td></tr></table>	└─(101)176	└─(443)499	└─(40)44																													
57(39)	381(228)	58(23)																																			
└─(101)176	└─(443)499	└─(40)44																																			
26(33) 609(335) 72(75)	<table><tr><td>0(0)</td><td>2(1)</td><td>77(34)</td></tr></table>	0(0)	2(1)	77(34)	<table><tr><td>└─(42)27</td><td>└─(44)33</td><td>└─(55)38</td><td>└─(585)769</td><td>└─(0)0</td></tr></table>	└─(42)27	└─(44)33	└─(55)38	└─(585)769	└─(0)0																											
0(0)	2(1)	77(34)																																			
└─(42)27	└─(44)33	└─(55)38	└─(585)769	└─(0)0																																	
128(55) 521(333) 46(29)	<table><tr><td>112(78)</td><td>536(341)</td><td>466(242)</td></tr></table>	112(78)	536(341)	466(242)	<table><tr><td>└─(59)96</td><td>└─(470)426</td><td>└─(236)367</td><td>└─(292)293</td><td>└─(503)612</td><td>└─(353)333</td></tr></table>	└─(59)96	└─(470)426	└─(236)367	└─(292)293	└─(503)612	└─(353)333																										
112(78)	536(341)	466(242)																																			
└─(59)96	└─(470)426	└─(236)367	└─(292)293	└─(503)612	└─(353)333																																

LEGEND

X - Average Daily Traffic Volume

XX - (A.M.)P.M. Peak Hour Volume

NOT TO SCALE

## CUMULATIVE CONDITIONS

The City of Watsonville requires that the intersections be analyzed with the addition of traffic generated by projects which have been approved or are pending within the project study-area. Trip generation estimates were developed for the cumulative development projects using rates presented in the ITE, Trip Generation, 9<sup>th</sup> Edition. Table 5 summarizes the average daily, A.M. and P.M. peak hour trip generation for the approved/pending projects.

**Table 5**  
**Approved/Pending Development Projects Trip Generation**

No.	Project	Land Use	Size	ADT	A.M. Peak Hour	P.M. Peak Hour
1.	355 Harvest Drive	Light Industrial	15,000 SF	104	14	14
2.	1 Western Drive	Hotel	48 Rooms	428	32	34
3.	260 Riverside	Warehouse	27,776 SF	99	8	9
4.	1820 Main Street	Medical Clinic	3,310 SF	120	8	12
5.	398 Technology Drive	Medical Office	40,000 SF	1,445	96	143
6.	1000 Main Street	Grocery Store	15,000 SF	1,534	51	142
<b>Total Trips:</b>				<b>3,730</b>	<b>209</b>	<b>354</b>

The data presented in Table 5 indicates that the approved/pending projects would generate a total of 3,730 average daily trips, 209 A.M. peak hour trips and 354 P.M. peak hour trips. The approved/pending projects' peak hour traffic volumes were distributed and assigned to the study-area intersections. The trip assignment for the cumulative development projects was developed based on the location of each project, recent traffic studies, existing traffic patterns observed in the study area as well as a general knowledge of the population, employment and commercial centers in Watsonville and the surrounding area. Figure 7 illustrates the Cumulative traffic volumes at the study-area intersections.

### Cumulative + Project Intersection Operations

Levels of service were calculated for the study-area intersections assuming the Cumulative + Project traffic volumes illustrated on Figure 8. Cumulative and Cumulative + Project levels of service for the four study-area intersections are compared in Tables 6 and 7.

**Table 6**  
**Cumulative + Project A.M. Peak Hour Levels of Service**

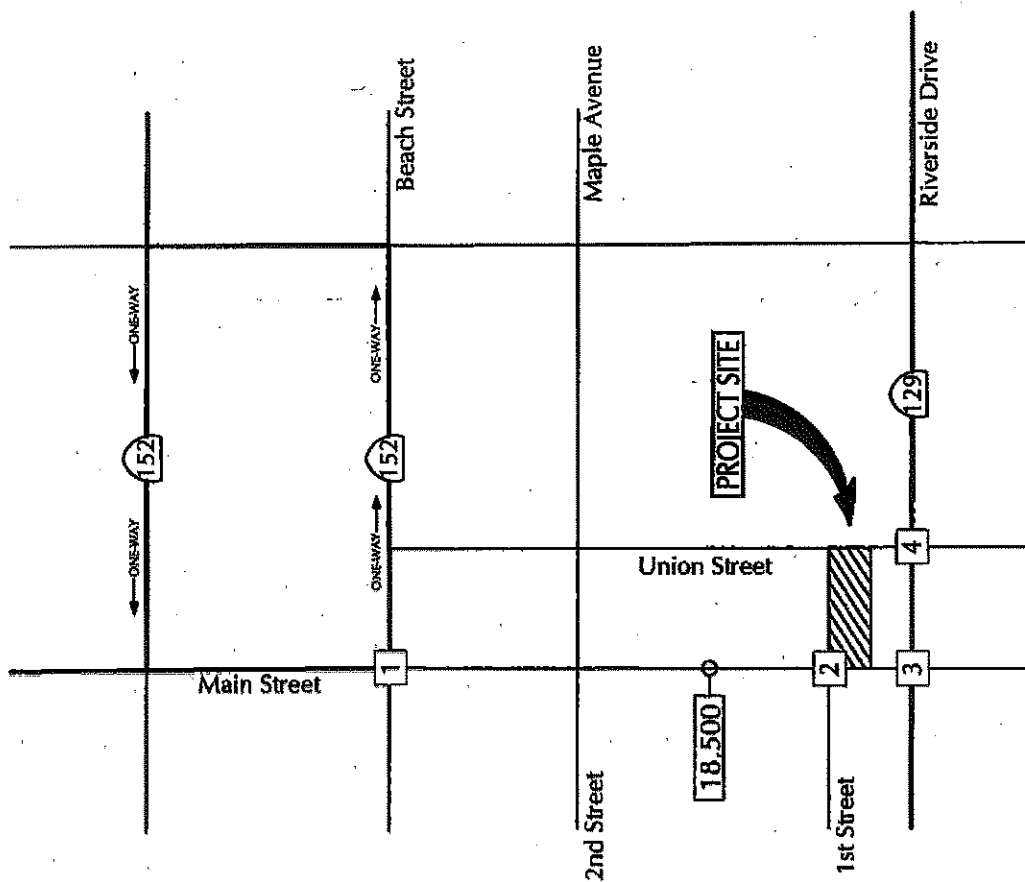
Intersection	Cumulative		Cumulative + Project		
	Delay	LOS	Delay	LOS	Impact
Main Street/Beach Street	13.9 sec.	LOS B	13.7 sec.	LOS B	No
Main Street/First Street	0.3 sec.	LOS A	2.1 sec.	LOS A	No
Main Street/Riverside Drive	23.5 sec.	LOS C	23.9 sec.	LOS C	No
Union Street/Riverside Drive	17.8 sec.	LOS B	18.2 sec.	LOS B	No



# CUMULATIVE TRAFFIC VOLUMES

FIGURE 7

NAME - #13036



<p>1</p> <table> <tr> <td>269(122) 798(486) 43(63)</td> <td>57(39) 381(228) 58(23)</td> <td>(101)176 (483)538 (40)44</td> </tr> </table>	269(122) 798(486) 43(63)	57(39) 381(228) 58(23)	(101)176 (483)538 (40)44	<p>2</p> <table> <tr> <td>5(2) 702(376) 72(75)</td> <td>0(0) 2(1) 77(34)</td> <td>(0)2 (12)10 (667)837 (0)0</td> </tr> </table>	5(2) 702(376) 72(75)	0(0) 2(1) 77(34)	(0)2 (12)10 (667)837 (0)0	<p>3</p> <table> <tr> <td>140(55) 560(334) 54(24)</td> <td>115(78) 536(341) 466(242)</td> <td>(64)103 (470)426 (236)367 (292)293 (525)633 (353)333</td> </tr> </table>	140(55) 560(334) 54(24)	115(78) 536(341) 466(242)	(64)103 (470)426 (236)367 (292)293 (525)633 (353)333
269(122) 798(486) 43(63)	57(39) 381(228) 58(23)	(101)176 (483)538 (40)44									
5(2) 702(376) 72(75)	0(0) 2(1) 77(34)	(0)2 (12)10 (667)837 (0)0									
140(55) 560(334) 54(24)	115(78) 536(341) 466(242)	(64)103 (470)426 (236)367 (292)293 (525)633 (353)333									
<p>4</p> <table> <tr> <td>35(12) 34(9) 132(91)</td> <td>95(64) 841(603) 34(20)</td> <td>(25)59 (653)665 (8)21 (6)22 (20)53 (40)50</td> </tr> </table>	35(12) 34(9) 132(91)	95(64) 841(603) 34(20)	(25)59 (653)665 (8)21 (6)22 (20)53 (40)50								
35(12) 34(9) 132(91)	95(64) 841(603) 34(20)	(25)59 (653)665 (8)21 (6)22 (20)53 (40)50									

## LEGEND

- X - Average Daily Traffic Volume
- XX - (A.M.) P.M. Peak Hour Volume

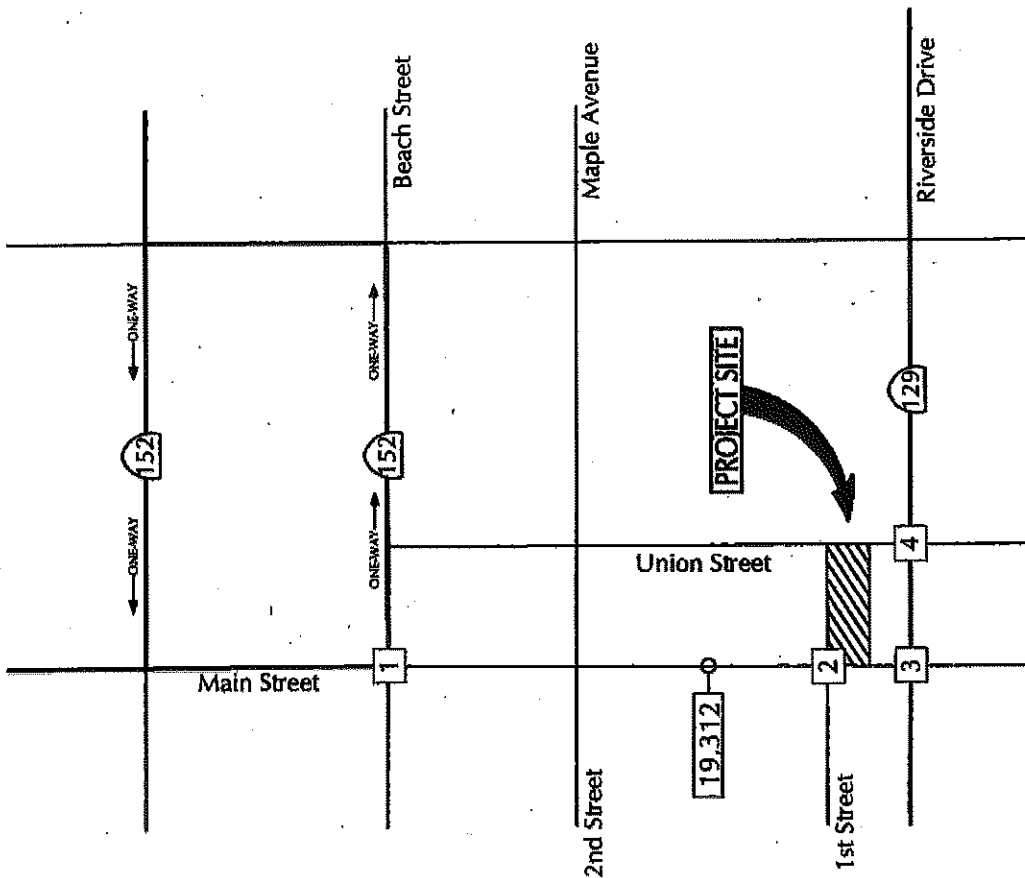
NOT TO SCALE



# CUMULATIVE + PROJECT TRAFFIC VOLUMES

FIGURE 8

MMF - #13036



1																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																				</
---	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	----

## LEGEND

X - Average Daily Traffic Volume  
XX - (A.M.)P.M. Peak Hour Volume

NOT TO SCALE

**Table 7**  
**Cumulative + Project P.M. Peak Hour Levels of Service**

Intersection	Cumulative		Cumulative + Project		
	Delay	LOS	Delay	LOS	Impact
Main Street/Beach Street	19.1 sec.	LOS B	19.1 sec.	LOS B	No
Main Street/First Street	0.7 sec.	LOS A	2.7 sec.	LOS A	No
Main Street/Riverside Drive	42.7 sec.	LOS D	44.7 sec.	LOS D	No
Union Street/Riverside Drive	18.5 sec.	LOS B	18.7 sec.	LOS B	No

The data presented in Tables 6 and 7 indicate that the project would not have a significant impact to the study-area intersections. The study-area intersections would continue to operate at LOS D or better during the A.M. or the P.M. peak hour periods.

### **SITE ACCESS AND CIRCULATION**

As shown on Figure 2, access to the McDonald's will be provided by driveway connections on Main Street and Union Street. Inbound and outbound only driveways will be provided on both Main Street and Union Street. The Main Street access will be opposite First Street. During the A.M. and P.M. peak hour periods, left-turns to and from First Street are restricted, however full access to and from the project will be allowed at all times. The site access driveways will be designed according to City of Watsonville design standards. Given the existing and forecasted traffic volumes, the project access driveways on Main Street and Union Street should operate acceptably and accommodate project traffic volumes.

The proposed dual order board drive through and parking configuration would allow vehicles to enter the drive through lanes from Main Street or Union Street. Vehicles entering from Main Street would circulate counter-clock wise around the building then turn left to enter the drive through. Vehicles entering from Union Street would just need to veer left to enter the drive through. Drivers leaving the drive through would to exit onto Main Street via the out only driveway.

### **Drive-Through Queue Analysis**

Drive trough vehicle queue data was collected by ATE at several McDonald's to determine if the storage area provided at the proposed Watsonville McDonald's would be sufficient. The sites included a McDonald's in Fountain Valley on Brookhurst Street, a Goleta McDonald's on Fairview Avenue, a Santa Maria site located within a Costco shopping center, and a site in Canoga Park located within a shopping center development. Table 8 summarizes the queue data.

**Table 8**  
**McDonald's Restaurant Queue Study Results**

Restaurant Location	Vehicles in Queue	
	Average	Maximum
Fountain Valley	2 Vehicles	5 Vehicles
Goleta	6 Vehicles	12 Vehicles
Santa Maria	3 Vehicles	9 Vehicles
Canoga Park	6 Vehicles	10 Vehicles
Average	4 Vehicles	9 Vehicles

The data presented in Table 8 indicate that the peak queue observed at the existing Fountain Valley McDonald's was 5 vehicles, 12 vehicles at the Goleta site, while the peak queues observed at the Santa Maria and Canoga Park sites were 9 and 10 vehicles, respectively. Review of the ATE field data show the maximum 12-vehicle queue in Goleta occurred at 12:15 P.M. and lasted for 1 minute and 30 seconds. The average queues observed at the four sites ranged from 2 to 6 vehicles. The measured vehicle queue is from the pick-up window.

Based on the study data reviewed above and the site design proposed for the proposed Watsonville McDonald's, it is concluded that the 12-vehicle storage area proposed for the dual order board drive-through lane would provide adequate space to accommodate the queues observed at the various site during the majority of the peak periods. Should a queue of 12 vehicles be experienced at the Watsonville site (as occurred at the Goleta site), the 12<sup>th</sup> car in line would not block parking spaces in the parking area located closest to the drive-through lane entrance or the travel lane. It is however anticipated that 12 car vehicle queue would be an infrequent occurrence given the size of the proposed McDonald's and would not cause significant circulation problems in this area. The project site plan shows that 12 vehicles can be accommodated within the proposed drive-through storage area.

■ ■ ■

## REFERENCES AND PERSONS CONTACTED

### Associated Transportation Engineers

Richard L. Pool, P.E. Principal Engineer  
Darryl F. Nelson, PTP, Senior Transportation Planner  
Matthew Farrington, Transportation Planner

### Persons Contacted

Maria Ester Rodriguez, City of Watsonville  
Keith Boyle, City of Watsonville

### References

Highway Capacity Manual, Transportation Research Board, National Research Council, 2010.

Trip Generation, Institute of Transportation Engineers, 9th Edition, 2013.

Draft Watsonville Vista 2030 General Plan, City of Watsonville, August 2012.

**NOTICE OF EXEMPTION****Supplementary Document Q**

**TO:** Office of Planning and Research  
1400 Tenth St. Room 121  
Sacramento, Calif. 95814

**FROM:** City of Watsonville  
Community Development Dept.  
250 Main Street  
Watsonville, Calif. 95077-5000

XX Clerk of the Board  
Santa Cruz County  
701 Ocean St., Room 500  
Santa Cruz, CA 95060

**FILE NO. :** PP2014-117, 175

**Project Title:** McDonald's

**Project Location - Specific:** 174, 186, & 190 Main Street (APN'S: 017-183-04, 05 & 10)

**Project Location - City:** Watsonville

**Project Location-County:** Santa Cruz

**Description of Project:** Application (PP2014-175) for a Rezoning from Institutional Zoning (N) to Central Commercial (CC) for parcel (A.P.N. 017-183-04) with consideration of a Text Amendment to (WMC 14-16.1104 (b)), for allowance of drive-through facilities with a Use Permit in the CC Zone. Additionally, consider recommendation on Application (PP2014-117) for a Special Use Permit with Design Review and Environmental Review, to construct a 4,278 sq. ft. 24 hour fast food restaurant with a drive-through facility (McDonalds) at 174 and 186 Main Street; including a Variance to reduce the distance of the drive-through facility from 200 feet to 160 feet (WMC 14.41.100 (a) (2)) from a signalized intersection.

**Name of Public Agency Approving Project:** City of Watsonville

**Name of Person or Agency Carrying Out Project:** Core States Group, Allison Hazen

**Exempt Status: (Check One):**

- ☐ Ministerial (Sec.21080(b)(1); 15268);  
☐ Declared Emergency (Sec. 21080 (b)(3);15269(a));  
☐ Emergency Project (Sec. 21080 (b)(4); 15269(b)(c));  
☒ **Categorical Exemption. State Type and Section number: 15303**  
☐ Statutory Exemptions. State code number:

**Reasons why project is Exempt:** New Commercial Structure less than 10,000 sq. ft. allowed per CEQA guidelines without identified environmental impacts

**Lead Agency Contact Person:** Keith Boyle, Principal Planner Telephone: 831-768-3073

**If filed by applicant:**

1. Attach certified document of exemption finding.
2. Has a notice of exemption been filed by the public agency approving the project? Yes \_\_\_\_\_ No \_\_\_\_\_

**Signature:** \_\_\_\_\_ **Date:** September 3, 2014 **Title:** Principal Planner

\_\_\_\_\_  
Signed by Lead Agency      Date received for filing at OPR:  
\_\_\_\_\_  
Signed by Applicant

**ATTACHMENT 3**  
Page 501 of 70

## RESOLUTION NO. \_\_\_\_-14 (PC)

**RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF WATSONVILLE, CALIFORNIA, RECOMMENDING APPROVAL TO THE CITY COUNCIL OF (PP2014-175) TEXT AMENDMENT TO SECTION 14-16.1104 (B) OF THE WATSONVILLE MUNICIPAL CODE (WMC) ALLOWING DRIVE-THROUGH FACILITIES IN THE CC DISTRICT WITH A USE PERMIT, A ZONING MAP AMENDMENT CHANGING THE ZONING OF PARCEL 017-183-04 FROM INSTITUTIONAL (N) TO CENTRAL COMMERCIAL (CC), AND ALSO RECOMMENDING SPECIAL USE AND DESIGN REVIEW PERMIT WITH ENVIRONMENTAL REVIEW (PP2014-117) TO ALLOW CONSTRUCTION OF A 4,278 SQ. FT. 24 HOUR MCDONALD'S RESTAURANT; INCLUDING A VARIANCE TO REDUCE THE DISTANCE FOR A DRIVE-THROUGH FACILITY FROM 200 FEET TO 160 FEET FROM A SIGNALIZED INTERSECTION IN A CC ZONING DISTRICT.**

**Project: 174, 186, & 190 MAIN STREET (APN'S: 017-183-04, 05 & 10)**

**WHEREAS**, a zoning text amendment and map amendment, Special Use and Design Permit, with Environmental Review and Variance (PP2014-117 & 175), to allow the construction of a 4,278 sq. ft. McDonald's restaurant at 174, 186 and 190 Main Street, Watsonville, California, was filed by Allison Hazen, Core States Group, applicant, on behalf of the owners, Fred Oda, Lupe Beltran, and the City of Watsonville on May, 15, 2014; and

**WHEREAS**, following the recommended Ordinance modifications, the project will be consistent with the provisions of the Zoning Ordinance of the City of Watsonville (Chapter 14 of the WMC); and

**WHEREAS**, the Planning Commission determined after reviewing the traffic study and historic study for the project, determined that the 4,278 sq. ft. building was allowed to be considered with a Class 15303 CEQA Exemption; and

**WHEREAS**, the Planning Commission has also considered Special Use Permit, Design Review and Variance application for the creation a 4,278 sq. ft. building on the site with a variance for a drive-through facility within 160 feet of a signalized intersection for a McDonald's fast food restaurant; and

**WHEREAS**, notice of time and place of the hearing to consider recommendation of approval of the text amendment, map amendment, Special Use and Design Review Permit and Variance with

Environmental Review (PP2014-117, & PP2014-175) 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", for the text amendment allowing drive-through facilities in the CC zone with a Use Permit, and Findings, attached hereto and marked as Exhibit "B", for the map amendment for parcel 017-183-04 from Institutional (N) to Central Commercial (CC) (PP2014-175) and further considered Findings, attached hereto and marked as Exhibits "C" & "D", in support of Special Use and Design Review Permit and Findings, attached hereto and marked as Exhibit "E", for the Variance with Environmental Review (PP2014-117) and Conditions, attached hereto and marked as Exhibit "F", to allow construction of a 4,278 sq. ft. restaurant with drive-through facility for McDonald's at 174,186, and 190 Main Street Watsonville, California.

**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 recommend approval to the City Council of the text amendment allowing drive-through facilities in the CC zone with a Use Permit, the map amendment for parcel 017-183-04 from Institutional (N) to Central Commercial (CC) (PP2014-175), the Special Use and Design Review Permit with Environmental Review (PP2014-165), attached hereto and marked as Exhibit "G", subject to the Conditions, attached hereto and marked as Exhibit "F", for construction of a 4,278 sq. ft. 24 hour restaurant with drive-through facility for McDonald's at 174,186, and 190 Main Street, Watsonville, California.

**I HEREBY CERTIFY** that the foregoing Resolution was introduced at a regular meeting of the Planning Commission of the City of Watsonville, California, held on the 2<sup>nd</sup> day of September, 2014,

**ATTACHMENT 3**

**Page 52 of 70**

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:

---

Marcela Tavantzis, Secretary  
Planning Commission

---

Marty Corley, Chairperson  
Planning Commission

**CITY OF WATSONVILLE  
TEXT AMENDMENT**

**EXHIBIT A**

**Application No.** PP2014-175  
**APN:** 017-183-04, 05 & 10  
**Address:** 174, 186 & 190 Main Street  
**Applicant:** Allison Hazen, Core States Group  
**Approval Date:** September 2, 2014

Following is the proposed text amendment to clarify that Drive-Through Facilities are allowed in the CC zone with a Special Use Permit:

**Part 11: CC Central Commercial District**

14-16.1104 (b) the following require a Special Use Permit:

GLU

58 Eating and drinking places offering live entertainment or dancing

Exclusion: Drive-through facilities ~~not~~ allowed

**Findings for the proposed Text Amendment**

A. That the proposed amendment is consistent with the policies in the General Plan.

**Supportive Evidence**

The proposed text amendment allows new drive-through facilities in the CC zone to be consistent with several other existing restaurants and pharmacies in the zone. The modification will allow the development of projects surrounding the core of downtown to include facilities that will help promote the development of new facilities to encourage entry into the downtown. Projects can be reviewed on a case by case basis to determine that a drive-through is designed in a manner that provides safe ingress and egress to the site.

B. That the proposed amendment is compatible to the extent possible with the actual and General planned use of the adjacent properties.

**Supportive Evidence**

The proposed text amendment supports a new restaurant directly adjacent to two existing restaurants in the CC zone that have drive-through facilities. The allowance of a new drive-through facility will be reviewed on a case by case basis with a Use Permit to determine that the proposed facility will be consistent with uses on adjacent and nearby properties. Safe ingress and egress and compatibility with the drive-through standards will be determine as part of Use Permit review by the Planning Commission.

**EXHIBIT** A  
Page 1 **ATTACHMENT 3**

# Central Commercial Zoning



City of  
Watsonville

Motto: "Opportunity Through Diversity; Unity Through Cooperation."

## Legend

- Parcels
- Watsonville City Limit
- PD: Planned Development
- Zoning**
  - R-1P: Planned Single Family Residential
  - R-1: Single Family Residential-Low Density
  - RM-2: Multiple Residential-Medium Density
  - RM-3: Multiple Residential-High Density
  - CC: Central Commercial
  - CCA: Central Commercial Core Area
  - CN: Neighborhood Commercial
  - CNS: Neighborhood Shopping Center
  - CO: Office
  - CT: Thoroughfare Commercial
  - CV: Visitor Commercial
  - IG: General Industrial
  - IP: Industrial Park
  - N: Institutional
  - PF: Public Facilities
  - EM-OS: Environmental Mgmt.-Open Space
  - CZ-A: Coastal Zone-A
  - CZ-B: Coastal Zone-B
  - CZ-C: Coastal Zone-C
  - CZ-D: Landfill
  - CZ-E: Coastal Zone-E

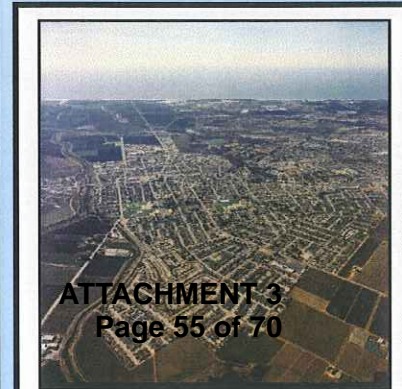
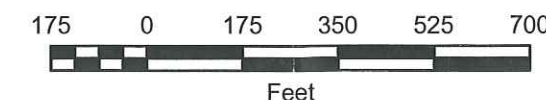
Prepared by Watsonville GIS Center 8/13/2014 (CDD1454).  
This document is a graphic representation using the best currently available sources.  
The City of Watsonville assumes no responsibility for any errors.

EXHIBIT A

Page 2 of 2



1 inch = 350 feet



ATTACHMENT 3  
Page 55 of 70

**CITY OF WATSONVILLE  
MAP AMENDMENT**

**EXHIBIT B**

**Application No.** PP2014-175

**APN:** 017-183-04

**Address:** 190 Main Street

**Applicant:** Allison Hazen, Core States Group

**Approval Date:** September 2, 2014

**The project proposes to rezone the surplus City parking facility from Institutional (N) to Commercial Core (CC) to allow the sale of the site to the developers for the development of a McDonald's Restaurant.**

**Findings for the proposed Map Amendment**

A. That the proposed amendment is consistent with the policies in the General Plan.

**Supportive Evidence**

The proposed map amendment allows the surplus City parking to be sold to the developer for the development of a McDonald's restaurant in the CC zone. The map amendment is consistent with the underlying 2030 General Plan designation. Following rezoning, the parcel will be merged with the adjacent parcels that are also zoned CC to maintain consistent zoning across the site.

B. That the proposed amendment is compatible to the extent possible with the actual and General planned use of the adjacent properties.

**Supportive Evidence**

The proposed map amendment supports a new restaurant directly adjacent to two existing restaurants in the CC zone. The modification of the map will allow the sale of the surplus City parking lot for the development of a restaurant that is consistent with similar uses in the area. Use of the existing driveways will allow circulation in the area to remain the same and the site will continue to be used as parking and circulation for private access to the restaurant. The proposed map amendment allows the parcel to be merged with the adjacent parcels and maintain consistent zoning on the entire parcel.

**EXHIBIT** B  
Page 1 of 2

**ATTACHMENT 3**

**Page 56 of 70**

CENTRAL AV

215

108  
106  
104  
122  
118  
110

127  
121  
119

222

APN: 017-183-04

117

114

100

111  
109  
107

UNION ST

RIVERSIDE DR

118

1ST ST

MAIN ST

190

180-186  
174-178  
168

101

175

15

50

WEST RIVERSIDE DR

53

142

50

73

57

53

128

EXHIBIT

B

# Proposed Re-Zoning from N to CC



City of Watsonville

Motto: "Opportunity Through Diversity; Unity Through Cooperation."

## Legend

Parcels

Watsonville City Limit

### Zoning

- R-1P: Planned Single Family Residential
- R-1: Single Family Residential-Low Density
- RM-2: Multiple Residential-Medium Density
- RM-3: Multiple Residential-High Density
- CC: Central Commercial
- CCA: Central Commercial Core Area
- CN: Neighborhood Commercial
- CNS: Neighborhood Shopping Center
- CO: Office
- CT: Thoroughfare Commercial
- CV: Visitor Commercial
- IG: General Industrial
- IP: Industrial Park
- N: Institutional
- PF: Public Facilities
- EM-OS: Environmental Mgmt.-Open Space
- CZ-A: Coastal Zone-A
- CZ-B: Coastal Zone-B
- CZ-C: Coastal Zone-C
- CZ-D: Landfill
- CZ-E: Coastal Zone-E

Prepared by Watsonville GIS Center 8/13/2014 (CDD1454).

This Document is a graphic representation using the best currently available sources.  
The City of Watsonville assumes no responsibility for any errors.



ATTACHMENT 3

Page 57 of 70

25 0 25 50 75 100



Feet

Page 2 of 2

**CITY OF WATSONVILLE  
SPECIAL USE /DESIGN REVIEW**

**EXHIBITS C & D**

**Application No.** PP2014-117  
**APN:** 017-183-04, 05 & 10  
**Address:** 174,186 &190 Main Street  
**Applicant:** Allison Hazen, Core States Group  
**Approval Date:** September 2, 2014

**DESIGN / SPECIAL USE PERMIT FINDINGS (Section 14-12.403, 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**

With the proposed text modifications to the CC zone relating to drive-through facilities, the proposed project is consistent with the CC (Central Commercial) zoning district regulations and meets all of the requirements of the Zoning Ordinance for the site, with the approval of a Special Use Permit.

2. The proposed use is compatible with, and preserves the character and integrity of adjacent development and neighborhoods, and includes improvements or modifications either onsite 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**

General architectural considerations are consistent with all design standards including materials, colors, and general design. The structure is consistent with surrounding service station and two other restaurants at the entrance to Main Street and the modern building design will complement the entry gateway to Main Street.

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

**Supportive Evidence**

The project will utilize the existing driveways that have been utilized for many years. These driveways will be expanded and sidewalks designed to meet ADA standards. Internal circulation has been designed to separate the drive through traffic from the internal circulation and it will not create traffic conflicts either on or off site.

4. The proposed project 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.

**EXHIBIT C & D**  
**ATTACHMENT 3**  
Page 58 of 70

**Supportive Evidence**

The project will maintain the existing circulation facilities that will not be impacted by the new building. The traffic study indicates that the new facility will not generate additional traffic significant enough to create new traffic conflicts.

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 project provides new landscaping that will be maintained as part of the project. A landscape plan will be provided as part of the building permit application that will include low impact development standards to ensure compliance with Region water quality control standards.

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**

Following text amendments to the CC zone for drive-through facilities, the proposed project is consistent with the CC (Central Commercial) zoning district regulations and meets all of the requirements of the Zoning Ordinance for the site.

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

**Supportive Evidence**

The project as designed will not be detrimental to public health, safety, convenience or welfare, and will not damage other property in the vicinity.

EXHIBIT C & D  
Page 2 of 2

**CITY OF WATSONVILLE  
VARIANCE**

**EXHIBIT E**

**Application No.** PP2014-117  
**APN:** 017-183-04, 05 & 10  
**Address:** 174, 186 & 190 Main Street  
**Applicant:** Allison Hazen, Core States Group  
**Approval Date:** September 2, 2014

**Variance Findings (Section 14-12.603 (b))**

1. By reason of narrowness shallowness, or shape of the property in question, or by reason of exceptional topographic conditions or other extraordinary and exceptional situation or condition of the property in question, the strict application of the provisions of this title would result in a peculiar and exceptional practical difficulties to, or exceptional and undue hardship to the applicant.

**Substantial Evidence**

The Drive-Through Ordinance intends that drive-through facilities be provided a safe distance from signalized intersections to ensure adequate movement on and off the site. The proposed driveway that serves the facility is in the same location as the existing driveway for the current surplus City parking lot. This drive-way has been used for many years and has not created traffic safety hazards. The existing buildings that block view of the driveway will be demolished and the new building will provide significant visual distance at the exit in accordance with the drive-through standards. Since the project is enhancing an existing driveway and all circulation is being maintained on site, the existing drive-through regulations appear to provide an undue hardship because the project can be designed to meet safety requirements.

2. The circumstances or conditions do not apply generally to other properties in the same land use district.

**Substantial Evidence**

There are two other restaurants in the CC zone adjacent to this parcel, that have drive-through entrances that are significantly closer than the proposed facilities. This variance will be consistent with adjacent properties.

3. The granting of the variance will not result in material damage or prejudice to other properties in the vicinity, substantial impairment of natural resources or be detrimental to the public health, safety and general welfare.

**Substantial Evidence**

A variance for the location of the drive-through facility will not impair the use of the other facilities in the area. The use of the existing driveway and better visual access to the site created by demolishing the existing building and replacing with a smaller building will increase safety on the

**ATTACHMENT 3**

M:\CDD\PC PACKET\PCPKT 2014\09-02-14\190 Main\190 Main Design review conditions and findings.docx08/19/2014 4:22 PM KBE

**Page 60 of 70**

**EXHIBIT**

Page 1 of 2

site. Granting of the variance will not be detrimental to the health and safety of the area but provide a new improved facility that will complement the entry to downtown.

4. The variance is not requested exclusively on the basis of economic hardship to the applicant, nor was the situation requiring a Variance created by an act of the applicant without obtaining permits.

#### **Substantial Evidence**

The variance is being requested because the restaurant is proposing to use a driveway access that has been in existence for many years. This access will be enhanced to allow greater circulation movement on the site and provide more visibility to enhance safe vehicle movement. This is not a hardship created by the applicant. The City is interested in promoting a new family friendly facility at the downtown's entrance that will be achieved by the proposed project.

EXHIBIT E  
Page 2 of 2

**CITY OF WATSONVILLE  
SPECIAL USE/DESIGN REVIEW PERMIT**

**EXHIBIT F**

**Application No.:** PP2014-117

**APN:** 017-183-04, 05 & 10

**Location:** 174,186 & 190 Main Street

**Applicant:** Allison Hazen, Core States Group.

**Hearing Date:** September 2, 2014

**CONDITIONS OF APPROVAL:**

**General Conditions Design Review:**

1. This Design Review shall be null and void if not acted upon within 24 months from the effective date of the approval thereof. Time extensions may be granted provided the applicant requests same at least thirty (30) days in advance of the expiration of this Design Review Permit. This approval applied to the plans titled "Auto Zone" received by the Community Development Department on July 14, 2014. Extensions shall be consistent with that outline in the Specific Plan(CDD-P)
2. After approval is granted, modifications to the project or to conditions imposed may be considered in accordance with Chapter 14-12.1000 of the Watsonville Municipal Code. (CDD-P)
3. Approval is subject to making findings and supportive evidence in accordance with Section 14-12.402 of the City Zoning Ordinance, with attached said Findings, and made a part of this Special Use/Design Review Permit. (CDD-P)
4. This approval shall be effective fourteen (14) days after the date of approval. In the event of an appeal, the effective date of this approval shall be withheld until after the final determination thereof by the Planning Commission. (CDD-P)
5. The project shall be in compliance with the conditions of approval, all local codes and ordinances, appropriate development standards and current City policies. Any deviation will be grounds for review by the City and may possibly result in revocation of the Design Review Permit or other Code Enforcement Action. (CDD-P)
6. A copy of the final conditions of approval must be printed on the front sheet of plans submitted for future permits. **Plans without the conditions of approval printed directly on the front page will not be accepted at the plan check phase.** (CDD-P)

**Prior to or concurrent with the submittal of a Building Permit application, revise plans to show the following:**

7. Unless otherwise noted, City of Watsonville Public Improvement Standards shall be used for private as well as public improvements. All development shall comply with the City of Watsonville Public Improvement Standards. Plans and design documents shall be signed and stamped by a California Licensed Architect or Engineer. Standards that are different than

those of the City must be approved by the City. City Standards shall be included in the plans. (CDD-E)

8. An Erosion Control Plan shall be submitted with the permit application. Erosion control plans shall provide Best Management Practices (BMPs) during construction to prevent erosion of constructed slopes, and sediment and contaminants from being entrained in runoff. BMPs shall comply with the City of Watsonville Erosion Control Standards 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 at least until April 15. The applicant shall ensure that all contractors are aware of all erosion control standards and BMPs. (CDD-E)
9. The project applicant shall execute an agreement in the standard form providing for the maintenance, and monitoring and reporting of those activities to the City of Watsonville storm drain systems best management practice measures. (CDD-E)
10. Project shall comply with the City's Storm Water Management Plan and NPDES Best Management Practices. Project shall develop storm water management improvements in substantial conformance with conceptual plans. In order to prevent a significant impact occurring, the project drainage must be designed to meet City Best Management practices, NPDES standards, public works drainage standards, and Low Impact Development (LID) standards. (CDD-E)
11. Prior to permit issuance, applicant shall execute an Engineering Testing and Inspection Agreement and submit to the City for approval. Applicant shall hire a testing firm to perform engineering testing and inspection, such as soils and concrete testing and inspection. Testing firms shall be organized, directed and under the supervision of a registered engineer. The testing and inspection shall be done at the direction of the City Inspector. The testing firm shall report nonconforming items to the City Inspector and furnish daily, weekly and final reports as outlined in the agreement and directed by the City Inspector. (CDD-E)
12. Submit a report detailing a comprehensive investigation of surface and subsurface soil and geotechnical conditions prepared by a registered civil or geotechnical engineer. The report and investigation shall address seismic hazards. The report shall determine soil properties and strengths to allow for design of retaining walls, foundations and pavements. In addition, the soils report shall determine the permeability of on-site soils. (CDD-E)
13. On the plans, show the location of proposed mailboxes. Provide written approval of mailbox locations from the US Postal Service. (CDD-P, E)
14. Separate On/Off Site Permits are required for work in the public right-of-way. (CDD-E)
15. Trash enclosures shall be located and designed subject to the review and approval of the City of Watsonville. The City of Watsonville provides front load service for dumpsters and rear load service for drop boxes and compactors. Enclosures shall be sized to accommodate the number of refuse and recycling containers required to store refuse and recycling generation for one week. The design of trash enclosures shall follow, in general, City Standard Drawings Nos. S-809A, S-809B, S-809C and S-810. (CDD-E)

EXHIBIT

F

Page

ATTACHMENT 3

Page 63 of 70

16. Provide landscape and irrigation plans indicating types, quantities, locations and sizes of all plant material including existing major vegetation designated to remain, street trees, method of protecting planting areas from vehicular traffic. Landscape areas shall be incorporated into storm drainage best management practice measures and therefore the plant materials selected must include appropriate ground covers which filter sediment and pollutants and be tolerant of occasional inundation. All landscaping and irrigation shall be installed and approved prior to occupancy of the project. (CDD-E, P)
17. Three copies of the final landscape and irrigation plans must be submitted and approved by the Community Development Department. The landscape plans shall be coordinated with any bioswales throughout the project. The project shall utilize drought tolerant species, street trees, planter areas, common areas and public right-of-ways. All trees shall be a minimum size of 15 gallons with a minimum spread of four-to-five feet, and one inch caliper trunks. All of the street trees, and trees along the private driveway, shall be 24-inch box specimens. A minimum of 25% of the shrub material shall be a minimum five-gallon size. Automatic, low-flow irrigation systems shall be installed in all landscaped areas. Irrigation is to be programmed for night or early morning hours in order to minimize evaporation. The landscaping plan for all public areas shall be reviewed and approved by the Community and Parks and Recreation Departments for conformance with the Development Plans and this Condition. Additional buffer trees shall be installed along the rear property line adjacent to the Sea View Ranch retaining wall.(CDD-P, PK)
18. In order to achieve the maximum extent possible standard of minimizing hydro-modification, landscape and open-space areas shall be incorporated into the storm drain best management practice measures by means of Low Impact Design. Landscape areas shall be designed with appropriate ground cover to filter pollutants and prevent erosion, and be graded to promote low runoff velocities and enhance absorption into surrounding soils. (CDD-E)
19. All development shall utilize water conservation, water recycling, and xeriscaping to the maximum extent possible. Irrigation systems shall be designed and maintained to avoid run-off, over-spray, or other similar conditions where water flows to waste. Turf shall not be used in median strips, parking islands, or in areas less than eight (8) feet wide, or on slopes that will result in excess irrigation water run-off. (CDD-P, E)
20. In order to reduce the impact of soil erosion or the loss of topsoil to a less than significant impact, the finished ground surface of the project will be planted with ground cover and continually maintained to minimize surface erosion. Final grading and landscaping must not obstruct the site drainage or allow moisture to accumulate adjacent to foundations, slabs, pavements, or other improvements. (CDD-E, CDD-P)
21. The locations of surface mounted utility facilities such as pedestals, transformers backflow devices and fire services shall be planned so that they may be screened utilizing landscaping or other acceptable, visually pleasing means subject to the review and approval of the City of Watsonville. (CDD-E, P)
22. 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-B, P, E)

23. Electric and communications services to new buildings shall be constructed underground. Aerial services are prohibited. (CDD-E)
24. The project will be required to pay Traffic Impact Fees. Fees shall be collected in conformance with standard WMC fee ordinance (CDD-E)
25. Parking lot layout and parking stall geometrics shall conform to City Standard Plan S-808a. Sidewalks adjacent to angled parking rows shall be sufficiently wide to allow disabled pedestrian access around overhanging cars. Drive aisles shall meet standards for diagonal parking. (CDD-E)
26. No permanent improvements shall be permitted over easements without written authorization from the easement holder. (CDD-E)
27. Obtain an encroachment permit for new street improvements driveways and other work in the public right-of-way. The applicant shall be responsible for any repairs within the limits of the development, including streets and paving, curbs and gutters, sidewalks, and street lights, or installation of same where not existing. (CDD-E)
28. 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)
29. Project shall comply with the underground utility provisions of Watsonville Municipal Code Title 7, Chapter 16. (CDD-E)
30. The project shall connect to the local sewer with a 6x10 wye on the 10" Main. (CDD-E, PW)
31. Water services will require City-approved backflow prevention devices. Backflow prevention devices shall be located within 5 feet of the water meters and shall be adequately screened. (CDD-E, P)
32. The existing Sanitary Sewer laterals from 174, 186 and 190 Main Street will need to be abandoned sufficiently to prevent inflow and infiltration of groundwater and/rain water from entering the Sanitary Sewer. (PW)
33. Maintain existing monitoring wells. (PW)
34. Solid waste generated during the construction shall be serviced by the City of Watsonville Solid Waste Division. Applicant shall submit a Solid Waste Service Plan on the City form. (CDD-E, PW)

EXHIBIT

Page

9 ATTACHMENT 3

35. In order to reduce the impact of strong seismic ground shaking to a less than significant impact the project shall comply with the 2013 building code as it relates to seismic design and the recommendations of the Geotechnical report. (CDD-E, CDD-B)
36. Improvements (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)
- a. A design professional will be required at time of construction drawings, to prepare plans for proposed improvements per the business and professions code.
- b. Comprehensive detailed construction plans are required at the time of submittal to be reviewed for adequate content prior to intake, by the Building Official.
- c. Provide Occupancy group type of construction proposed per the CBC, to clearly determine requirements.
- d. In January 1, 2013 the new California Building Code (CBC) became effective. All construction projects shall comply with the City's Green Building Ordinance and all amended California Building Codes including:
- 2013 California Building Code
  - 2013 California Electrical Code
  - 2013 California Mechanical Code
  - 2013 California Plumbing Code
  - 2013 California Energy Code
  - 2013 California Fire Code
37. Prior to excavation, adjoining landowners shall be given notice of the date, location, and extent of excavation in conformity with Section 832 of the Civil Code and copies shall be provided to the Building Official prior to issuance of the Building Permit. (CDD-B)
38. Prior to requesting a Building Department foundation inspection, the soils engineer shall inspect and approve the mitigation measures and the foundation excavations. The soils engineer shall submit documentation to the Building Division which verifies compliance with the recommendations specified in the soils report. (CDD-B)
39. As indicated by CBC Section 1704, the owner or the engineer or architect of record acting as the owner's agent shall employ one or more special inspectors who shall provide special inspections when required by CBC Section 1704. Please contact the Building Division at time of plan submittal to obtain application for special inspections. (CDD-B)
40. Provide Structural Calculations verifying compliance with all applicable provisions of the California Uniform Building code Chapter 16. 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)
41. 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 side walk)

- b. Disabled parking requirements:
1. Van Accessible Parking (requires 8'-0" unloading area)
  2. Number of spaces (1 for 1<sup>st</sup> 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)
42. 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)
43. The building shall have Automatic Fire Sprinklers installed, complying with NFPA installation standards. The fire sprinkler contractor shall submit three sets of plans and calculations for a separate fire permit prior to installation of the system. (CDD-B, WFD)
44. The project shall comply with the current CBC, and CFC 2013 regulations for fire issues. (CDD-B, WFD)
45. A UL central station shall monitor all fire sprinkler systems. The monitoring shall provide water flow notification to the hearing and visually impaired. The monitoring contractor shall submit three sets of plans for a separate fire permit prior to installation of the system. (CDD-B, WFD)
46. The building shall be provided with the required size and number of fire extinguishers. Exterior doors providing access to the fire risers and alarm panel shall have proper signage installed. (CDD-B, WFD)
47. Civil drawings shall include the proposed location of the fire department connection, above ground backflow device, post indicator valve, and size of fire service needed for this project (CDD-B, WFD).
48. Adequate water for firefighting shall be available prior to combustible construction. (CDD-B, WFD)
49. Separate application submittals will be required for kitchen's fixed fire suppression systems, and monitoring systems. (CDD-B,WFD)
50. In order to prevent an adverse impact from exterior light sources, a final lighting plan will be required to be submitted at the time of building permit application to ensure that the location, height, and angle of all exterior lighting will not interfere with adjacent properties including the neighboring airport. (CDD-P)
51. Restaurant shall provide a grease trap system approved by the Public Works Solid Waste Division (PW)
52. A plan for tallow storage is required. It may not be stored in the trash enclosure. (PW)
53. Provide a detailed color and Materials Board. A copy of the paint colors for the project with indication of location of each color (color board), shall be submitted for review and approval by the Community Development Department. (CDD-P)

54. The parcels shall be merged before final occupancy is granted (CDD-B)
55. The front elevation of the restaurant along Main Street shall be updated to include a stone façade (CDD-P)

**During construction, the following conditions shall be adhered to:**

**General Conditions:**

56. Provide Best Management Practices (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)
57. The project applicants shall construct a trash enclosure and separate storage facility on the Police lot and provide a screening fence along the boundary of the Police lot in accordance with the Police Department requirements. (CDD-B)

**Construction Notes to be included with the Improvement Plans:**

58. Existing public facilities damaged during the course of construction or in an existing state of disrepair shall be repaired by the applicant, at the applicant's expense, to the satisfaction of the City. (CDD-E)
59. Applicant shall have onsite at all times, a superintendent that shall act as the owners' 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)
60. 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 768-3100. (CDD-E)
61. 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 Occupancy:**

62. Prior to issuance of the certificate of occupancy, the project designers including 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. (CDD-E)
63. As-built plans shall be provided for the project in the following manner:

**ATTACHMENT 3**

**EXHIBIT**

- a. The applicant's contractor shall maintain one set of full size, approved plans and mark thereon any deviations from plan dimensions, elevations or orientations. Marked plans shall be updated weekly and shall be available to the City for review when requested. Revisions to the plans shall be done in black ink. They shall be clouded and a delta or a note placed next to the clouding that indicates that the change was done as the plans were being "as-built." As-built plans shall be maintained for all approved improvement plans, including but not limited to, grading, retaining wall, drainage, utility, roadway, landscape and irrigation plans.

64. Prior to final City acceptance of the project, all design professionals who prepared improvement plans for the project (civil, geotechnical, electrical and structural engineers), shall provide letters attesting that they have periodically monitored the construction and have reviewed the completed work and that it was constructed in substantial conformance with their plans and recommendations. Where special inspections and testing were involved, the letters of compliance shall be accompanied by inspection logs, testing and analysis that support the engineer's conclusions. (CDD-E)

**Ongoing Conditions:**

65. Landscaping and site improvements shall be maintained in perpetuity. Landscaping shall be maintained by a professional landscape maintenance company. All dying and/or diseased vegetation shall be immediately replaced in kind. (CDD-P)
66. No deliveries shall occur before 7:00 a.m. (CDD-P)

**Key to Department Responsibilities**

CDD-P	Community Development Department – Planning
CDD-B	Community Development Department – Building
CDD-E	Community Development Department – Engineering
PW	Public Works & Utilities Department
WFD	Watsonville Fire Department
CAT	City Attorney

EXHIBIT F  
Page 8 of 8

**CITY OF WATSONVILLE  
CITY COUNCIL**

**EXHIBIT G**

**Application No.** PP2014-117  
**APN:** 017-183-04, 05 & 10  
**Address:** 174, 186 & 190 Main Street  
**Applicant:** Allison Hazen  
**Hearing Date:** September 23, 2014

**Applicant:** Allison Hazen, Core States Group  
**Property Owners:** Fred Oda, Lupe Beltran, & City of Watsonville  
**Address:** 150 Lake Street, Suite 212, Kirkland WA 98119  
**Project:** Text Amendment (14-16.1104) allowing drive-through facilities with a Use Permit in CC zone, Map Amendment changing zoning for parcel 017-183-04 from I to CC (PP2014-175), Special Use and Design Review Permit with Environmental Review & Variance (PP2014-117)  
**Location:** 174, 186 & 190 Main Street, Watsonville, CA 95076  
**Purpose:** Special Use and Design Review Permit with Environmental Review to allow construction of a 4,278 sq. ft. 24 hour restaurant (McDonald's) with a Variance to allow the reduction in the driveway entrance from 200 feet to 160 feet from a signalized intersection for McDonald's.

The Text Amendment, Map Amendment, Special Use and Design Review Permit with Variance and Environmental Review Application (PP2014-117 & 175) requested by the applicant to allow the construction of a 4,278 sq. ft. 24 hour McDonald's restaurant with drive-through at 174, 186 and 190 Main Street, was reviewed by the City Council at a public hearing on September 23, 2014 and was conditionally approved by adoption of City Council Resolution No. \_\_\_\_\_ (CM) together with findings and conditions of approval attached hereto and made a part of this permit.

**CITY OF WATSONVILLE  
Planning Commission**

---

Marcela Tavantzis  
Community Development Director

**EXHIBIT**   G    
Page   1   of   1  

**ATTACHMENT 3**

**SEPTEMBER 2, 2014 PLANNING COMMISSION MEETING  
EXCERPT OF UNADOPTED MINUTES**

- 6.2 A PUBLIC HEARING TO CONSIDER RECOMMENDATION TO THE CITY COUNCIL ON APPLICATION (PP2014-175) FOR A REZONING FROM INSTITUTIONAL ZONING (N) TO CENTRAL COMMERCIAL (CC), FOR PARCEL (APN: 017-183-04) WITH CONSIDERATION OF A TEXT AMENDMENT TO (WMC 14-16.1104 (B)), FOR ALLOWANCE OF A DRIVE-THROUGH FACILITY WITH A USE PERMIT IN THE CC ZONE. ADDITIONALLY, CONSIDER RECOMMENDATION ON APPLICATION (PP2014-117), FOR A SPECIAL USE PERMIT WITH DESIGN REVIEW AND ENVIRONMENTAL REVIEW, TO CONSTRUCT A 4,278 SQ. FT. 24 HOUR FAST FOOD RESTAURANT WITH A DRIVE-THROUGH FACILITY (MCDONALD'S); INCLUDING A VARIANCE TO REDUCE THE DISTANCE OF THE DRIVE-THROUGH FACILITY FROM 200 FEET TO 160 FEET (WMC 14.41.100 (A) (2)), FROM A SIGNALIZED INTERSECTION SUBJECT TO CITY COUNCIL ACTION ON THE REZONING AND TEXT AMENDMENT, AT 174,186, AND 190 MAIN STREET (APNS: 017-183-04, 05, & 10), FILED BY CORE STATES GROUP, APPLICANT, ON BEHALF OF FRED ODA, LUPE BELTRAN AND THE CITY OF WATSONVILLE, PROPERTY OWNERS.**

**a) Staff Presentation**

The staff report was given by Principal Planner Keith Boyle. He indicated that this project will serve as the beginning of a transformation of the downtown. A historic inventory prepared by Anthony Kirk indicates the existing buildings do not have historic relevance due to major changes to the façade and current disrepair. The proposed drive-through meets all of the standards per the Watsonville Municipal Code (WMC) with the exception of distance from a signalized intersection and parking is consistent with the WMC requirements. Staff is recommending that applicants add a stone façade to the front exterior of the building. The applicants concur with this recommendation and have brought a sample. Environmental, historic, traffic and drainage studies were conducted to determine impacts and no significant impacts were found. The traffic study indicates that the additional traffic will not change the Level of Service (LOS) at Main Street and Riverside Drive beyond the current LOS. In 2010, the City adopted the Healthy Eating Options Ordinance that requires new restaurants to meet the minimum healthy options to obtain a building permit. The proposed project meets the criteria and therefore is consistent with the City's Healthy Eating Options Ordinance. Staff is recommending that the last sentence in Condition No. 17 be deleted since it is a carryover from another project and does not apply to this project. The applicants are requesting a modification to Condition No. 66 regarding the time of deliveries.

Commissioner Danna asked if he was traveling south on Main Street would he be able to make a left hand turn into McDonald's.

Mr. Boyle stated he could use the existing turn lane on Main Street.

Commissioner Jenkins asked if motorists will be able to turn left onto Main Street from McDonald's. He also asked if there would be one or two exit lanes on Main



## **UNADOPTED MINUTES**

Street from McDonalds. If not, he inquired about exploring the option of an additional turn lane.

Mr. Boyle stated that Assistant Public Works and Utilities Director/City Traffic Engineer Maria Esther Rodriguez were present to answer questions. The traffic study indicated motorists would be able to make safe movements. Staff felt comfortable not adding a Condition that would restrict motorists turning left during designated times. There is only one exit lane and it is not designated as a left turn lane only. He deferred discussion of adding a second turn lane to Ms. Rodriguez and the representatives from McDonald's.

### **b) Applicant Presentation**

Applicant Allison Hazen of Core States Group stated she is the Engineer and the representative for the Architect. She would like to discuss Condition No. 33 regarding the groundwater monitoring wells before a final decision is made.

Commissioner Jenkins asked her about having two exit turn lanes from McDonald's onto Main Street, one for turning left and one for turning right

Ms. Hazen replied that they would have to explore the preliminary design to make certain that they would be able to meet ADA accessibility but they are not opposed to discussing it.

Tia Guerrero, owner and operator of the two McDonald's restaurants in Watsonville introduced her son and business partner Martin Guerrero. She stated her organization has been in Watsonville for over 21 years. She currently has 139 employees and hopes to employ another 60 with the new proposed restaurant. Her restaurants provide good jobs, personal growth and advancement opportunities within the organization. She encourages her employees to advance their education and they pay for citizenship and English as a second language classes. Her restaurants provide healthy food options and they are a "Golden Carrot" recipient.

Martin Guerrero spoke about some of the energy-saving features that will be included in the new restaurant and they plan to seek LEED certification.

Commissioner Jenkins asked about the Cores State Corporation.

Ms. Hazen explained that they are a private land development consultant and a national firm.

Ms. Hazen stated that Margaret Trujillo, area construction manager, was also present to answer questions.

Commissioner Corley asked Ms. Hazen if her company considered solar.

Ms. Hazen replied yes they have; however, they find that the LED's are more consistent with usage. All the light fixtures they use have been approved by the McDonald's corporation and it helps with maintenance issues to have the same products in all the restaurants.



## **UNADOPTED MINUTES**

Commissioner Gonzalez asked Ms. Hazen if they considered having recharging units available for electric cars. He also expressed his concerns with the exiting lane on Main Street during peak hours and asked if the applicant would be willing to widen the exit.

Ms. Hazen replied they have not incorporated recharging units for electric cars at this time but when the need presents itself they will look at retrofitting. In order to widen the exit it would have to be expanded towards the intersection. They would have to be certain that ADA accessibility would not be compromised and site grading for flooding per FEMA would be met.

Ms. Trujillo stated they are willing to work with staff to accommodate this request. The compromise might be less parking.

Commissioner Gonzalez stated his other concern was the hours of deliveries effecting neighbors. He also asked how the exterior lighting would affect the adjacent residents.

Ms. Hazen stated they did an analysis of the site layout to accommodate the delivery trucks. The trucks will enter through Union Street and unload on the side of the restaurant before exiting onto Main Street. They have concerns with unloading deliveries after 7:00 a.m. and they do not want a conflict with their customers and delivery trucks. They want to minimize the amount of time the delivery service is occurring. They are requesting an amendment to the Condition. She stated they would be working with Mr. Boyle to adhere to all the perimeters regarding exterior lighting.

Commissioner Sarmiento asked about the traffic impact to Cabrillo College and to the residents on Grant and Maple Streets.

Ms. Hazen replied that the traffic analysis results indicated that the LOS would not increase to the intersections in the immediate area.

Commissioner Jenkins asked Ms. Guerrero if she had any concerns with widening the exit to accommodate a right turn lane

Secretary Tavantzis stated the current driveway width is 28 feet and she supports adding a right turn lane. Both engineers from the City and applicant can work it out and the compromise may be a lost parking space. She advised the Planning Commission to request that this be explored and modified including the potential loss of a parking space at the least possible impact.

Commissioner Corley stated he foresees issues with the left turn lane therefore he supports a no left hand turn lane.

Ms. Rodriguez replied that certain times of day it is not a problem; however, other times it is difficult. The current configuration of the existing buildings right up to the sidewalk impairs the motorist's visibility; however, the proposed configuration will provide more visibility.

Commissioner Corley asked about the "y" drive-through and the absence of outdoor seating.



## **UNADOPTED MINUTES**

Ms. Hazen stated the dual drive-through ordering system speeds up the food processing and helps customers get through the drive-through faster.

Ms. Trujillo stated it allows for more stacking of vehicles in the lane.

Ms. Hazen stated due to the configuration and size of the project there was not an appropriate place to put the outdoor seating.

Ms. Trujillo stated it was discussed but it could not be accommodated due to ADA compliance and required City standards.

Commissioner Corley asked about removing one of the drive-through lanes to accommodate the outdoor seating.

Ms. Trujillo stated the bike racks could be moved to another location to accommodate outdoor seating. This would be a better and more attractive option. She will work with staff to accommodate this request.

Commissioner Jenkins asked which level of LEED certification they are hoping to achieve.

Ms. Trujillo stated the project is currently in the preliminary stage so she cannot state at this time.

Commissioner Sarmiento acknowledged Ms. Guerrero's contributions to the community. She asked Ms. Guerrero if she would be willing to promote and educate the community about healthy food choices at a deeper level than what she is currently doing.

Ms. Guerrero replied yes and stated she was very supportive.

### **c) Public Hearing**

Chairperson Corley opened the Public Hearing.

William Hansen, business owner, commended Tila and Martin Guerrero and the McDonald's corporation for their investment in the downtown and supports the project.

Jorge Martinez, McDonald's employee, spoke about the efforts McDonald's has taken to educate their customers as well as the public about healthy food choices. Sales of salads and yogurt increase daily. More apple juice and milk is being sold with the "Happy Meals".

Hearing no further public comments, Chairperson Corley closed the Public Hearing.

### **d) Commission Discussion**

Commissioner Gonzalez if there will be a curb perimeter and fencing on the south side of the property near the residential area.



## **UNADOPTED MINUTES**

Ms. Hazen stated there will be a curb perimeter, fencing and landscaping along the property line.

Ms. Hazen requested the removal of Condition No. 33 regarding the ground monitoring wells. These wells are left over from a contamination that according to their Phase 2 Environmental Study has been remediated. The report suggested that these wells could be closed and no longer poses any environmental issues or nuisance.

Ms. Tavantzis stated as soon as they receive verification from Environmental Health that the wells are no longer needed. We are only maintaining them as required by Environmental Health.

Ms. Hazen requested a modification to Condition No. 66 regarding the time of deliveries.

Commissioner Corley stated he is concerned about noise for residents and would like to keep Condition No. 66 as it is.

The applicant, Commission and staff discussed Condition No. 66.

Commissioner Jenkins asked about solar panels.

Ms. Trujillo stated the roof cannot have solar panels due to the equipment.

Commissioner Castillo complimented Anthony Kirk on the historical inventory he prepared.

Commissioner Danna stated he received several phone calls in support of this project.

Mr. Boyle stated the project will be going to the City Council on September 23, 2014.

### **e) Motion:**

It was moved by Commissioner Danna, seconded by Commissioner Sarmiento, and carried by the following vote to adopt a resolution recommending that the City Council:

- Adopt an Ordinance Text Amendment to the CC zoning district (WMC Section (14-16.1104 (b)) to allow drive-throughs with a Special Use Permit.
- Adopt a Map Amendment Ordinance re-designating the property at 190 Main Street (APN: 017-183-04) from Institutional (N) to Central Commercial (CC).
- Adopt a Resolution approving the Special Use Permit with Design Review for the construction of a 4,278 sq. ft. fast food restaurant with a Variance (WMC Section 14-41.100 (a) (2)) to allow a drive-through within 160 feet from a signalized intersection.

Also including deleting the last sentence from Condition No. 17 and recommending that the applicant explore a dedicated right turn lane to the Main Street exit to prevent back-up on the site from motorists attempting to turn left onto Main Street.



**Condition No. 17:**

Three copies of the final landscape and irrigation plans must be submitted and approved by the Community Development Department. The landscape plans shall be coordinated with any bioswales throughout the project. The project shall utilize drought tolerant species, street trees, planter areas, common areas and public right-of-ways. All trees shall be a minimum size of 15 gallons with a minimum spread of four-to-five feet, and one inch caliper trunks. All of the street trees, and trees along the private driveway, shall be 24-inch box specimens. A minimum of 25% of the shrub material shall be a minimum five-gallon size. Automatic, low-flow irrigation systems shall be installed in all landscaped areas. Irrigation is to be programmed for night or early morning hours in order to minimize evaporation. The landscaping plan for all public areas shall be reviewed and approved by the Community and Parks and Recreation Departments for conformance with the Development Plans and this Condition. ~~Additional buffer trees shall be installed along the rear property line adjacent to the Sea View Ranch retaining wall. (CDD-P, PK)~~

AYES:	COMMISSIONERS:	Castillo, Danna, Gonzalez, Jenkins, Sarmiento, Corley
NOES:	COMMISSIONERS:	None
ABSENT:	COMMISSIONERS:	Gomez-Contreras

Mr. Boyle stated the project will be going to the City Council on September 23, 2014.

**7.0 REPORT OF SECRETARY**

Ms. Tavantzis stated the City Council heard the appeal of the Miramar on August 26, and unanimously voted to uphold the Planning Commission's decision. The Miramar's alcohol license has been revoked for one year.

The new owner of Popos Restaurant which is now Trejos is requesting an alcohol license which is coming before the Planning Commission at the October 7th meeting.

Commissioner Castillo asked if the cell phone applications have expired.

Ms. Tavantzis replied yes.

**8.0 ADJOURNMENT**

Chairperson Corley adjourned the meeting at 9:07 p.m. The next Planning Commission meeting is scheduled for Tuesday, October 7, 2014 at 4:30 p.m. in the City Council Chambers.

---

Marcela Tavantzis, Secretary  
Planning Commission

---

Marty Corley, Chairperson  
Planning Commission

