

City of Watsonville



Atkinson Lane

Specific Plan

Prepared For

City of Watsonville
Community Development Department

Prepared By



March 2009

Acknowledgements

City of Watsonville

City Council

- Manuel Quintero Bersamin, District 1
- Luis Alejo, District 2
- Antonio Rivas, District 3, Mayor
- Kimberly Petersen, District 4
- Greg Caput, District 5
- Emilio Martinez, District 6
- Dale Skillicorn, District 7, Mayor Protem

Planning Commission

- Laura Segura-Gallardo
- Betty Bobeda
- Rhea DeHart
- Daniel Dodge
- Dobie Jenkins
- Kenny Rumrill
- Raeid Farhat

Staff

- John Doughty, Community Development Director (former)
- Marcela Tavantzis, Interim Community Development Director
- Keith Boyle, Principal Planner
- Suzi Aratin, Senior Planner
- Marty Ackerman, Redevelopment and Housing Director
- Tom Sharp, Engineering Associate

County of Santa Cruz

Staff

- Tom Burns, Planning Director
- Glenda Hill, AICP, Policy Section Manager
- Todd Sexauer, Environmental Planner
- Sarah Neuse, Planner II

Technical Advisory Committee

City Appointees

Leilani Barnett, Property Owner Representative
Colleen Brunetti, Neighborhood Representatives
Rick Danna, Watsonville Board of Realtors
Edward Din, City Council Ex Officio
Doug Keegan, Pajaro Valley Unified School District
Jan Lindenthal, Housing Advocate, South County Housing
Kimberly Peterson, City Council Ex Officio
Joe Zorra, Neighborhood Representatives

County Appointees

Dorma Baker, Pajaro Valley Unified School District
Bob Culbertson, Watsonville Wetlands Watch
Lawrence Lamb, Atkinson Area Property Owner
Owen Lawlor, Property Owner Representative
Carol Keeney, Housing Advocate
James Nagamine, Santa Cruz Farm Bureau
Ellen Pirie, County Supervisor
Edward Van Valkenburgh, Labor Representative

Consultants

RBF Consulting

Bill Wiseman, Vice President
Frederik Venter, Senior Transportation Planner
Erika Spencer, Senior Planner
Aaron Ackerman, Urban Designer

Pyatok Architects, Inc.

Peter Waller, Principal
Theresa Ballard Dias, Associate

Table of Contents

Acknowledgements

1.0 Introduction

1.1	Project Overview	1-3
1.2	Background	1-5
1.3	Guiding Principles	1-10
1.4	Specific Plan Purpose and Authorization	1-12
1.5	CEQA Compliance	1-14
1.6	Relationship to Existing Plans and Policies	1-15

2.0 Context and Setting

2.1	Planning Area	2-3
2.2	Existing Zoning and General Plan Land Use Designations	2-5
2.3	Existing and Surrounding Land Uses	2-5
2.4	Analysis of Planning Area	2-10
2.5	Existing Circulation	2-12
2.6	Existing Utilities	2-14
2.7	Public Services	2-18

3.0 Land Use Plan

3.1	Land Use Plan	3-3
3.2	Project Phasing	3-12
3.3	Development Standards	3-15
3.4	Residential Land Use Districts	3-16
3.5	Design Guidelines	3-30

4.0 Circulation Plan

4.1	Internal Circulation	4-3
4.2	Off-Site Improvements	4-19

5.0 Infrastructure and Finance Plan

5.1	Plan for Public Services	5-3
5.2	Financing Plan	5-14

6.0 Administration

6.1	Administration	6-3
6.2	Purpose and Intent	6-5
6.3	Maintenance and Operations	6-5
6.4	Amendments to the Specific Plan	6-5
6.5	Development Review Process	6-6
6.6	Implementation	6-8

References

Appendices

- A.** Economic Analysis of the Proposed Atkinson Lane Specific Plan Project, Applied Development Economic, December 2008 (will provide under separate cover).
- B.** Excerpts from Watsonville Livable Community Residential Design Guidelines

List of Figures

- Figure 1-1: Planning Area and Property Ownership
- Figure 1-2: Jurisdictional Boundaries
- Figure 2-1: Existing Circulation
- Figure 2-2: Zoning
- Figure 2-3: Santa Cruz County General Plan Land Use
- Figure 2-4: City of Watsonville General Plan Land Use
- Figure 2-5: Existing Site Characteristics
- Figure 2-6: Existing Water and Sewer Mains
- Figure 2-7: Existing Site Drainage
- Figure 3-1: Proposed Land Use Plan
- Figure 3-2: Phasing Plan
- Figure 4-1: Planning Area Access and Internal Circulation
- Figure 4-2: Off-Site Improvements
- Figure 5-1: Conceptual Water and Sewer Plan
- Figure 5-2: Conceptual Stormwater Plan - Phase I
- Figure 5-3: Conceptual Stormwater Plan - Project Build-Out

List of Tables

- Table 3-1: Affordable Housing Requirements
- Table 3-2: Land Use Summary
- Table 3-3: Phasing Build-Out
- Table 3-4: R-LD Development Standards
- Table 3-5: R-MD Development Standards
- Table 3-6: R-HD Development Standards
- Table 4-1: Appropriate Street Trees
- Table 5-1: Summary of Infrastructure Cost by Phase
- Table 5-2: Summary of Development Impact Fees
- Table 5-3: Project Fiscal Impacts
- Table 5-4: Financing Mechanisms

1

Introduction



This page intentionally left blank.

1.0 Introduction

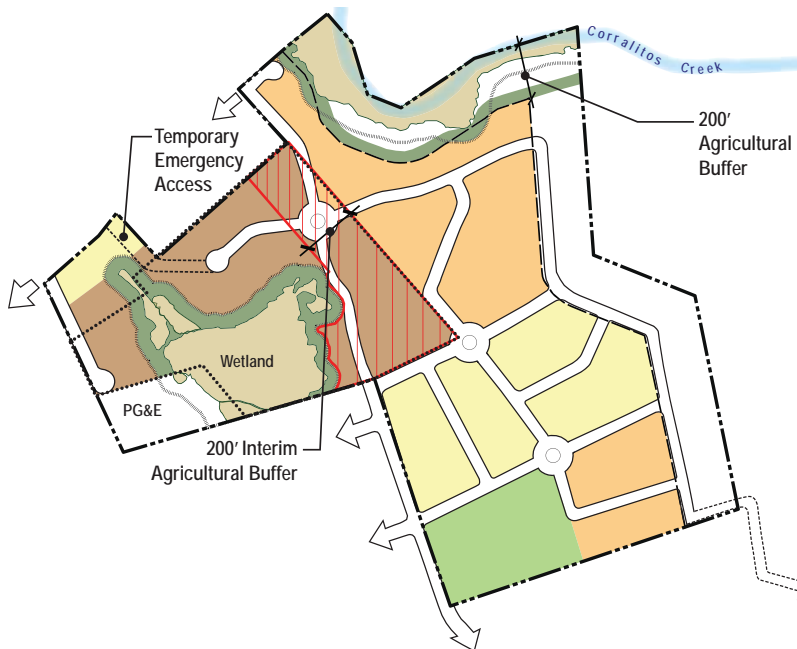
The Atkinson Lane Specific Plan (hereinafter, “Plan”) addresses the use and development of a 65.8 acre site (hereinafter, “Planning Area”) consisting of 11 parcels (see Figure 1-1: Planning Area & Property Ownership). With the exception of three parcels located within the City of Watsonville, the Planning Area is located in Santa Cruz County (hereinafter, “County”) adjacent to the Watsonville City limits, south of Corralitos Creek, and east of Freedom Boulevard.

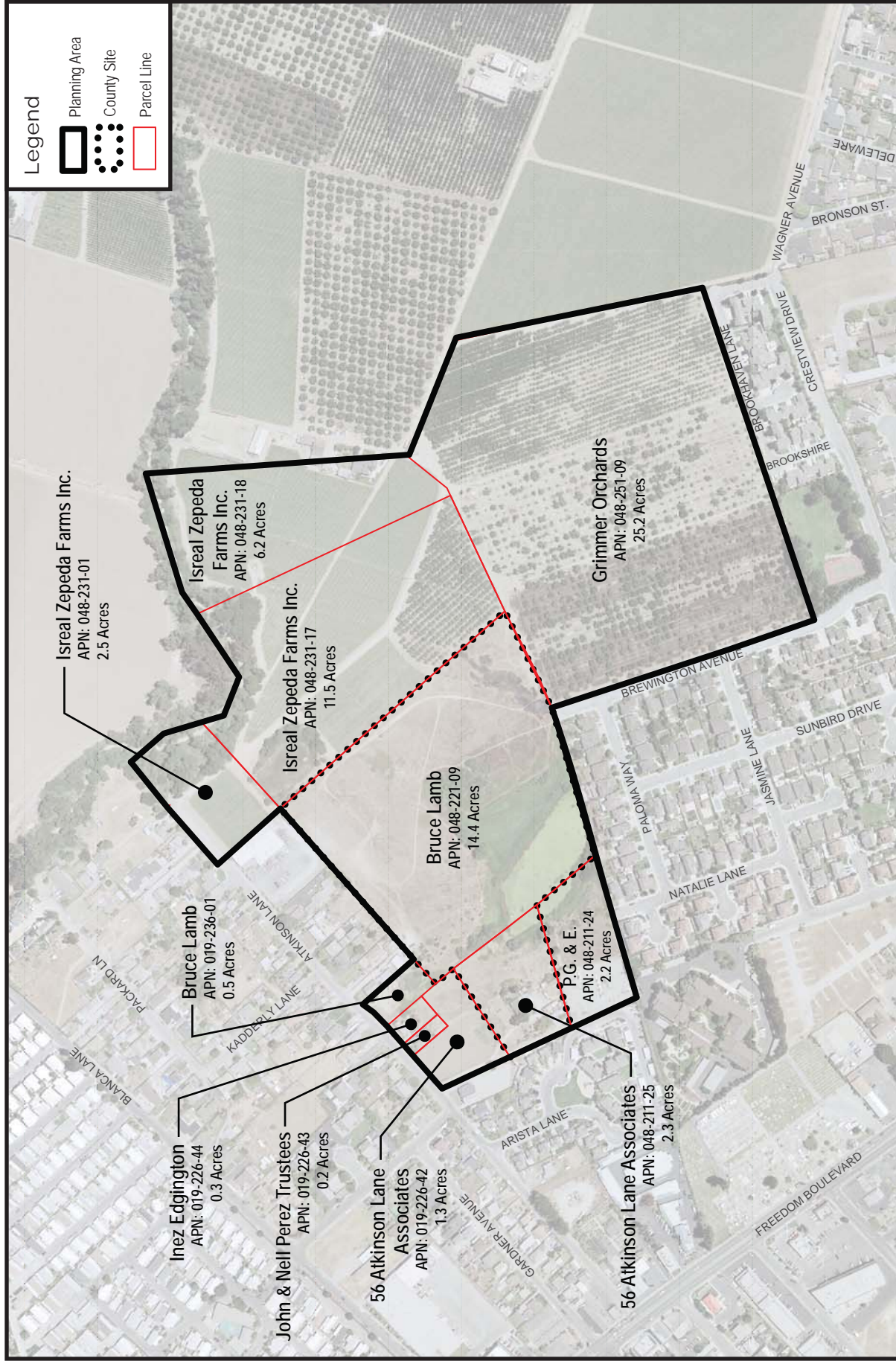
The intent of the Plan is twofold: 1) To facilitate the County requirements of a Planned Unit Development to enable rezoning and development of a portion of the Planning Area by the County; and 2) To fulfill the state requirements of a Specific Plan to enable development of the balance of the Planning Area by the City of Watsonville (hereinafter, “City”) after approval of its annexation to the City by the Local Agency Formation Commission of Santa Cruz County (LAFCO).

1.1 Project Overview

The proposed Plan comprises various densities of affordable, market rate, and rental residential uses, including high, medium, and low densities. To serve its new residents, the Plan includes the dedication of a neighborhood park as an expansion of the existing Crestview Park. The Plan also includes a riparian area and a riparian buffer adjacent to Corralitos Creek, the preservation of an existing wetland and incorporation of a wetland buffer. An agricultural buffer located on the eastern boundary of the planning area adjacent to the existing agricultural fields is also included in the Plan.

To facilitate the additional infrastructure needs generated by the project, the Plan includes a complete infrastructure design, including roadways, water, sewer and stormwater that will tie into the existing City infrastructure system. The Plan also includes phasing and financing strategies to ensure orderly construction of the project.





Source: City of Watsonville (2008)



ATKINSON LANE SPECIFIC PLAN
Planning Area & Property Ownership

Figure 1-1

1.2 Background

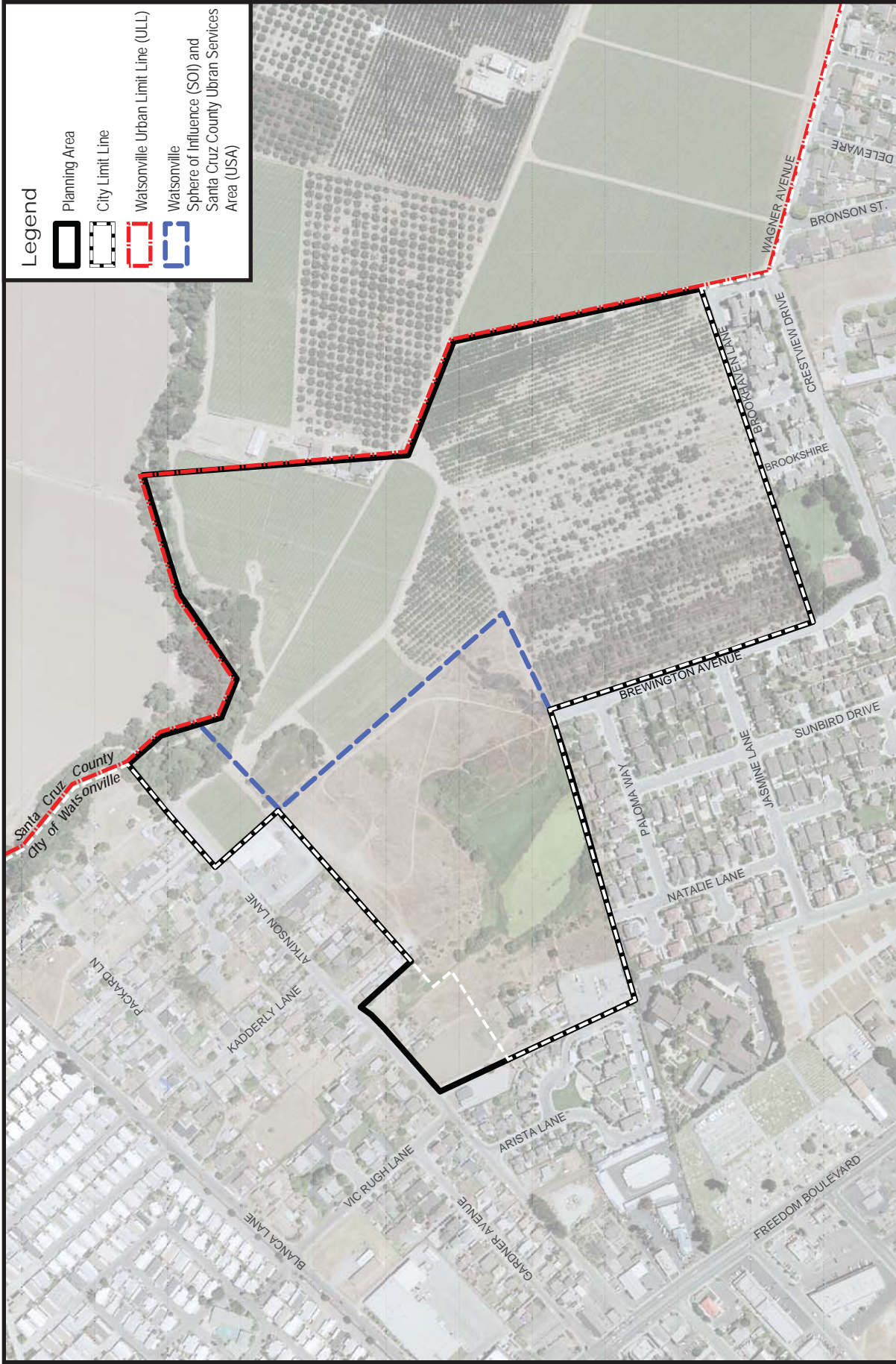
In 2002, the residents of the City approved voter initiative Measure U, the “Watsonville Urban Limit Line and Development Timing Initiative,” formulated by Action Pajaro Valley. By defining a new Urban Limit Line (ULL) area, Measure U was designed to protect commercial agriculture lands and environmentally sensitive areas while providing the means for the City to address housing and jobs needs for the next 20 to 25 years (see Figure 1-2: Jurisdictional Boundaries).

The Measure U-designated ULL allows the planning and development of Future Growth Areas, including the Planning Area. Specifically, Measure U calls for:

1. Annexation of the Planning Area to the City following adoption of a Specific Plan;
2. No development to be allowed by the City in the Atkinson Lane area before January 1, 2010; and,
3. A minimum 50-percent of the units to be affordable work force housing.

The City’s certified 2002-2007 Housing Element does not include the Measure U Future Growth Areas. Instead, these areas are expected to accommodate future housing element cycles to be undertaken during the 20-25 year lifespan of Measure U.





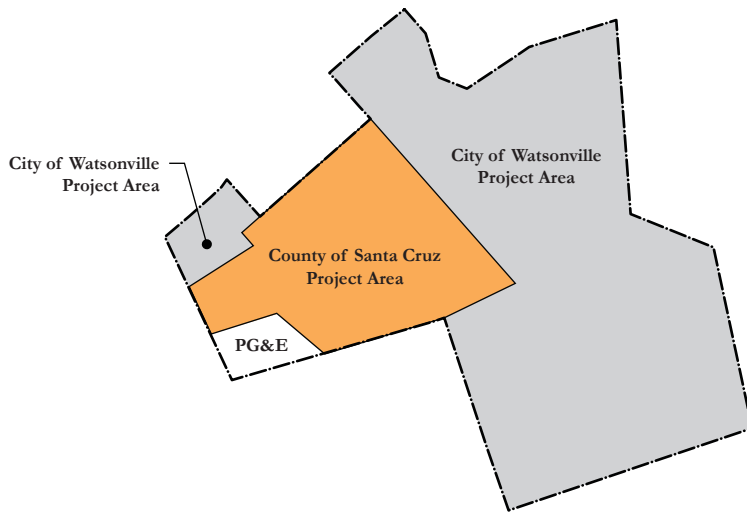
Source: City of Watsonville (2007)



ATKINSON LANE SPECIFIC PLAN

Jurisdictional Boundaries

Figure 1-2



In October 2006, the County of Santa Cruz Board of Supervisors (BOS) held a public hearing to consider issues relating to certification of the County’s 2002-2007 Housing Element. The State Department of Housing and Community Development (HCD) required that the County identify additional acreage for high-density zoning to provide more affordable housing opportunities to meet their fair share allocations.

In November 2006, the BOS approved a list of potential development sites, which was subsequently submitted to HCD along with the Housing Element. The list included an approximately 16-acre portion of the Atkinson Lane Future Growth Area, hereinafter referred to as the “County Site”

In December of 2006, HCD conditionally certified the County of Santa Cruz 2002-2007 Housing Element. This conditional certification required that the acreage identified for affordable housing, including the County Site, be re-zoned to allow 20 dwelling units per acre by June 2009.

Memorandum of Understanding

On June 12, 2007, the City and County entered into a Memorandum of Understanding (MOU) to address a mutual interest in jointly planning for the development of the Atkinson Lane Area. The MOU addresses the County’s requirement to rezone 10 acres of the 16-acre County Site to allow a residential density of 20-units per acre to achieve the housing allocation goal as required by the County Housing Element. The MOU also fulfills the City’s Housing Element requirement to provide housing capacity to address its projected needs for the next 15+ years.

The MOU outlines an approach whereby the City and County work together to create a development plan for the Planning Area that addresses roadway layout, housing types and affordability restrictions, parks and schools, infrastructure financing, neighborhood concerns, protection of environmental resources, and specific development guidelines. To fulfill the future housing needs and time restrictions of both the City and County as outlined above, this development plan serves as both a Specific Plan for implementation by the City and a Planned Unit Development for implementation by the County.

The MOU sets forth the following goals for the Plan:

1. The Planning Area is not to exceed a total of 600 residential units.
2. The County Site, comprising approximately 16 gross acres of land area, is proposed to include 200 multi-family units with a mix of rental and “for sale” units at a minimum density of 20 units/acre. Units will accommodate a range of income levels – from very low to moderate to market rate – with the goal of 80 percent of the units being deed restricted with long-term affordability covenants. Affordability rental unit pricing is to be based upon Watsonville’s median income, while ownership unit pricing shall be based upon the County’s median income.
3. The Plan is to include a mix of housing units both for income levels – from very low to market rate housing – and for housing types – including both rental and ownership housing.
4. The Plan is to be developed with input from a wide range of community interests to ensure that the future development addresses diverse, long-term community needs, while integrating with the surrounding neighborhoods.
5. Environmental impacts are to be thoroughly addressed in an Environmental Impact Report (EIR), which is to meet the regulatory needs of both the City and County as the various aspects of land use approvals occur in the future for the Planning Area.
6. The City and County are required to develop a mutually agreeable plan for jointly financing required infrastructure to serve the Planning Area and surrounding neighborhood.



Technical Advisory Committee

In January 2008, upon initiation of the preparation of the Plan, the City Council and the BOS appointed a 17 member Technical Advisory Committee (TAC) to provide technical assistance in the formulation of the Plan. The TAC consisted of 12 voting members and five ex-officio members representing a variety of stakeholder groups and interests. The TAC met with City and County staff, consultants, and members of the public to review the progress of the Plan and provide guidance at key stages of development.



One of the major issues addressed by the TAC was whether the Planning Area should accommodate a new elementary school. The Pajaro Valley Unified School District (PVUSD) was represented on the TAC and formed a subcommittee that included staff from the City of Watsonville and the County of Santa Cruz. The purpose of the subcommittee was to address the impacts of the Plan on the PVUSD and provide a thorough level of analysis to determine whether the Planning Area is an appropriate location for a school. The subcommittee concluded that the Planning Area is not large enough to accommodate a school and will not produce enough students to itself merit the construction of a new elementary school. Therefore, no school is proposed on the Planning Area. However, it should be noted that the PVUSD does face a deficit of space for school aged children and both the City of Watsonville and the County of Santa Cruz will continue to work cooperatively with the PVUSD to find suitable locations for future school facilities.

Another issue addressed by the TAC was whether the Planning Area should include commercial land uses. The Guiding Principles directed that the planning process for the Planning Area analyze the feasibility for including a commercial component in the Plan. In February 2008, Applied Development Economics conducted a preliminary retail spending analysis in the Atkinson Lane primary market to determine the amount of commercial acreage that could be supported if included in the Specific Plan. The study examined income levels and spending patterns in the primary market area and the new units likely to be developed within the Planning Area. The study concluded that the Plan could accommodate approximately three acres of neighborhood commercial land use for services such as apparel, general merchandise, specialty retail, food related retail, and some select personal services.

However, given the constraints of the Planning Area, the requirement to achieve a particular housing density and mix of housing types, and the Planning Area's proximity to the Freedom retail corridor, the TAC determined that a three-acre retail component would further constrain the Planning Area and add to the challenge of meeting the project objectives. Further, the commercial site would have added vehicle trips into the neighborhood, thereby further aggravating one of the primary concerns of the existing surrounding neighborhood.

1.3 Guiding Principles

The TAC adopted the following Guiding Principles to define the TAC's vision for the future development of the Planning Area. These Guiding Principles provided direction during the planning process and helped ensure the development of a Plan that addresses the goals of the MOU, the Stakeholders and the broader community. Categories of the Guiding Principles include internal circulation, external circulation, site design and character, site design constraints, environmental stewardship and sustainability, and economic feasibility.

Site Design & Character

- Balance residential densities throughout the Planning Area to create a consistent and unified character that is responsive to adjacent neighborhoods and land uses.
- Utilize quality design features and amenities that incorporate a variety of building materials, are varied in their massing, scale and articulation, and reinforce Watsonville's overall community character.
- Orient buildings and associated improvements to minimize noise, light, glare, and other visual impacts to adjacent residential neighborhoods.
- Encourage design treatments that enhance the attractiveness of the public areas such as streetscapes, neighborhood and public gathering areas, landscaped areas, and open space.
- Incorporate Crime Prevention Through Environmental Design (CPTED) features as part of site planning and design to help minimize potential impacts from crime.
- Incorporate a neighborhood and/or community park on the Planning Area that serves as an amenity, not just for the development, but also for adjacent neighborhoods.
- If demand warrants, explore the feasibility of locating a school on or adjacent to the Planning Area.

Internal Circulation

- Provide a network of pedestrian and bicycle pathways that connect with current and future planned pathways and trails.
- Provide vehicular roadway connections through the Planning Area that connect to existing surrounding neighborhoods.
- Incorporate on-street parking to reduce traffic speeds and create a safer environment for the community.
- Locate and screen parking areas to minimize their visual impact from streets and surrounding neighborhoods.

External Circulation

- Consider circulation alternatives that minimize negative impacts on adjacent residential streets and intersections and provide safe and efficient access to the Planning Area to the greatest extent feasible.
- Provide vehicle access points to the Planning Area from existing neighborhood City streets to diffuse traffic volumes and help minimize traffic impacts on any one particular neighborhood.
- Consider circulation alternatives that extend the adjacent street system into the Planning Area to continue the existing adjacent neighborhood grid pattern.
- Consider circulation improvements along Wagner Avenue that balance improvement costs and neighborhood impacts.

Economic Feasibility

- Strive to phase the project to balance the economic and environmental interests of landowners, the City, the County, and adjacent land uses.
- Develop a Plan that is proportionally equitable and fair for all property owners.
- Develop an infrastructure plan for the Planning Area that is efficient and strives to reduce infrastructure expenses, where feasible.
- Develop a financing plan that reduces the financial burden of the project on the City.

Site Design Constraints

- Incorporate appropriate buffers that adequately protect sensitive natural features and amenities.
- Allow low-intensity land uses and activities (i.e. parking lots, roadways, trails, open space) within the agricultural buffer.
- Continue to explore relocation and/or undergrounding of the power line. If relocation of the power line is not feasible, then identify a buffer area appropriate for the electromagnetic field of the power line and allow low-intensity land uses and activities (i.e. parking lots, roadways, trails, open space) within the buffer.
- Utilize the Pacific Gas and Electric (PG&E) parcel to the extent feasible to accommodate necessary linkages through the Planning Area.

Environmental Stewardship & Sustainability

- Design a residential neighborhood that is integrated with and environmentally responsive to the natural features and land form. Utilize natural features such as the wetlands, oak trees, knolls, and Corralitos Creek as amenities of the Planning Area design.
- Incorporate energy-efficient building siting standards and maximize opportunities for passive solar exposure.
- Incorporate Low Impact Development (LID) standards into the Plan to reduce and retain stormwater runoff.
- Incorporate the use of native plant species, particularly adjacent to important natural features such as the wetlands and Corralitos Creek.
- Incorporate water conservation devices, including low-flow water fixtures, recycled water infrastructure for common landscaping, drip irrigation, and drought tolerant landscaping.
- Place and design outdoor lighting around buildings, in parking lots, and along streets to prevent excessive “spillover” glare into residential adjacent areas and minimize night sky illumination.

1.4 Specific Plan Purpose & Authorization

Specific Plan

This document will be implemented by the City as a Specific Plan. California Government Code Sections 65450 to 65456 authorizes preparation of specific plans to implement a jurisdiction's General Plan. The Specific Plan is intended to establish development standards for both the County and the City portions of the Planning Area. The standards will supersede existing standards if conflicts should arise.

At a minimum, a specific plan must contain the following information:

1. The distribution, location and extent of the uses of land including open space within the area covered by the specific plan.
2. The proposed distribution, location, and extent of major components of public and private transportation, sewage, water drainage, waste disposal, energy, and other essential facilities needed to support the land uses proposed in the specific plan.
3. Standards and Criteria by which development will proceed and standards of conservation, development, and utilization of natural resources.
4. A program of implementation measures including development regulation, capital improvements, public works projects, and financing measures.
5. A statement of the relationship of the specific plan to the general plan.

County of Santa Cruz Planned Unit Development

This document serves as the primary component of a Planned Unit Development to fulfill the requirements of the Santa Cruz County Code Sections 13.10.477 Regional Housing Need Combining District and 18.10.180 Planned Unit Developments (“PUDs”), thereby fulfilling the County’s obligation to its Housing Element Certification Condition. The purpose of the PUD is to define interior circulation patterns, exterior site access, fire access to all parcels, infrastructure improvements, common area location, and amenities for the County Site (Figure 1).

The ultimate PUD will provide a level of detail to enable the County Site to be developed by-right, in that the use and density for the site are not discretionary following BOS approval. Similarly, the CEQA analysis addresses the rezone of the County Site to Regional Housing Need Combining District as well as consistency of future development with the PUD. No further environmental review would be necessary for future development consistent with the PUD, except for development projects requiring approval of a tentative map.

A Planned Unit Development permit outlining site specific Development Standards and any CEQA mitigation measures will be adopted, in accordance with County Code Section 18.10.180 at the time the site is rezoned. Upon approval of a PUD Permit, the BOS must make the following findings, as listed in Section 18.10.230 and 18.10.183:

- That the proposed location of the uses are in accordance with the objectives of the County Code and the purposes of the district in which the site is located;
- That the proposed location of the Planned Unit Development and the conditions under which it would be operated or maintained will not be detrimental to the public’s health, safety or welfare, or materially injurious to properties or improvements in the vicinity;
- That the proposed Planned Unit Development will comply with each of the applicable provisions of this Chapter;

- That the standards of dwelling unit density, site area and dimensions, site coverage, yard spaces, heights of structures, distances between off-street loading facilities and landscaped areas will produce a development that is compatible with and integrated into the surrounding built and natural environment consistent with the objectives of the County Code;
- That the standards of dwelling unit density, site coverage, yard spaces, heights of structures, distances between structures, off-street parking, and off-street loading facilities will be such that the development will not generate more traffic than the streets in the vicinity can carry and will not overload utilities;
- That the combination of different dwelling and/or structure types and the variety of land uses in the development will complement each other and will harmonize with existing and proposed land uses, structures, and the natural environment in the vicinity;
- That the degree of departure from the required development and density standards is roughly proportional to the benefits provided to the neighborhood and/or the community in which the Planned Unit Development is located; and,
- That the proposed development is consistent with the General Plan/Local Coastal Program Land Use Plan. (Ord. 4752 § 3, 11/25/03)

1.5 CEQA Compliance

In accordance with the California Environmental Quality Act (CEQA), an (EIR) has been prepared to analyze the environmental impacts associated with adoption and implementation of the Specific Plan-PUD. The EIR will be used by the County to fulfill their CEQA requirements for the rezoning of the County Site and adoption of the PUD. The EIR will also be used by the City during their respective annexation, land use, development review, and approval processes for build-out of the City Site. The EIR identifies project impacts and mitigation measures relating to the build-out of the Planning Area. It also specifies which impacts and mitigation measures apply to the County Site, which do not apply to the County Site, and which apply throughout the Planning Area.

1.6 Relationship to Existing Plans & Policies

City of Watsonville Plans & Policies

Watsonville Vista 2030 General Plan

The Watsonville Vista 2030 General Plan is the most recent General Plan that has been prepared by the City of Watsonville. Because of legal challenges, however, the Atkinson Lane Specific Plan will follow the goals, policies, and programs of the City of Watsonville General Plan (2005), described below.

City of Watsonville General Plan (2005)

The Watsonville General Plan was adopted by the City Council in May of 1994. The Watsonville General Plan provides goals, policies, and programs that shape the City's future growth while fostering the core values of the residents of Watsonville. Amendment #16 of the Watsonville General Plan incorporated the voter approved Measure U Urban Limit Line and established urban development limits for the site.

The Watsonville General Plan expresses the City's comprehensive view of its future and how it will achieve the delicate balance of housing a growing population, stimulating job growth, protecting important agricultural resources and farmland, and safeguarding significant environmental land and open space. The General Plan is a tool that directs the costs and benefits associated with community development, and mitigates the effects of development on the existing community.

The Watsonville General Plan designates the Planning Area as a Specific Plan Area; one of three main future growth areas in the City. With the exception of an approximately 2.3 acre portion fronting Atkinson Lane, the entire Planning Area is located outside of the City Limits and a portion is located within the City's Sphere of Influence.

City of Watsonville Municipal Code

The Watsonville Municipal Code consists of all regulatory, penal, and administrative laws of general application of the City of Watsonville. Development of the Atkinson Lane Specific Plan area will be subject to the laws set forth by the Watsonville Municipal Code. The Code consists of 14 titles, 7 of which will be more significant to development of the Specific Plan. These include Public Works (Title 7), Building Regulations (Title 8), Planning and Zoning (Title 9), Public Parks, Playgrounds and Recreation Facilities (Title 10), Local Improvement Procedure Code (Title 12), Subdivision and Maps (Title 13), and Zoning (Title 14).

Watsonville Green Building Code

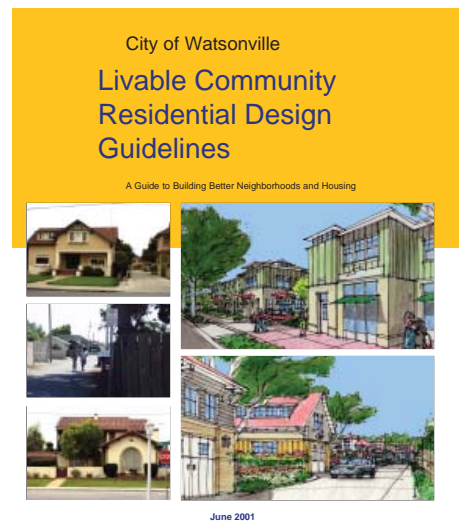
Adopted in 2008, the Watsonville Green Building Code is intended to help promote the environmental sustainability of natural resources and improvement of the interior environment by efficiently redirecting the use of recyclable materials away from landfills, by introducing recycled-content and materials created with a low embodied energy materials in construction, and by reducing the energy consumption needs of structures by making use of efficient construction methods. The Code requires persons constructing a new building, adding to, or substantially remodeling an existing building in the City of Watsonville to participate in the Watsonville Green Building Program by including various sustainable techniques into the project design.

Watsonville Livable Community Residential Design Guidelines

In 2002, the Watsonville City Council adopted the Watsonville Livable Community Residential Design Guidelines (Guidelines), which served as a basis for developing the Design Guidelines for the Plan.

The document is designed to respond to the growing housing needs of Watsonville's residents. The Guidelines express the City's objective to develop more housing in a way that conserves the desirable characteristics of established neighborhoods, while improving new and evolving neighborhoods. They emphasize development patterns that reduce trips by recommending design principles to integrate housing with transit and work opportunities.

Based on seven neighborhood and architectural design principles, the Guidelines provide a framework of neighborhood and design criteria for shaping residential development in Watsonville. The Guidelines indicate that new housing should 1) connect to the community, 2) use block patterns that are similar to Watsonville's traditional neighborhoods, 3) avoid flood and wetland areas, and 4) fully integrate parks and community facilities where appropriate.





City of Watsonville Bicycle Plan

The 1998 Watsonville Bicycle Plan is designed to consolidate all bicycle-related plans and projects that are identified in the General Plan, Santa Cruz County Regional Transportation Plan, the Congestion Management Plan, and other local documents. The Bicycle Plan implements relevant Circulation Element programs as well as other regional plans. The Bicycle Plan is intended to aid the City and Transportation Planners in selecting and implementing bicycle improvements with the goal of increasing bicycle commuting.



City of Watsonville Parks and Open Space Master Plan

The Watsonville City Council approved the Watsonville Parks and Open Space Master Plan in 1991. The Parks and Open Space Master Plan addresses the need to provide recreational opportunities within the City, as well as to coordinate park acquisition, development, and management with other agencies and private developers. The Parks and Open Space Master Plan serves as a blueprint for park planning and development over a 20-year period.

The Plan will address applicable Parks and Open Space Master Plan policies, implementation measures, and design requirements.

City of Watsonville Urban Water Management Plan 2005

The California Urban Water Management Planning Act (CUWMPA) mandates that every supplier providing water to more than 3,000 customers prepare an Urban Water Management Plan (UWMP), the primary objective of which is to plan for the conservation and efficient use of water. The UWMP is reviewed every five years and must be adopted after public review and hearing.

The Watsonville UWMP was adopted by the Watsonville City Council in 2001. The UWMP includes all information necessary to meet the requirements of the CUWMPA including the identification of existing water supply sources, water deficiencies, existing and future water supply and demand, and water management measures.

Affordable Housing Ordinance of the City of Watsonville

The intent of the Affordable Housing Ordinance is to maintain an affordable housing requirement that implements the City’s General Plan policies guiding land use and housing development. This ordinance requires that housing developments of certain numbers of units and/or lots shall dedicate a percentage of units as affordable for-sale or rental. Development in the Atkinson Lane Specific Plan Area will be subject to this ordinance. See Chapter 3: Development Plan for further information.



City of Watsonville Stormwater Management Plan (2008)

The City is required to implement a stormwater management plan for development planning based on Federal Phase II storm water regulations, Section 402 (p) of the Clean Water Act, and the California Water Code. The Storm water Management Plan establishes a framework for regulating storm water discharges from municipal, industrial, and construction activities.

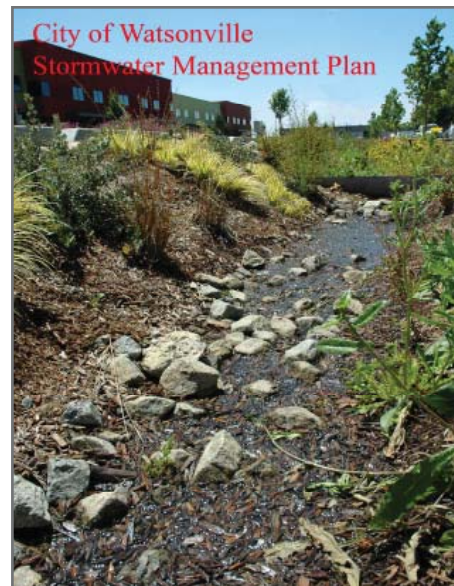
This document provides stormwater land Development Standards intended to reduce storm water pollution from new development and redevelopment projects. The standards also include a list of required Best Management Practices (BMPs).

City of Watsonville Agricultural Buffer Policy

The purpose of the City's Agricultural Buffer Policy is to assist in the preservation of agriculture uses on Santa Cruz County Commercial Agriculture (CA) Zoned lands adjacent to the City's urban growth boundary and to address urban/ agriculture conflicts by providing buffers between certain urban uses and agriculture activities. The agricultural buffer should effectively mitigate sound, visual impacts, and trespassing from adjacent urban uses. The buffer is not intended to prevent trespass of pesticides or other agricultural related substances.

The City's policy requires an agriculture buffer of not less than 200 lineal feet, located entirely within the urban area, and not on any portion of the County CA-zoned lands. The policy also requires preparation of an Agriculture Buffer Report that specifies fencing/ wall requirements at the boundary, vegetative buffering, signage, long-term maintenance and other related design considerations, to minimize potential land-use conflicts. The buffer is required to include mitigations for sound, sight, trespassing, and/or other urban/agricultural conflicts, such as fencing, mounding, natural buffers, and/or extensive landscaping.

Other than fencing, regional drainage facilities, and underground utilities, only landscape and related non-accessible open space components are allowed within the first 150 feet of the buffer. Within the remaining 50 feet of buffer, the policy allows the location of public streets, storm-drainage improvements, and pedestrian and bicycle trails adjacent to the development area.



County of Santa Cruz Plans and Policies

County of Santa Cruz 1994 General Plan and Local Coastal Program

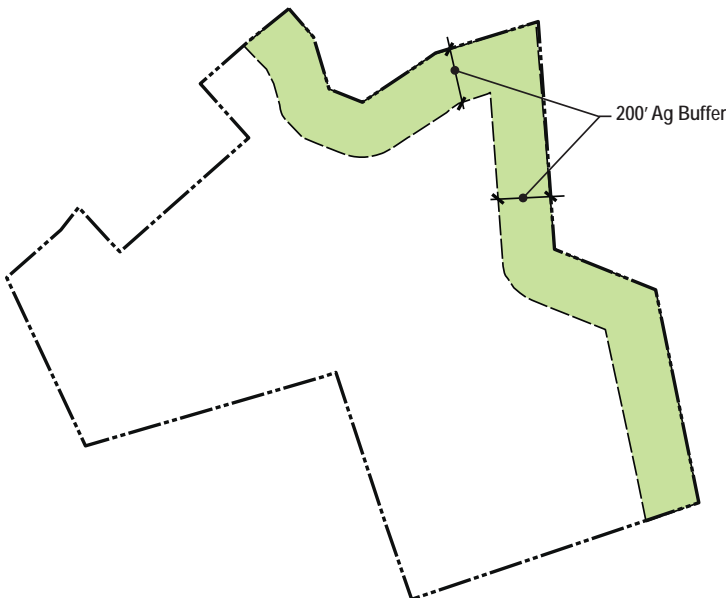
The County of Santa Cruz General Plan and Local Coastal Program (Santa Cruz County General Plan) was adopted by the Board of Supervisors in May of 1994 and certified by the California Coastal Commission in December of 1994. The document provides a set of policies and programs to guide future growth and development in a manner consistent with the goals and quality of life desired by the Santa Cruz County citizens. The policies in the Santa Cruz County General Plan become the basis for all decisions related to the use of land and development within the County. The Santa Cruz County General Plan states that it serves two functions: as a regulatory framework against which all proposed development is measured; and as a vision statement for the desired future of the County.

Santa Cruz County Code

The County Site is subject to the Santa Cruz County Code Title 13, "Planning and Zoning Regulations" and will be processed as a "Planned Unit Development" under Section 18.10.180. Under the Zoning Regulations, the County Site is zoned Single-Family Residential (R-1) and will require rezoning to Multi-Family Residential (RM) and "Regional Housing Need Combining District."

County of Santa Cruz Agriculture Buffer Policy

Santa Cruz County Policy 5.13.24 requires agricultural buffers to reduce potential land use conflicts. The width of each buffer is assumed to be 200 feet measured from the property line, but can be reduced on a case-by-case basis with Agricultural Policy Advisory Commission review and approval. The policy restricts land uses within the agricultural buffer, such as habitable structures and "intense human activity."



This page intentionally left blank.

2

Context & Setting



This page intentionally left blank.

2.0 Context & Setting

This chapter summarizes the Opportunities and Constraints Evaluation that was prepared for the Planning Area.

2.1 Planning Area

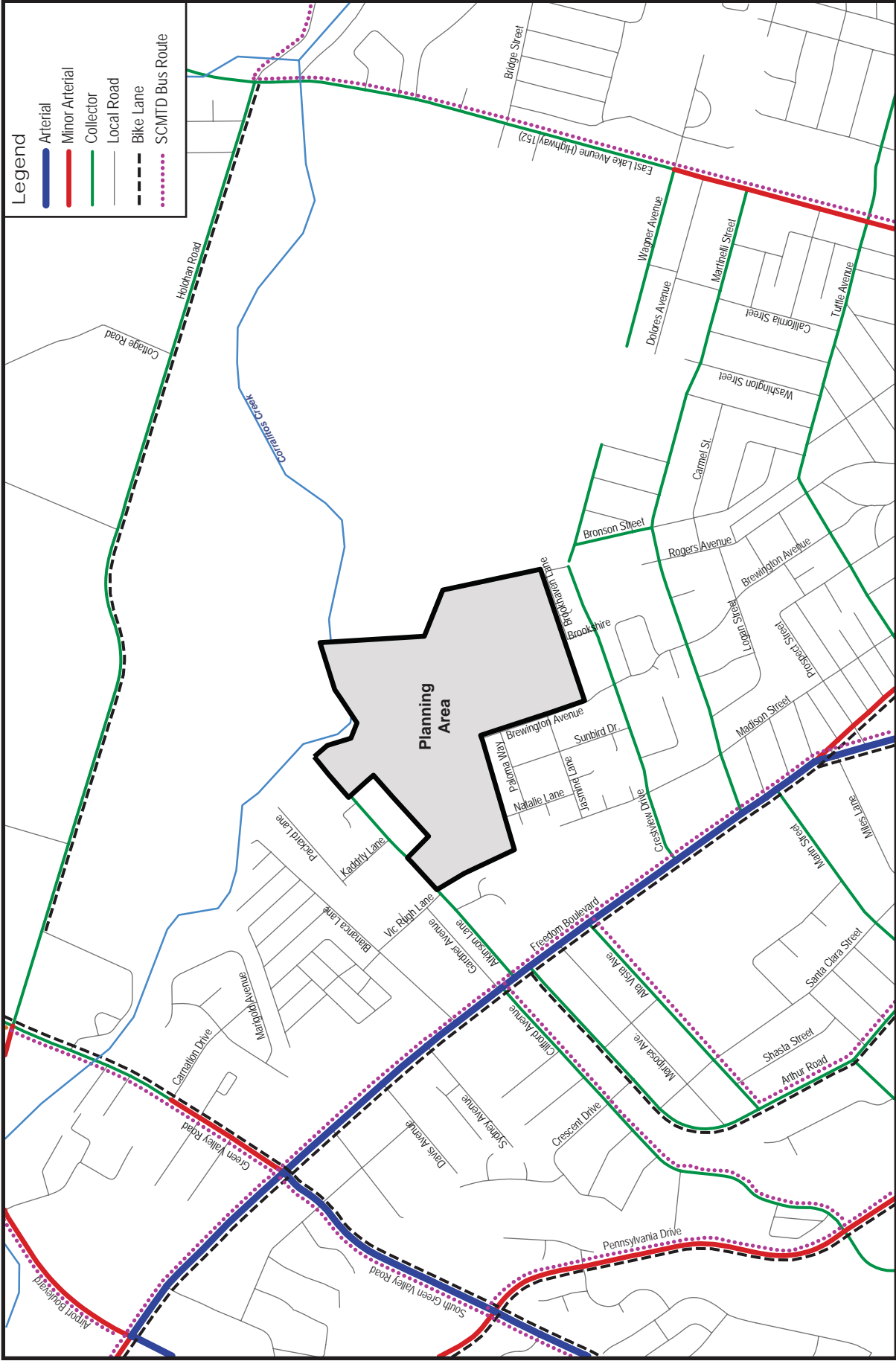
The Planning Area is located in Santa Cruz County adjacent to the Watsonville City Limits. As part of the broader Monterey Bay Area, the region is an important agricultural center and tourist destination. Watsonville is considered the center of the Pajaro Valley, an important agricultural and environmental region that extends south and east and includes much of the watershed of the lower Pajaro River.

Santa Cruz County is located between the San Francisco Bay Area and the Monterey Peninsula. The City of Watsonville is located within Santa Cruz County at its southern border, 12 miles south of the City of Santa Cruz and 26 miles north of the City of Monterey. Regionally, the City is 45 minutes from San Jose via Highway 17, and 30 minutes from Gilroy and Highway 101 via Highways 152 and 129.

The Planning Area is located on the eastern edge of the City Limits, south of Corralitos Creek and east of Freedom Boulevard. The Planning Area is bordered by residential development to the south and west, and private agriculture fields to the north and east.

Freedom Boulevard, a four-way major arterial running north-south, is the only major arterial in close proximity, and is located approximately ¼ mile west of the Planning Area. Atkinson Lane borders the Planning Area to the northwest. Atkinson Lane is a two-lane collector street providing primary access from Freedom Boulevard to the residential areas northwest of the Planning Area. Crestview Drive, Brewington Avenue, Paloma Way, Natalie Lane, and Jasmine Lane border the Planning Area to the south and southwest, and provide various access points to the Planning Area (see Figure 2-1: Existing Circulation).





Source: City of Watsonville (2007), SCMTD (2008)



2000 Feet

1000

0

APPROXIMATE



ATKINSON LANE SPECIFIC PLAN

Existing Circulation

Figure 2-1



2.2 Existing Zoning & General Plan Land Use Designations

Existing Zoning

The majority of the Planning Area is located outside of the City Limits and is zoned by the County as Residential Single-Family (R-1), Agriculture Commercial (CA), and Public Facility (PF). The small portion of the Planning Area that is within the City Limits is zoned Single-Family Residential – Low-Density (R-1) (see Figure 2-2: Zoning).

Existing General Plan Land Use Designations

The Santa Cruz County General Plan land use designations assigned to the Planning Area include Residential - Urban Low-Density and Public Facilities (see Figure 2-3: Santa Cruz County General Plan Land Use). The Watsonville General Plan land use designations assigned to the Planning Area include Specific Plan, Agricultural, and Environmental Management (see Figure 2-4: City of Watsonville General Plan Land Use).

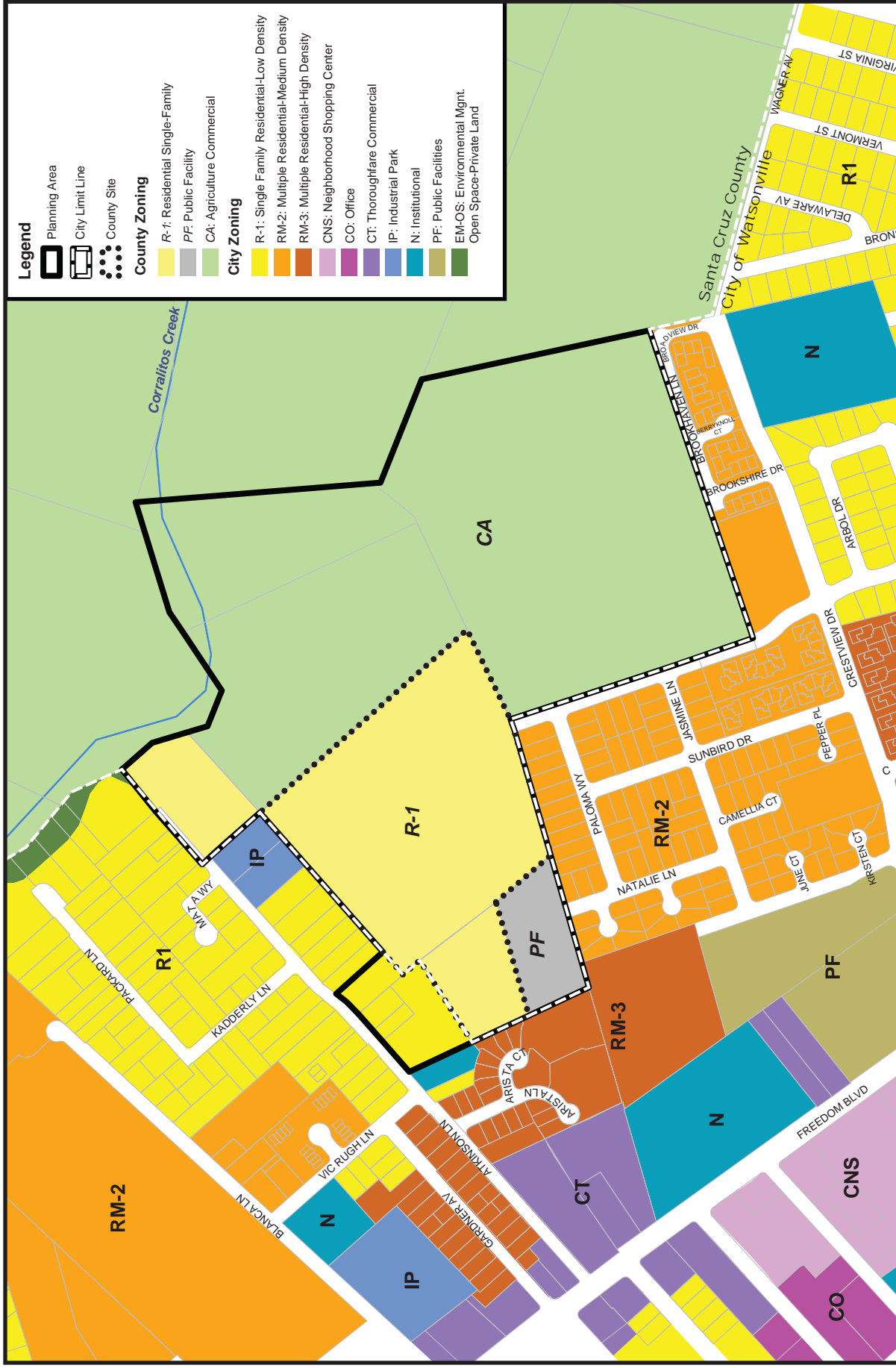


2.3 Existing & Surrounding Land Uses

The Planning Area consists of 11 parcels totaling 65.8 gross acres. The majority of the Planning Area is currently in agricultural production. Historically, agricultural production within the Planning Area has included various orchards and row crop practices (see Figure 2-5: Existing Site Characteristics).

Five single-family residences and various structures used for farming practices are located on the Planning Area. A series of unimproved dirt roads run throughout the Planning Area to access the agricultural fields and the existing development. PG & E owns a 2.2 acre parcel located at the western boundary within the Planning Area. A small portion of the parcel contains the Erta Substation. A 60-kilovolt power line runs from the easterly substation through the middle of the Site.





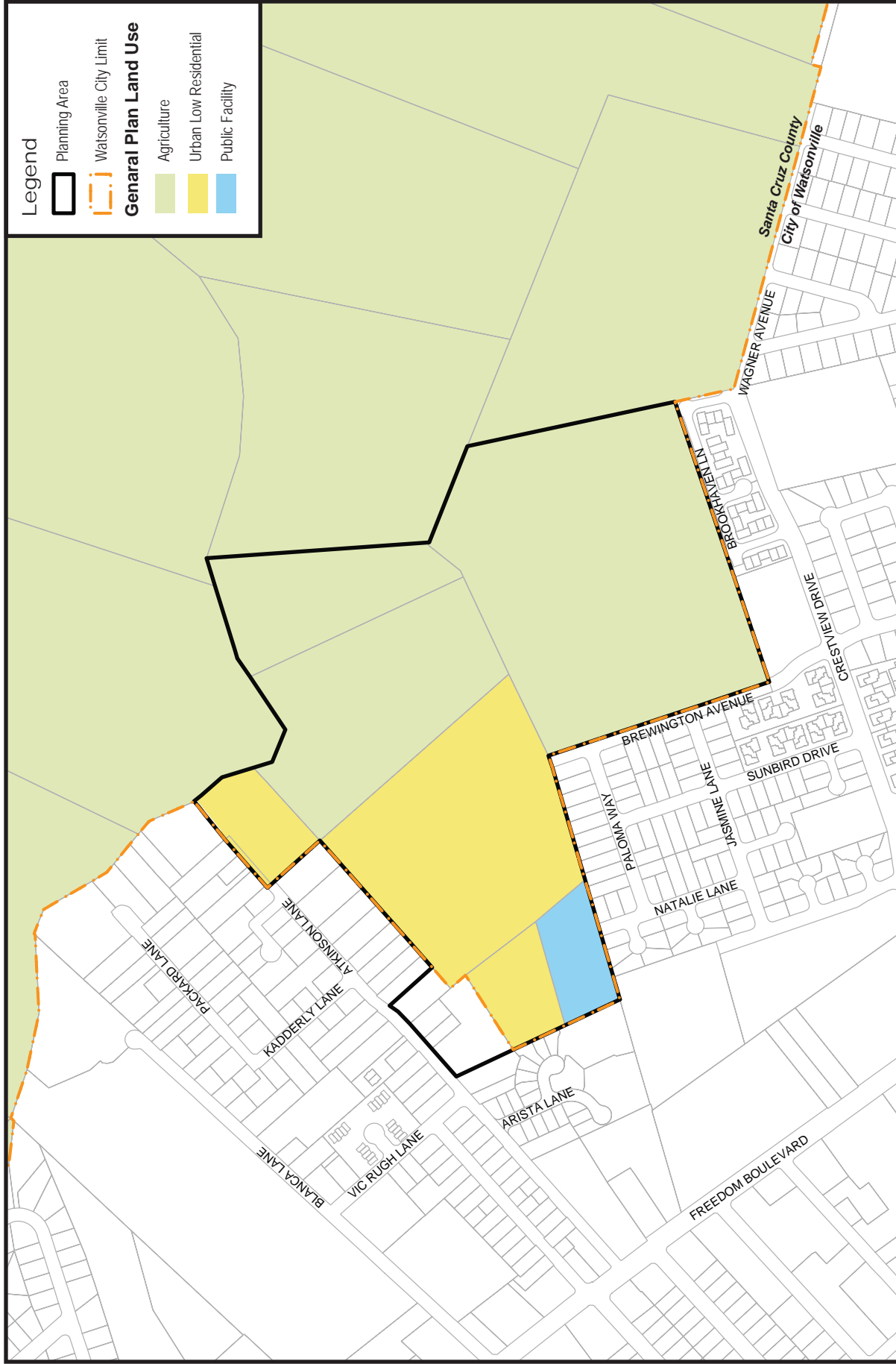
Source: City of Watsonville (2007), Santa Cruz County (2008)



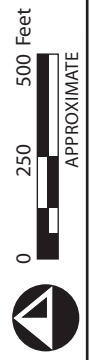
ATKINSON LANE SPECIFIC PLAN

Zoning

Figure 2-2

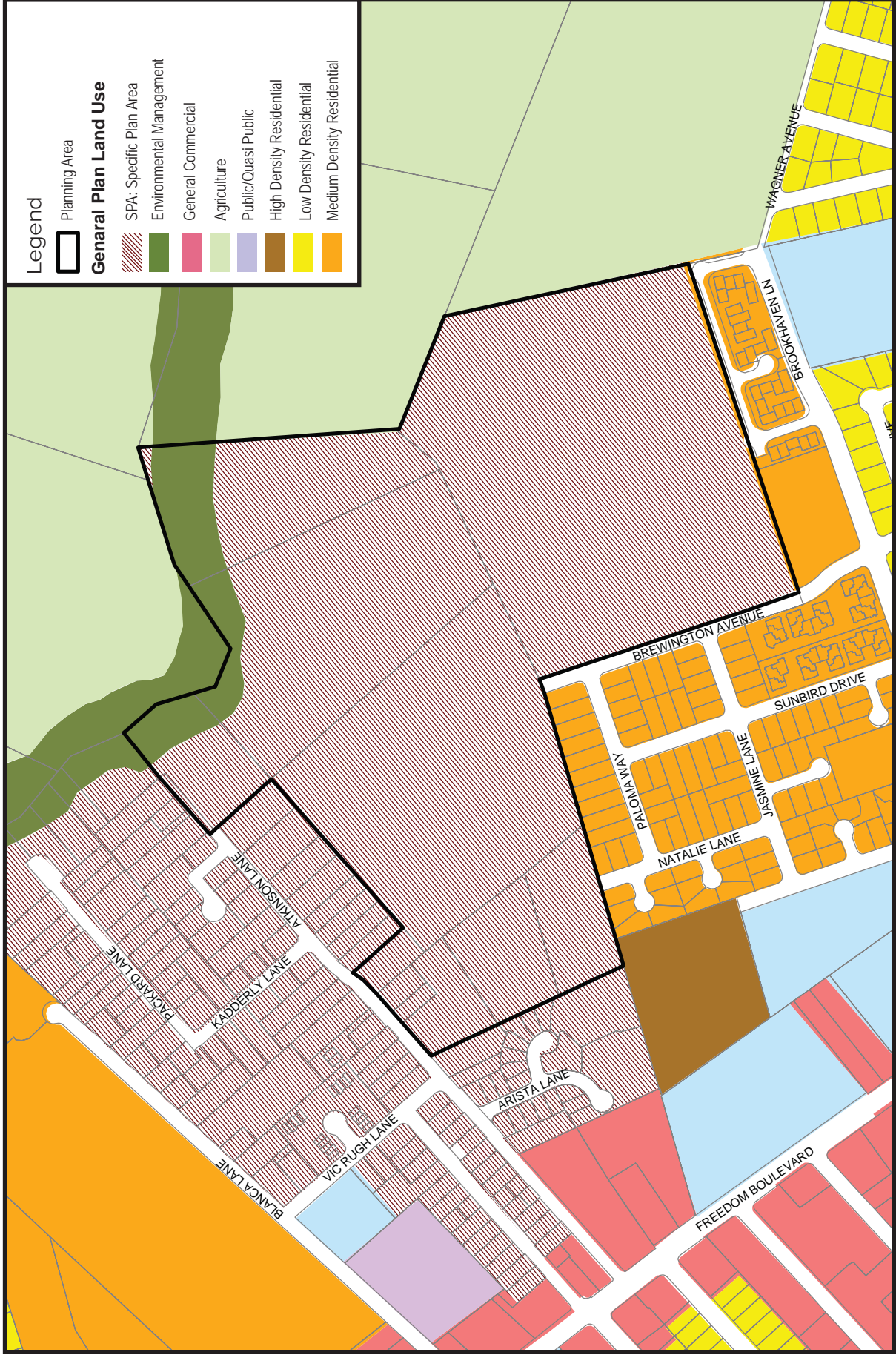


Source: County of Santa Cruz (2006)

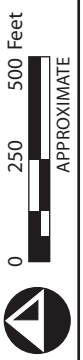


ATKINSON LANE SPECIFIC PLAN
Santa Cruz County General Plan Land Use

Figure 2-3

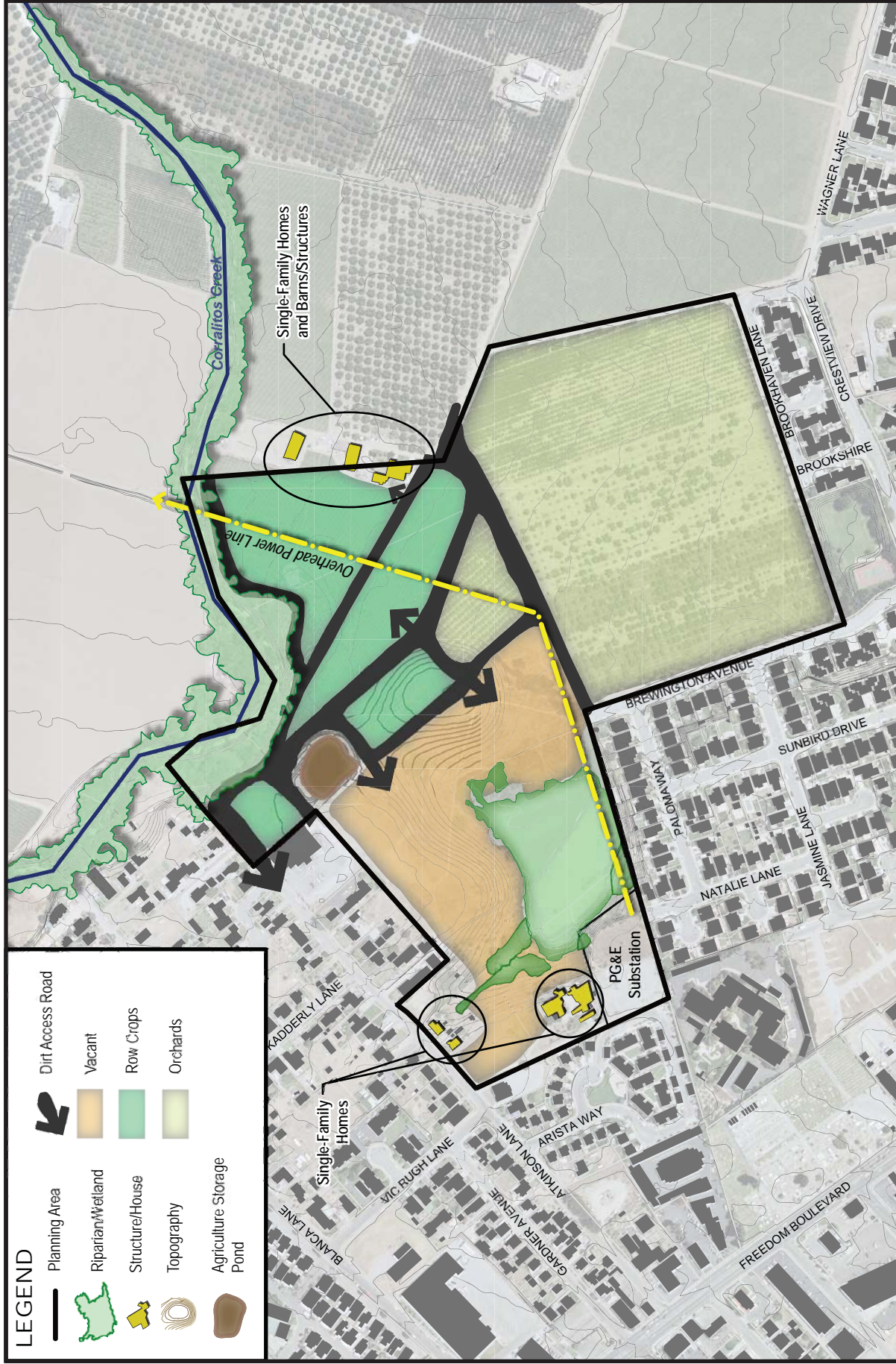


Source: City of Watsonville (2005)



ATKINSON LANE SPECIFIC PLAN
City of Watsonville General Plan Land Use

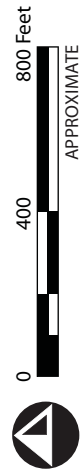
Figure 2-4



Source: City of Watsonville (2007)

ATKINSON LANE SPECIFIC PLAN
Existing Site Characteristics

Figure 2-5



A seasonal wetland/riparian area covers a portion of the west end of the Planning Area. Corralitos Creek runs roughly west to east along the northern boundary of the Planning Area.

Residential neighborhoods surround the Planning Area to the north-west, west and south. Arista Lane borders the Planning Area to the southeast and accesses an apartment complex and its associated pocket park (Arista Park). Crestview Drive, Sunbird Drive, and Brewington Avenue access adjacent residential neighborhoods and Crestview Park to the south and southwest of the Planning Area.

Crestview Park borders the south end of the Planning Area at the corner of Crestview Drive and Brewington Avenue. The park offers tennis courts and passive recreation. The park also serves as a stormwater detention basin for the neighborhood.

2.4 Analysis of Planning Area

Geology & Soils

Approximately 22 acres of the Planning Area contains soils with shrink-swell potential and low strength that will require special design techniques for building pads, road, and other structures. Approximately 17 acres may be susceptible to standing water during heavy rain periods due to this soil’s low permeability and slow run-off characteristics.

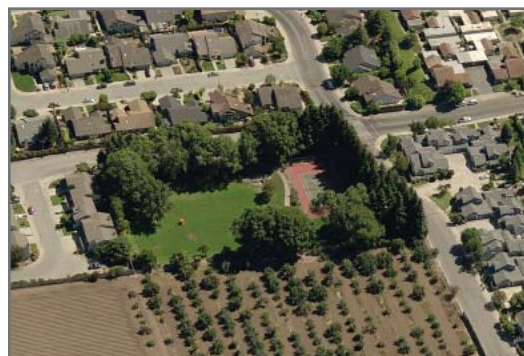
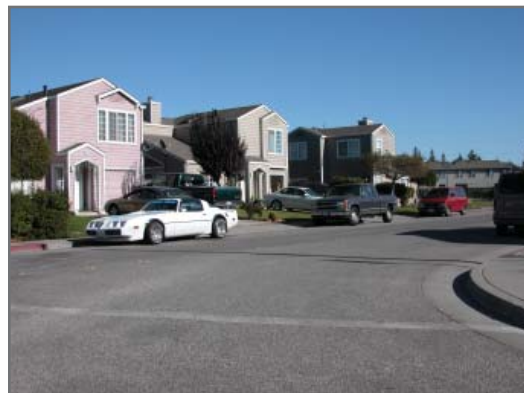
An approximately three-acre portion of the Planning Area is within the 100-year flood zone. However, this portion of the Planning Area is also within the 50-foot setback from Corralitos Creek where no development is planned to occur.

Topography

The Planning Area elevation ranges from approximately 70 to 110 feet above sea level (see Figure 2-5: Existing Site Characteristics). The Planning Area generally slopes down from north to south with the highest point located near the northern boundary overlooking Corralitos Creek and the lowest points along the south and west boundaries. The western and northern areas of the Planning Area contain slopes reaching up to 15 percent, while the eastern and southern portions of the Planning Area are relatively flat.



Corralitos Creek



Crestview Park



Crestview Park



Wetlands



Hydrology

Drainage and Groundwater

The Planning Area is located within the Pajaro River drainage basin, which covers over 1,300 square miles and extends over portions of Santa Cruz, Monterey, Santa Clara, and San Benito counties. The Planning Area contains five major drainage areas and two storage areas, including an existing seasonal wetland and freshwater marsh on the west side and an agricultural pond near the north side of the Planning Area.

The majority of the Planning Area drains to the south towards Crestview Park, which contains a detention basin connected to the City’s stormwater conveyance system. The northern portion of the Planning Area drains to Corralitos Creek. Additionally, the eastern portion of the Planning Area drains to the east and south, away from the Planning Area.

A freshwater marsh and seasonal wetland located in the western portion at the southeast corner of the Planning Area provides temporary storage for surface water runoff for both a portion of the Planning Area as well as the adjacent residential development to the north, resulting in ponding during heavy rainfall. A berm is located along the eastern side of the wetland and controls the storage capacity of the wetland. During major storm events when stormwater exceeds the capacity of the wetland, the water spills over the berm and runs east and south towards Crestview Park, along an existing surface release path.

Biology

An approximately four-acre seasonal and emergent (freshwater marsh) wetland exists at the southwest corner of the Planning Area adjacent to the PG&E parcel. This wetland will be preserved and incorporated into the Project as a natural amenity. The Proposed Land Use Plan provides a 50-foot wetland buffer from the edge of riparian vegetation and at least 20 feet from the edge of all other vegetation. This buffer distance is consistent with the City Code, however will require an exception to the County wetlands buffer standard.

Dense riparian woodland occurs along the embankments of Corralitos Creek in the northwest portion of the Planning Area. An agricultural basin at the corner of the Planning Area near the terminus of Atkinson Lane is also bordered by riparian vegetation. Because this basin is man-made, it is not considered a constraint to future development of the Planning Area.

PG&E Power Line

PG & E owns a 2.2 acre parcel within the Planning Area. A small portion of the parcel contains the Erta Substation. Approximately 1,500 linear feet of an existing 60-kilovolt power line extends from the substation east along the southern boundary of the County Site and through the middle of the Planning Area. PG&E will require a minimum 20-foot development setback (10-feet from each side). Undergrounding and/or relocating the poles and lines off-site would reduce the physical constraints to the development of the eastern portion of the Planning Area. The cost of the undergrounding and/or relocation, however, would add to the economic constraints of the project (see Section 5.3).



PG&E/Erta Substation

2.5 Existing Circulation

Automobile

Atkinson Lane is a two-lane collector street providing primary access from Freedom Boulevard to the residential areas northwest of the Planning Area. Crestview Drive, Brewington Avenue, Paloma Way, Natalie Lane, and Jasmine Lane border the Planning Area to the south and southwest, and provide various access points to the Planning Area. The closest major roadway is Freedom Boulevard, a four-lane road located approximately 800 feet west of the western-most Planning Area boundary (see Figure 2-1: Existing Circulation Network).



Freedom Boulevard



Brewington Avenue

Pedestrian & Bicycle

The surrounding street system includes sidewalks that provide safe pedestrian access to the Planning Area. The nearest bicycle routes to the Planning Area include Class III routes located along Freedom Boulevard and Arthur Road. Class III bicycle routes are indicated by signs only and are typically assigned to local streets where auto traffic volumes and speeds do not warrant the use of designated bicycle lanes.



Public Transportation

Local bus service is provided by the Santa Cruz Metropolitan Transit District (SCMTD). The nearest bus route is located along Freedom Boulevard, approximately ¼ mile from the Planning Area.

2.6 Existing Utilities

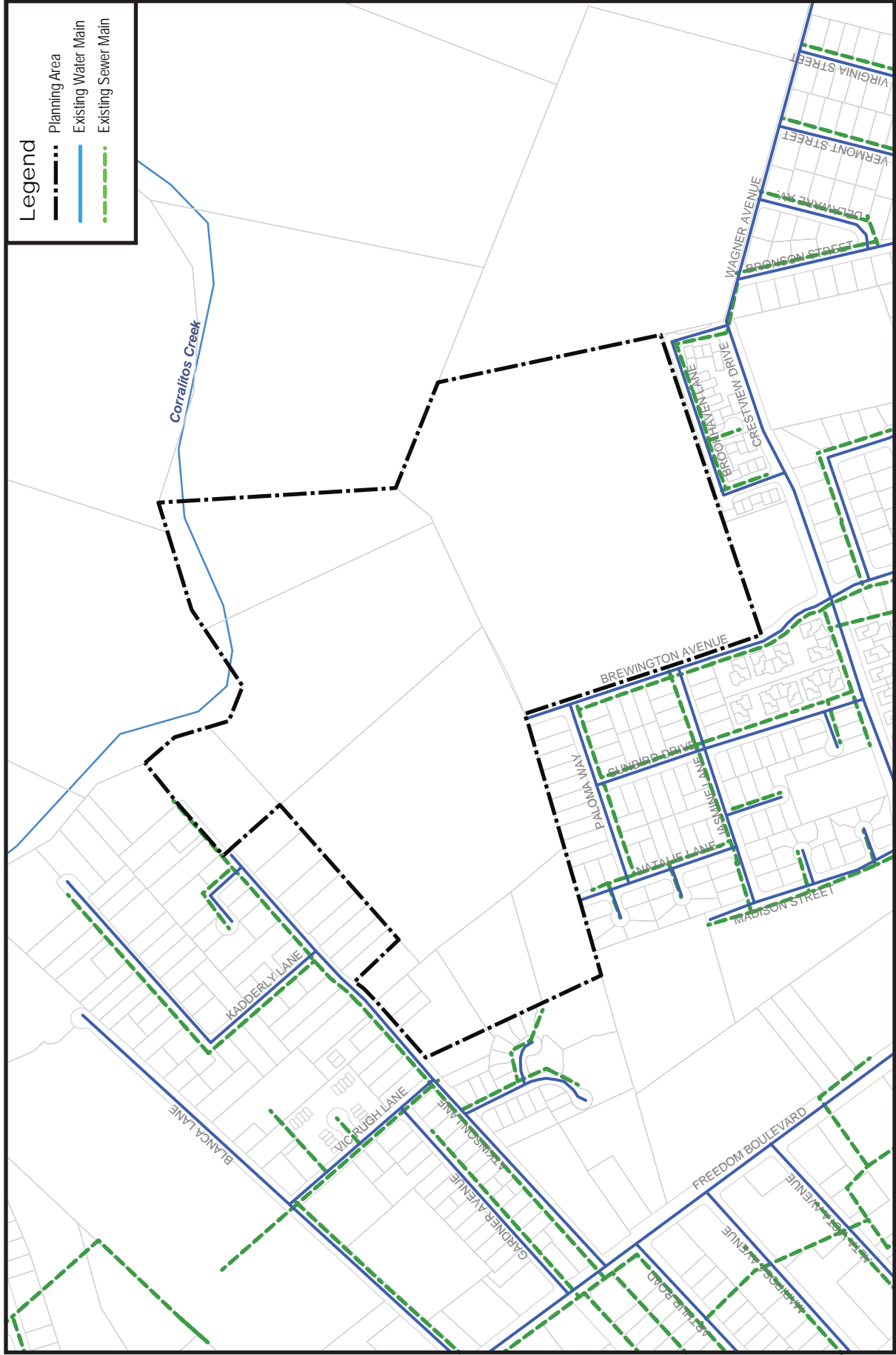
Existing Potable Water System

City of Watsonville will deliver potable water to the Planning Area. Adjacent transmission mains range in size from four to 18 inches in diameter. Eight-inch water mains run along Natalie Lane, Jasmine Way, Brewington Avenue, and Paloma Way and terminate at locations along the southern and western boundaries of the Planning Area. A 14-inch main runs the length of Wagner Avenue between the Planning Area and the Franich development at East Lake Boulevard. Additionally, various 6 to 10-inch water mains run along Atkinson Lane, Gardner Avenue, and Blanca Lane to the north of the Planning Area (see Figure 2-6 Existing Water and Sewer Mains).

Existing Wastewater System

The City maintains existing wastewater infrastructure facilities adjacent to the Planning Area, including various gravity sanitary sewer mains that collect and convey wastewater flows to the City’s wastewater treatment plant (WWTP). Sewer infrastructure is generally located along most streets servicing the development corridors and neighborhoods adjacent to the Planning Area. Eight-inch sewer mains run along Natalie Lane, Jasmine Lane, Brewington Avenue, and Paloma Way and terminate at locations along the southern and western boundaries of the Planning Area. Sewer mains also run along streets north of the Planning Area, including 10-inch mains along Atkinson Lane, Gardner Avenue, and parts of Blanca Lane. Crestview Drive and Wagner Avenue currently offer limited sewer connection locations (see Figure 2-6 Existing Water and Sewer Mains).





Source: City of Watsonville (2007)



0 500 1000 Feet

APPROXIMATE

ATKINSON LANE SPECIFIC PLAN

Existing Water & Sewer Mains

Figure 2-6

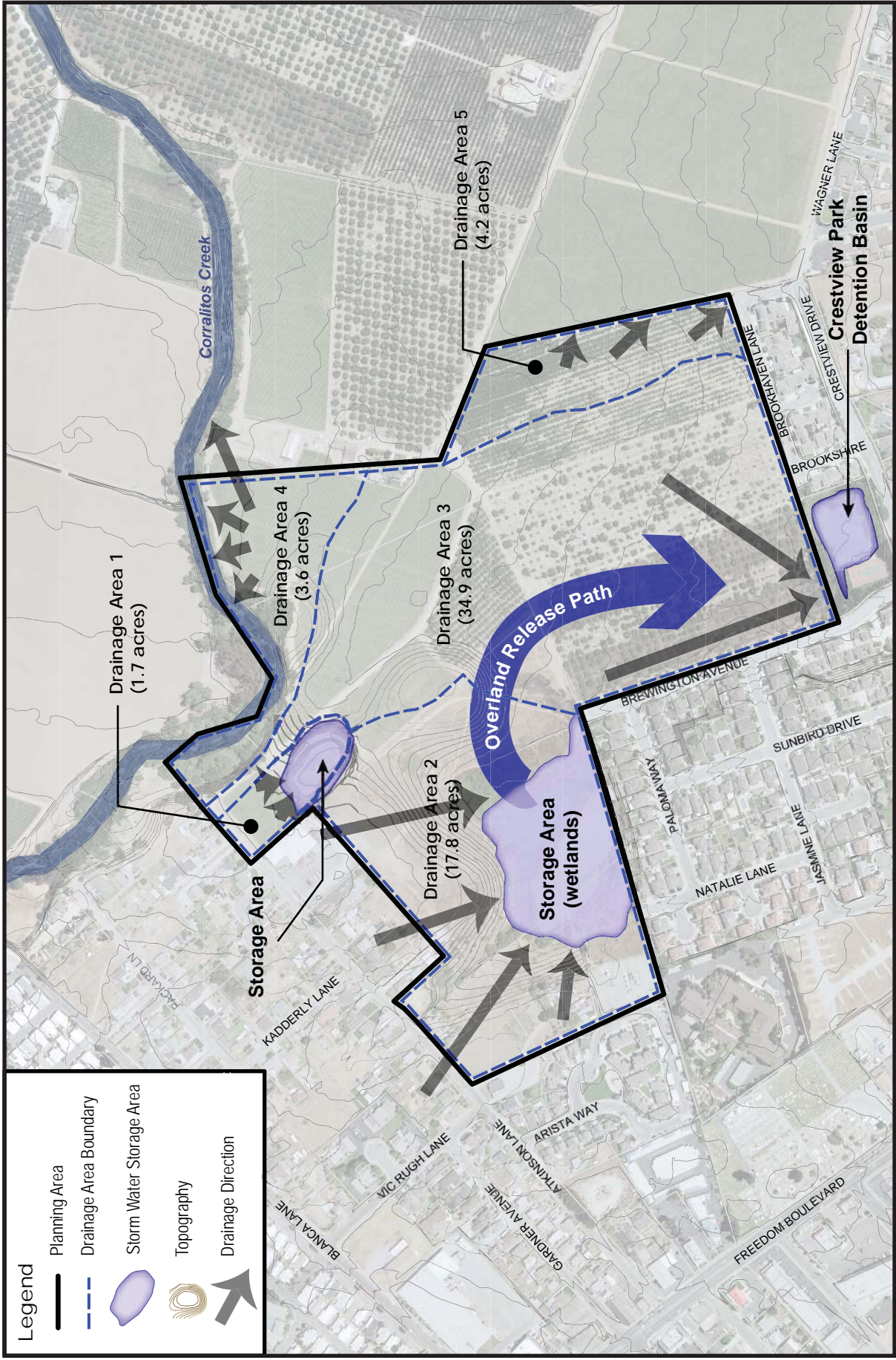
Existing Storm Drain and Site Drainage System

The City of Watsonville is responsible for construction and maintenance of all stormwater facilities within City Limits. Stormwater drainage infrastructure within the City’s Urban Limit Line consists of natural streams, sloughs, subsurface stormwater drainage pipelines, pump stations (which discharge into Corralitos Creek and Pajaro River) and regional detention basin facilities.

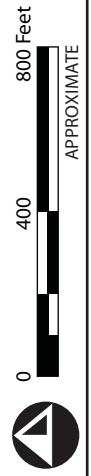
Runoff from approximately 23 acres of residential development north of the Planning Area discharges through a 12-inch pipe directly into the seasonal wetland located at the west end of the Planning Area. A 36-inch storm drainpipe under Brewington Avenue conveys runoff from the approximately 22 acres of residential development south and west of the Planning Area to Crestview Park, which acts as an off-channel detention basin. At the northwest corner of the park, flows enter a short concrete lined channel, which connects to an 18-inch storm drainpipe. During low-flow conditions, all runoff is contained in the channel and bypasses Crestview Park. During high-flow storm events however, runoff spills over the channel and into the park. A 12-inch outlet conveys runoff from a three-acre residential development east of Crestview Park and south of the Planning Area into the storm drain conveyance system upstream of the detention basin (see Figure 2-7 Existing Site Drainage).



Existing Storm Drains



Source: RBF Consulting (2008)



2/17/09 JN 70-100118

ATKINSON LANE SPECIFIC PLAN

Existing Site Drainage

Figure 2-7

Dry Utilities

The California Public Utilities Commission regulates telephone, cable television, electrical, and natural gas services. AT&T Communications provides telephone service to the City and County. AT&T Communications is compensated for its operations, maintenance, and capital improvement costs by connection and user fees.

Charter Communications provides cable television service to the City and County. This company is privately owned and operated and recovers its operations, maintenance, and capital improvement costs by connection and user fees.

PG & E provides electrical and natural gas services to the City and County. PG & E charges connection and user fees for all new development in addition to sliding rates for electrical and natural gas services based on use.

2.7 Public Services

Solid Waste

The City of Watsonville's Public Works and Utilities, Solid Waste Division handles solid waste management, including waste disposal and curbside recycling for the City. Solid waste is taken to the City landfill, located four miles outside of Watsonville on San Andreas Road. Waste is currently filling the Phase Three cell, which is expected to reach capacity by 2014. Two additional cells at the landfill are available for waste disposal.

For processing recyclable materials, the City owns and operates a materials recovery facility (MRF) on Harvest Drive. The MRF also handles construction/demolition debris and other selected waste streams.

Santa Cruz County Recycling and Solid Waste Services is responsible for the operation and administration of solid waste and disposal in the unincorporated areas of the County and Scotts Valley. This department operates the County's two solid waste facilities, the Buena Vista Landfill west of Watsonville and the Ben Lomond Transfer Station in San Lorenzo Valley.

Law Enforcement

Law enforcement in the City of Watsonville are provided by the Watsonville Police Department, which consists of a headquarters station in downtown Watsonville, approximately one mile from the Planning Area, and unstaffed satellite neighborhood stations located throughout the rest of the City.

Police activities include directed and self-initiated services, including dispatch calls for police services, foot patrol, area checks, warrants service, welfare safety checks, investigation of suspicious activities, and other law enforcement services.

Law enforcement in the County of Santa Cruz is provided by the Santa Cruz County Sheriff’s Office. The Sherriff’s Office is composed of three Bureaus: the Operations Bureau, the Detention Bureau and the Administration Bureau. The Operation Bureau includes two divisions: the Patrol Division provides patrol services and the Investigation Division provides investigation services, all within the unincorporated area of Santa Cruz County.

Fire Protection



The Watsonville Fire Department provides fire suppression services from two stations; one at Second and Rodriguez (one mile from the Planning Area), and a second at 370 Airport Boulevard (one mile from the Planning Area). The quality of fire suppression capabilities is demonstrated by the Insurance Services Office (ISO) rating of 2, the highest in Santa Cruz County.

In addition to fire protection, the department has the responsibility of regulating, monitoring, managing, and clean-up of hazardous materials, providing rescue and basic life support for medical emergencies, and managing the City’s safety and disaster management programs. The department has also developed programs to prevent and mitigate the threats associated with fire, medical emergencies, hazardous materials, and accidental injury through prevention and public education activities. The department also prepares safety evaluations for the Watsonville Community Development Department on proposed development.

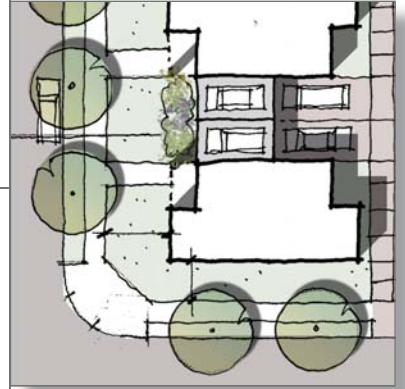
The Fire Department’s current goal is to provide a response time of four to six minutes or less from the nearest fire station to all portions of the City.

Fire protection services in the County of Santa Cruz includes a combination of 14 fire districts and departments.

This page intentionally left blank.

3

Development Plan



This page intentionally left blank.

3.0 Development Plan

3.1 Land Use Plan

The following Land Use Plan will guide the development of a series of new residential neighborhoods on the site. The project includes an expanded community park and a network of pedestrian pathways connecting these uses to passive open space buffers and associated wetland and riparian areas.

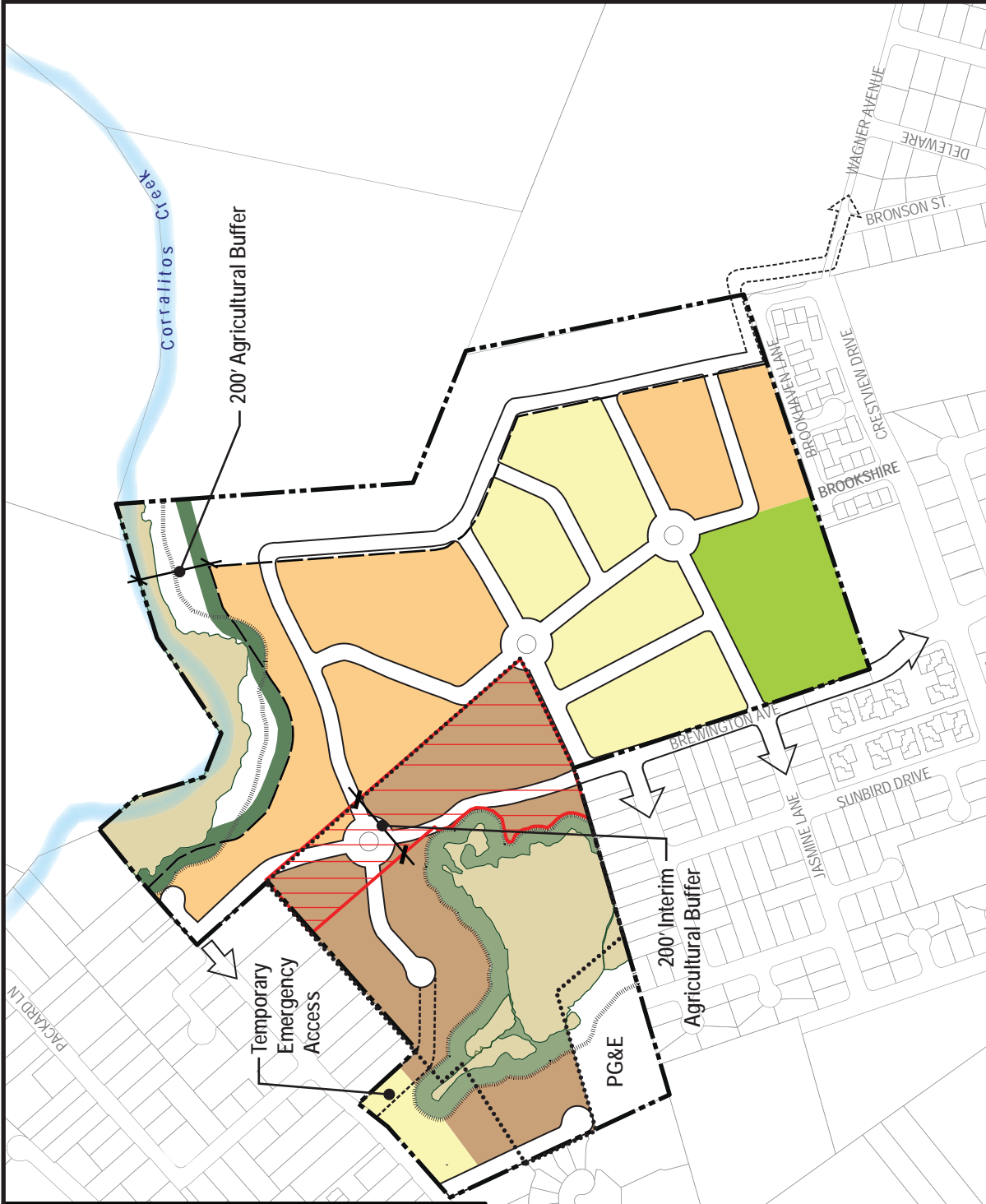
The Land Use Plan evolved to respond to the Opportunities and Constraints Evaluation (Chapter 2) and the Guiding Principles (Chapter 1). Specifically, implementation of the Land Use Plan will achieve neighborhood design that is integrated with and environmentally responsive to the natural features and land form. Therefore, natural features such as the wetlands, oak trees, knolls, and Corralitos Creek, have been incorporated as amenities of the Planning Area design. The project is designed to conform to the natural topography and maximizes views of the surrounding valley and mountains to the extent feasible and practical given density, circulation, and drainage requirements.

Although the MOU states the Planning Area is not to exceed 600 residential units, this Specific Plan limits the construction of up to 450 residential units within the 65.8-acre Planning Area, as shown on Figure 3-1: Land Use Plan. The housing will be developed at a gross density of approximately 6.8 units per acre or 13 per net developable acre.

The County Site, comprising approximately 16 gross acres of land area, is proposed to include 200 multi-family units with a mix of rental and “for sale” units at a density of 20 units/acre. To the extent feasible, the residential units will accommodate a range of income levels – from very low to moderate to market rate – with the goal of 80 percent of the units being deed restricted with long-term affordability covenants. Affordability is to be based upon County ordinance provisions, but the goal would be to use Watsonville’s median income levels, currently set at 70 percent of County median income. This residential neighborhood will be developed west and north of an existing 6.6 acre wetland and its associated buffer. A variety of multi-family residential housing types are envisioned, including one, two, three and some four bedroom units. These units will be a combination of flats and townhomes in buildings of two and three stories. All units will have private open space. Parking will be accommodated in carefully integrated surface lots with the possibility of some tuck-under parking.

Legend

- Planning Area
- County of Santa Cruz Project Site
- Agricultural Buffer Boundary
- Wetlands/Riparian Buffer Boundary
- Existing Riparian/Wetlands Area
- Interim Agriculture Buffer
- Residential - High Density (20 units/acre)
- Residential - Medium Density (10-12 units/acre)
- Residential - Low Density (8-10 units/acre)
- Park
- Urban Open Space
- Environmental Management



Source: RBF Consulting & Pyatok Architects, Inc. (2008)



2/6/09 JN 70-100118

ATKINSON LANE SPECIFIC PLAN

Proposed Land Use Plan

Figure 3-1

Table 3-1: Affordable Housing Requirements

For-Sale, Ownership Projects
10% Above Moderate
5% Moderate
5% Median
20% Total
Rental Projects
5% Median
5% Low
5% Very Low
5% for Section 8
20% Total

Note: Applies only to projects with 50 or more residential units

Source: City of Watsonville Inclusionary Housing Ordinance (Ch. 14.76).

To limit impact on existing residents on Atkinson Lane, new residential structures will be set back from the existing rear yards, with two story building elements adjacent to the property line to ensure a transition in scale. Development on the County Site includes common open space areas readily accessible to all residents, as well as direct access to open space around the riparian areas. A community room, administrative offices and associated outdoor gathering space will be centrally located to provide a focus for community life.

The City portions of the Planning Area will be constructed after annexation to the City of Watsonville, and will include approximately 250 residential units comprising of a combination of high density (20 units/acre), medium-density (10-12 units/acre) and low-density (8-10 units/acre) residential units. These units will be designed to create a walkable, vibrant street frontage.

The medium-density units will include two or three story Townhomes grouped together in semi-detached (duplex) units or in groups of up to six units. Each unit will have a primary entry facing the public right of way or a publicly accessible open space, as well as access to private ground level outdoor space. Private parking will be located in close proximity to each unit, either in an enclosed garage or carport. These units may be for-sale or rental units, constructed on compact, fee simple lots or condominiums.

The low-density units will be mostly two story detached and semi-detached units located on individual fee-simple lots. Similar to the medium density units, each residence will have a primary entry facing the street and direct access to private ground level outdoor space. Parking will generally be provided in carports or garages located on the same lot as the residence, with access from alleys or other means that de-emphasize the garage.

For both medium and low-density units, access to parking may be from a shared alley or the public street. Private parking may be provided either in tandem configuration or side by side. In all cases, curb cuts will be minimized to allow maximum on street parking opportunities and to reinforce the pedestrian quality of the street frontage.

The City’s portion of the project shall be subject to the City’s Inclusionary Housing Ordinance (Watsonville Municipal Code Chapter 14.76), which requires a minimum of 20% affordable housing for projects with more than 50 new units or lots as shown in Table 3-1: Affordable Housing Requirement.

As stated in the MOW, the City’s portion shall also consider including up to 50% affordable workforce housing units to assist in meeting the overall affordability goals of Measure U.

Table 3-2: Land Use Summary summarizes the number of acres assigned to each land use and the maximum number of residential units that can be constructed

Table 3-2: Land Use Summary

Land Use	Acreage	Units
PG&E Parcel	2.2 (1.4 net)[1]	
Riparian Area	3.1 (0 net)[2]	
Riparian Buffer	1.6 (0.3 net)[3]	
Wetlands	3.9	
Wetlands Buffer	2.7	
Agriculture Buffer	14.1	
Residential - High Density	10.5[4]	210
Residential - Medium Density	14.2[5]	142 - 170
Residential - Low Density	10.0[5]	80 - 100
Parks	3.5	
Stormwater Swales	1.3	
Total	65.8	450[6]

Notes:

- [1] 0.8 acres of the PG&E parcel is located within the Wetlands and Wetlands Buffer.
- [2] Is located within the Agriculture Buffer.
- [3] 1.6 acres of Riparian Buffer is located within the Agriculture Buffer.
- [4] Net developable - includes streets per County Code Section 13.10.477 (b).
- [5] Net developable - Gross acreage minus 20% for streets.
- [6] Maximum allowable number of total units.

Access and Circulation



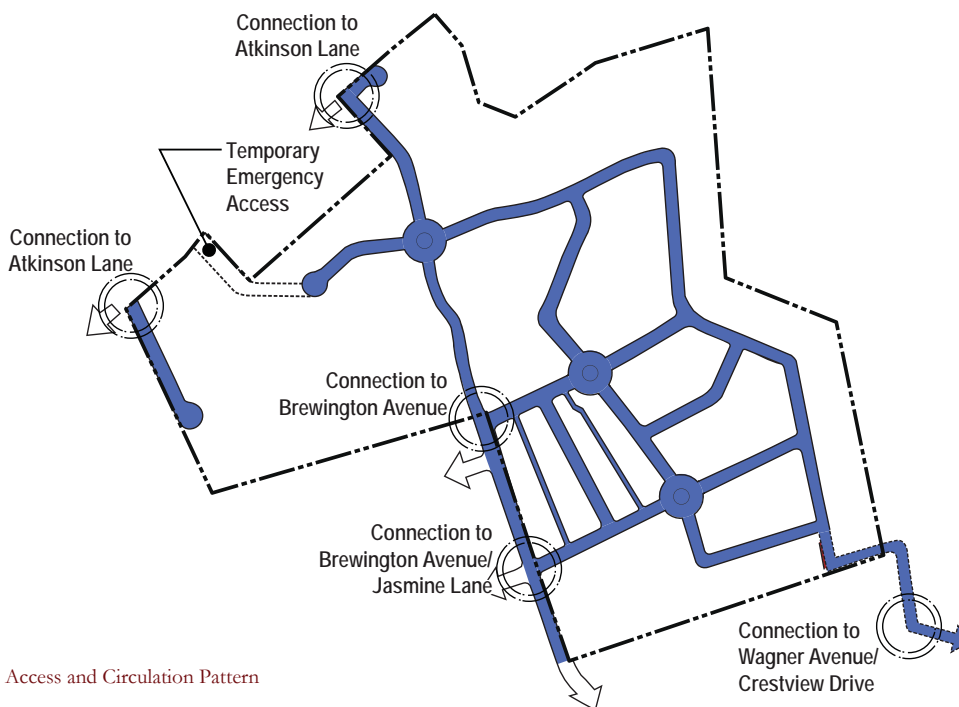
Block Pattern

Primary access through the Planning Area will be via a collector street that will extend north from Brewington Avenue to Atkinson Lane. A secondary access from Atkinson Lane along the existing access road to the PG&E site will provide access to the Residential – High Density area located west of the existing wetlands. Another secondary access point is envisioned at the southeast corner of the Planning Area and would connect to the existing Wagner Avenue. As part of the project, Wagner Avenue will be widened to between 36 and 52 feet (depending on the final right-of-way alignment chosen) and serve as a collector street between Crestview Avenue and East Lake Avenue.

A series of local streets, some of which will be private streets within the County Site, will extend generally in a grid-like pattern throughout the Planning Area. A number of “swale” streets will be constructed to facilitate surface water drainage and infiltration within the Planning Area. The internal street network also envisions the construction of three roundabouts to reduce travel speeds while ensuring adequate traffic flow.

Pedestrian pathways will follow the edges of the riparian areas surrounding the existing wetlands and Corralitos Creek. Sidewalks with landscape buffers will also provide passage for pedestrians throughout the project and linked to adjacent neighborhoods.

More detailed information regarding the circulation network, including roadway cross-sections and plans are described in Chapter 4 – Circulation Plan.



Access and Circulation Pattern

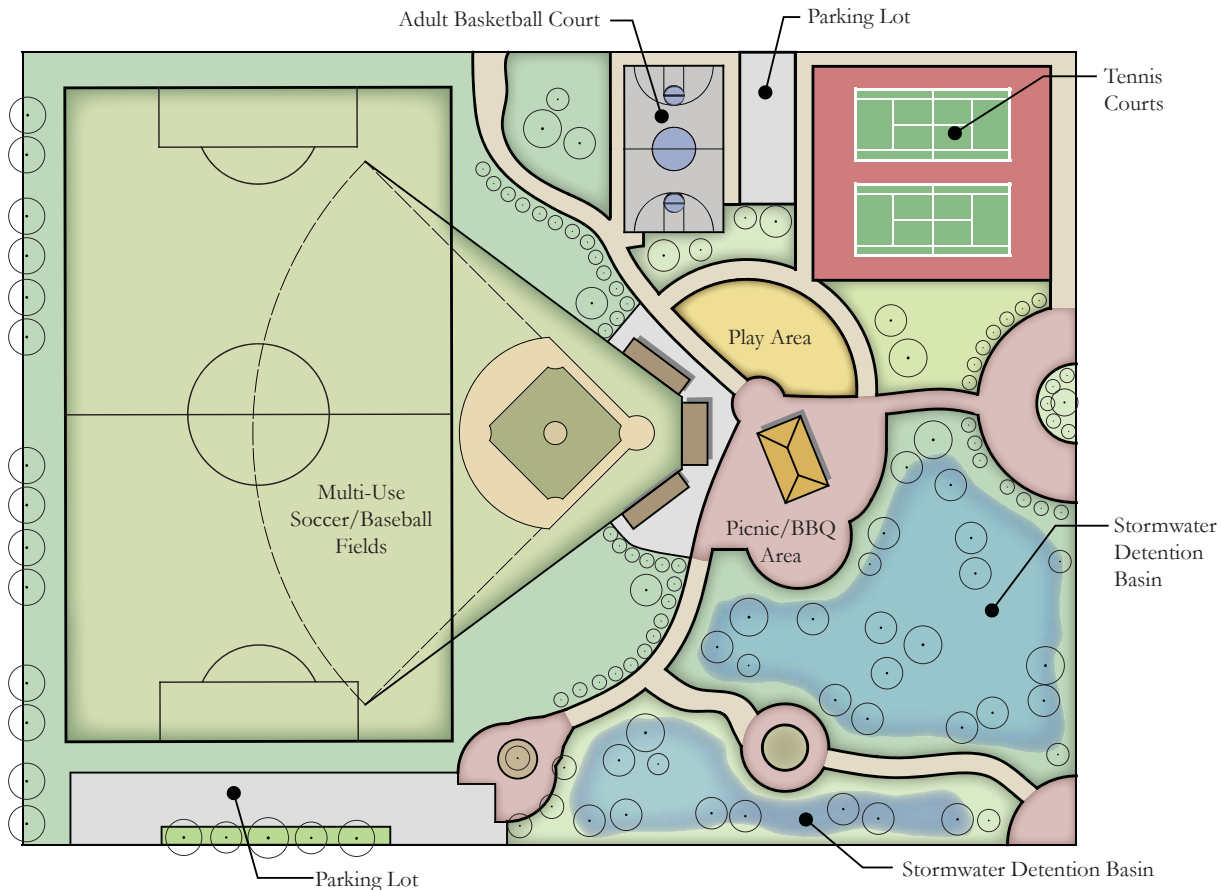
Parks and Open Space

The existing two-acre Crestview Park, located at the northeast corner of Brewington Avenue and Crestview Drive, will be expanded by 3.5 acres to create a 5.5 acre community park. It is envisioned that this expanded Crestview Park will incorporate a variety of recreation amenities including a multi-format ball field (approximately 225 feet by 360 feet), a sport court, a playground, passive open space, restroom facilities, and parking. The ball field will not incorporate lighting and parking lot lighting will address safety and reduce spillover impacts to the adjacent neighborhoods.

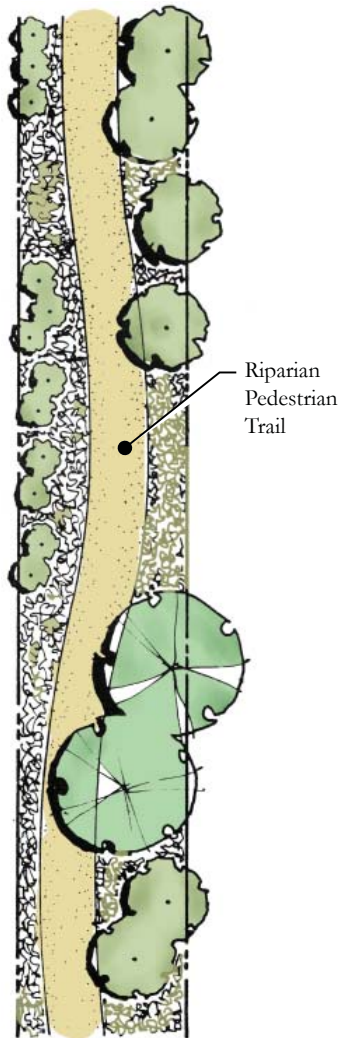


The expanded Crestview Park will incorporate an expanded detention basin designed to retain stormwater from the rest of the Planning Area. This detention basin will be designed to ensure that the maximum standing water level remain low enough to preclude the need for perimeter fencing and to maximize year-round access of the park. A conceptual plan of the park is shown below. The final design will be addressed through the City's Parks and Recreation Master Plan.

3. DEVELOPMENT PLAN



Crestview Park Expansion - Conceptual Design



A 50-foot riparian buffer adjacent to Corralitos Creek and the wetlands will provide protection to sensitive habitat areas. The Corralitos Creek riparian buffer area will include pedestrian trails interspersed with benches and picnic tables. See Section 4.1 for further details on the riparian pedestrian trail network.

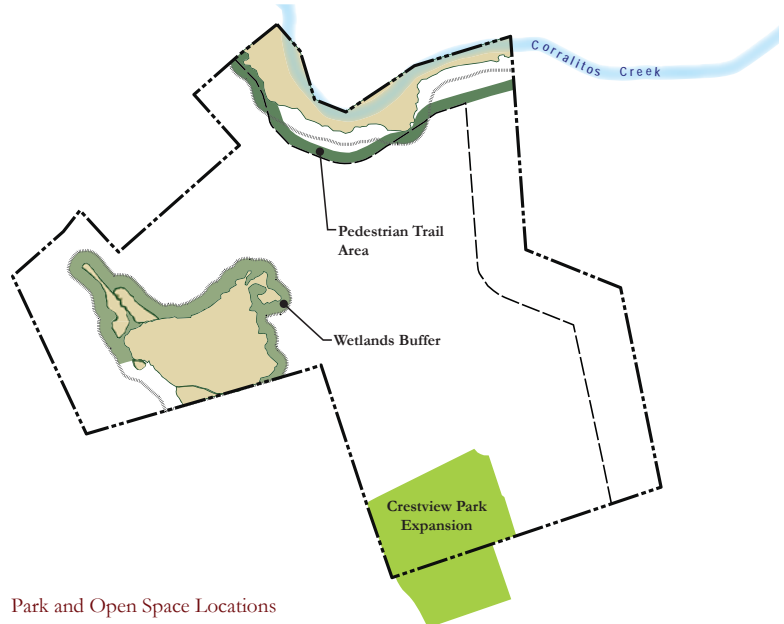
The buffer areas will include various landscape enhancements providing some filtration and absorption of surface runoff. Buffers will be planted with native wetland vegetation typical of the Central California coast region (see Chapters 4 and 5 for more details on swales).

Projects adjacent to the Corralitos Creek riparian corridor shall construct a pedestrian trail located within the last 50 feet of the agricultural buffer. In locations where this area intersects with the riparian area, the trail should not enter the dripline of the riparian canopy (see Park and Open Space Locations below). The trail should be constructed of permeable paving materials. A permanent, open wooden fence shall be installed between the creek and trail to allow for wildlife movement but discourage trampling of riparian vegetation. To avoid harassment and injury to wildlife, signage shall be posted along the trail discouraging residents from allowing pets within the creek.

Permanent wildlife viewing benches will be located at even intervals along the trail beyond the limit of the riparian dripline. To minimize any potential adverse impacts on wildlife, no lighting will be placed within the riparian buffer and spillover lighting from sources adjacent to the buffer will be avoided.



Corralitos Creek Embankment

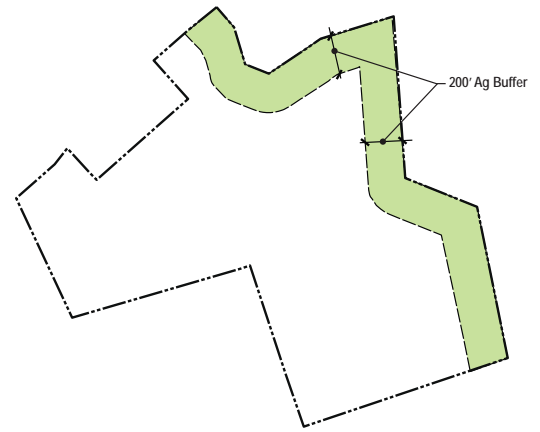


Park and Open Space Locations

Agricultural

The County Agricultural Buffer Policy requires a permanent 200-foot agriculture buffer adjacent to agricultural lands on the north and west sides of the Planning Area. The Policy will also require an interim 200-foot agricultural buffer on the eastern side of the County Site until annexation and development of the balance of the Planning Area by the City occurs, establishing a permanent agricultural buffer. The objective of the agricultural buffer is to minimize potential land use conflicts and, specifically, to mitigate sound, sight, trespassing, and/or other possible urban/agricultural conflicts through the application of the following specifications:

Other than fencing, regional drainage facilities, and underground utilities, only landscape and related non-accessible open space components are allowed within the first 150 feet of the permanent agricultural buffer. Within the remaining 50 feet of the permanent agricultural buffer adjacent to the development area, uses such as public streets and pedestrian and bicycle trails (provided any sidewalk, pathway, or on-street parking is located on the development side of the roadway), regional and local storm-drainage improvements, other underground utilities are allowed.



Sustainable and Green Design Principles



Home with solar panel roof

Sustainable and green development is the practice of increasing the efficiency of buildings and their use of energy, water, and materials, and reducing building impacts on human health and the environment through better siting, design, construction, operation, maintenance and removal. Effective green building can lead to: 1) Reduced operating costs by increasing productivity and using less energy and water, 2) Improved public and occupant health due to improved indoor air quality, and 3) Reduced environmental impacts by, for example, lessening storm water runoff and the heat island effect. Sustainable principles and strategies have been incorporated into the Land Use Plan and Design Guidelines to help guide site development in an environmentally responsible manner.

Low Impact Development

Planning Area storm water runoff will be largely detained by the expanded Crestview Park, particularly during increased storm events. Bioretention swales located along the streets and between the wetlands and the park will control storm water runoff and improve water quality prior to reaching the expanded Crestview Park. Low Impact Development (LID) Standards are also incorporated into the Land Use Plan and Design Guidelines to minimize stormwater runoff and improve water quality, such as bioswales adjacent to roadways. The incorporation of LID techniques will collectively serve to meet the Watsonville Stormwater Management Plan and Santa Cruz County Stormwater Management Plan performance standards, which are further described in Chapter 5.



3.2 Project Phasing

Given the time restrictions on the development of the City Site by Measure U (see Section 1.1), the County Site would likely develop before the City Site. Therefore, this Plan anticipates a two-phased approach to the buildout of the Planning Area. A Phasing Plan has been prepared that provides for the orderly construction of infrastructure and ensures that each phase provides an equitable financial contribution to off-site improvements and mitigation measures identified in the EIR. See Chapter 5 – Infrastructure and Finance Plan for details on the financial component of the phasing plan. Additionally, Table 3-3: Phasing Build-Out provides a breakdown of the maximum number of units that can be developed for each phase.

County of Santa Cruz Site

Phase 1

As shown in Figure 3-2: Phasing Plan, the County’s portion of Phase 1 addresses the development of the Residential - High Density (R-HD) portion of the Planning Area. Two areas would be rezoned by the County under this phase. These include the portion of the County Site located north of the PG&E Substation immediately west of the wetland area, and the area north of the wetland immediately south of the Atkinson Lane neighborhood.

It is anticipated that the County’s portion of Phase 1 would be developed prior to annexation to the City. Therefore, an interim agricultural buffer would be required to address the related policies (see County Phase 2). Access to the western portion of Phase 1 would be provided from Atkinson Lane. An extension of Brewington Avenue would serve as the primary access to the eastern portion of Phase 1 (see Figure 3-2: Phasing Plan). The County’s portion of Phase 1 will also require a temporary emergency access from Atkinson Lane south, to the eastern portion of the County Site (see Figure 3-2: Phasing Plan).

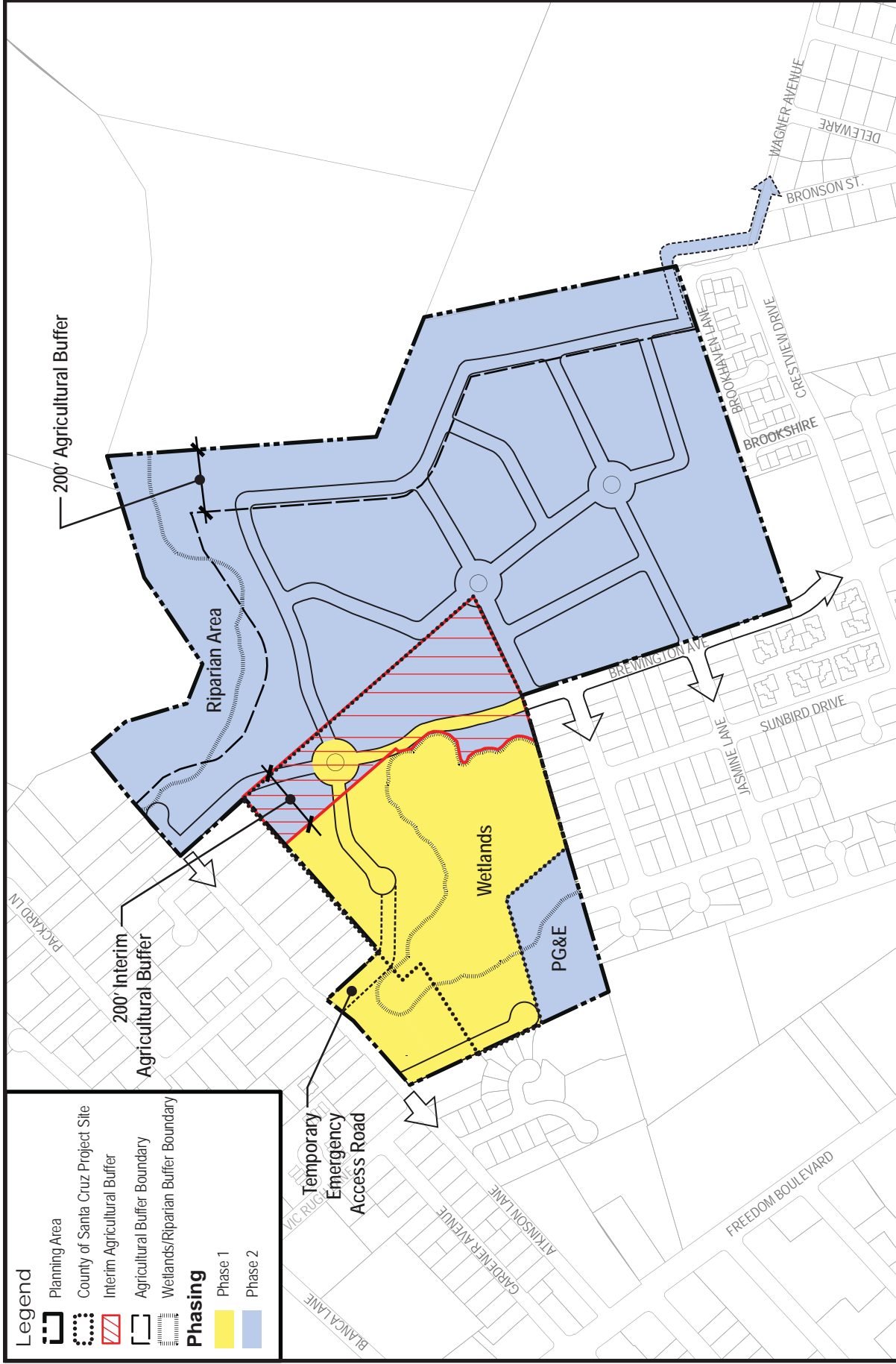
Runoff from Phase 1 would be directed into the wetlands and filtered by a vegetated riparian buffer area. An interim drainage facility located within the interim agricultural buffer will accommodate overflow from the wetlands during storm events (see Section 5.2 for details on the temporary stormwater management system).

Table 3-3: Phasing Build-Out

Jurisdiction/ Zoning	Acreage	Density Range/ Acre	Unit Totals
Phase 1			
County/ R-HD	4.5	20	90
City/R-HD	.5	20	10
City/R-LD	1	8-10	8-10
Phase 1 Total	6.0		108-110
Phase 2			
County/ R-HD	5.5	20	110
City/R-LD	9.0	8-10	72-90
City/R-MD	14.2	10-12	142-170
Phase 2 Total	28.7		324-370
Planning Area Total	34.7		450[1]

Notes:

[1] The maximum allowable number of total units for the Planning Area is 450



Source: RBF Consulting (2008)



ATKINSON LANE SPECIFIC PLAN

Phasing Plan

Figure 3-2

Phase 2

The County's portion of Phase 2 would occur concurrently with the City's portion of Phase 2, which involves the annexation of the Planning Area to the City, per Measure U. The County portion of Phase 2 involves development of the balance of the County Site used as the interim agricultural buffer during Phase 1. The annexation and rezoning of the City's portion of Phase 2 would allow the removal of the interim agricultural buffer and detention basin, allowing development of the balance of the County Site consisting of high-density residential.

The City has proposed an alternative plan to the County's portion of Phase 2, which involves the development of a park in the vicinity of the temporary detention basin and retaining the basin as a permanent storm water management facility for the site. This alternative scenario, if implemented, would also replace a portion of the high-density residential district adjacent to the park with additional medium-density residential unit types.

City of Watsonville Site

Phase 1

As shown on Figure 3-2, the City's portion of Phase 1 is located in the northwest corner of the Planning Area, immediately south of Atkinson Lane in the City of Watsonville. The development of this site would involve low-density residential adjacent to Atkinson Lane and high-density residential on the remaining portion of the site. The eastern portion of this phase will also allow for an emergency access road connecting Atkinson Lane to the County portion of Phase 1.

Phase 2

The City's portion of Phase 2 will occur following annexation of the Planning Area to the City, per Measure U. Development of this portion involves the balance of the Planning Area, including, the Residential - Medium Density (R-MD) and Residential - Low Density (R-LD) housing; construction of a permanent detention drainage facility at Crestview Park; the dedication of a riparian buffer and related passive recreation along Corralitos Creek; establishment of a permanent agricultural buffer along the north and east side of the Planning Area; construction of an internal network of public streets with access points off the terminus of Atkinson Lane and Wagner Avenue; and construction of the Wagner Avenue extension. Annexation of the PG&E parcel into the City would also occur during this phase.

3.3 Development Standards

Development standards have been prepared for each of the three residential land use designations, namely:

- Residential – Low-Density (R-LD)
- Residential – Medium-Density (R-MD)
- Residential – High-Density (R-HD)

These development standards constitute the legal zoning for the Planning Area and address specific standards such as allowed uses, density, site coverage, setbacks, building heights, landscaping and parking.

The development standards of this Specific Plan and the County PUD¹ supersede the zoning requirements as set forth in the Watsonville Municipal Code/Santa Cruz County Code. Should any development standards contained in this Plan conflict with the zoning requirements described in the Watsonville Municipal Code/Santa Cruz County Code, the development standards of this Plan shall prevail. For applicable standards or procedures not expressly stated in the Plan, the zoning requirements of the Watsonville Municipal Code shall prevail.

1. The County PUD standards will be the same as those in the Specific Plan, but this document is not the PUD.

3.4 Residential Land Use Districts

Residential – Low-Density Development Standards

Through the planning process for the Plan, the TAC and the public expressed a desire for a portion of the Planning Area to be developed with single-family housing. In response, a portion of the Planning Area has been designated as Residential – Low-Density (R-LD) to allow single-family detached housing at a density of 8-10 dwelling units per acre.

The R-LD designation is located along Atkinson Lane, Brewington Avenue and the extension of Jasmine Lane, as indicated on Figure 3-1: Land Use Plan. The R-LD units will face Brewington Avenue and Atkinson Lane, and will be designed to complete and maintain a consistent streetscape along the existing adjacent neighborhood streets. At 8-10 dwelling units per acre, these residences will provide a transition from the adjacent existing single-family neighborhoods to higher residential densities within the Planning Area. To maintain safety and parking opportunities, the Brewington frontage lots will provide driveway access from rear alleys. See Table 3-4: R-LD Development Standards for more information.

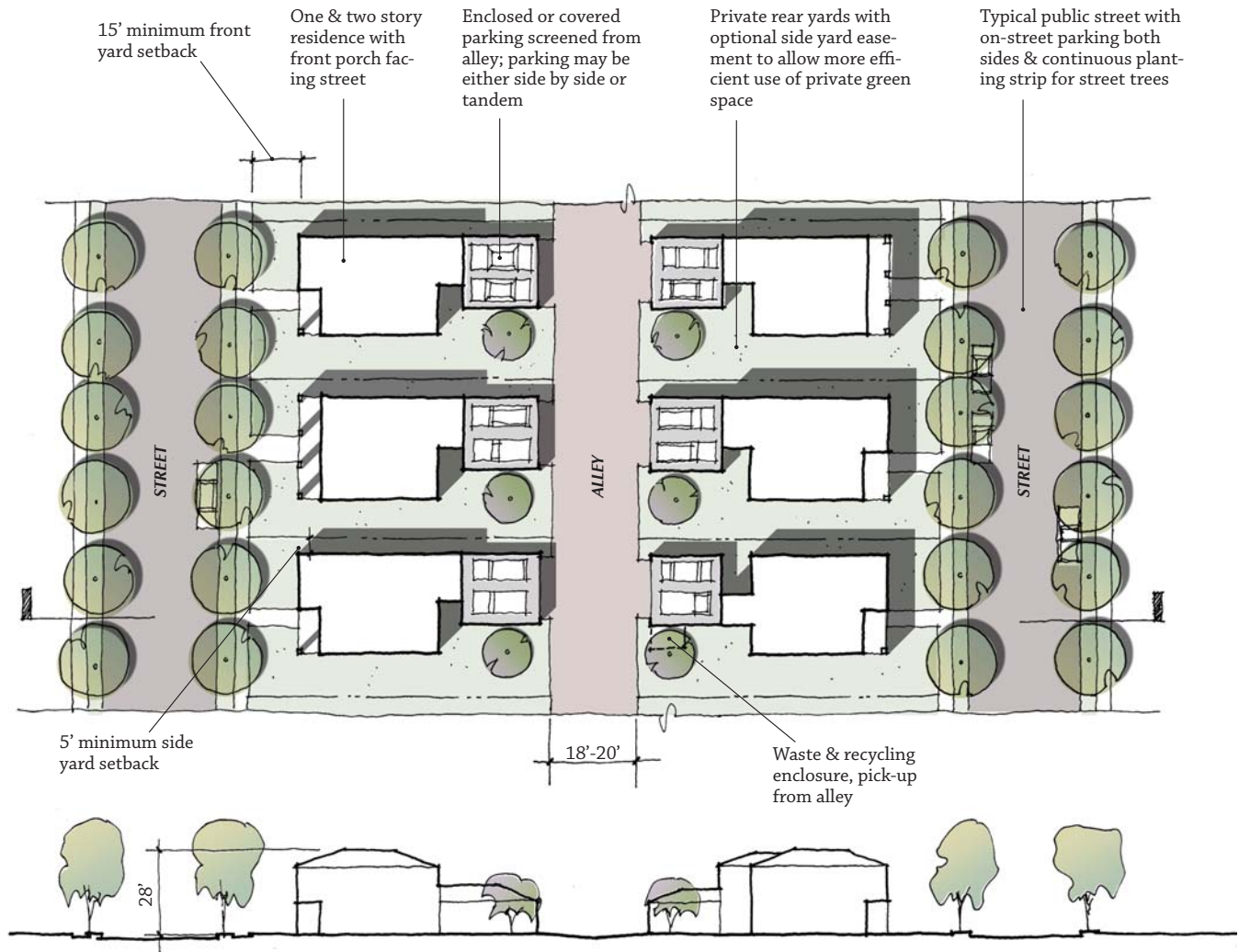


Table 3-4: R-LD Development Standards

Permitted Uses	Density (units per acre)
Single-family residential (detached); one detached accessory building per lot, not more than 120 square feet in size; one detached garage per lot; one accessory dwelling unit on lots 5,000 square feet or greater.	8-10
Lot Dimensions & Lot Coverage	Maximum Building Height (feet)
Lot size: 4,000 square feet minimum	Principal residence: 28', two stories, up to 35' with approval of a Special Use Permit
Street frontage (front), corner lot: 45 feet	Garage, detached accessory building: 18', one story
50% maximum lot coverage	
Minimum Yard Setbacks (feet)	
Front: 15	Side, detached accessory building: 5
Garage front where door faces street: 20	Rear: 15
Side, interior lot, both sides: 5	Rear with alley access parking: 20
Side, exterior lot, street side: 10	Rear, alley accessed garage: 5
Side, exterior lot, interior side: 5	
Minimum Parking per Unit	
2 spaces, 1 car garage; 1 additional space for each bedroom in units with more than 3 bedrooms	

R-LD Example - Detached Units with Alley Accessed Parking

3. DEVELOPMENT PLAN



Residential - Low-Density (8-10 units/acre)



Residential – Medium-Density Development Standards

The Residential – Medium-Density (R-MD) land use designation allows a mix of housing unit types to accommodate both rental and ownership housing for a variety of income levels – from very low to market rate housing.

Single-family and multi-family attached residential units, town homes, and apartments are allowed in the R-MD district at a density of 10-12 units per acre. The R-MD units located along Brookhaven Lane will be designed to complement and maintain a consistent development type to the adjacent existing residential. The two units may share a driveway to access garages. Attached building clusters within this designation shall not exceed six units. See Table 3-5: R-MD Development Standards for more information.



Table 3-5: R-MD Development Standards

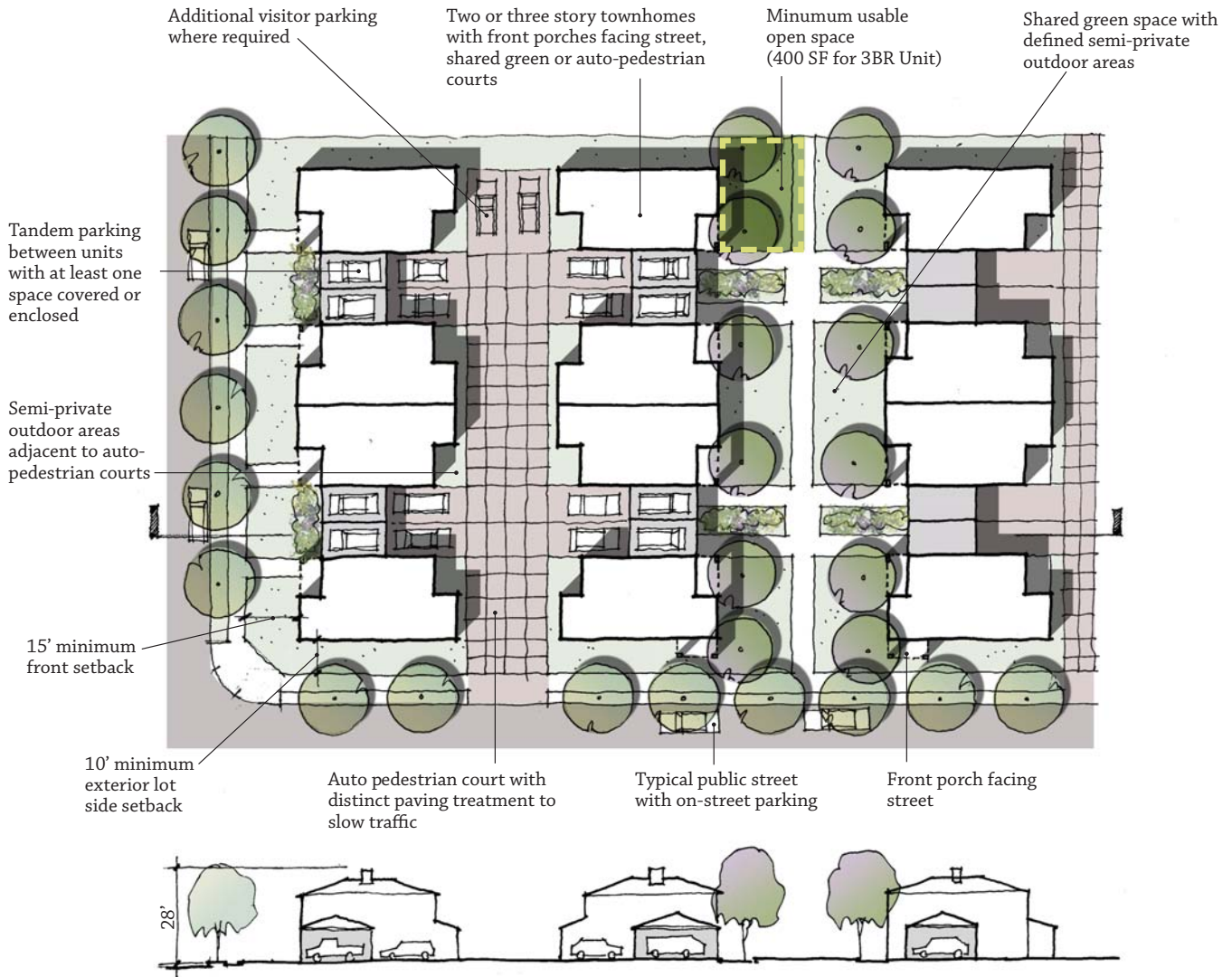
Permitted Uses	Density (units per acre)
Single-family attached residential units; multi-family residential units; one detached garage per lot	10-12
Lot Size & Lot Coverage [1]	Minimum Yard Setbacks
Attached Single-family: 4,000 square feet	Front: 15'
Two-family: 6,500 square feet	Garage front where door faces street: 20'
Three-family: 9,000 square feet	Side: 5'
Four-family: 11,500 square feet	Interior side (single-family, attached): 0'
55% maximum lot coverage	Side, corner: 10'
	Rear: 10'
	Minimum setback between buildings: 15' (sides), 25' (front/rear)
Minimum Useable Open Space (multi-family units)	Maximum Building Height (feet)
300 square feet per one-bedroom unit plus 50 additional square feet per additional bedroom	Principal residence: 28'/2 stories, 35'/3 stories with Special Use Permit
	Garage: 18', 1 story
Minimum Parking per Unit	Bicycle Storage
2 spaces per unit, including one covered space. 1 additional guest parking space for every 4 bedrooms in a project	1 space per unit. Bicycle parking spaces shall be clustered in lots not to exceed 10 spaces; Bicycle parking lots shall be dispersed throughout the development

Notes:

[1] Lot Sizes refer to one bedroom units. Units that include more than one bedroom require an additional 350 square feet of lot space for each additional bedroom.

R-MD Example A - Semi-detached Units with Auto Pedestrian Courts

3. DEVELOPMENT PLAN



R-MD Example B - Attached Units with Auto Pedestrian Courts



3. DEVELOPMENT PLAN

This page intentionally left blank.

Residential - Medium-Density (10-12 units/acre)



Residential – High-Density Development Standards

The Residential – High-Density (R-HD) land use designation is designed to meet the County’s objective to rezone 10 net acres of land area to allow a mix of rental and “for sale” units at a density of 20 units/acre. Prior to annexation of the County Site to the City, the portion of the R-HD district within the County will be subject to the County’s development standards pertaining to developable acreage calculation, driveway width and parking space dimensions, grading, agricultural buffer policies, unit size, bedroom count, inclusionary requirements and exterior appearance as set forth in County Code and as modified by the adopted PUD. See Table 3-6: R-HD Development Standards and County Site Development Areas graphic for more information.



3. DEVELOPMENT PLAN

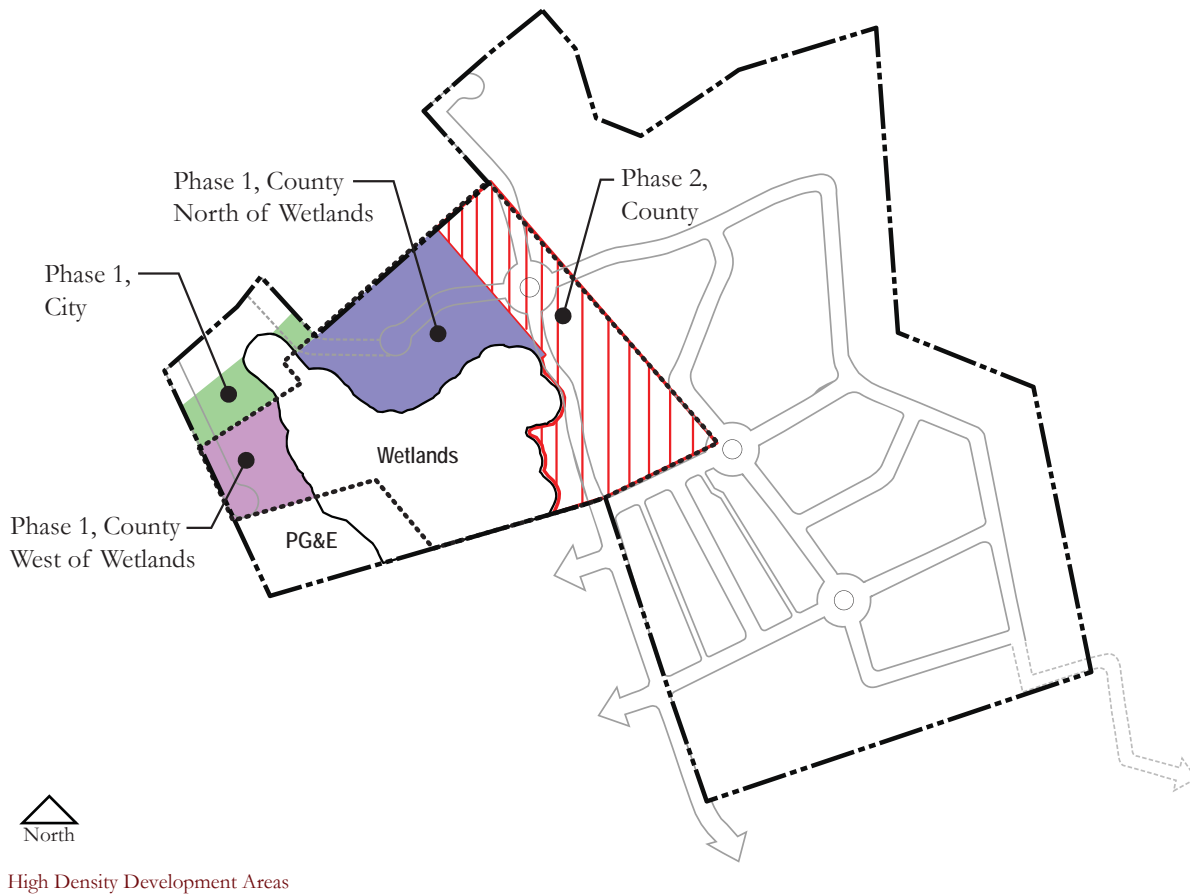


Table 3-6: R-HD Development Standards

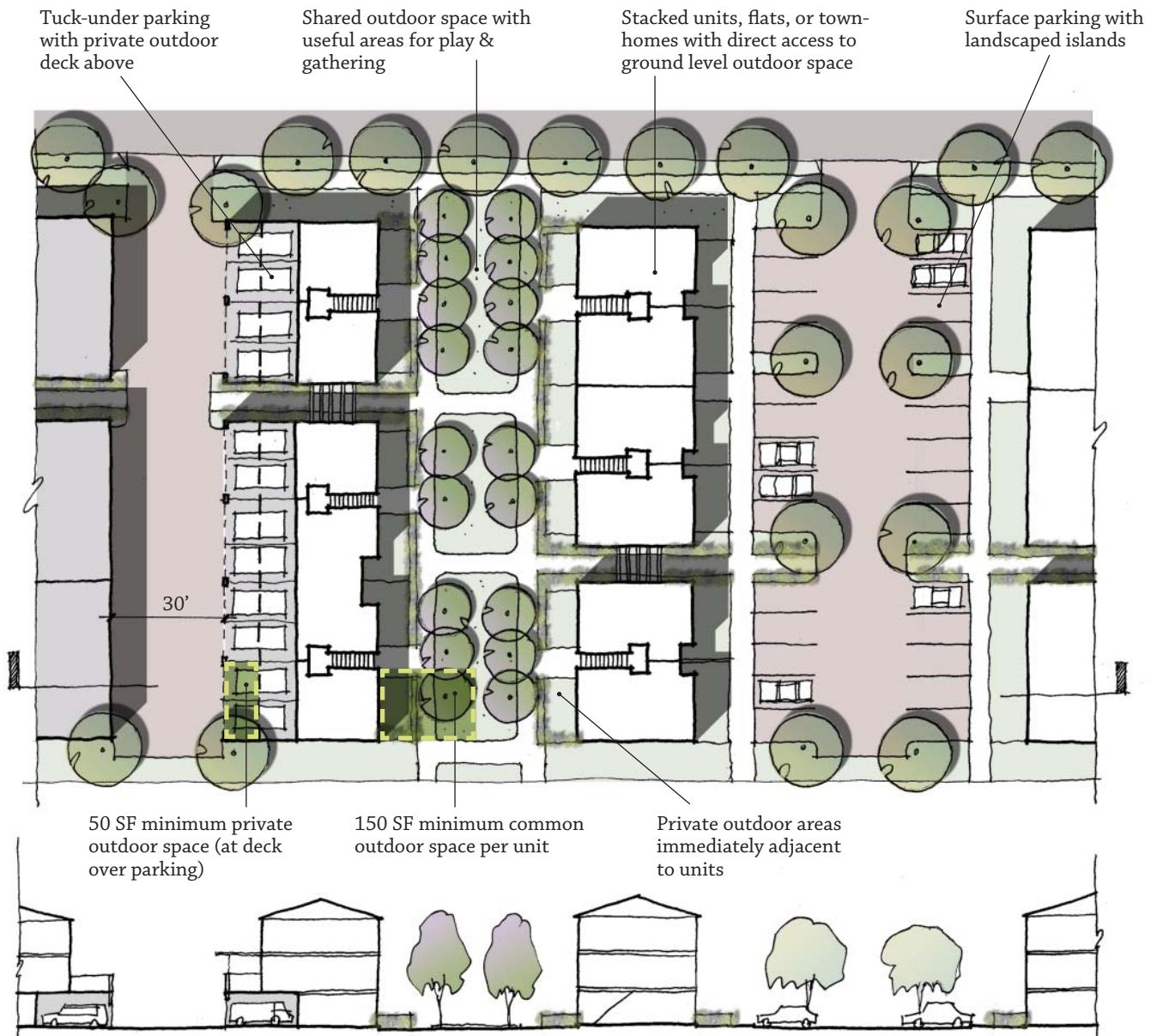
Permitted Uses	Density (units per acre)
Condominiums, Townhomes, Apartments	20
Minimum Yard Setbacks	
Phase 1, County - West of Wetlands	Phase 1, County - North of Wetlands
Northern property line: 3' if developed in conjunction with adjacent City parcel, otherwise 10'	Northern property line: 15' for 2 story structures, 20' for 3 story structures
Western property line: 5' from 32' wide roadway located on top of the 30' wide PG&E vehicular easement	Western property line: outside established wetland buffer
Eastern property line: outside established wetland buffer	Eastern property line: outside interim agricultural buffer
Southern property line: 10'	Southern property line: outside established wetland buffer
Setback from interior streets, driveways, parking areas: 5'	Setback from interior streets, driveways, parking areas: 5'
Phase 2, County	Phase 2, City
Northern and southern property lines: 15' for 2 story structures, 20' for 3 story structures	Northern property line: 10'
Western property line: outside established wetland buffer	Western property line: 5' from 30' wide PG&E vehicular easement
Eastern property line: 3' if developed in conjunction with adjacent City parcel, otherwise 10'	Eastern property line: outside established wetland buffer
Setback from interior streets, driveways, parking areas: 5'	Southern property line: 3' if developed in conjunction with adjacent City parcel, otherwise 10'
Setback from public streets: 15'	Setback from interior streets, driveways, parking areas: 5'
Maximum Building Height[1]	Minimum Parking per Unit[2]
Three-story structure: 37'	Studio and one bedroom units: 1.5 spaces
Two-story structure: 28'	Two bedrooms: 2 spaces
	Three bedroom units: 2.5 spaces
	Four bedroom units: 3 spaces
	Bicycle parking: 1 space per unit, can be located in storage area
Minimum Useable Open Space	
Private Open Space - 50 square feet per unit	Common Open Space - 150 square feet per unit

Notes:

- [1] Building height shall be measured from pre-construction natural grade, exclusive of subsurface parking.
- [2] An additional 20% of the total number of parking spaces is required to accommodate guest parking.

R-HD Example - Stacked Townhomes & Flats with Mix of Surface & Tuck-under Parking

3. DEVELOPMENT PLAN



Residential - High-Density (20 units/acre)



3.5 Design Guidelines

The design guidelines encourage design approaches that allow for flexibility and innovation in the design of residential development projects while maintaining a level of quality commensurate with the Land Use Plan as described above. As the Planning Area is developed, the design guidelines will help provide assurances that the Planning Area will develop in accordance with the quality and character proposed herein; and to provide guidance to City and County staff, City and County Planning Commissions, the City Council, and the Board of Supervisors in the review of future development projects on the Planning Area.



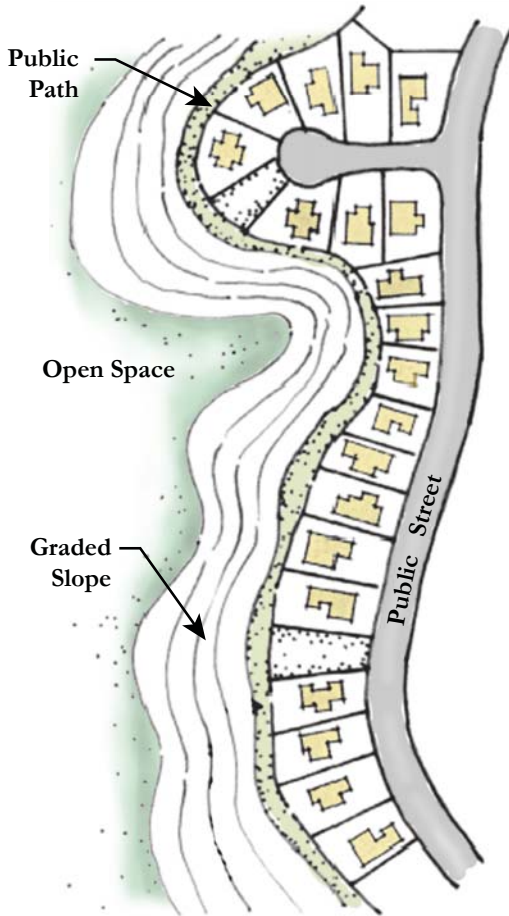
During the review of proposed development projects, the City/County may use discretion in applying various provisions in the design guidelines to specific projects. It is not anticipated that each guideline will apply equally to every project. In some cases, one or more of the guidelines may be relaxed to facilitate compliance with a more important or appropriate guideline for that project. When implementing the guidelines, the intent is to ensure that the objectives of the guidelines are followed and that the project respects its surroundings and honors the desired character of the area.

A number of the design guidelines described below were derived from the City of Watsonville “Livable Community Residential Design Guidelines” (June 2001) and are identified with an asterisk (*).

The design guidelines for residential development are based on the following objectives:

- Establish residential architectural designs that complement and support high-quality development.
- Provide attractive, functional, and convenient site arrangements.
- Incorporate landscape materials and designs that enhance the appearance of the development and contribute to the overall quality of the Watsonville community.
- Provide for amenities appropriate to different age groups for both single-family and multi-family residences.
- Incorporate design features that help to ensure a safe and secure residential neighborhood.

Site Planning



- Where natural features exist, such as wetlands and drainages, open spaces should be preserved and used to frame and define residential areas.*
- Grading should limit the visual distinction between graded and adjacent natural landforms and be contoured to blend into adjacent open spaces.*
- Varied building heights are encouraged, both to provide visual interest and give the appearance of a collection of smaller structures. Building heights at the edge of the subdivision should be considered within the context of the project's surroundings, the adjacent uses, and should create a transition from the heights of adjacent existing residential development rather than form abrupt height changes.
- Arrange unit types to provide a logical transition between existing neighborhoods and higher density portions and provide complete consistent streetscapes along existing street frontages.
- Orient buildings and associated improvements to minimize noise, light, glare, and other visual impacts to adjacent residential neighborhoods.

Building Height Transition



- Use buildings, landscaping, contrasting paving, and site design to frame neighborhood gateways and define common open spaces.
- Utilize permeable materials for walkways, driveways, alleys, and patios where possible and locate impervious areas to drain into bioswales or other stormwater detention features.



Sidewalk with Permeable Pavement and Adjacent to Bioswale

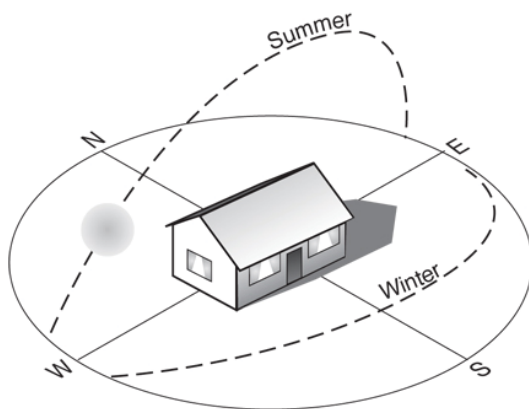


Contrasting Paving Techniques



Neighborhood Bioretention Pond

- Incorporate Best Management Practices (BMPs) for bio-retention systems.
- Site orientation and building design should consider the use of alternative energy sources and passive solar design concepts.*



Solar Orientation



Common Open Space/Courtyard with Rain garden Landscape Feature



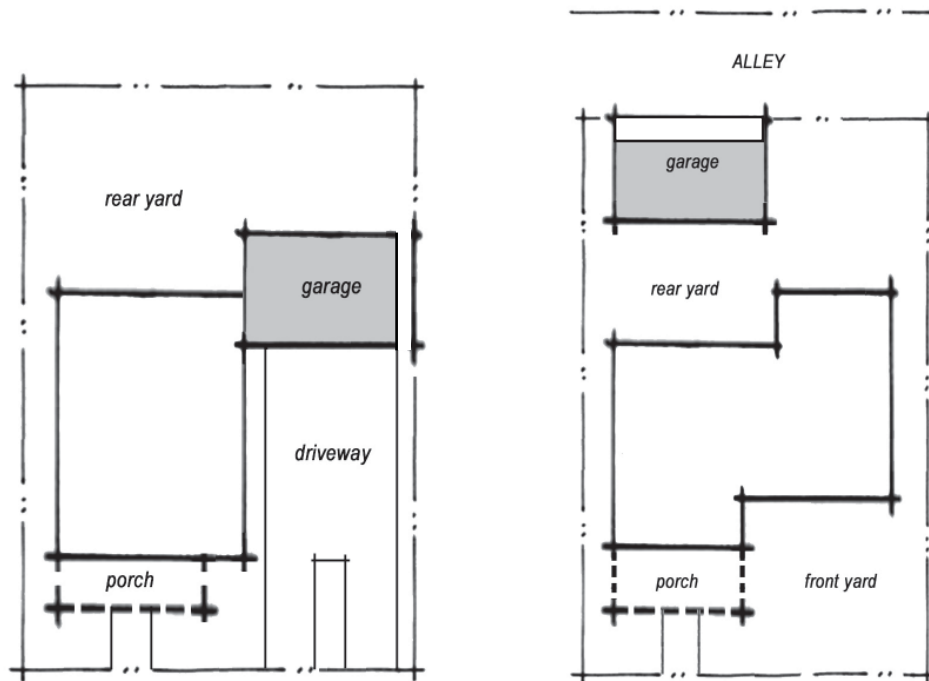
Front-Facing Entry Porches



Corner Lot Design

Single-family

- At least 75% of the homes on each block should have front-facing entry porches.*
- Garages should be pushed back at least 5 feet from the porch entry. Rear garages are strongly encouraged and should be designed to preserve back yard spaces.*
- The width of the garage should be less than 50% the width of the lot.*
- Corner homes should be planned so both exposed facades enhance the street. The sides of the house should be set back at least 10 feet from the property line and the garage face should be at least 30 feet from the corner.*



Rear and Alley Loaded Garage Location

Multi-family

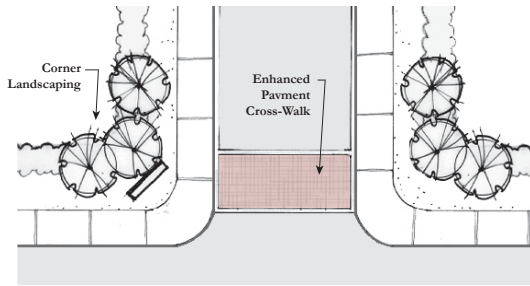
- The siting of multi-family buildings should consider the existing neighborhood context. Development should generally be oriented parallel to the public street or to the internal streets, with some setback variation to provide visual interest.



- The clustering of multi-family units should be a consistent site planning element. Whenever possible, buildings should be configured around courtyards, gathering areas, and open spaces.
- Public, communal, and private spaces should be clearly distinguishable.*



Cluster Units to Enhance Public Spaces

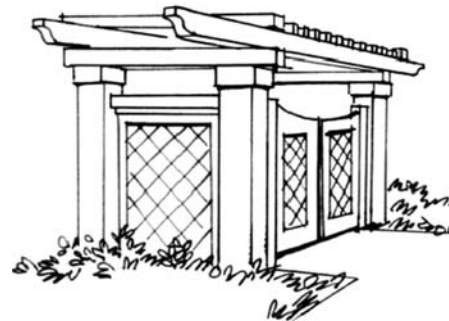


Small Parking Courts with Landscape Screening



Common Space Centrally Located with Play Equipment

- Ground floor units should have direct access from streets and common spaces.*
- Entry drives should be designed to create a positive identity for the project. Landscape and site design should frame and distinguish entry drives.*
- Parking should be unobtrusive and not disrupt the quality of common spaces and pedestrian environments. It should be distributed throughout the site in discrete courts and shall be screened by landscaping or buildings.*
- Services should not be visible from public areas. Trash bins, utility meters, transformers, and other service elements should be enclosed or otherwise concealed from view.*



Trash Bin Enclosure

- Common open space should be centrally located, have a physical and visible connection to public open space, and connected to each project's internal pedestrian system.*
- Common spaces should incorporate play equipment for children and adults that are sized to accommodate the anticipated level of use and located such that they are safe and observable from adjacent areas.*

Architectural Design

- Provide a variety of architectural styles using high quality architectural materials.
- All facades, including side and rear elevations, should have the same vocabulary of forms, details, and materials.*
- Create visual interest through the use of articulated facades, forms, and color, but maintain consistent architectural style and details on both the exposed facades of corner lots. Break up large wall and roof surfaces using three dimensional elements on facades, such as chimneys, balconies, bay windows or dormers.
- Incorporate energy-efficient building siting standards and materials.

Single-family

- Block frontages should include at least three distinct models (both in plan and elevation), plus one or more variations for corner lots. Homes of the same model may not occur on adjacent lots.*
- Each block face should include a variety of one and two-story elements.*
- Roof forms should be consistent on all part of the house and garage and have a similar pitch.*



Variety of Architectural Form, Materials, Color, and Detail



Distinct Residential Models of One and Two Stories



Consistent Roof Form and Vocabulary of Detail



Building Entry Design with Architectural Variety



Appropriate Entry Relationship with Walkway



Entry Design Emphasis

Multi-family

- Building forms should be articulated by varying roof heights and wall planes. Long, unbroken volumes and large, unarticulated walls and planes shall not be permitted.*



Multi-Family Residence with Varying Roof Heights and Wall Planes

- Roof forms should cover the entire width and depth of buildings. Superficial roof forms (such as mansards affixed to the building) or false fronts, facades and parapets, shall not be allowed.*
- Flat roofs are strongly discouraged.
- Individual entries should have a strong relationship with a fronting street, internal walkway, or courtyard, as appropriate to the overall siting concept. A transitional area from the public space or walkway to the private dwelling unit entry, such as a porch, steps, or landscape walkway, should be provided.
- Each dwelling unit's entry should be emphasized and differentiated through architectural elements such as porches, stoops, or roof canopies, and detailing. Opportunities should be provided for residents to personalize their entry by providing ground level space or wide ledge for potted plants.
- Stairways, fences, trash enclosures, and other accessory elements should be designed as integral parts of the architecture.
- On-site mechanical equipment visible from buildings or a public street should be screened.

Materials and Color

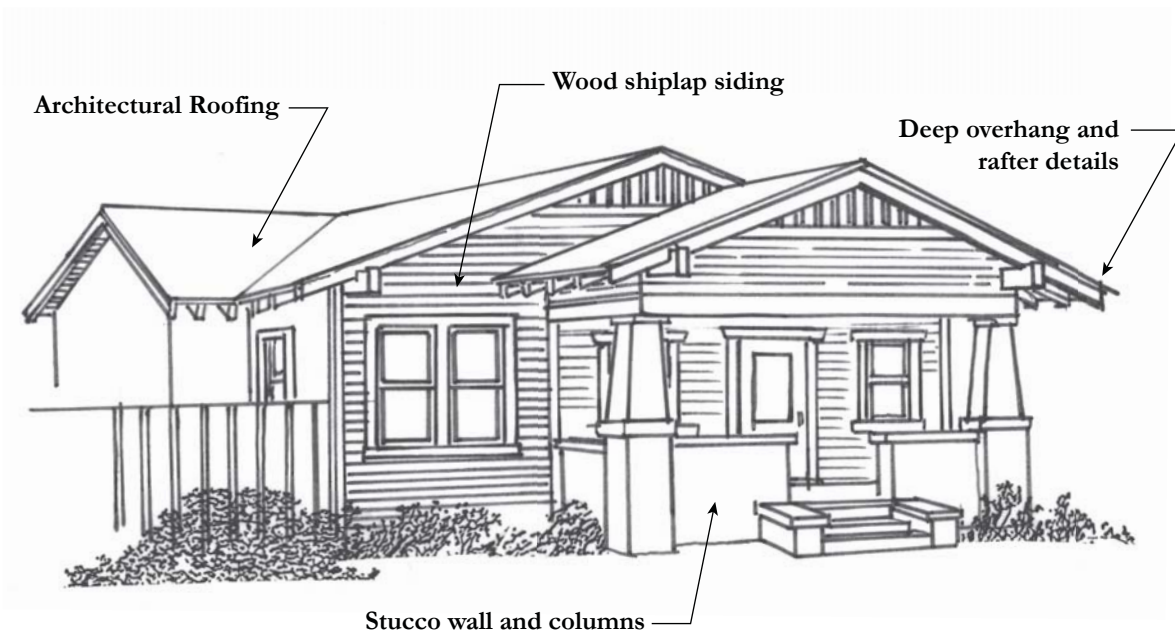
- Architectural design within each residential subdivision should use a palette of materials that convey an image of quality and durability. Examples include:
 1. Roofs: Encouraged – unglazed clay tile, architectural composition shingles. Discouraged – glazed or painted tiles, metal or sheet materials, composition roll roofing.
 2. Walls: Encouraged – painted stucco, shiplap wood siding, wood shingles, board and batten wood siding. Discouraged – vinyl, metal, T-111 siding, plywood, other sheet materials.*
- Color should be used as an important design element and should be natural or muted tones. Appropriate use of more than one predominant paint color is encouraged. Compatible accent colors are encouraged to enhance important building elements.
- Painted surfaces should use colors that reinforce architectural concepts and are compatible with natural materials such as brick or stone.
- Structures designed with obvious references to styles or periods should be consistent with that style or period*



Wood Shiplap Material and Color Examples



Stucco Material and Color Examples



Materials and Design Examples



Native, Drought Tolerant Landscaping



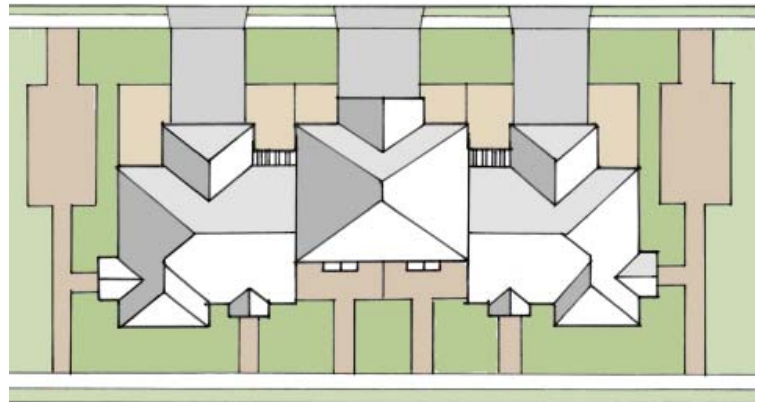
Landscaping of Common Space and Walkways



Landscaped Residential Retaining Wall

Landscaping

- All site areas not covered by structures, walkways, drive-ways or parking spaces should be landscaped.*

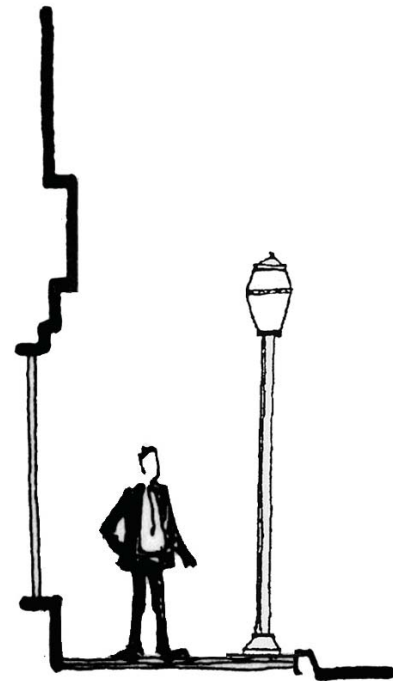


Green Color Represents Intended Landscaped Areas

- Use specimen trees and accent plant materials at major focal points, such as entries or where major walkways intersect with common open space areas.
- Landscaping should support the distinction and transition between private, common and public spaces.*
- Design landscaping that is permanent with automated irrigation. Water-intensive plants, such as lawns and flowering exotics, should be used sparingly as accents.*
- Use drought tolerant, native landscaping and drip irrigation is encouraged in common area landscaping.
- Vines and climbing plants on buildings, trellises, walls and fences are encouraged, both to provide an attractive appearance and to minimize graffiti.
- Parking lots should be generously landscaped to provide shade, reduce glare and provide visual interest. Parking lots shall provide shade trees (of at least 15 gallon in size) for each four (4) spaces.*
- Shared parking lots shall be landscaped. Lots should be screened from view with architectural walls, berms or shrubs.*
- Incorporate natural features and existing trees into the landscape plan to the extent practical and feasible.

Lighting

- Provide lighting for specific tasks (i.e., illuminating common areas, parking, driveways, paths, and entryways).*
- Street lighting should be mounted on architecturally designed fixtures that are consistent throughout the subdivision and are less than 16 feet in height, and preferably lower.*
- Place and design outdoor lighting around buildings, in parking lots, and along streets to prevent excessive “spill-over” glare into adjacent residential and habitat areas and minimize night sky illumination.
- Lighting in parking areas should be arranged to prevent direct glare into adjacent dwelling units and onto neighboring uses/properties.
- Incorporate cutoffs into light fixtures to screen the view of light sources from residences.*
- Provide safe but environmentally sensitive walkway lighting along the wetland buffer.



Street Light Fixtures should Accommodate Pedestrians

Lighting for Specific Tasks



Bollard Lighting along Walkways



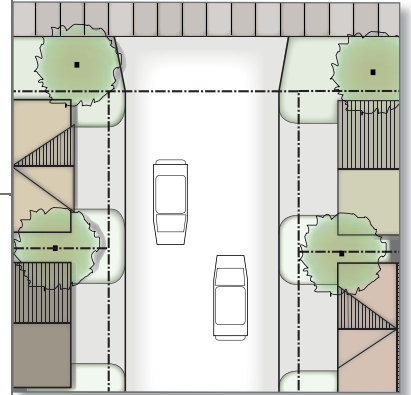
Lighting in Common Areas



Mounted Lighting on Residential Structures

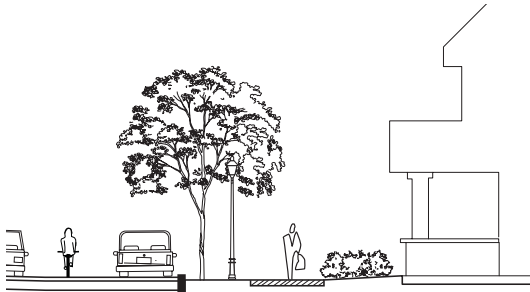
4

Circulation Plan



This page intentionally left blank.

4.0 Circulation Plan



Planning Area access includes two access points off Atkinson Lane, at least two access points from Brewington Avenue, and a connection to Wagner Avenue, which will be extended from Crestview Avenue to East Lake Avenue as an off-site improvement. A temporary access for emergency vehicles only will connect County Phase 1 on the north side of the wetlands to Atkinson Lane. This access will likely not be required once the northern most connection to Atkinson Lane is provided as part of Phase 2.

4.1 Internal Circulation

A pattern of street types (see Figure 4-1: Planning Area Access and Internal Circulation), each with a different character and function, serve the transportation needs of the development. Internal street types include collector, local, and swale streets. The network also includes three roundabouts designed to facilitate traffic calming.

It should be noted that the internal streets may be designed many ways. The streets shown on the Figure 4-1: Planning Area Access and Internal Circulation, merely serve as a guide for development of a complete circulation system throughout the Planning Area.

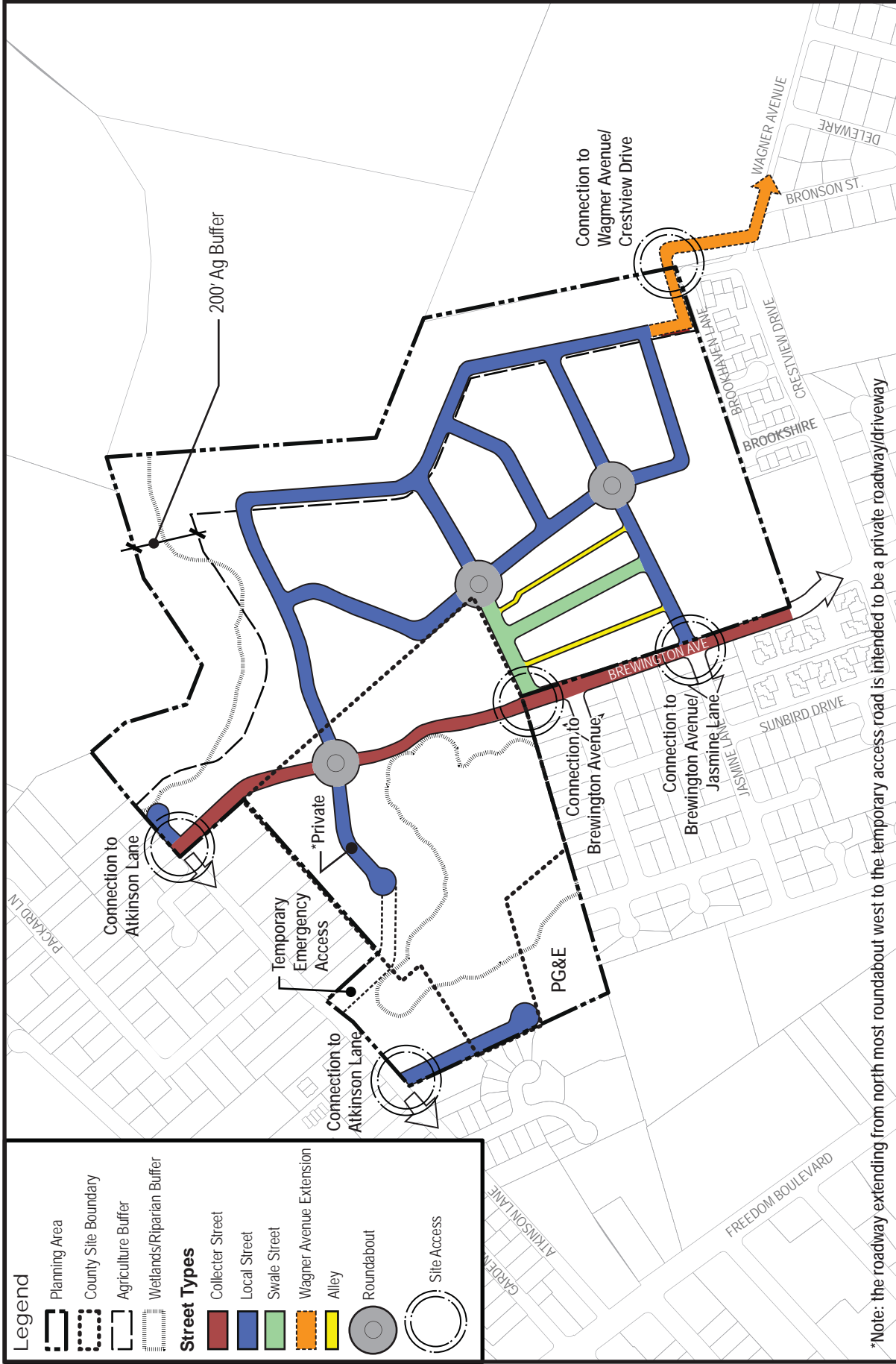
The internal circulation system should be developed comprehensively with the subdivision map and will be finalized during the final design stages for each phase. The final design shall provide a connection to Wagner Avenue. The final design may also locate streets within the first 50 feet of the permanent agricultural buffer, nearest the development, as described in Section 3.6.

Sidewalks and bicycle travel facilities (bikeway signage) will be provided on all internal streets and will connect to a pedestrian trail within the Corralitos Creek and wetlands riparian buffer areas.

This internal circulation pattern is intended to facilitate automobile, bicycle, and pedestrian travel safely and efficiently and to connect the Planning Area to the adjacent street network. The following is a detailed explanation of the internal circulation network.



This page intentionally left blank.



Planning Area Access and Internal Circulation

Figure 4-1



*Note: the roadway extending from north most roundabout west to the temporary access road is intended to be a private roadway/driveway

Source: RBF Consulting (2008)



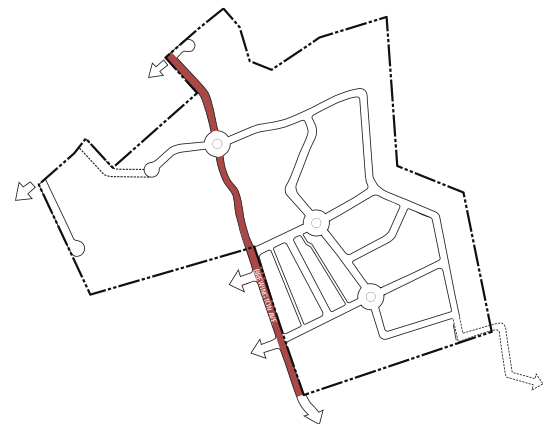
RBF
CONSULTING

11/17/08 JN 70-10018

Collector Streets

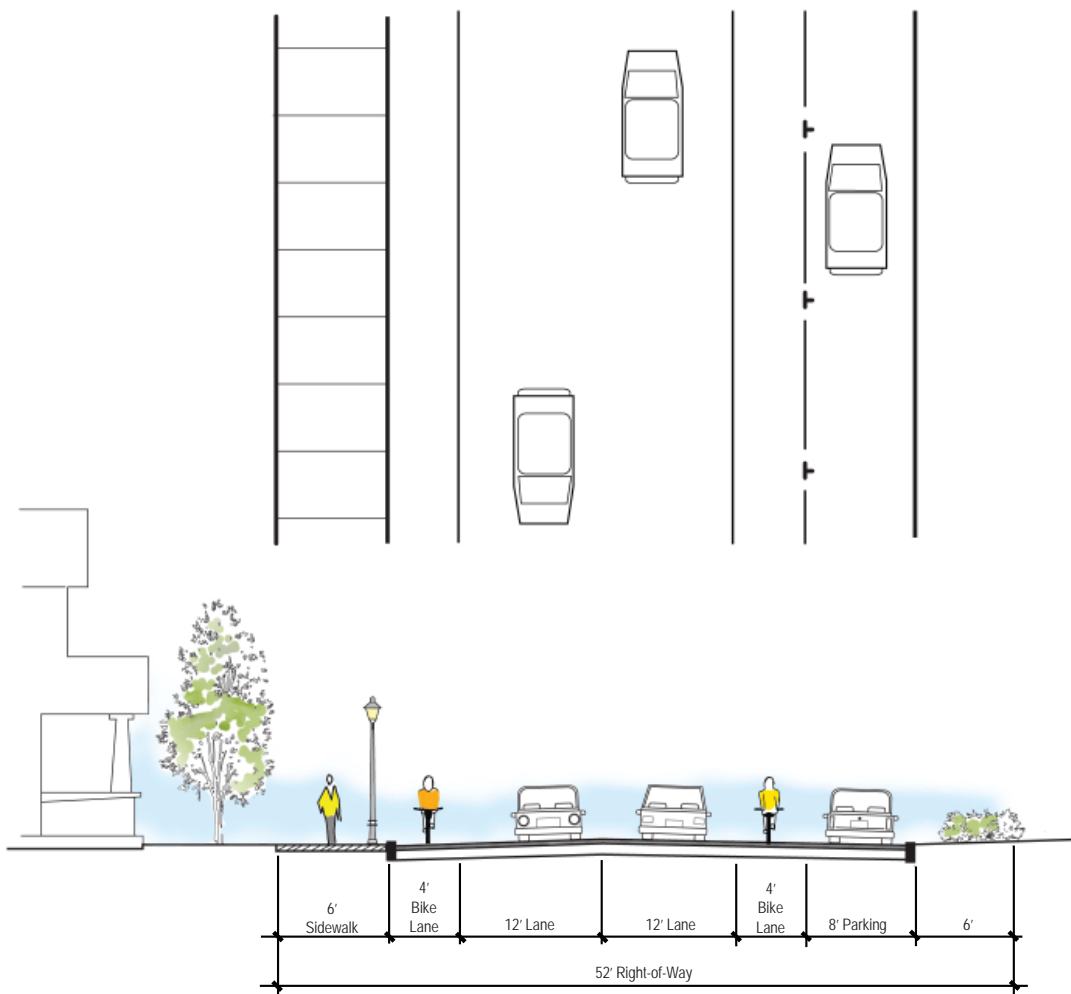
The Planning Area will include a public collector street which will extend from Brewington Avenue north to Atkinson Lane.

Phase 1 will require the extension of Brewington Avenue through the interim agricultural buffer for access to the County site. The initial design of this portion of the 52-foot wide Brewington Avenue will be developed according to County roadway standards, which excludes on-street parking (see Interim Collector Street Cross-Section below). Upon annexation to the City as part of Phase 2, the remaining portion of Brewington Avenue connecting to Atkinson Lane will be developed, and the entire segment of Brewington Avenue through the Planning Area will be redesigned to allow for on-street parking and sidewalks on both sides (see Collector Street Cross-Section).

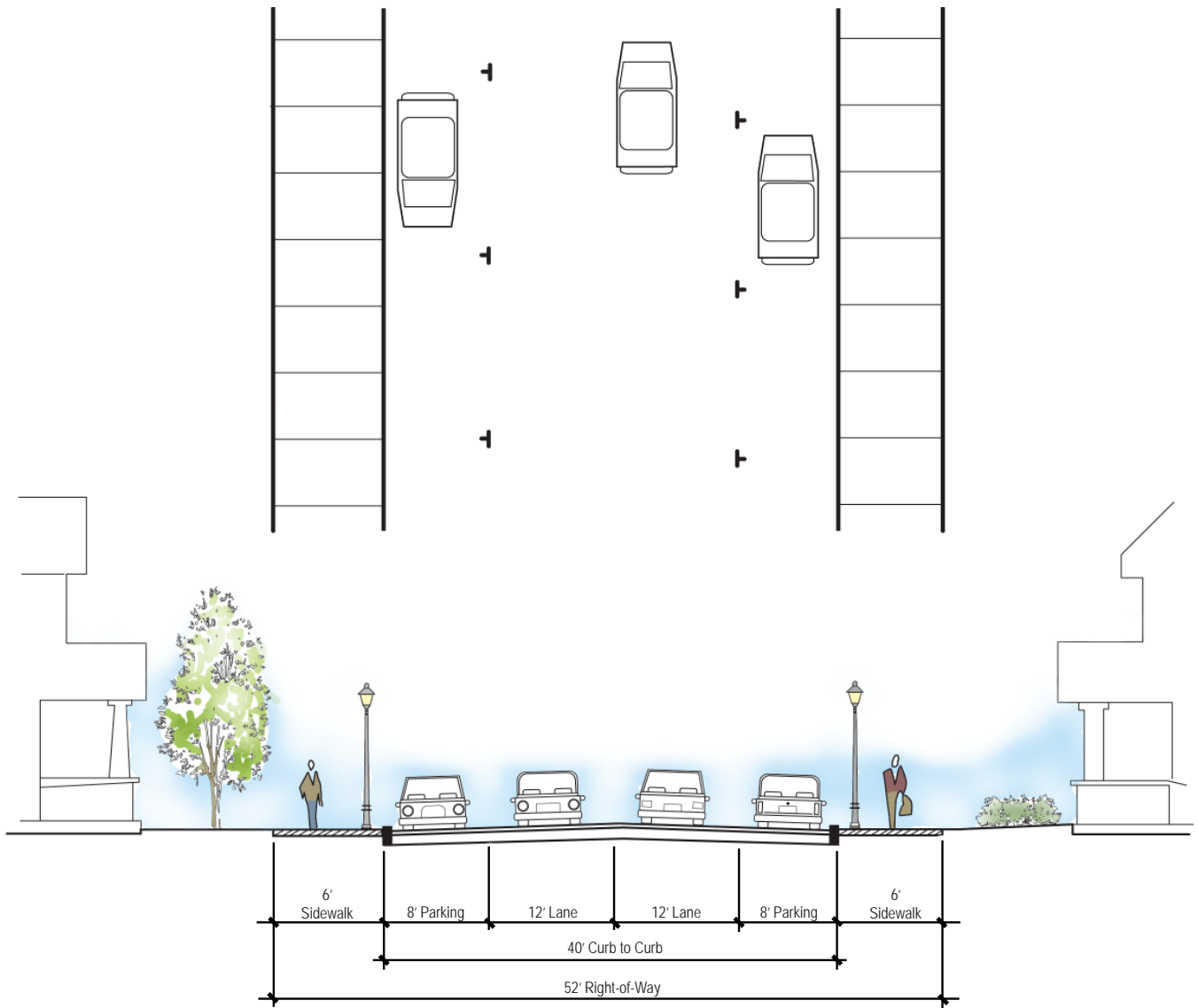


Location Map

4. CIRCULATION PLAN



Interim Collector Street Cross-Section



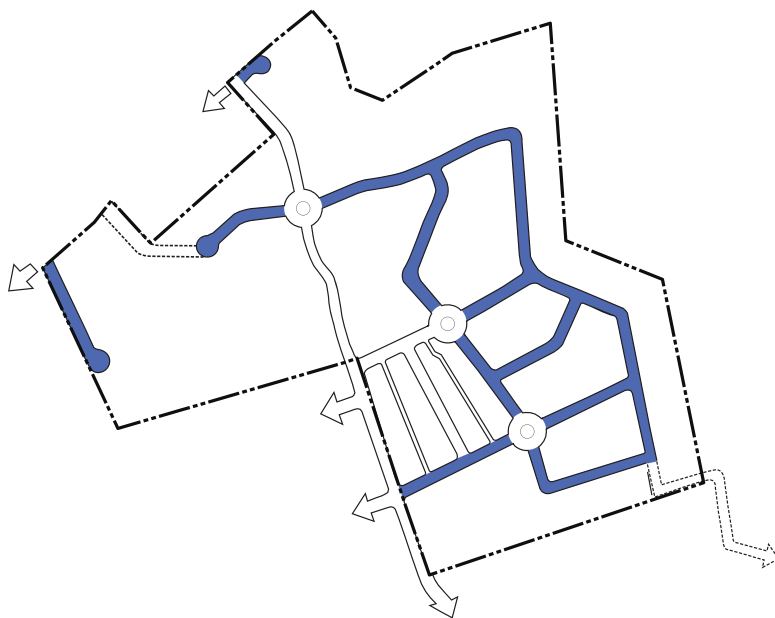
Collector Street Cross-Section

Local Streets

The Planning Area’s internal street network includes local streets. These public streets will contain a 54-foot right-of-way and include travel lanes, on-street parking, landscaping, and sidewalks (See Local Street Cross Section). The use of Low Impact Development techniques such as permeable pavers, vegetated swales, curb cuts, and rain guard planting strips that decrease storm water runoff and improve water quality is encouraged.



Swale Along Street with Curb Cut



Location Map



Local Street Cross-Section

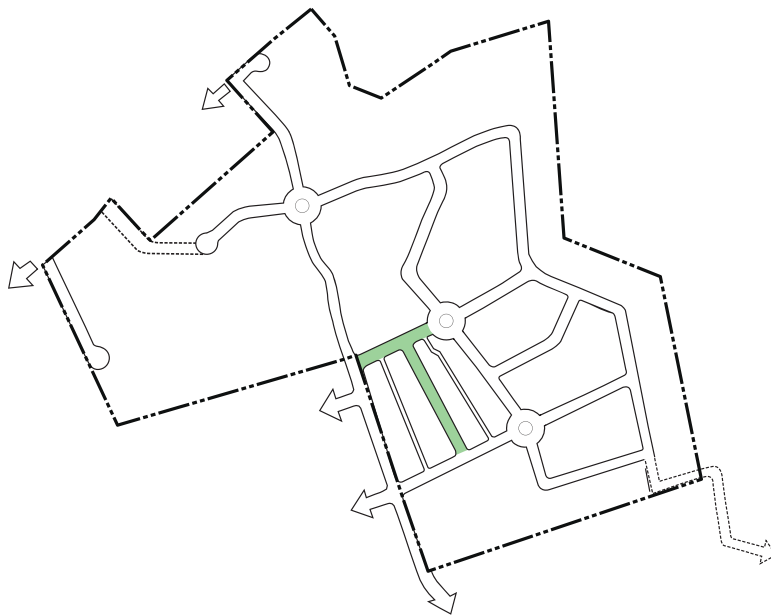
Swale Streets

The internal circulation network will include swale streets, a street concept that will accommodate a bioswale and optionally a landscape swale adjacent to the roadway. Swale streets are strategically located to provide an overland release path that naturally occurs between the wetlands and the detention basin. The size of the swale(s) shall be determined upon final design of the storm drain system.

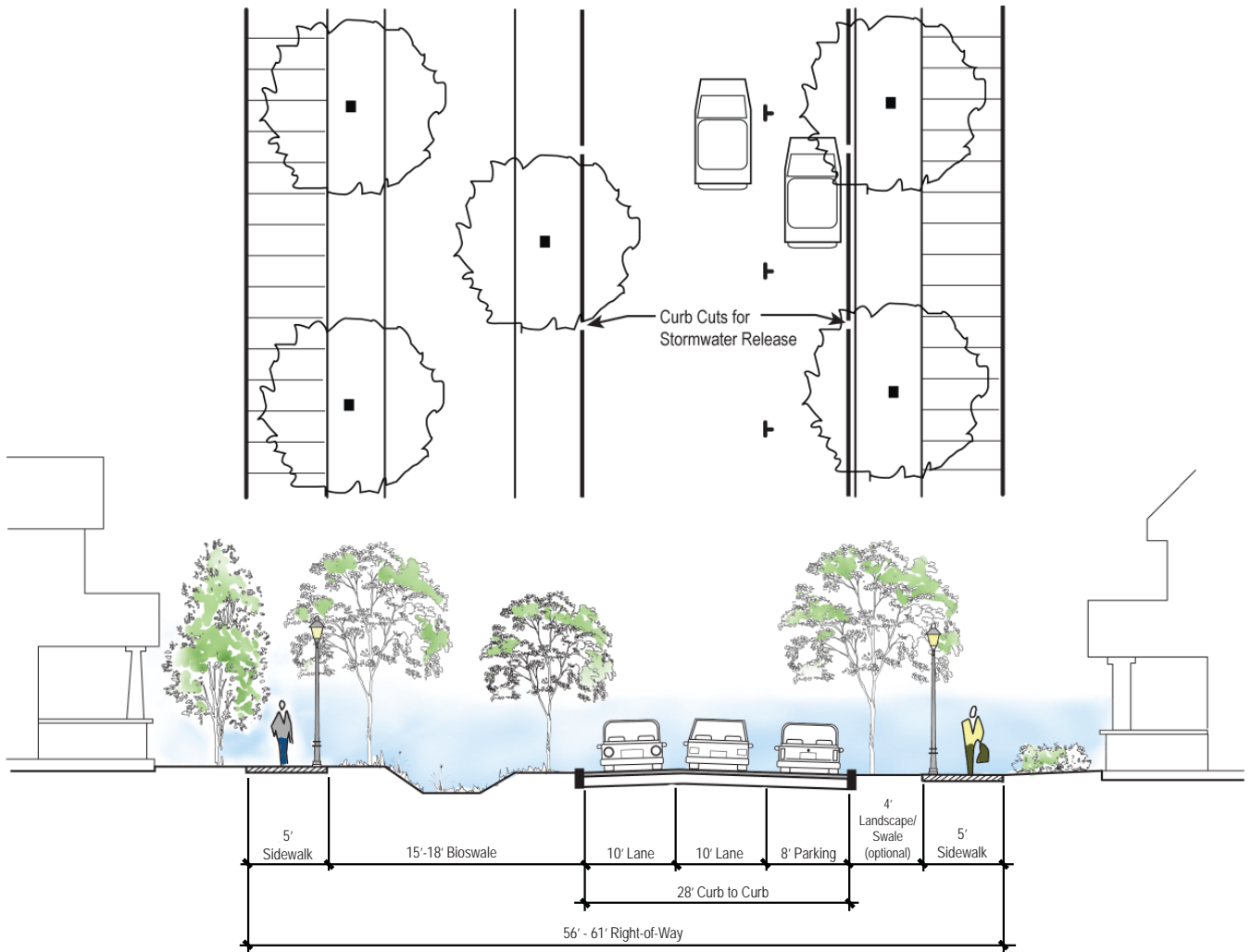
Swale streets may have up to 61-foot right-of-way. Swale streets will include travel lanes, on-street parking, landscaping, and sidewalks. Curb cuts will be constructed every 20 feet along the roadway to facilitate stormwater runoff into the swale(s).



Streets with Bioswale Between Sidewalk and Roadway



Location Map



Swale Street Cross-Section

Roundabouts

Roundabouts are incorporated into the internal circulation network to reduce traffic speeds, improve traffic flow and air quality, and increase vehicular and pedestrian safety.

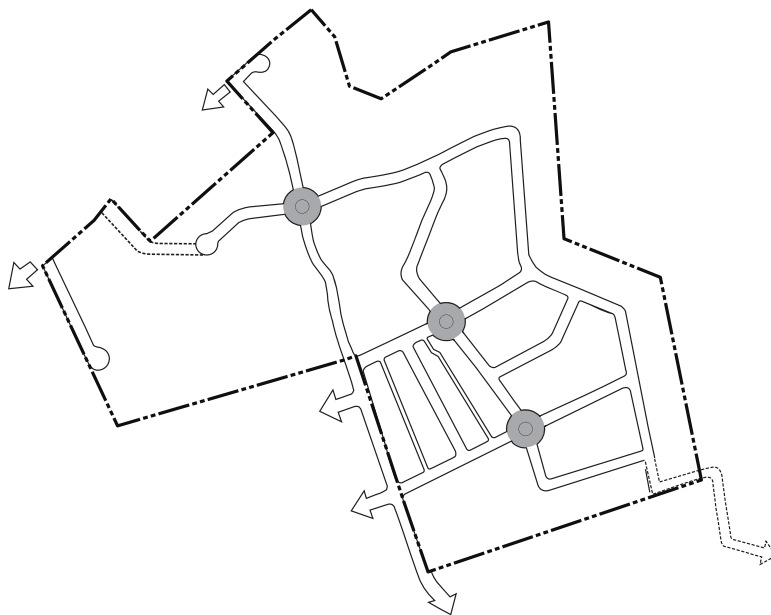
The Roundabout Design figure below provides a basic example of how the roundabouts may be designed. The roundabouts will be small (i.e. mini roundabouts), designed for a low-speed environment, to include pedestrian-friendly features such as mountable splitter islands, and short crossing distances. The roundabout will be designed to accommodate passenger cars and large vehicles. The roundabout should include either a mountable central island (allowing vehicles to travel over), or a raised central island with landscaping (does not allow vehicles to travel over). In all cases, the roundabouts shall be designed to facilitate large vehicles (i.e. delivery trucks, fire trucks, etc.).



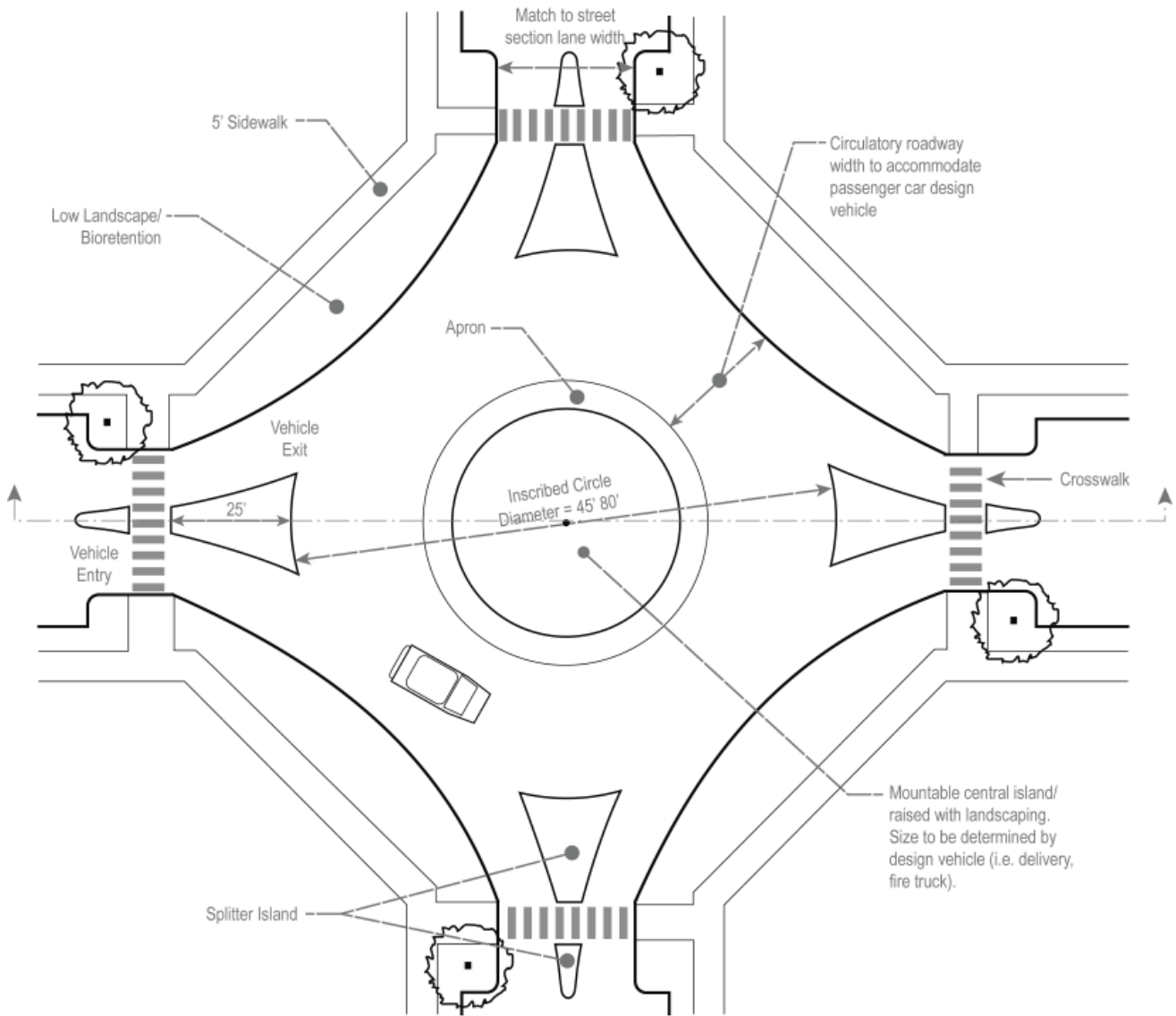
Mini Roundabout with Landscaped Central Island



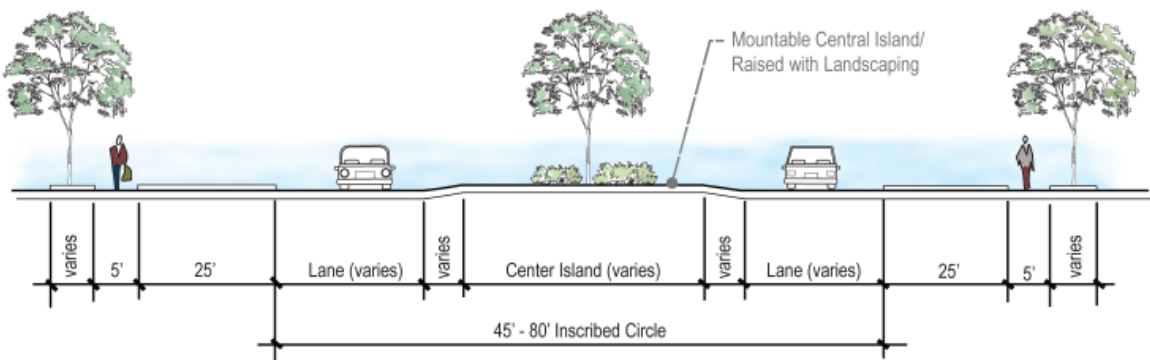
Mini Roundabout with Mountable Center Island



Location Map



4. CIRCULATION PLAN



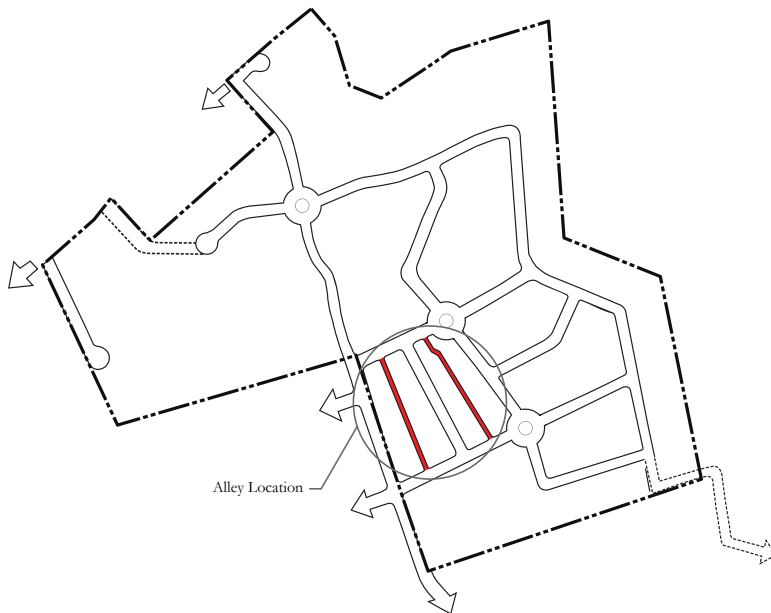
Roundabout Design

Alleys

Alleys are encouraged within the Low-Density Residential District near Crestview Park to provide access to rear-set garages for residences with frontages along the swale street. Alleys will have a 18-20-foot right-of-way and include a 14-16-foot travel lane and a 28-30 foot minimum structure to structure width. Use of porous surfaces such as permeable pavers or permeable asphalt as a low-impact design technique is encouraged. Alleyways should also be graded to drain to the center to direct stormwater away from structures and along an overland release path.



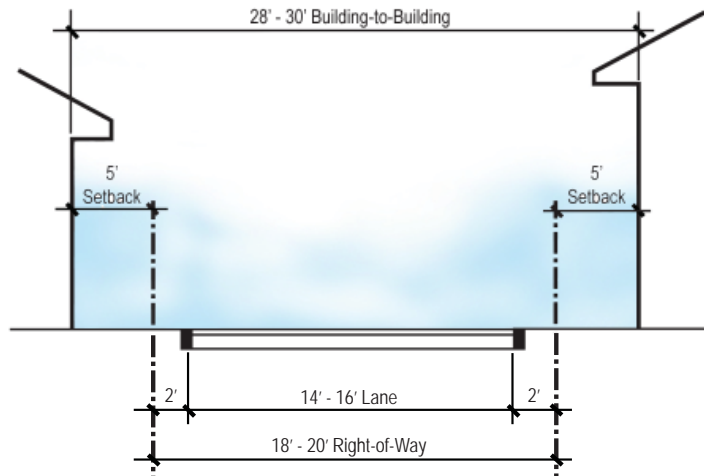
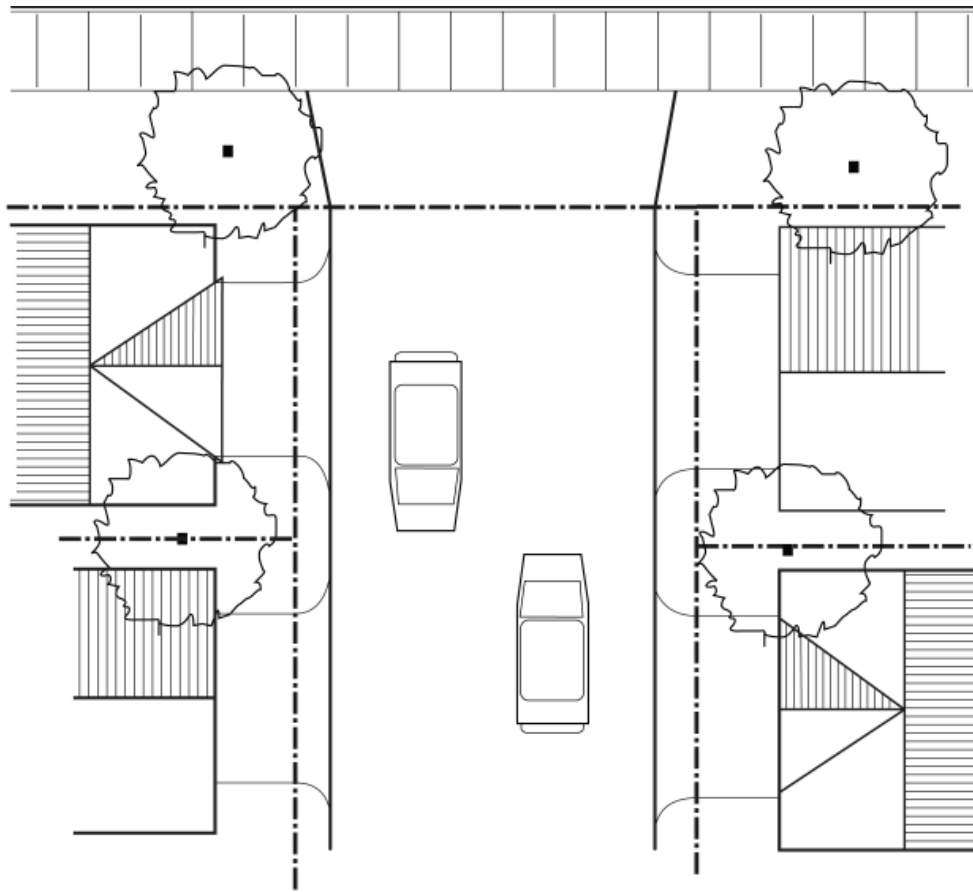
Residential Alley



Location Map



Residential Alley



Alley Cross-Section

Landscaping

Landscaping within the public rights-of-way shall serve as bioretention areas throughout the Planning Area and include at least one shade tree per 40 feet of street frontage and native, drought tolerant (when practicable) shrub and groundcover species. Tree box filters should be used whenever possible. See Table 4-1: Appropriate Street Trees.



Table 4-1: Appropriate Street Trees

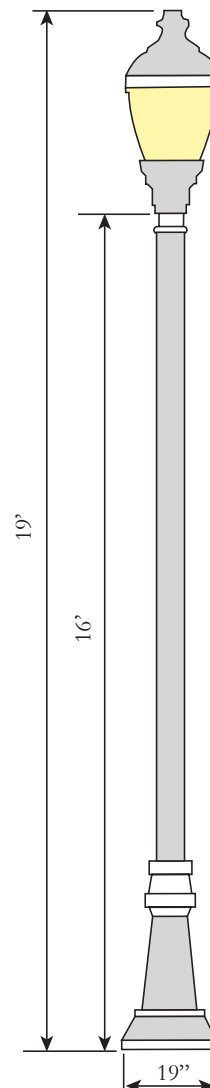
Botanical Name	Common Name
Eriobotrya Deflexa	Bronze Loquat
Geijera Parvifora	Australian Willow
Laurus Noblis	Sweet Baby
Ligustrum Lucidum	Glossy Privet
Magnolia Grandiflora	Magnolia ‘Little Gem’
Quercus agrifolia	Coast Live Oak
Phillyraeoids	Pittosporum
Platanus acerifolia	London Plane
Pyrus Calleryana	Ornamental Pear
Rhaphiolepis ‘Majestic Beauty’	Standard India Hawthorn

4. CIRCULATION PLAN

Lighting

Lights and light poles should be designed to follow City standards for residential street lights and placed with sufficient frequency to avoid dark spots, provide even light along sidewalks and parking spaces, and ensure pedestrian safety. Light sources should be shielding to prevent excessive “spillover” glare into adjacent residential and habitat areas, and minimize night sky illumination.

Pedestrian walkways, which connect common spaces and provide pedestrian access from sidewalks and parking lots to buildings should be adequately light. Bollard type light fixtures are appropriate along pedestrian walkways.



Appropriate Residential Street Light Width and Height

Public Transportation

The Planning Area will be served by the Santa Cruz Metropolitan Transit District SCMTD local bus service. Existing routes are located along Freedom Boulevard and Green Valley Road. Should the SCMTD acquire funding to provide additional bus routes, routes along Crestview Drive, Atkinson Lane, and/or through the Planning Area may be considered.

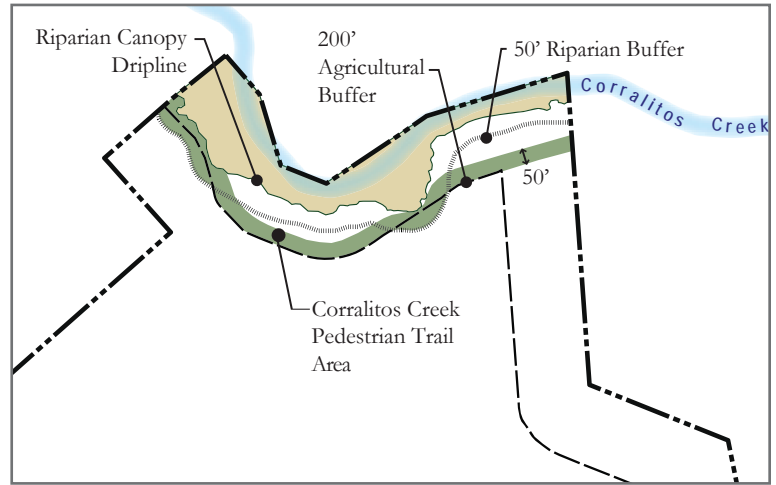


SCMTD Route 71 - Santa Cruz to Watsonville

Pedestrian and Bicycle Circulation

Pedestrian circulation includes sidewalks along all public streets and a pedestrian trail within the riparian buffer along Corralitos Creek within the Planning Area. The pedestrian circulation system should be designed to ensure safe and convenient pedestrian connections between all recreation features within the Planning Area.

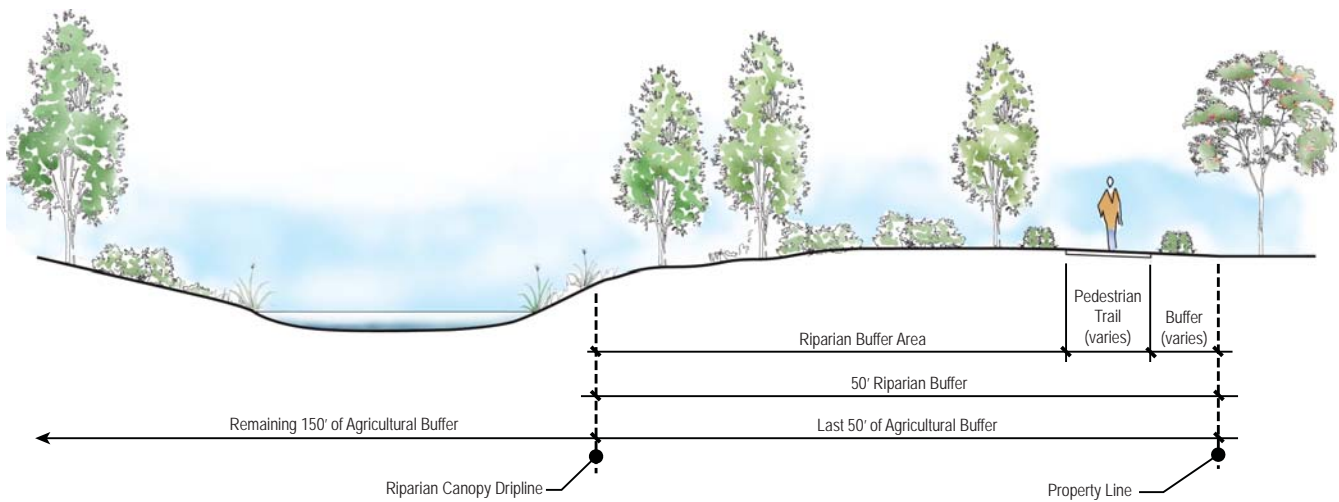
The Corralitos Creek pedestrian trail should be located within the last 50 feet of the agricultural buffer. In locations where the this area intersects with the riparian area, the trail should not enter the dripline of the riparian canopy (see Corralitos Creek Riparian Buffer Pathway Cross Section and Location Map).



Location Map

Internal public streets are without dedicated bike lanes, but will serve as Class 3 bicycle routes. These streets are designed for low volumes of slow automobile traffic and bicyclists will find them safe for cycling. The internal street layout provides connections through the Planning Area, connects to existing surrounding neighborhoods, and accesses internal neighborhood pockets. The internal street layout, however, does not provide a direct route through the Planning Area, thereby discouraging cut-through traffic. Other on-street safety features include on-street parking on both sides of most streets to reduce traffic speeds. The use of enhanced paving materials and 12-inch white striping to delineate crosswalks, which also increases pedestrian safety, is encouraged.

4. CIRCULATION PLAN



Corralitos Creek Riparian Buffer Pathway Cross Section

Water Quality Features



To minimize water quality impacts of stormwater entering the wetland, adequately sized swales will be constructed to effectively filter flows from the portions of the Planning Area adjacent to the wetlands. The use of check dams to separate and discharge the flows at various locations along the swales will decrease the swales' width requirement and increase the effectiveness of the swales as a water quality treatment feature by increasing retention time in the swale, decreasing velocities, and promoting particulate settling.

The use of enhanced, permeable, paving materials to reduce stormwater runoff, increase groundwater recharge, and delineate crosswalks, which also increases pedestrian safety, is encouraged.

4.2 Off-Site Improvements



Existing Wagner Avenue

The Project includes off-site improvements to help minimize traffic impacts on adjacent residential streets and intersections and provide safe and efficient access to the Planning Area to the greatest extent feasible. Vehicles can access the Planning Area from existing neighborhood City streets at four main locations, as described above. These multiple access points will serve to diffuse traffic volumes and help minimize traffic impacts on any one particular neighborhood. The County Phase 1 includes improvements to Brewington Avenue, to include a eight feet for on-street parking and a six foot wide sidewalk adjacent to the Planning Area. The City Phase 2 includes the option of constructing a connection road from the Planning Area east along Wagner Avenue to East Lake Avenue. Figure 4-2 Off-Site Improvements identifies the location of the Wagner Avenue Extension and provides an approximate calculation of additional right-of-way that would need to be acquired in order to construct the roadway.

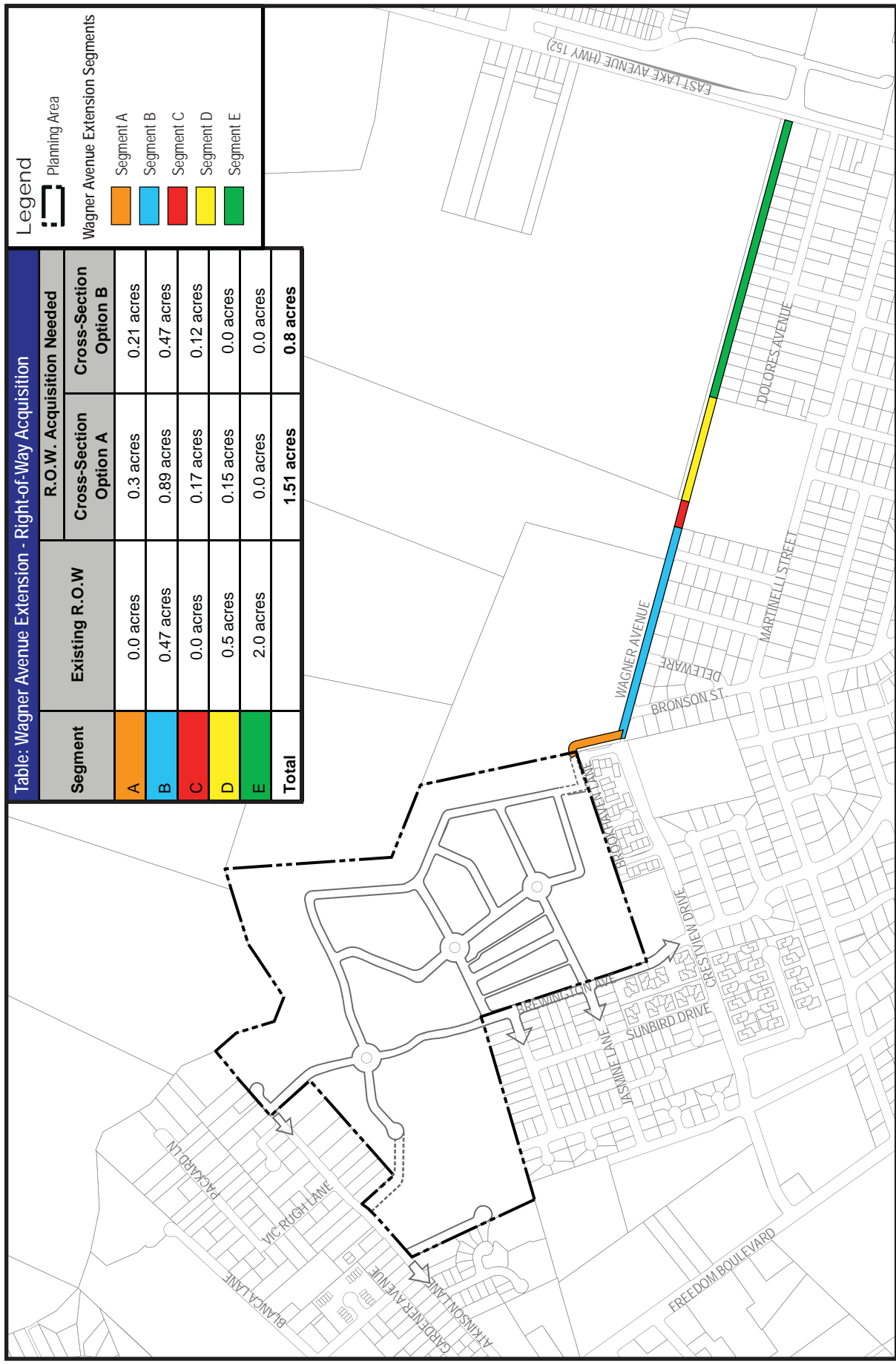


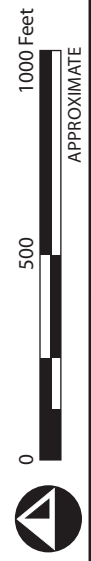
Table: Wagner Avenue Extension - Right-of-Way Acquisition

Segment	Existing R.O.W	R.O.W. Acquisition Needed	
		Cross-Section Option A	Cross-Section Option B
A	0.0 acres	0.3 acres	0.21 acres
B	0.47 acres	0.89 acres	0.47 acres
C	0.0 acres	0.17 acres	0.12 acres
D	0.5 acres	0.15 acres	0.0 acres
E	2.0 acres	0.0 acres	0.0 acres
Total		1.51 acres	0.8 acres

Legend

- Planning Area
- Segment A
- Segment B
- Segment C
- Segment D
- Segment E

Source: RBF Consulting (2009)



ATKINSON LANE SPECIFIC PLAN
Off-Site Improvements

Figure 4-2

Wagner Extension

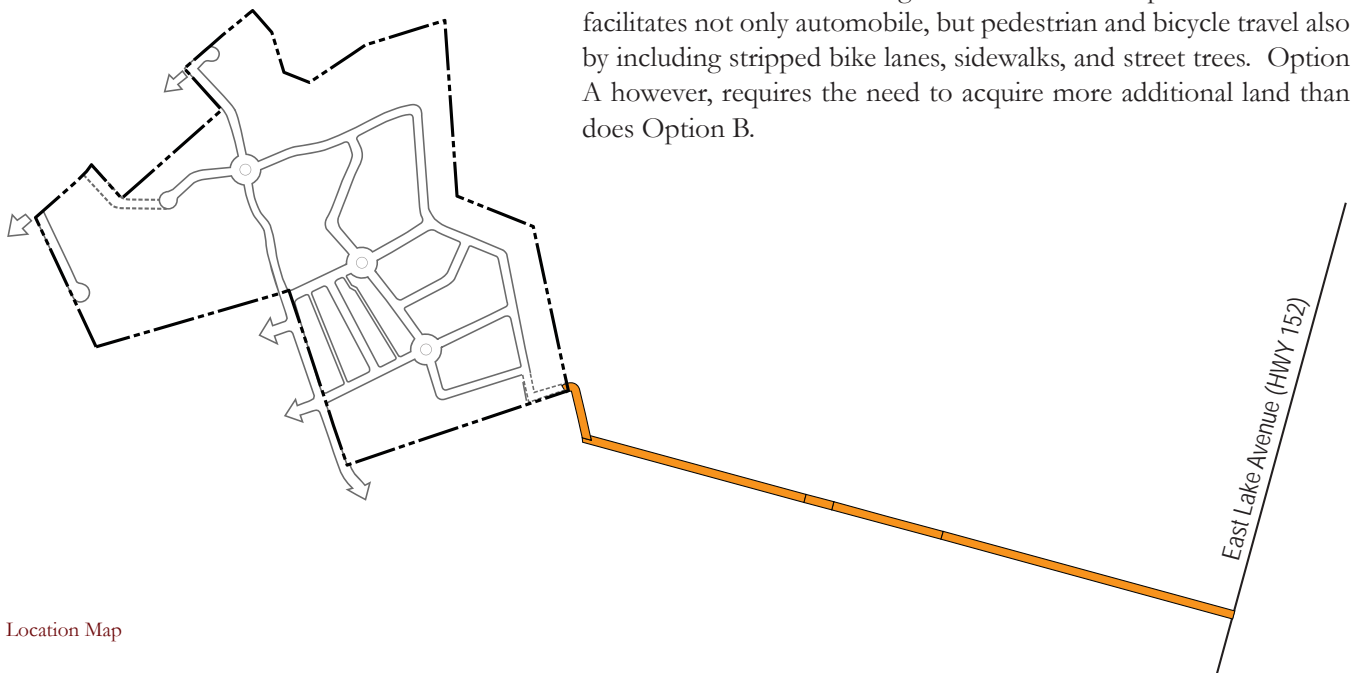
The Project includes an option to construct a new roadway on the southeast corner of the Planning Area on existing agricultural land that connects to Wagner Avenue.

Two Wagner Avenue extension options are described below that will reduce impacts to the neighborhood and minimize the cost of the design and land acquisition. These two options include acquisition of land required for the new/expanded rights-of-way, demolition of existing pavement, design and construction of a new roadway, curb, gutter, and sidewalk, and contribution to the cost of a signal at the intersection of Wagner Avenue and East Lake Avenue (See Wagner Avenue Extension Option A and cross sections on the following page).

Option A includes a 52-foot right-of-way and would require the acquisition of approximately 1.51 acres of additional right-of-way to construct the extension. This option would provide two 10-foot travel lanes, an eight-foot parking lane, two designated bike lanes, two landscape swales and a five-foot sidewalk.

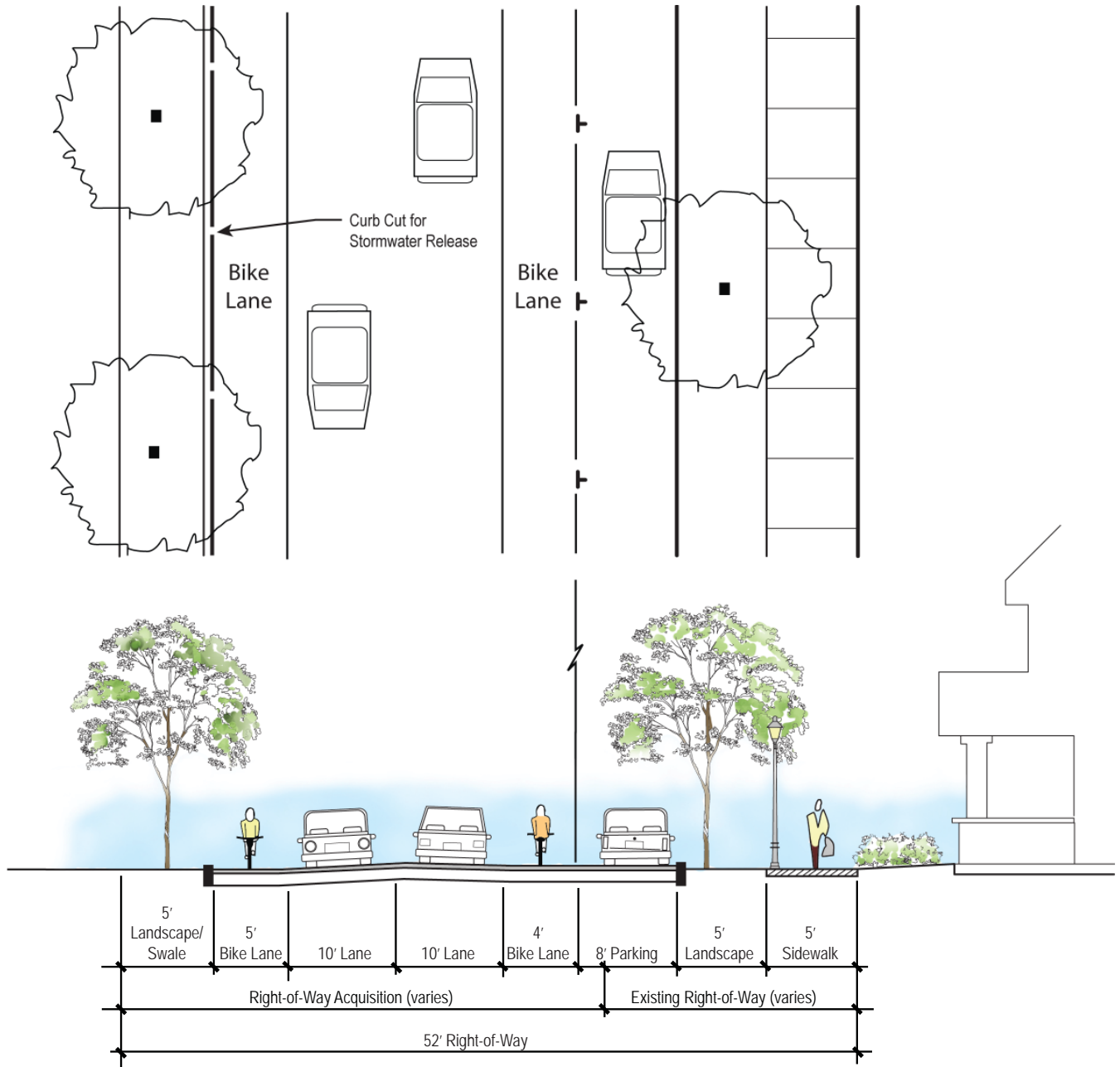
Option B includes a 36-foot right-of-way and would require the acquisition of approximately 0.8 acres of additional right-of-way to construct the extension. This option would provide two 11-foot travel lanes, an eight-foot parking lane and a six-foot sidewalk.

The benefit of constructing the extension as Option A is that it facilitates not only automobile, but pedestrian and bicycle travel also by including striped bike lanes, sidewalks, and street trees. Option A however, requires the need to acquire more additional land than does Option B.

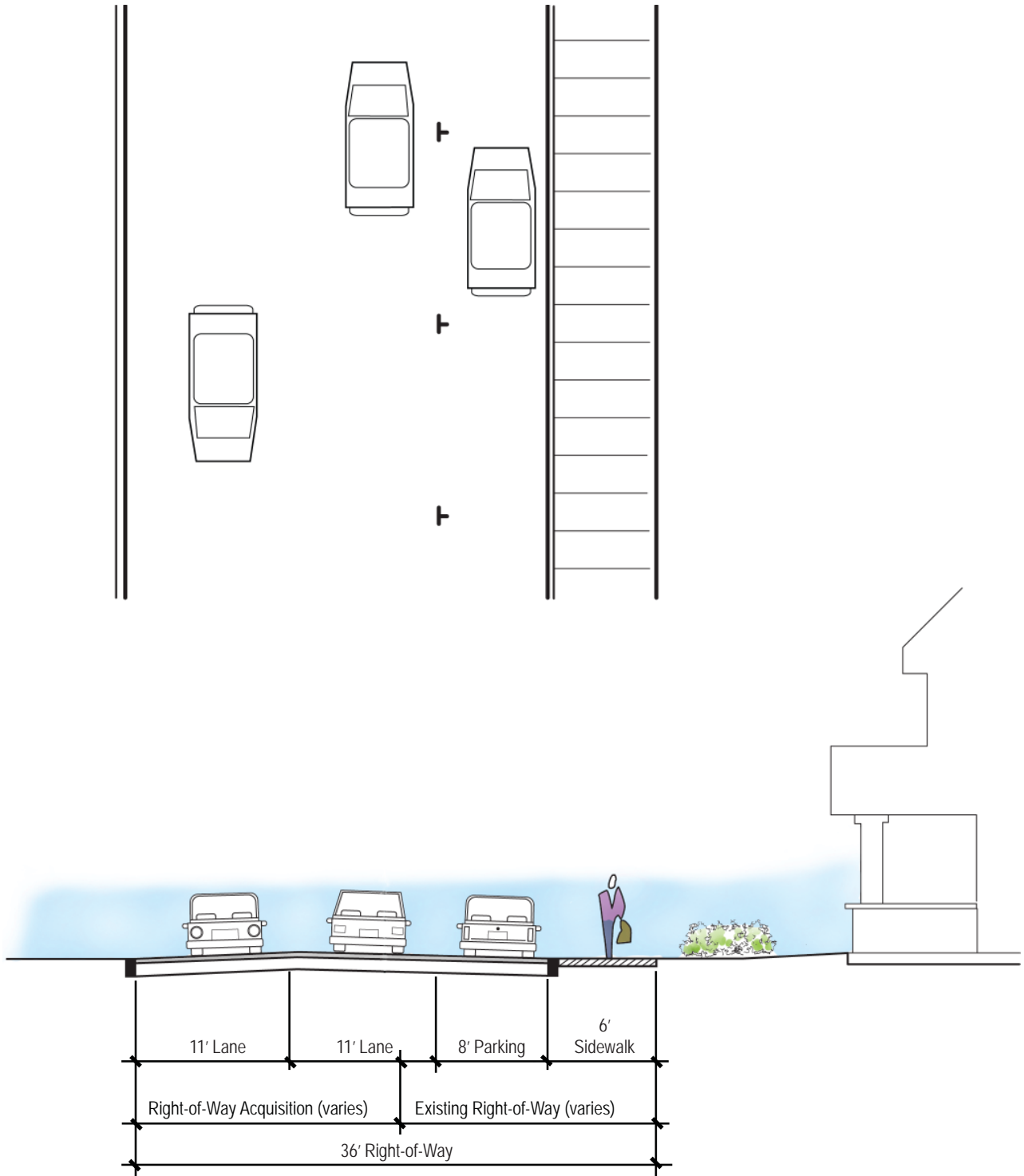


Location Map

4. CIRCULATION PLAN



Wagner Avenue Extension Option A Cross-Section



Wagner Avenue Extension Option B Cross-Section

This page intentionally left blank.

5

Infrastructure & Financing Plan



This page intentionally left blank

5.0 Infrastructure & Financing Plan



According to the MOU, as described in Chapter 1, the City and County are required to develop a mutually agreeable plan for jointly financing required infrastructure and ongoing services to serve the Planning Area and surrounding neighborhood. This chapter outlines a plan for public services and an approach to financing that determines the type, quantity, cost and financing of infrastructure and services required for the Specific Plan.

A financing analysis was completed that determines the level of general tax revenues that would be generated by the development and the level of special taxes or assessment through a Community Facilities District that would be required to fill the funding gaps. A proposed Financing Plan has been designed to ensure that the total cost burden on the households occupying the development meets acceptable thresholds. The Financing Plan also addresses the infrastructure and public facility needs for the two separate implementation schedules, including phasing and payback arrangements.

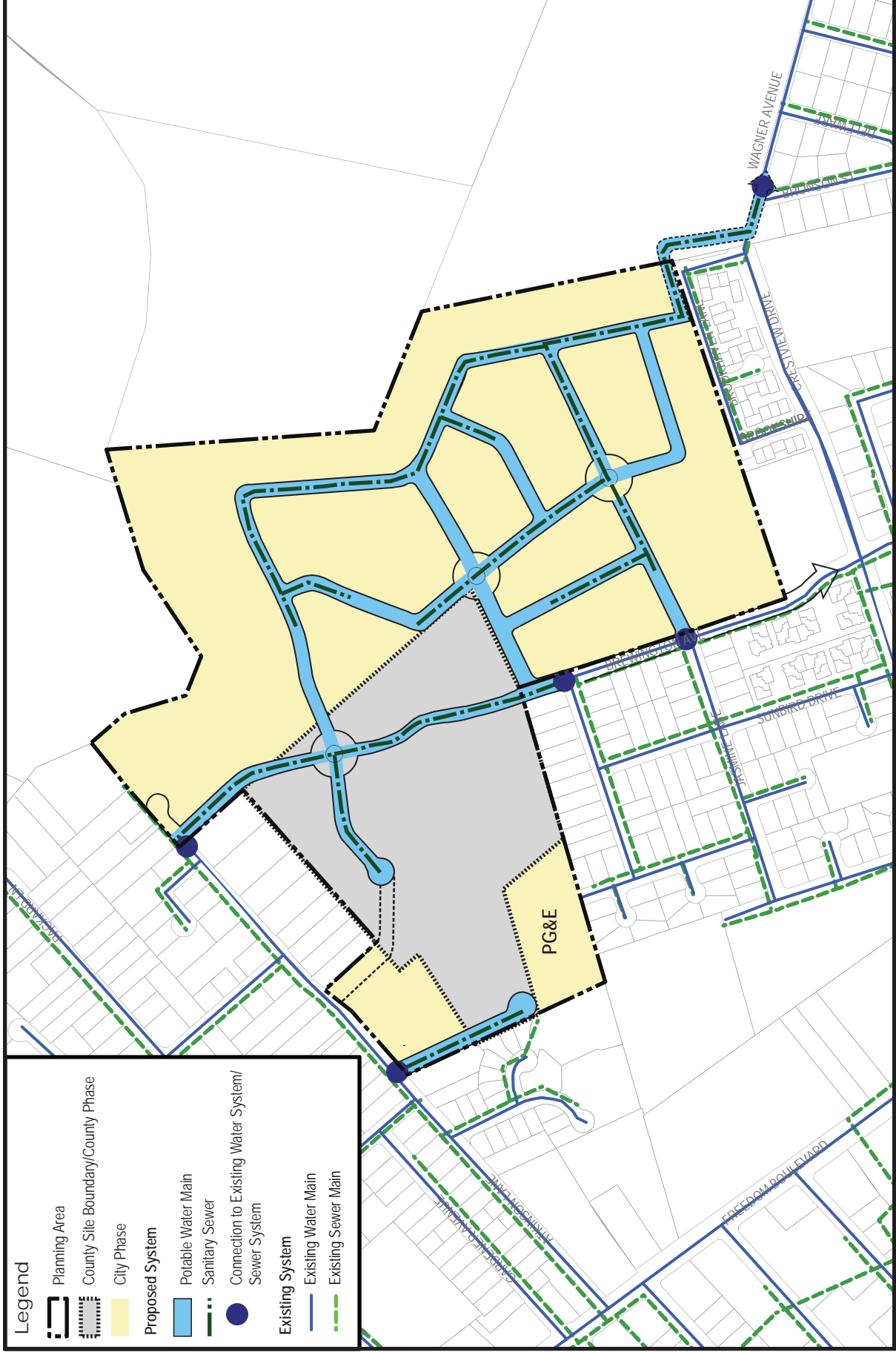
5.1 Plan for Public Services

The intent of the Plan for Public Services is to develop a conceptual infrastructure plan for the Planning Area that is efficient and strives to reduce infrastructure expenses, where feasible. The Plan for Public Services also provides the necessary cost analysis for the Financing Program. This Plan for Public Services is sufficient to fulfill the application requirements of the Local Agency Formation Commission for annexation of the Planning Area to the City.

Wet Utilities Plan

Water Supply and Distribution

New facilities must extend into the Planning Area to provide potable service and water for fire protection. The potable water distribution system is expected to consist of eight- and ten-inch water mains, six-inch service laterals, and various valves and fittings. As shown in Figure 5-1: Conceptual Water & Sewer Plan, water mains would be located in conjunction with the proposed roadway system and tie into the existing infrastructure in four locations. These locations include the existing six-inch main along Atkinson Lane at two locations, the eight-inch main along Brewington Avenue, and the 16-inch main along Wagner Avenue.



ATKINSON LANE SPECIFIC PLAN

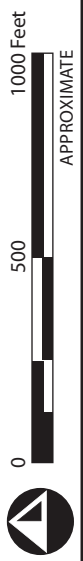
Conceptual Water & Sewer Plan

Figure 5-1

Legend

- Planning Area
- County Site Boundary/County Phase
- City Phase
- Proposed System**
 - Potable Water Main
 - Sanitary Sewer
 - Connection to Existing Water System/ Sewer System
- Existing System**
 - Existing Water Main
 - Existing Sewer Main

Source: RBF Consulting (2008)



11/10/08 JN 70-10018

Wastewater Collection, Storage and Treatment

Existing wastewater infrastructure facilities adjacent to the Planning Area include various gravity sanitary sewer mains that collect and convey wastewater flows to the City's WWTP. Sewer infrastructure is located along most streets servicing the development corridors and neighborhoods adjacent to the Planning Area. Eight-inch sewer mains run along Natalie Lane, Jasmine Lane, Brewington Avenue, and Paloma Way and terminate at locations along the southern and western boundaries of the Planning Area. Mains also run along streets north of the Planning Area, including 10-inch mains along Atkinson Lane, Gardner Avenue, and Parts of Blanca Lane. Crestview Drive and Wagner Avenue currently offer limited sewer connection locations.

Proposed development of the Planning Area will generate up to 180,000 gallons per day of wastewater (450 units x 400 gallons per unit per day) and will require expansion of the City's wastewater collection system into the Planning Area (See Figure 5-1: Conceptual Water & Sewer Plan). Proposed facilities are expected to operate through a gravity system and consist of six and eight-inch service laterals and associated manholes and clean-outs.

Stormwater Management

Proposed development of the Planning Area will require expansion of the City's stormwater management system. Currently, a 12-inch pipe discharges runoff from approximately 23 acres of residential development north of the Planning Area into the seasonal wetland located in the Planning Area. Stormwater runoff flows overland to the Crestview Park detention basin. The detention basin has approximately four acre-feet of detention volume.

A 36-inch storm drainpipe under Brewington Avenue conveys runoff from the approximately 22 acres of residential development south and west of the Planning Area to the Crestview Park detention basin. At the northwest corner of the park, flows enter a short concrete lined channel, which connects to an 18-inch storm drainpipe. A 12-inch outlet conveys runoff from a three-acre residential development east of Crestview Park and south of the Planning Area into the storm drain conveyance system upstream of the detention basin.

The City's 2008 Stormwater Management Plan requires that the development implement Best Management Practices (BMPs) that emphasize and require Low Impact Design (LID) techniques, maximize infiltration (where appropriate soils exist), minimize runoff volumes and rates, and minimize pollutant loadings. Such practices would include:

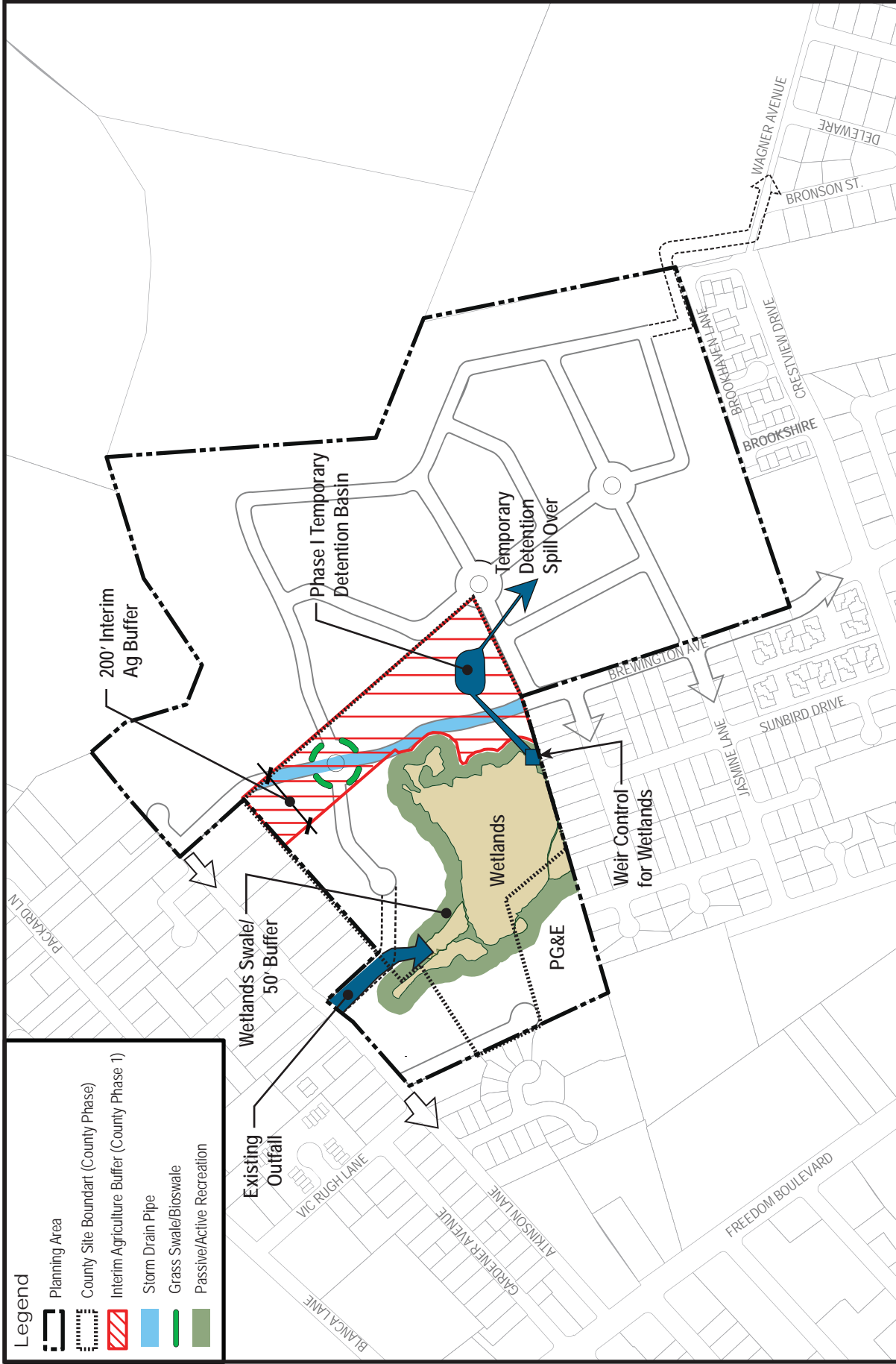
- Providing low-flow treatment on-site
- Enhancing treatment of off-site flows
- Providing swales for water quality treatment
- Providing for large event flood control
- Incorporating qualitative landscape features; and
- Limiting the post-development runoff rate and volume to the predevelopment runoff rate and volume, to the maximum extent possible.

Stormwater management under the County's development in Phases I and II will be regulated by the County Public Works Design Criteria. The Design Criteria includes standards for on-site detention and on-site retention of stormwater, including the use of BMPs.

Conceptual Stormwater Conveyance - The conceptual storm drainage plan for the Planning Area addresses stormwater treatment for each of the two development phases. The conceptual plan for Phase 1 utilizes the wetland and a temporary detention basin to mitigate the increase of stormwater runoff from the Planning Area. The temporary detention basin is located within the temporary agricultural buffer to the east of the wetland and east of the extension of Brewington Avenue (Figure 5-2: Conceptual Stormwater Plan – Phase 1). The temporary detention basin will be located on soil classified as sandy loam, which has an estimated infiltration rate of one inch per hour. It is recommended that on-site infiltration testing be performed to verify the infiltration rate at the same elevation as the bottom of the detention basin as part of the design process.



Existing Crestview Park Detention Basin



ATKINSON LANE SPECIFIC PLAN

Conceptual Stormwater Plan - Phase I

Figure 5-2

Legend

- Planning Area
- County Site Boundart (County Phase)
- Interim Agriculture Buffer (County Phase 1)
- Storm Drain Pipe
- Grass Swale/Bioswale
- Passive/Active Recreation

Source: RBF Consulting (2008)



RBF
CONSULTING

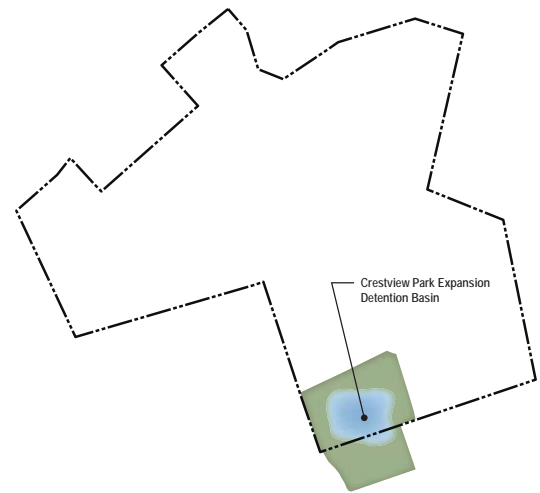
12/11/08 JN 70-10018

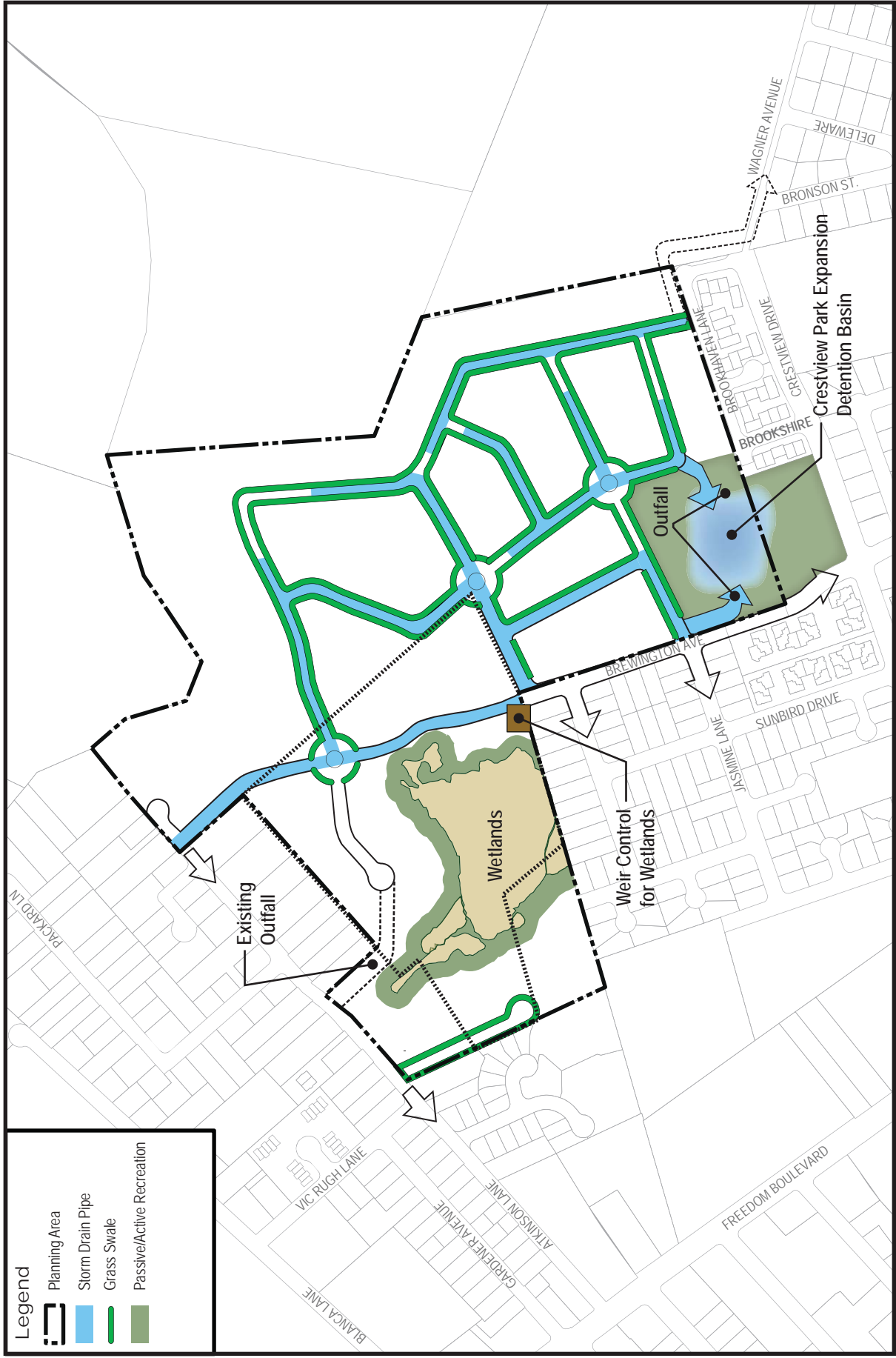
A weir outlet structure would capture and convey the overflow from the wetland to a culvert that would continue conveyance under the Brewington Avenue extension and into the temporary detention basin. The weir outlet and culvert must be designed to accommodate a 100-year peak spill rate.

A spillway would be designed to allow overflow from the temporary detention basin to spill onto the historic sheet flow path to the south. The application of appropriate erosion control measures at this location would be required.

The concept plan for City and County Phase 2 involves removal of the temporary detention basin and construction of a new, expanded detention basin at Crestview Park (Figure 5-3: Conceptual Stormwater Plan – Project Build-Out). Storm drain pipes of varying sizes would convey stormwater from the Planning Area to the Crestview Park detention basin. An approximately 3.5-acre detention basin will be required to provide sufficient storage to contain a 25-year storm event. The park will be used primarily as a recreational facility. While some of the park may flood on a more regular basis, the entire park will be unusable during large, infrequent storm events when the park will function to attenuate the peak flow rate of the storm water runoff. The outlet controls will be sized to allow rapid recovery of the park space. The Crestview Park detention basin design shall incorporate an underdrain system, gravel trenches, and perforated pipes to accelerate infiltration and drying to increase the usability of the park during the wet season.

Conceptual Water Quality Improvement Plan - The reduction of pollutant loads to receiving waters is necessary for achieving regulatory water quality goals. A number of LID techniques and how they can be incorporated into the project’s final design are listed on the following pages. The incorporation of these LID techniques will collectively serve to meet the Watsonville Stormwater Management Plan’s performance standards and the County Public Works Design Criteria.





ATKINSON LANE SPECIFIC PLAN
Conceptual Stormwater Plan - Project Build-Out

Figure 5-3

Legend

- Planning Area
- Storm Drain Pipe
- Grass Swale
- Passive/Active Recreation

Source: RBF Consulting (2008)



RBF
 CONSULTING

10/27/08 JN 70-10018

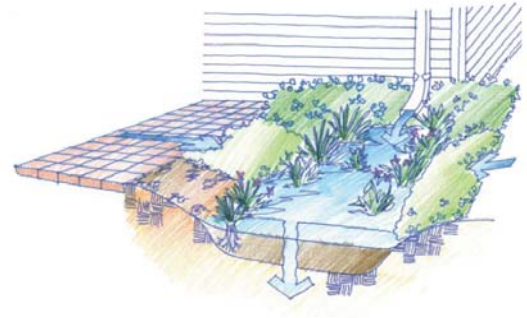
LID Techniques

Bioretention/Bioswale

Bioretention areas function as soil and plant-based filtration devices that remove pollutants through a variety of physical, biological, and chemical treatment processes. Bioretention includes plantings in low-lying areas/gardens that contain specific layers of soil, sand, and organic mulch. These layers naturally filter the Planning Area’s runoff, substantially reducing common homeowner pollutants such as lawn fertilizers and driveway oils and providing protection for the receiving waterways. Bioretention can also include rain gardens, which are depressed landscape areas to improve permeability.

Bioretention areas shall be located throughout the Project along streets (as outlined in Chapter 4), and along the Crestview Park detention basin. The size and specifications for each swale shall be determined during final design and shall adequately accommodate flows from impervious tributary areas.

Bioretention may also be incorporated into front yard landscaping (Low- and Medium-density residential), gardens in common areas (High-density residential), and parking lot islands between parking rows.

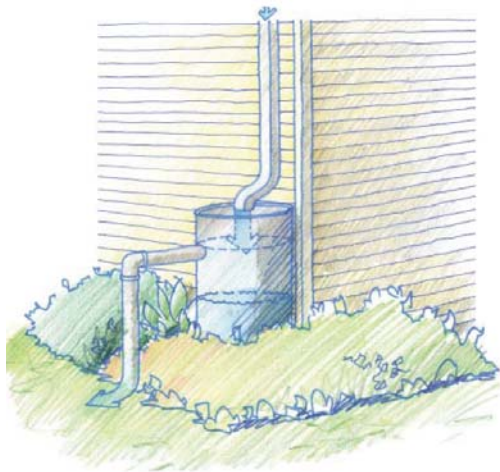


LID Techniques



Soil Amendments

Soil additives, or amendments, can be used to minimize development impacts on native soils by restoring their infiltration capacity and chemical characteristics. After soils have been amended their improved physical, biological and hydrological characteristics will make them more effective agents of stormwater management. Soil amendments can include not only compost and mulch but also top soil, lime and gypsum. These additional components help offset any nutritional deficiencies and control acidity.



Rain barrel and Cisterns

Rain barrels are low-cost, effective, and easily maintainable retention and detention devices that manage rooftop runoff. For residential applications, a typical rain barrel design will include a hole at the top to allow for flow from a downspout, a sealed lid, an overflow pipe and a spigot at or near the bottom of the barrel. The spigot can be left partially open to detain water or closed to fill the barrel. A screen is often included to control mosquitoes and other insects. The water can then be used for lawn and garden watering or other uses such as supplemental domestic water supply. Rain barrels can be connected to provide larger volumes of storage.

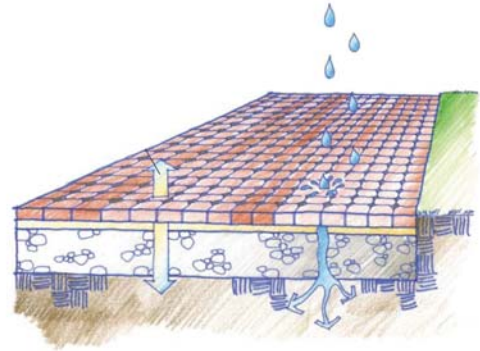


LID Techniques

Permeable and Porous Pavement

Alternative paving materials can be used to locally infiltrate rainwater and reduce the runoff leaving a Planning Area while providing for a more aesthetically pleasing site. The effective imperviousness of any given project is reduced while land use is maximized. Permeable pavement is different than porous pavement, whereas rainwater passes around a permeable paver as opposed to passing through a porous paver. Both methods, however, allow rainwater infiltration.

Permeable and porous pavement may be used in parking lots, alleyways, walkways (any pedestrian traffic way), driveways, and bus stops.



Tree Box Filter

Tree box filters are mini bioretention areas installed beneath trees to control runoff, especially when distributed throughout the Planning Area. Runoff is directed to the tree box, where it is cleaned by vegetation and soil before entering a catch basin. The runoff collected in the tree-boxes also helps irrigate the trees.



Dry Utilities Plan

Undergrounding of the Power Lines

As discussed in Chapter 2, a 60-kilovolt power line extends over 1,500 linear feet through the Planning Area (see map below). Prior to development of the Planning Area, the power line will either be relocated or undergrounded.

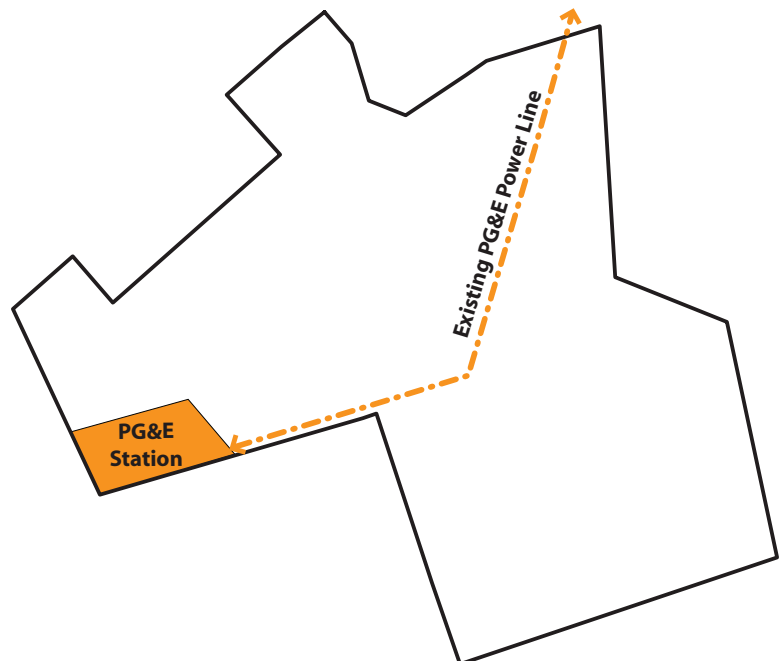
The option to relocate the power line would include relocating up the fifteen poles that are located on the Planning Area. The estimated cost for relocation of the poles is \$30,000 per pole, or \$450,000 total. The estimated cost of undergrounding 1,500 linear feet of the power line is \$3,000/linear foot, or \$4,500,000 total.

Electricity and Natural Gas

An electrical and natural gas distribution system will be installed in a common joint trench along with telephone and cable television facilities. The need for these improvements will be determined by PG&E.

Communications

A fiber-optic telephone distribution system will be installed in a common joint trench along with gas, electric, and cable television facilities. In addition, expansion and/or upgrade of existing transmission facilities outside of the Planning Area may be required. The need for these improvements will be determined by AT&T or an alternative telephone provider



5.2 Financing Plan

A Public Services and Public Facilities Financing Plan for the project was prepared by Applied Development Economics (2009) (provided as Appendix A, but under separate cover) to assess the potential impacts from the proposed annexation and development of up to 450 residential units as described in this Specific Plan. The report analyzes the costs of construction or enhancement of infrastructure and facilities and the costs of on-going municipal services and maintenance functions associated with the project. The report also discusses potential funding sources, including regular tax revenues and funding arrangements that may be required for the project. A summary of key findings is described below.

The Guiding Principles state that the Plan should include phasing that will balance the economic and environmental interests of landowners, the City, and adjacent land uses. The intent of the Financing Plan is to ensure that the cost of building the necessary infrastructure and on-going provision of public services financing is proportionally equitable and fair for all property owners, the City of Watsonville and the County of Santa Cruz, and the community at-large.

Infrastructure Improvements

Implementation of the Plan will entail considerable cost for infrastructure and facilities serving the project. The costs for the facilities described in Chapters 3, 4, and this chapter, are summarized in Table 5-1: Opinion of Probable Costs, and total an estimated \$19.7 million (2008). This is a conservative cost estimate, which addresses on-site improvements, connections to existing utility systems, internal circulation, and off-site road improvements to Wagner Avenue.

The economic analysis for the project indicates that under current market conditions, the project will be difficult to finance. However, there are a variety of potential outside funding sources that the City and County can pursue to help implement the project.

In addition to possible state and federal grant funds, the City and the County will consider on-site land-based financing mechanisms such as a Community Facilities District (CFD) or other form of assessment district, to help spread out the timing of the cost burden of the project.

Table 5-1: Summary of Infrastructure Cost by Phase

Item/Construction	Phase 1	Phase 2	Total
Sanitary Sewer	\$42,500	\$390,000	\$432,500
Storm Drain	\$206,900	\$1,283,075	\$1,489,975
Domestic Water	\$187,300	\$1,222,400	\$1,409,700
Dry Utilities	\$220,000	\$1,460,000	\$1,680,000
Roadways [1]	\$671,500	\$6,803,175	\$7,474,675
Landscaping	\$74,250		\$74,250
PG&E Pole Relocation [2]	\$450,000		\$450,000
Construction	\$763,715	\$6,458,918	\$7,222,633
Mobilization, Fees, and Design Contingencies	\$42,500	\$390,000	\$432,500
Total Opinion of Probable Cost	\$2,091,915	\$17,691,818	\$19,783,733

Alternatives:

[1] Wagner extension (Alternative 2): 1,452,000

[2] Undergrounding existing PG&E line alternative: \$4,500,000 (1,500 linear feet of the power line at \$3,000/linear foot)

Source: RBF Consulting (2008)

Development Impact Fees

The development will be subject to a number of development impact fees to pay for mostly off-site infrastructure and improvements needed to mitigate project impacts on public services and facilities. The Financing Plan anticipates that Phase 1 of the development would be built under County jurisdiction and would be subject to County development impact fees. Phase 2 would be annexed to the City prior to construction and would therefore pay City development impact fees.

The Atkinson Lane project would pay existing development impact fees totaling an estimated \$1.2 million to the County and \$2.1 million to the City of Watsonville (for a total of \$3.3 million). It is not clear what portion, if any, of the anticipated infrastructure costs would be covered by the estimated impact fees, however, the County has indicated that it would reserve all funds paid into its impact fee accounts by the project for offsite improvements needed to directly mitigate project impacts, except for childcare which is only funded on a countywide basis and the park dedication fee for which there would be no project specific impact on County facilities. Thus, it is anticipated that the park impact fee would be transferred in its entirety to the City, while the childcare fee would remain with the County. The County has agreed in concept that upon annexation, any remaining impact fee funds would be transferred to the City to pay for City-related facilities. A summary of these fees are shown in Table 5-2: Summary of Development Impact Fees.

Municipal Services

Upon annexation, the City will provide municipal services to the Specific Plan area, including the portion that will be developed under County’s jurisdiction. As such, the fiscal impact analysis assumes that while the “County site” would be developed under the County’s jurisdiction, it would subsequently be annexed to the City and would therefore generate tax revenues for the City over the long term. Similarly, it is anticipated the remainder of the site would be annexed to the City by the time City services are needed for the completed development. The fiscal analysis, therefore, treats the entire project as if it were generating tax revenue for the City.

Table 5-2: Summary of Development Impact Fees

Existing County Fees	
Transportation Improvement Impact Fee	\$533,400
Roadside Improvement Impact fee	\$178,000
Parks Dedication Fee	\$375,000
Zone 7A Flood Control Fee	\$116,654
Child Care Impact Fee	\$18,000
Subtotal	\$1,221,054
Existing City Fees	
City-Wide Traffic Impact Fee	\$492,240
Sanitary Sewer Connection Fee	\$364,182
Storm Drainage Fee	\$130,039
Impervious Area Impact Fee	\$269,920
Groundwater Impact Fee	\$209,579
Recreation and Parks Facilities Fee	\$160,747
Public Facilities Impact Fee	\$269,920
Fire Impact Fee	\$184,727
Subtotal	\$2,090,353
TOTAL IMPACT FEES	\$3,311,407

Source: ADE, Inc. (2009)

Project Revenues

At project build out, project revenues totaling \$990,326 per year would be generated by the project for the City of Watsonville. This is comprised of property taxes, sales taxes, and other taxes and fees, as described below.

In current (2009) dollars, the project is projected to increase the total assessed values by about \$122 million at build-out. This would generate and estimated \$241,765 per year in property tax revenue for the City of Watsonville after annexation. In the case of the affordable units developed by non-profit agencies, they are often exempted under state law from paying property taxes. To address this deficiency and to ensure the that entire project pays it fair share to support municipal services such as fire and police protection, the City and the County will need to work with the property owners and/or developers to establish a payments in lieu of taxes (often referred to as PILOT) or similar agreement that would equal the City share of the normal property tax allocation for the affordable units.

Other sources of City revenue that will be generated by the project include sales taxes (including Measure B and Measure L funds), utility users taxes, franchise fees, and other general fees and service charges, which total an estimated \$748,561 per year in revenues for the City of Watsonville.

Expenses

The police and fire services needed for the development of Phase 1 while it remains in County jurisdiction would be provided by the County Sheriff and the Pajaro Valley Fire Protection District, both of which have sufficient existing capacity in the project service area to provide services without significant fiscal impact.

At project build-out and following annexation, the City of Watsonville would provide all necessary municipal services including police and fire protection, library, public works, parks, and general government services, which would result in an increase of \$1,104,964 of additional expenses.

Fiscal Mitigation

At project buildout, the development is projected to generate \$990,326 per year in general fund revenues and require about \$1,104,964 in general fund service costs, resulting in an annual funding gap (deficit) of \$114,750. This funding gap can be mitigated through several financing mechanisms including increased PILOT payments on the affordable units, special taxes through a Community Facilities District (CFD), or other financing program, which will need to be established between the City and the County. This funding gap will be paid by each unit of the project at an average rate of \$255 per year at project buildout.

A summary of project revenues, expenses, and mitigation costs is shown in Table 5-3: Estimated Project Fiscal Impacts, below.

Table 5-3: Project Fiscal Impacts

Revenues	Phase 1	Phase 2	Total
Property Tax	\$25,413	\$216,353	\$241,765
Sales Tax	\$36,710	\$114,846	\$151,557
Other Taxes	\$60,898	\$190,516	\$251,414
Franchise Fees	\$3,072	\$9,611	\$12,683
General Fees	\$3,497	\$10,939	\$14,436
Charges for Services	\$45,315	\$141,766	\$187,081
Use of Money and Property	\$4,667	\$18,225	\$22,892
Other Revenues	\$1,304	\$4,080	\$5,385
Inter-fund Revenue Transfer/Other Fin. Sources	\$24,976	\$78,137	\$103,113
General Fund Subtotal	\$205,853	\$784,473	\$990,326
Fiscal Mitigation [1]	\$67,580	\$47,740	\$114,750 [2]
TOTAL REVENUES	\$273,433	\$832,213	\$1,105,076
Expenses	Phase 1	Phase 2	Total
General Government	\$26,829	\$81,700	\$108,529
Community Development	\$8,310	\$25,997	\$34,307
Fire	\$54,566	\$170,708	\$225,274
Library	\$3,495	\$10,933	\$14,427
Parks and Community Services	\$37,461	\$114,808	\$152,269
Police	\$113,547	\$337,106	\$405,653
Public Works	\$26,695	\$83,513	\$110,208
Redevelopment and Housing	\$0	\$0	\$0
Non-Departmental	\$2,252	\$7,044	\$9,295
General Fund Subtotal	\$273,154	\$831,809	\$1,104,964
TOTAL EXPENDITURES	\$273,154	\$831,809	\$1,104,964
NET (COST)/REVENUE	\$278	\$404	\$112

Notes

[1] Fiscal mitigation may include PILOT payments, special CFD assessments, or other financing mechanism through a Joint Powers Agreement (JPA).

[2] Does not add due to rounding of the calculated per unit CFD assessment.

Source: ADE, Inc. (2009)

Financing Objectives

The goal of the Financial Plan is to identify appropriate and available sources of funding for the identified site improvement and infrastructure costs. Within this context, the following statements represent the primary objectives that the Plan's financing program is intended to achieve so long as there is a direct nexus to the affordable component of the residential development:

The primary objective of the Financing Plan is to develop a funding strategy that will make the project economically viable and competitive.

The Financing Plan will maintain consistency with the goals, policies, and implementation measures outlined in the City of Watsonville General Plan and County of Santa Cruz General Plan and Local Coastal Program.

The Financing Plan will be reflective of and responsive to prevailing market conditions in such a way that neither developers and property owners, nor the existing or future residents, will be expected to bear an unreasonable burden for the cost of the Plan's improvements.

Financing Mechanisms

A variety of mechanisms are available for financing and maintaining the required improvements for the Plan. Table 5-4: Financing Mechanisms lists potential funding opportunities available from State and Federal agencies, as well as selected private entities. Note that funding and financing programs are dynamic and change according to available funds, changes in State and Federal law, and other factors. The table is not exhaustive and should be supplemented as new sources become available.

Federal Funds

Funding Mechanisms may be supplemented by Federal funds that although targeted towards the creation of additional affordable housing units may also be used to defray the infrastructure costs associated with the Atkinson Lane Specific Plan, so long as there is an affordable component to the residential development.

In many instances the affordability restrictions combined with land acquisition and development costs for affordable housing units makes it necessary for developers to supplement private development capital with other funding sources aimed at promoting the increase of affordable housing units. In many instances development financing needs to be “layered” in order to meet the cost of developing affordable units. Multiple financing sources add complexity to affordable housing financing, and in some instances increases the cost of development. However, the availability of public and private financing sources allows affordable developments to develop a greater amount of affordable housing units than would otherwise be developed without layered financing.

Potential Federal and State funding sources for assistance with funding the on-site and off-site infrastructure improvements, as well as the construction of the affordable housing units, are discussed in cursorily below. Each funding source has its own eligibility criteria and fund use restrictions. Further analysis of the potential restrictions of the eligibility criteria on the use of these funds to help pay for the Atkinson Lane Specific Plan infrastructure costs will likely be necessary.

State Funds

In addition to Federal supplemental funding for the creation of affordable housing units, the State of California has several affordable housing financing programs that could provide assistance. This includes defraying the infrastructure costs associated with the Atkinson Lane Specific Plan units, as well as providing funding for the construction of the affordable housing units, or potentially providing a downpayment to assist eligible buyers. Again, further determination will need to be made as to the eligible uses in order to secure the funding, and any other funding restrictions that may impact the use of these funding sources to defray the infrastructure cost under the Atkinson Lane Specific Plan.

Local and Regional Funds

Local and regional funds include a variety of mechanisms for financing and maintaining the required improvements for the Plan. These include but are not limited to Development Impact and Connection Fees, Redevelopment Tax Increment, and Assessment Districts. Table 5-4: Financing Mechanisms provides a complete comprehensive list of local and regional funding opportunities.

Additional Sources of Funding for Affordable Housing

Local funding sources, such as developer equity and Redevelopment housing funds, may be supplemented by Federal and State funds that, although targeted towards the creation of additional affordable housing units, may also be used to defray the infrastructure costs associated with the Atkinson Lane Specific Plan, so long as there is an affordable component to the residential development so long as there is a direct nexus to the affordable component of the residential development.

In many instances the affordability restrictions combined with land acquisition and development costs for affordable housing units makes it necessary for developers to supplement private development capital with other funding sources aimed at promoting the increase of affordable housing units. In many instances development financing needs to be “layered” in order to meet the cost of developing affordable units. Multiple financing sources add complexity to affordable housing financing, and in some instances increases the cost of development. However, the availability of public and private financing sources allows local affordable developments to develop a greater amount of affordable housing units than would otherwise be developed without layered financing.

Potential Federal and State funding sources for assistance with funding the on-site and off-site infrastructure improvements, as well as the construction of the affordable housing units, are discussed in Table 5-4: Financing Mechanisms. Each funding source has its own eligibility criteria and fund use restrictions. Further analysis of the potential restrictions of the eligibility criteria on the use of these funds to help pay for the Atkinson Lane Specific Plan infrastructure costs will likely be necessary.

Table 5-4: Financing Mechanisms

Community Development Block Grants (CDBG)

The United States Department of Housing and Urban Development (HUD) administers the CDBG program that provides annual grants to entitlement cities and counties across the United States with the objective to provide localized assistance to communities by providing decent housing, economic opportunities, and suitable living environments. Entitlement communities such as the City of Watsonville develop their own programs and funding priorities. If providing assistance to the Atkinson Lane Specific Plan infrastructure costs or construction of the affordable units is made a priority, the City of Watsonville may utilize CDBG funds for housing related activities such as “the construction of necessary public facilities and improvements such as streets, water, and sewer facilities” related to allowable housing activities. CDBG funding can be used for both homeownership and rental housing development.

Tax Exempt Multi-Family Housing Bonds

Tax exempt multi-family housing bonds essentially provide financing for the construction of affordable multi-family construction. In exchange for affordability restrictions, these bonds are issued at below market interest rates for the developer of a multi-family housing project. There are three bond types; 1) private activity bonds, where the project is owned by a partnership or other profit motivated sponsor, 2) 501(c)(3) bonds, where the project is owned solely by a nonprofit corporation, or 3) essential function bonds, where the project is owned by a public body such as a housing authority or redevelopment agency. Debt service on the bonds is through

The benefit of this type of housing bond is it also allows the issuer to be eligible for LIHTC of 4 percent Present Value Credit which is generally only available to federally subsidized construction of affordable multi-family housing units. The combination of the housing bond and tax credits allows the developer to generate lower than market interest bond proceeds for use for construction of affordable units, and after construction of the units obtain the benefit of tax credits for a period of ten years.

Low Income Housing Tax Credits (LIHTC)

The Low Income Housing Tax Credit Program was created by Congress in 1982 and made a permanent program in 1993. The program allows owners (post development) of qualified low income rental housing developments to receive “tax credit” towards their federal income tax liability for a period of 10 years. Most project owners pool and sell their credits to investors who have current income tax liability. These investors use the sales proceeds to finance a current affordable rental housing development. In addition to tax credits, buyers of tax credits get depreciation and interest deduction benefits.

The California Tax Credit Allocation Committee (TCAC) is responsible for allocating the tax credits according to an established Qualified Allocation Plan (QAP). Tax credits are allocated to the state on a per capita basis. Thus far in 2008, California has received approximately \$88 million in tax credits towards the creation of affordable housing in California.

Under the 9 percent Present Value Credit formula, new construction and substantial rehabilitation of affordable rental units are eligible activities. It would need to be determined if infrastructure costs associated with the creation of new affordable units qualify under the LIHTC eligibility rules.

FEDERAL

5. INFRASTRUCTURE & FINANCE

Table 5-4: Financing Mechanisms

FEDERAL	<p>EPA - Clean Water Revolving Fund</p> <p>This low-interest loan program was established by the Federal Clean Water Act. Loans for projects that address point and non-point sources of water pollution.</p>
	<p>Home Investment Partnership Program (HOME)</p> <p>Jurisdictions who receive HOME funds are required to set aside a minimum of 15 percent of their funds for housing to be developed by community housing development organizations (CHDO’s). Jurisdictions receiving HOME funds are required to match HOME funds dollar-for-dollar with state, local, or private funds as part of the projecting financing.</p>
STATE	<p>Building Equity and Growth in Neighborhood Program (BEGIN)</p> <p>BEGIN reduced local regulatory barriers to affordable ownership housing, and provides down payment assistance loans to qualifying first-time low- and moderate-income buyers of homes in BEGIN projects. Eligible homes must be newly constructed in project facilitated by local regulatory incentives or barrier reductions, and may include manufactured homes.</p>
	<p>California Housing Finance Agency (CalHFA)</p> <p>CalHFA provides below-market interest rate financing for the development of affordable multi-family rental housing. Similar to HUD’s housing bonds, CalHFA raises funds through sales of tax exempt revenue bonds. Rental housing development are financing by providing capital to affordable rental housing developers. CalHFA provides permanent financing and construction financing for multi-family rental projects. CalHFA funding of rental housing development also have unique affordability restriction requirements.</p>
	<p>CalHome Program</p> <p>CalHome enables low-and very-low-income households to become or remain homeowners. Grants eligible to local public agencies and nonprofit developers to assist individual households through deferred-payment loans. Direct, forgivable loan to assist development projects involving multiple ownership units, including single-family subdivisions.</p>
	<p>California Department of Housing and Community Development-Multi-Family Housing Program (MHP)</p> <p>Recently, the California Department of Housing and Community Development’s MHP has become a major source of multi-family housing development financing. MHP funds are often combined with local sources, tax credits, and other financing to fund the development of new construction of multi-family housing units. In addition, MHP also directly funds necessary on-site and off-site improvements related to the development of affordable rental housing units. MHP funding also has affordability restriction requirements.</p>
	<p>Workforce Housing Reward Program</p> <p>This program provides incentives to cities and counties that issue building permits for new housing that is affordable to very-low or low-income households. Eligible activities include construction or acquisition of capital assets such as traffic improvements, neighborhood parks, bike paths, libraries, school facilities, play areas, community centers, and police and fire stations.</p>

Table 5-4: Financing Mechanisms

STATE	<p>Integrated Waste Management Board Sustainable Building Grants</p> <p>These grants are available from the California Integrated Waste Management Board to provide local public funding for projects that advance the use of green building design and construction practices. There are no matching requirements, and the amount available has ranged from \$50,000 to \$100,000.</p>
	<p>Assessment Districts</p> <p>Assessment district legislation, such as the Municipal Improvement Act of 1913 and the Improvement Bond Act of 1915, provide a method of leveraged financing whereby a public entity identifies an area that needs public facilities. Because specific properties will benefit from the facilities, the costs of them are paid for by the benefiting property owners through an assessment (e.g. land-secured financing). There is no risk to the public agencies' general fund for the provision of these facilities, as a lien is established against property within the benefiting area. Municipal bonds are floated to obtain the initial funds to build the public facilities, and are paid back by the annual assessments against the benefited property. The assessments are normally collected along with the underlying property tax on the benefiting properties.</p>
LOCAL & REGIONAL	<p>Mello Roos Community Facilities District Bonds (CFD)</p> <p>The Mello Roos Community Facilities District Act of 1982 provides communities with the mechanism to finance the construction of public improvements and facilities. As such, communities may sell bonds secured by and payable from an annual special tax levied on property owners within an established district. Special taxes collected through the CFD could provide a portion of the capital funding necessary for public infrastructure improvements within the Plan.</p>
	<p>Special Tax Levy</p> <p>Proposition 218 controls how general taxes are levied and allows certain previously levied general taxes to be ratified by voters. It reduces all taxes to either general taxes or special taxes. It defined a general tax as “any tax imposed for general governmental purposes” and a special tax as “any tax imposed for specific purposes, including a tax imposed for specific purposes, which is placed into a general fund.” General and special taxes can be reduced or repealed through the initiative process. Benefit assessments and “property related fees and charges” cannot be imposed without prior approval. Fees, charges, and assessments can be reduced or repealed through the initiative process. A city, county, or district contemplating a special tax levy must hold a noticed public hearing and adopt an ordinance or resolution prior to placing the tax on the ballot. The ordinance or resolution must specify the purpose of the tax, the rate at which it will be imposed, the method of collection, and the date of the election to approve the tax levy.</p>
	<p>General Obligation Bonds</p> <p>Through Proposition 46, local governments are able to issue general obligations (G.O.) bonds. General obligation bonds require approval by 2/3 of the jurisdiction’s voters and are used to finance the acquisition and construction of public capital facilities and real estate. G.O. bonds are repaid through an increase in the ad valorem property tax being levied by the issuing jurisdiction. G.O. Bonds may be used to fund such things as schools, libraries, jails, fire protection and capital improvements.</p>

Table 5-4: Financing Mechanisms

LOCAL & REGIONAL	<p>Development Impact and Connection Fees</p> <p>Impact fees are direct charges to developers that are collected by a public agency on a one-time basis as a condition of project approval. They are levied for the purpose of defraying all or a portion of the costs of a public facility, improvement, or amenity that benefits the project, generally for off-site facilities. Builders or developers pay impact fees typically at the time a building permit is issued.</p> <p>Connection fees are direct charges to developers for the right to connect to a municipal utility system, such as water or wastewater system. They are levied for the purpose of defraying all or a portion of the costs of a public facility, improvement, or amenity that benefits the project.</p>
	<p>Landscaping and Lighting Maintenance District</p> <p>The Landscaping and Lighting Act of 1972 enables assessments to be imposed to finance the maintenance and servicing of landscaping, street lighting facilities, ornamental structures, and park and recreational improvements.</p>
PRIVATE	<p>Developer/Property Owner Responsibility</p> <p>Developers/property owners will bear the primary responsibility to fund and construct the site and infrastructure improvements as part of their individual development projects. These site and infrastructure improvements include on-site improvements that benefit only the project, but also include some off-site improvements, such as the extension to Wagner Avenue to connect to East Lake Avenue.</p>

6

Administration



This page intentionally left blank.

6.0 Administration

This chapter identifies the potential funding and maintenance of public facilities and details the development review procedures applicable to the Plan. Implementation of the proposed land uses shall be through a tiered process as outlined in this chapter. A process for amendments to this Plan is also included.

6.1 Administration

Administration of the PUD

The County's portion of the Planning Area zoned Residential – High-Density is approximately 10 acres and shall be developed as multi-family housing by-right at the density of 20-units per acre.

Development proposals that are processed through the County that are consistent with the Plan and County Code Chapter 17.10, as determined by County staff, shall undergo a Santa Cruz County Level VII Design Review process and public hearing limited to design issues only. No discretionary permit is necessary for the density or use of the Planning Area.

If a tentative map approval is required, it must be included in the application. Development that includes approval of a Tentative Map is subject to the provisions of the Subdivision Map Act and Santa Cruz County Code Chapter 14.01. Where a tentative map is proposed, the public hearing may be expanded to address findings necessary under the Subdivision Map Act. Wherever possible the environmental review performed at the time the Planning Area was designated under the Regional Housing Need "R" Combining District will be utilized in the processing of the subdivision.

Where the Plan falls silent on any particular topic, County policies and ordinances, such as the Santa Cruz County General Plan and Local Coastal Program, Santa Cruz County Code, and other County laws and policy documents shall apply.

Sphere of Influence Amendment/Annexation

A portion of the Planning Area is outside of the City's Sphere of Influence (SOI). Therefore, annexation of the Planning Area will require LAFCO's approval of both a Sphere of Influence amendment and annexation.

Sphere of Influence amendments and annexations require an application process through LAFCO. A typical application process will require a plan for services and environmental review. Sphere of Influence amendments also require that a Municipal Services Review (MSR) has been adopted by LAFCO that determine the level of services that are available to serve the Planning Area. In 2005, LAFCO of Santa Cruz County adopted a comprehensive County-wide MSR. By 2010, LAFCO may require an update to the MSR prior to approval of the SOI amendment. The plan for services and environmental review prepared for the Specific Plan will also satisfy the LAFCO application requirements for the annexation and SOI amendment.

Administration of Specific Plan

Once the annexation of the Planning Area to the City is complete, the Specific Plan will serve as the guide for design and development of the Planning Area. Deviation from the Design Guidelines may be proposed when alternative design approaches are introduced that are found to be consistent with the Guiding Principles and the design objectives listed in Chapter 3.

Where the Specific Plan falls silent on any particular topic, City policies and ordinances, such as the Watsonville General Plan, Watsonville Municipal Code, and other City laws and policy documents shall apply.

In addition, once the annexation of the Planning Area to the City is complete and the County zoning of “Regional Housing Need Combining District” is replaced with the “Specific Plan,” County Code Sections and policies that may have applied to the development of earlier phases under County zoning shall no longer apply.

Furthermore, development of the densities and uses of the Specific Plan are by-right, and therefore discretionary permitting for these developments will not be required.

6.2 Purpose and Intent

This Specific Plan is intended to streamline the approval process for development of the Planning Area. Projects that are consistent with the development standards and guidelines of this plan will be reviewed at a staff level, in conjunction with the adopted environmental review as required under the California Environmental Quality Act (CEQA). Projects that are required to obtain a special use permit or are inconsistent with the development standards and guidelines will be referred to the Planning Commission for review, with a public hearing consistent with Section 14.12.509 of the Watsonville Municipal Code.

6.3 Maintenance and Operations

On-going finance for maintenance and administration of facilities within the Planning Area will be the responsibility of the City and of a common home owners association (HOA). It is anticipated that the City will manage facilities within the public right-of-way (e.g. streets, sidewalk, street lights, landscaping), while a HOA will manage common facilities outside the public right-of-way (e.g. signage, landscaping, lighting, common spaces).

Utilities (e.g., water, electricity, gas) will be maintained by utility companies as otherwise defined herein.

6.4 Amendments to the Specific Plan

Over time, various sections of the Specific Plan may need to be revised to respond to changing economic or political conditions. Any amendment to the Specific Plan shall follow Government Code procedures (Sections 65453, 65454, and 65456), as well as local procedures as described in this chapter. Furthermore, the proposed Specific Plan amendment must be consistent with the goals, policies, and implementation measures of the Watsonville General Plan.

Amendments to the Specific Plan will fall under one of two categories, (1) administrative amendments and (2) other amendments, and will follow a separate procedure process as discussed below. A decision as to which category an amendment falls under shall be made at staff level.

Administrative Amendments

Administrative amendments to the Specific Plan are considered minor revisions and do not require formal approval by the Planning Commission or City Council. Administrative amendments do not deviate from the overall vision and plan of the Planning Area. Examples of administrative amendments include, but are not limited to minor text changes, corrections and/or updates to existing conditions information, and other relatively minor changes that do not materially change the nature or intent of the Specific Plan such that it would constitute a change in land use, result in a new environmental impact, or adversely affect the economic development goals of the City.

Approval of administrative amendments shall be granted by the Director of Community Development and are subject to a 14 day appeal period after being publicly noticed. All appeals to administrative amendments shall be submitted to the Planning Commission.

Other Amendments

Other amendments to the Specific Plan are considered significant revisions and require formal approval by the Planning Commission and/or City Council. Other amendments deviate from the overall vision and intent of the Planning Area. Examples of other amendments include, but are not limited to changes to the land use plan, permitted uses, circulation improvements, and/or substantive changes to the development standards.

6.5 Development Review Process

This section establishes the procedural and content requirements for the review and approval for development occurring within the Planning Area. It is the intent of this section to provide clearly defined procedures for the streamlined review of such development, while insuring consistent implementation of the objectives and standards of each Specific Plan land use designation.

The Planning Area will also be applicable to future development projects (i.e., parcels maps, lot line adjustments, construction, etc.) which are processed in conformance with this Specific Plan, thus requiring no further environmental documentation except as noted in Section 15182 and 15162 of the CEQA Guidelines.

All development within the Planning Area must proceed through a review process. The review process is intended to encourage site development which respects the overall vision of the Planning Area. Within the Planning Area, the development review process shall be used to determine development consistency with the following components of this Specific Plan:

- Development Plan (Chapter 3)
- Circulation Plan (Chapter 4)
- Infrastructure and Financing Plan (Chapter 5)

Development review for all new development and redevelopment within the Planning Area is a two level process. Review shall begin at the Tier One review level and if deemed necessary, a Tier Two review will follow. Both levels are follows:

- *Tier One Review.* Tier One development review is an administrative, or staff level process, and is applicable to projects that meet the Specific Plan's purpose and intent, development standards, and design guidelines. Tier One review allows City staff to make a final consistency determination on development projects, which will streamline and simplify the approval process. If a project is not determined to be consistent with the Specific Plan as noted, it is subject to a Tier Two review. Furthermore, if a project requires a Special Use Permit (SUP) per the development standards, then a Tier Two review will be required.
- *Tier Two Review.* Tier Two development review requires review and approval by the City Planning Commission and that which is applicable to the City Council. Tier Two review is applicable to projects that require conditional approval, or that deviate from the prescribed development standards and design guidelines.

6.6 Implementation

Administration and Enforcement

It shall be the duty of the Community Development Director to enforce the provisions as set forth in the Specific Plan. All officers, employees, and officials of the City of Watsonville who are vested with the duty or authority to issue permits or licenses shall ensure that the project complies with the provisions of this Specific Plan. Any permit, license or approval issued that is in conflict with the requirements of this Specific Plan shall be reconsidered.

Relationship to Zoning Code

The provisions contained in this Specific Plan constitute the primary land use and development standards for the project area. Where provisions are not addressed in this Specific Plan, regulations as described in the Watsonville Municipal Code shall apply.

Severability

If any portion of the Plan is, for any reason, held invalid by a court of competent jurisdiction, such portion shall be deemed a separate, distinct and independent provision and the invalidity of such provision shall not affect the validity of the remaining portion of the Plan.

References

City of Watsonville, 2002-2007 Housing Element, Adopted September 26, 2003.

City of Watsonville, Agriculture Buffer Policy City of Watsonville, Adopted October 26, 2004.

City of Watsonville, City of Watsonville Bicycle Plan, Prepared by Santa Cruz County Regional Transportation Management Association, March 24, 1998.

City of Watsonville, City of Watsonville Parks and Open Space Master Plan, Adopted 1991.

City of Watsonville, City of Watsonville Pedestrian Plan, prepared by Ergo Engineering and Barton-Aschman Associates, Inc., April 1989.

City of Watsonville, City of Watsonville Stormwater Management Plan, Adopted July 25, 2008.

City of Watsonville, City of Watsonville Storm Water Land Development Standards, prepared by the City of Watsonville Public Work Department, 2005.

City of Watsonville, City of Watsonville Urban Water Management Plan 2005, Adopted 2001.

City of Watsonville, Livable Community Residential Design Guidelines, prepared by Watsonville Community Development Department and RACESTUDIO, June 2001.

City of Watsonville, Watsonville Green Building Code, Adopted 2008.

City of Watsonville, Watsonville 2005 General Plan, Adopted May 24, 1994.

County of Santa Cruz, County of Santa Cruz 1994 General Plan and Local Coastal Program, Adopted May 1994.

Crime Prevention Through Environmental Design (CPTED) Watch 2008. Available at URL: < <http://www.cpted-watch.com/>>, accessed August 2008.

Low Impact Development Center (2007). Low Impact Design Tools. Available at URL: < <http://www.lid-stormwater.net/index.html>>, accessed August 2008.

Santa Cruz Metropolitan Transit District (SCMTD) 2008. Metro Route Schedules. Available at URL: < <http://www.scmted.com/routes.html>>, accessed August 2008.

Appendices

- A. Economic Analysis of the Proposed Atkinson Lane Specific Plan Project, Applied Development Economics, March 2009 (will be provided under separate cover).
- B. Excerpts from Watsonville Livable Community Residential Design Guidelines

A. Appendix

A. Economic Analysis of the Proposed Atkinson Lane Specific Plan Project

Prepared By: Applied Development Economics, March 2009

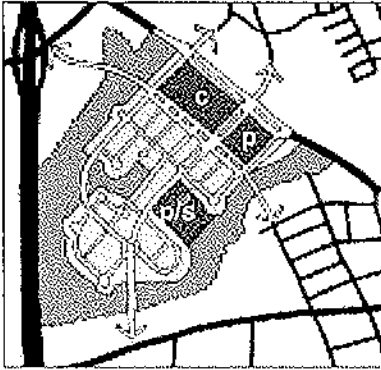
(Will be provided under a separate cover)

B. Appendix

B. Excerpts from Watsonville Livable Community Residential Design Guidelines

NEIGHBORHOOD PLANNING PRINCIPLE 2: New Subdivisions

New subdivisions should be planned as an extension of the community's pattern of streets, parks, lots and blocks.



ABOVE: Desirable
This diagram illustrates how new subdivisions should connect to the community, use block patterns that are similar to Watsonville's traditional neighborhoods, have a hierarchy of streets sizes, avoid flood and wetland areas, and fully integrate parks and community facilities.

2.2 New Subdivisions

The following guidelines pertain to new subdivisions on undeveloped land and redevelopment of existing low density areas.

2.2.1 Connections to the City

As Watsonville develops its remaining vacant lands zoned for residential use, there is a desire to promote mixed density and mixed income neighborhoods that are connected to the community and serve existing residents. Isolated enclaves of walled subdivisions are not viewed as positive additions to the community.

- Principal access roads into new development areas should be of similar scale as streets they are connected to.
- The street patterns at the edges of

the new project area should be extended into the site.

- Gateways and edges of new development should promote landscape and street improvements as common amenities that are shared with adjacent neighborhoods in the future. Subdivisions should not be socially gated or distinguished as an enclave.

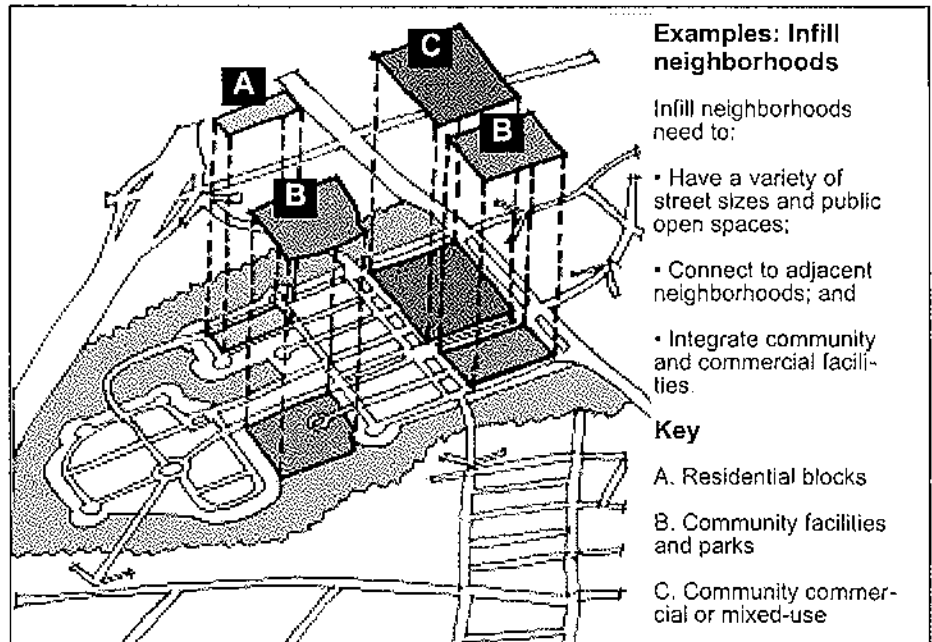
2.2.2 Block Sizes and Patterns

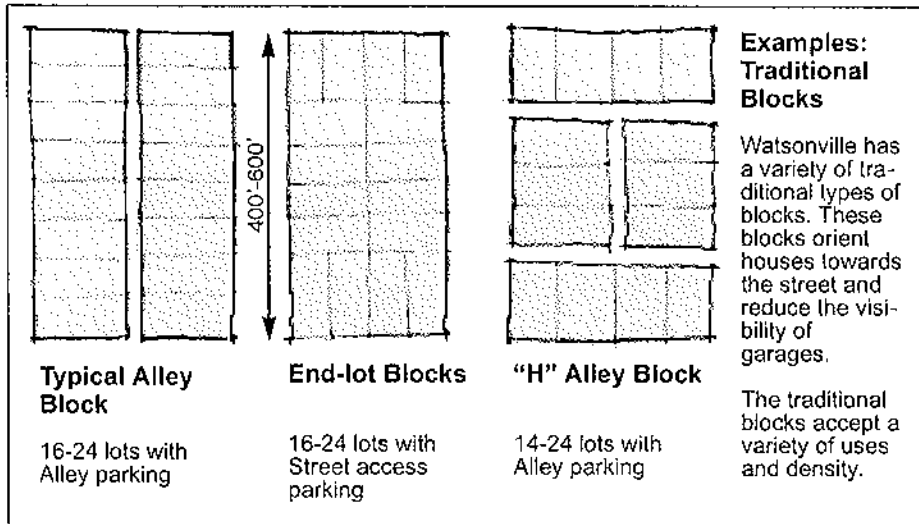
The size of blocks in new development areas should reflect the scale and pattern of traditional Watsonville neighborhoods.

- The traditional blocks found in



ABOVE: Desirable
Schools, parks and community shopping are an integral part of Watsonville's traditional neighborhoods. New neighborhoods should include these types of social focal points and amenities.





ABOVE: Desirable
This new subdivision is land-efficient with narrow residential streets and small lots. Front porches face the streets and houses share driveways in the back of the lot.

Watsonville should be used as a reference for the pattern and scale that organize new development areas.

- Block patterns should result in improved walkability and access options for new neighborhoods.

2.23 Integration of Parks and Community Facilities

In Watsonville's traditional neighborhoods, parks and community facilities were integrated into the original plan. This is desirable for new neighborhoods.

- New developments should use open space and community facilities to provide social and design focal points.
- New residential subdivisions should integrate common open space as a centrally located and defining feature.

2.24 Lot Patterns and Building Orientation

The pattern of lots and buildings should enhance the social and physical experience for pedestrians in new residential developments.

- The pattern of lots and buildings should reflect the type of residential street.

- Lots should be planned to promote friendly building orientation towards neighborhood streets.

- New residential buildings should include porches, yards and architectural design that enhance the social role of streets in the neighborhood.

2.25 Parking

Parking for new residential areas should play down the visual impact of cars and parking garages.

- Parking garages should be located behind the front building elevation.
- Solutions that minimize the visual impact of driveways should be used including sharing driveways, using alleys, or other design innovative approaches.
- Large parking lot surface areas for multifamily developments should be located in courts that are not visible from public streets; broken up with landscaping, and use a variety of paving materials.
- New subdivisions using a planned development process should consider alternative parking solutions including tandem parking, single car garages and other methods of reducing the visual presence of parking and cars from the street.



ABOVE: Desirable
These two subdivisions' homes have strong street orientation and garages pushed back from the street.

NEIGHBORHOOD PLANNING PRINCIPLE 3: Residential Streets

Residential streets should be pedestrian friendly with wide sidewalks, street trees and other amenities.



ABOVE: Desirable
This small lot development has narrow walkable streets, street trees, pedestrian-scaled lighting and parking at the rear of the lot.



ABOVE: Desirable
This residential neighborhood sidewalk has a planting strip and mature canopy trees separating pedestrians from traffic. The streetscape provides shade and beauty that makes this a desirable residential address.

2.3 Residential Streets

The following guidelines describe how new streets in Watsonville should be designed to make better neighborhoods.

2.31 Street Widths

The Watsonville General Plan identifies a system of transportation facilities that serve regional, local and neighborhood needs. At its smallest scale, basic residential streets are one of the most important design elements that define the quality of a neighborhood. The guidelines define a system of residential streets that minimize traffic and optimize pedestrian experience.

- Minimize use of cul-de-sacs.
- Connect neighborhoods via "slow streets" that have bike lanes, added pedestrian lighting, bulbied intersections, and other traffic calming measures.
- Provide narrow residential streets where alleys and off-street parking decrease the dependence of on-street parking.
- Allow connections for future streets.
- Allow streets to be designed with narrower travel lanes if they do not exceed 400' to 600' in length.
- Minimum street widths should be 34' from curb to curb. Even these narrow streets should have planting strips and sidewalks on both sides.

2.32 Cross Walks

The ability of residents to safely cross streets is an important feature in designing streets for neighborhood areas.

- All neighborhood streets should include crosswalks with enhanced paving materials and be consistent with Public Work's standards.
- On wider streets where there is more local traffic, create "pedestrian crossing zones" where the street narrows and ped buttons are available for safe and comfortable crossing.

2.33 Sidewalks and Planting Strips

Wide sidewalks separated from the street are desirable features in neighborhoods.

- All neighborhood streets should include an interconnected system of sidewalks.
- Traditional residential streets should include a sidewalk design that reflects the existing patterns in the neighborhood.
- Primary organizational streets in new neighborhoods should utilize planting strips and streetscape to separate sidewalks from the street's edge.
- Sidewalks & corner curbs must meet accessibility requirements.

2.34 Streetscape

Streetscape planting should be a key defining feature of residential neighborhood streets.

- All new residential developments will include a comprehensive streetscape

plan. The plan must satisfy street design, pedestrian comfort, and visual amenity objectives for the neighborhood.

- In new residential areas, new projects will include at least one street tree per lot or 40' of lot frontage, whichever is smaller.
- Include street trees for infill projects in traditional residential neighborhoods. Require at least one tree per 40' of frontage to be placed in planting strips, sidewalk tree wells or front yards if they do not conflict with utility easements.
- Include pedestrian-scaled lighting in existing and future neighborhoods.

2.35 Emergency and Service Access

Street designs need to balance the requirements for emergency and service access with other neighborhood design objectives.

- The design for new projects, and for retrofit of existing streets, should employ innovative approaches to providing service access that maintains the pedestrian friendliness of the street.
- Use existing alleys, or new alleys, for service access.
- Develop smaller block patterns that create more access points for emergency vehicles.



ABOVE: Desirable
New streets in Watsonville should include a street tree concept plan that adds to the identity of the neighborhood. Examples above show strong tree canopy for both attached and detached sidewalks.

Examples: Street Cross Sections

The Livable Community Residential Design Guidelines include criteria for neighborhood streets. The Guidelines stress streetscapes that enhance the pedestrian environment and neighborhood identity. Streets are to reflect the importance of the street in the community and a relationship to the scale of housing.

Example Streets:

A. Traditional Street

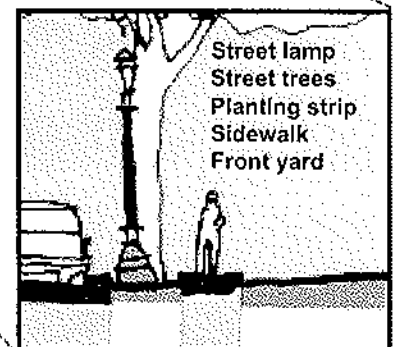
- Detached sidewalk and planting strip
- Pedestrian-scaled lighting
- On-street parking on both sides

B. Narrow Street

- Attached sidewalk
- Pedestrian-scaled lighting
- Parking on one side

C. Boulevard Street

- Landscaped median
- Detached sidewalk and planting strip
- Pedestrian-scaled lighting

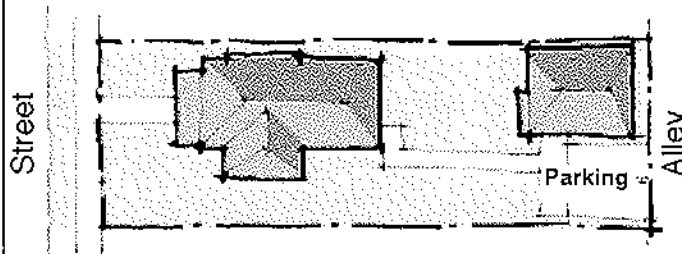


NEIGHBORHOOD PLANNING PRINCIPLE 4: Alleys

Alleys should be utilized as opportunities to create new quiet and walkable secondary residential addresses and provide for off-street parking.

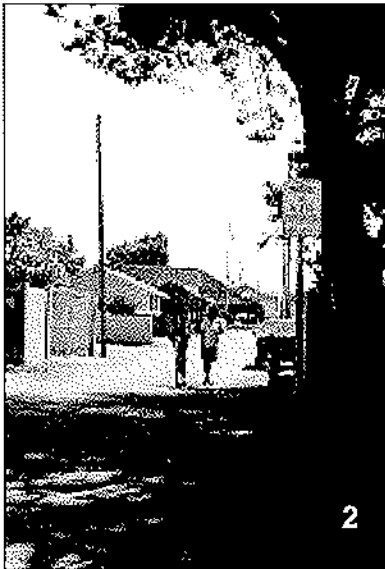


Examples: One story accessory unit behind bungalow on existing alley



Alleys in existing neighborhoods can become quiet addresses for accessory units.

Secondary structures should be smaller than the primary structure and be located at the edge of the alley.



2.4 Alleys

The following guidelines describe how accessory units should be designed to make better use of Watsonville's alleys.

2.41 Secondary Structures and Alley Houses

In Watsonville's traditional neighborhoods there is a history of developing secondary structures along the alleys with accessory units. Many communities are encouraging the development of new neighborhoods that have the capacity for accessory units as a method for increasing density and maintaining the appearance of a single family community.

- Encourage the development of accessory units over or adjacent to parking accessed by existing alleys.
- Consider Zoning Ordinance modifications to allow accessory units in new subdivisions.
- Secondary structures with accessory units should be built along the edge of the alley to maintain the pattern of back yard open space in neighborhoods.

- Secondary structures with accessory units should be architecturally compatible with the primary structure and other houses in the neighborhood.
- Secondary structures with accessory units should be subservient in scale and total size to the primary structure on each lot.
- Secondary structures with accessory units should have the roof eaves face the alley to lower the visual scale of the building.
- Accessory units in secondary structures should be designed to reduce the impact on privacy of neighbors.

2.42 Fencing and Landscaping

Alleys are safer and more comfortable residential addresses when they are visibly accessible and have social oversight.

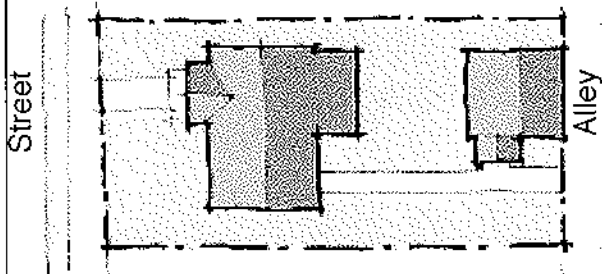
- 40% of alley frontage should be landscaped with a minimum 5' deep planting strip.

ABOVE:

(1) In many communities, existing alleys are being developed as quiet residential streets by adding units above garages or as separate accessory buildings.

(2) Alleys in Watsonville's traditional neighborhoods are an untapped resource for adding housing units.

Examples: Accessory unit over parking on an alley in a new subdivision

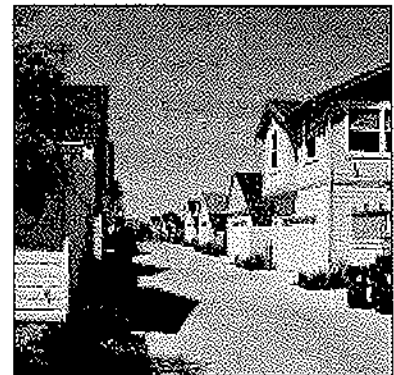


Standards

- Max. height: two stories, 24 feet
- Max. foot print: 480 SF
- Max. setback: None
- Landscaping: 40% of alley frontage
- Fence: 6 feet, 42" opaque

Alleys in new neighborhoods can reduce the visibility of parking and provide opportunities to develop secondary units.

Secondary structures should be smaller than the primary structure and be located at the edge of the alley. 40% of the alley edge should be landscaped.



*ABOVE: Desirable
These new residential neighborhood projects use alleys for access to parking and service. They also provide an opportunity for accessory units.*

- Protect existing trees in rear yards along alleys.
- To maintain visible access of alleys, fences can be a maximum of 6' in height, with a maximum 42" being opaque.

2.43 Parking

The design of parking garages and spaces adjacent to the alley have a major impact on their visual character as an address for accessory units.

- Parking garages should have maximum setbacks of 5' feet from the edge of the alley.
- Parking garages should be a maximum of two spaces wide or be articulated as separate buildings.

2.44 Trash Enclosures

The role of alleys as service streets may include trash storage and collection if they are adequately sized. The design and location of trash enclosures for larger multi-unit projects can have an impact on adjacent properties.

- Consistent with City standards, dumpsters shall be stored in trash enclosures that are architecturally compatible with the project.
- Trash enclosures should be oriented to provide easy access from trash collection trucks.
- Garbage cans for individual units or parcels should be stored behind a fence on a concrete pad.



*ABOVE: Desirable
This is an alley view of a new accessory building that includes a secondary unit above a garage.*

SECTION THREE: Residential Design

The Watsonville Livable Community Residential Design Guidelines provide criteria for development of housing projects that make neighborhoods better and sustain their value. The Guidelines protect the desirable features of existing neighborhoods. They provide qualitative guidance for new infill projects and subdivisions that reflect what the community values in Watsonville's traditional neighborhoods.



All in all, housing design in Watsonville should strive to be "of the place". It should be familiar and fit the community.

Introduction: Understanding Watsonville's Residential Traditions

The City of Watsonville is demanding higher quality housing development that is reflective of the community's architectural and town planning traditions. Watsonville's design traditions are rooted in historic styles, response to climate, and a rural and agricultural economy.

Historic Styles

Watsonville is blessed with a substantial stock of historic commercial, mixed-use, multifamily and single family housing. These buildings provide an important context for projects in traditional neighborhoods. They contain a rich texture of design elements that establish a walkable scale and visual variety.

There are a variety of styles that can be found in Watsonville. The earliest is the Adobe style. These simple utilitarian structures feature plain massing with large simple roofs. Expressive rafters and chimney caps provide selected opportunities for variety.

Victorian era buildings constructed

from the 1880's to the 1900's include a number of revival styles. Some of the styles that can be seen in Watsonville's historic neighborhoods include:

- Gothic Revival with gable roofs and spare detail;
- Italianate Revival with mansard roofs, elaborate brackets and cornice details, and vertical proportions;
- Colonial Revival with simple forms and Greek columns and details;
- Eastlake or Stickstyle with Italian details, shingles and ornate windows and;
- Queen Anne with fanciful turrets, fishscale shingle siding, and fancy trim and spindle details.

Starting in the 1900's, Watsonville witnessed the development of housing influenced by the Arts and Crafts movement. These include:

- Bungalow houses built as single story homes or as courtyard housing with large porches, deep overhangs and open raftertails, as well as being finished with shingles and/or stucco;
- Craftsman houses in a variety of styles with great attention paid to carpenter details; and

- Prairie-style houses, influenced by the Chicago School, with horizontal proportions.

In the 1920's there began a new generation of revivals where stucco became a predominate finish material. These "romantic" revivals included:

- English Fantasy houses with Gothic and English garden house forms;
- Spanish or Mission Revival with early California mission themes including red tile roofs; and
- Wood detailed California Ranch houses that were later emulated in the Post War suburbs.

Starting in the 1950's, Watsonville, like many California cities, started to develop production tract houses. These houses have several design features that the design guidelines will discourage in the future, such as highly visible parking and poor orientation towards the street.

Climate

The climate and geologic context should influence the design of houses. Watsonville's climate is moderated by the proximity to the ocean. Pajaro Valley's climate has cooler summers and warmer winters. This climate supports indoor-outdoor lifestyles. It lends itself to passive solar and ventilation design where the orientation of new houses and design of additions can take advantage of sun access and prevailing winds.

Agricultural Traditions

The agricultural traditions in Pajaro Valley provide a variety of architectural references. The simple agrarian forms of barns and outbuildings are landmarks in the landscape. At the edges of Watsonville these buildings and settings could offer an opportunity to incorporate agricultural themes. Many agricultural communities use designs that celebrate their wine country or farm history in the neighborhoods that transition between the town and the farms.

3.0 Residential Design Principles

Section Three of the Guidelines focuses on architectural design of single family and multi-family development. This includes projects located in traditional downtown neighborhoods, low-density infill opportunity sites, and new subdivisions.

The section identifies two overall guiding principles. Each principle is supported with planning and design guidelines.

RESIDENTIAL DESIGN

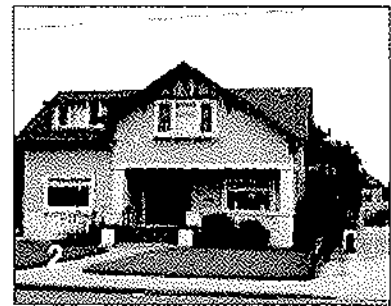
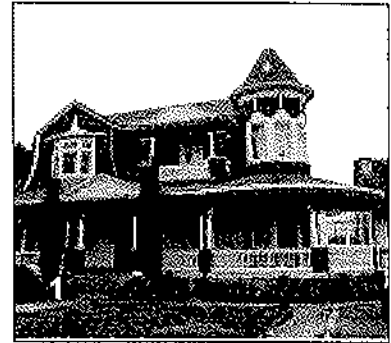
PRINCIPLE 1: Traditional Single Family Design

The design of new single-family housing should reflect the scale and street orientation of Watsonville's traditional neighborhoods.

RESIDENTIAL DESIGN

PRINCIPLE 2: Multifamily Housing Design

Multifamily housing should be designed to fit the scale and rhythm of Watsonville's traditional neighborhoods.



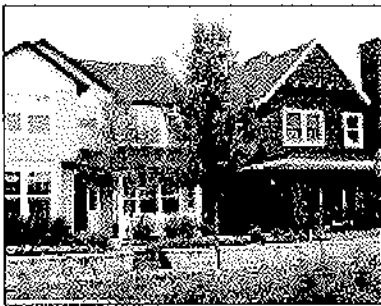
ABOVE:
 Watsonville has a variety of styles and architectural traditions that provide a context for new investment in existing neighborhoods.
 (1) Victorian-Queen Anne
 (2) Arts and Crafts
 (3) Romantic Revivals-English Tudor
 (4) Romantic Revivals-Spanish Mission

RESIDENTIAL DESIGN PRINCIPLE 1: New Single Family Housing Design

The design of new single-family housing should reflect the scale and street orientation of Watsonville’s traditional neighborhoods.

3.1 New Single Family Housing Design

The following guidelines describe how all new single family housing should be designed to make better neighborhoods.



ABOVE: Desirable

These new houses in suburban Portland are built on small lots with alley access. The top example is a detached single family project. The lower picture is of an attached townhouse project.

Each of these examples have:

- A variety of architectural styles and forms;
- Entry and sitting porches oriented towards the street; and
- Include planting strips and street trees between the sidewalk and street.

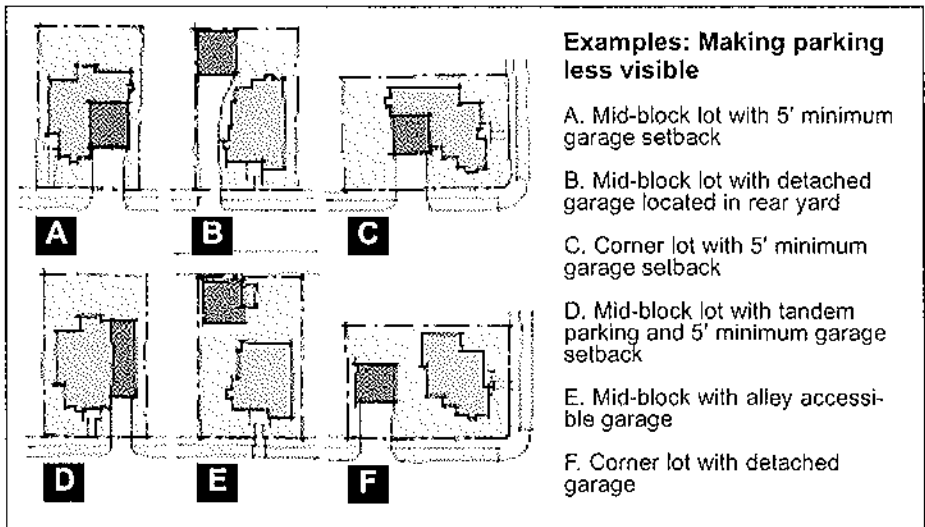
3.11 Site Planning

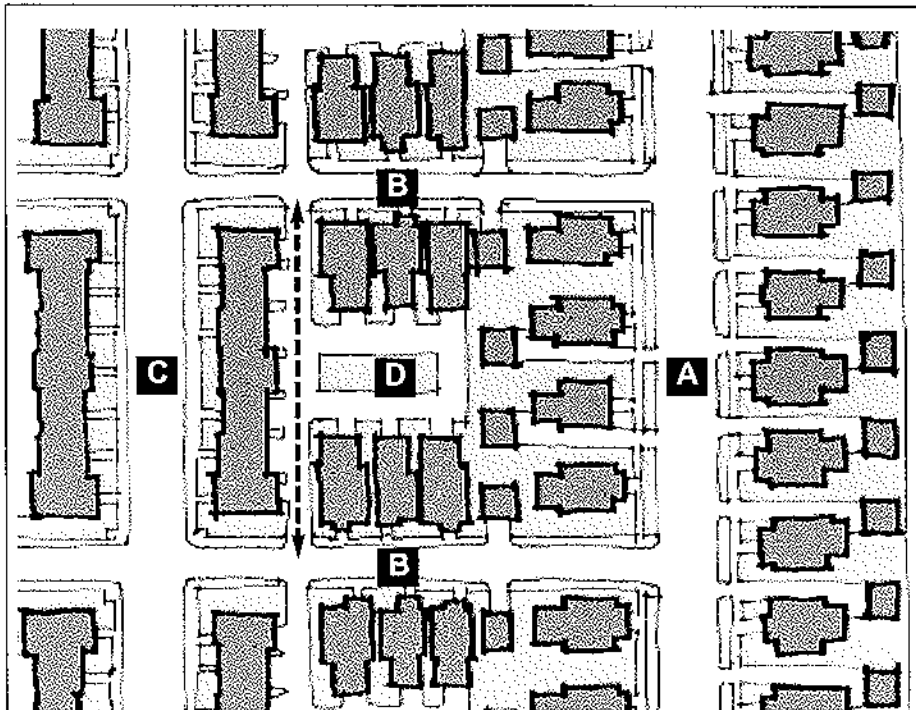
Site planning for new subdivisions should result in housing that supports neighborhood design objectives.

- Where natural features exist, such as sloughs, drainages or hills, open spaces should be preserved and used to frame and define residential areas.
- Grading for new homes should limit the visual distinction between graded and adjacent natural land forms.
- Grading should be contoured to blend into adjacent open spaces.
- Entrances and windows, not garages, should be the dominant elements of front facades.
- At least 75% of the homes on each

block should have front-facing entry porches.

- Garages should be pushed back at least 5’ from the porch entry. Rear garages are strongly encouraged and should be designed to preserve back yard space.
- No setbacks should be required for detached garages at the rear of the site.
- The width of the garage should be less than 50% the width of the lot.
- Corner homes should be planned so both exposed facades enhance the street.
- On corner lots, the sides of the house should be set back at least 10’ from the property line.
- On corner lots, the garage face should be at least 30’ from the corner.





Examples: Mixed density single family neighborhood

This plan diagram illustrates a single family neighborhood with a variety of housing types and streets. All parking is located behind the house. Each housing type features a street-oriented front porch.

- A. Detached single family house with detached garage
- B. Narrow street with semi-detached patio homes
- C. Townhouse street
- D. Parking court and alley



ABOVE: Undesirable

These small lot houses and court homes are POOR design examples. They have prominently visible garages, remove entries from the street, and lack variety.

- All homes should have usable backyard setbacks of at least 13' for two-story homes and 10' for single story homes.
- Site orientation and building design should consider use of alternative energy sources and passive solar design concepts.

3.12 Architectural Design

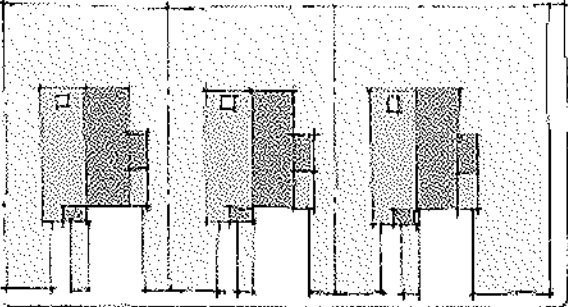
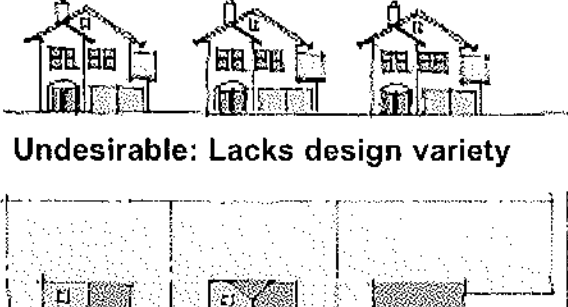
The design of new residential subdivision projects should provide a variety of styles and high quality architecture.

- Architecture within each new residential area should reflect a common vocabulary of forms, details and materials. New projects should create a pleasing variety of homes.
- Block frontages should include at least three distinct models (both in plan and elevation), plus one or more variations for corner lots. Homes of the same model may not occur on adjacent lots.
- Each block face should include a variety of one and two-story elements.
- All facades should be well com-



ABOVE: *Desirable*

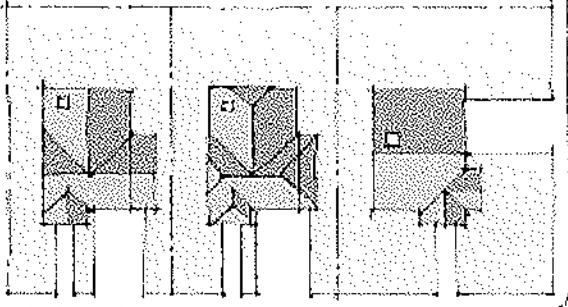
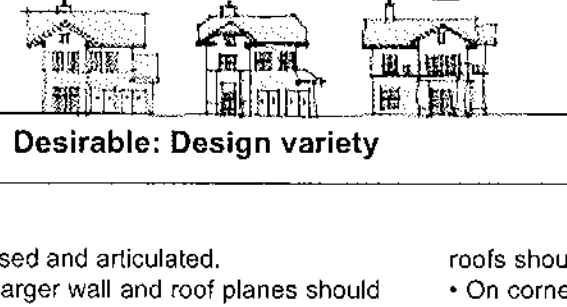
These small lot houses are GOOD examples of concealing parking at the rear of the lot, have street-oriented porch entries, and design variety.

Examples:

This example residential block lacks variety. The roof and unit types are the same. The block does not have a corner housing type.

Undesirable: Lacks design variety

Examples:

This example residential block has architectural variety. The roof and unit types are different. The block uses a specially designed corner housing type.

Desirable: Design variety

posed and articulated.

- Larger wall and roof planes should include 3-dimensional design features such as chimneys, balconies, bay windows or dormers.
- All facades of a home, including side and rear elevations, should have the same vocabulary of forms, detail and materials.
- The entire home should have a coherent architectural composition with transitions from front, sides and rear elevations being graceful, not abrupt.
- Roof forms should be consistent on all parts of the house and garage. All

roofs should have a similar pitch.

- On corner lots, architectural style and details shall be consistent on both exposed facades.
- Details should reinforce and enhance the architectural form and style of the house.
- Stairways, fences, trash enclosures and other accessory elements should be designed as integral parts of the architecture.

3.13 Materials and Color

Overall, the choice of materials and colors should provide an enduring quality and enhance the

architectural and massing concepts for the building.

- Architecture within each residential subdivision should use a palette of materials that convey an image of quality and durability.

Examples include:

Roofs: Split wood shingles, unglazed clay tile, architectural composition shingles

Walls: Painted stucco, shiplap wood siding, wood shingles, board and batten wood siding

- All the facades should employ the same vocabulary of materials.
- On corner homes, architectural materials should be consistent on both exposed elevations.
- Certain materials have an inherently

inexpensive, insubstantial or garish quality. These materials should not be used in new construction.

Examples include:

Roofs: glazed or painted tiles, metal or sheet materials, composition roll roofing

Walls: vinyl, metal, T-111 siding, ply - wood, other sheet materials

- Wood or hardboard siding, if used, should be shiplap or board-and-batten. Shiplap should be installed so there are no visible joints. Board-and-batten should be installed so there are no visible joints in the underlying "board" material.
- Painted surfaces should use colors that reinforce architectural concepts and are compatible with natural materials, such as brick or stone, used in projects.

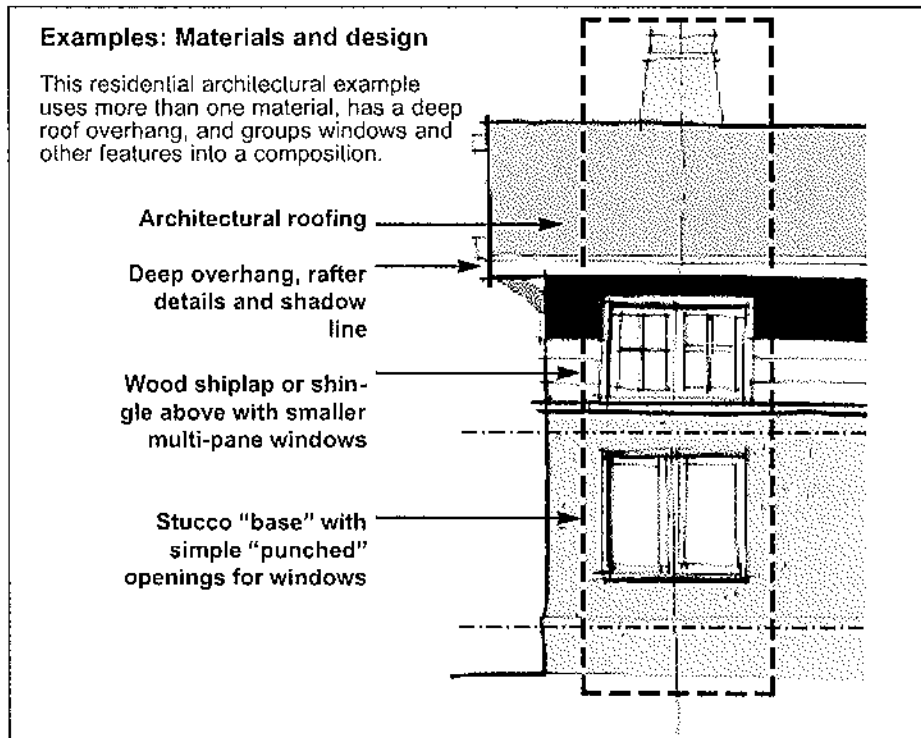
BELOW:

(1) *Desirable*

This example has quality materials and architectural articulation. The massing is broken up with bays and stepping wall planes. The house has a stucco "base" and a wood shingle upper story. The roof is tile.

(2) *Undesirable*

This is a POOR example. There is no architectural articulation or detail. The stucco walls are flat with flush aluminum windows.



RESIDENTIAL DESIGN PRINCIPLE 2: New Multifamily Housing Design

Multifamily housing should be designed to fit the scale and rhythm of Watsonville's traditional neighborhoods.

3.2 Multifamily Housing Design

The following guidelines describe how all new multifamily housing should be designed to make neighborhoods better.



3.21 Site Planning

New multifamily projects should be an integral part of the neighborhood and the community that create a comfortable and social living environment for residents.

- Buildings should frame neighborhood gateways and define community and common open spaces.
- Public, communal, and private spaces should be clearly distinguish-

able.

- Ground floor units should have direct access from streets and common spaces.
- Units should provide "eyes-on-the-street" security by orienting towards streets and common areas.
- Site entries should distinguish themselves with added texture or use of contrasting materials.
- Entry drives to multifamily housing should be designed to create a posi-

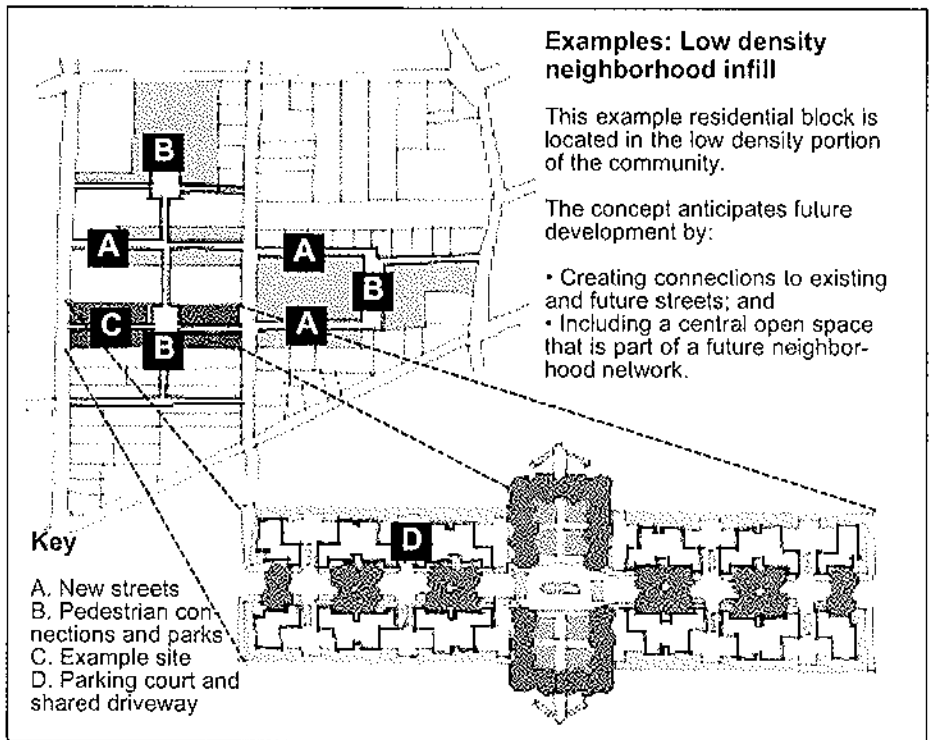


ABOVE: Desirable

These examples illustrate how affordable housing can respond to climate, local architectural traditions, and provide common open space.

(1) These affordable apartments are organized around a "village square" entry court. The architecture reflects the agricultural traditions of the Livermore Valley.

(2) These duplex units are part of a small infill neighborhood organized around a mini-park. The structures include large shared sitting porches oriented towards the street.



tive identity for the project. Landscape and site design should frame and distinguish entry drives.

- Parking shall be screened by landscaping or buildings.
- Parking should be unobtrusive and not disrupt the quality of common spaces and pedestrian environments of multifamily development.
- Visible long, and unbroken rows of parked cars or garage doors should not be permitted. Parking should be distributed throughout the site in discrete courts and garages.
- Services for multifamily development should not be visible from public areas. Trash bins, utility meters, transformers, and other service elements should be enclosed or otherwise concealed from view.

3.22 Common Areas

Multifamily housing projects must provide public and common space. The common space is for use of all residents.

- Multifamily development must provide both common and private open space for each unit consistent with development standards in the Zoning Ordinance.

Key features in the Ordinance include:

Landscaping:

20% of the site must be landscaped. This includes areas not paved for parking, patios, walkways, etc.

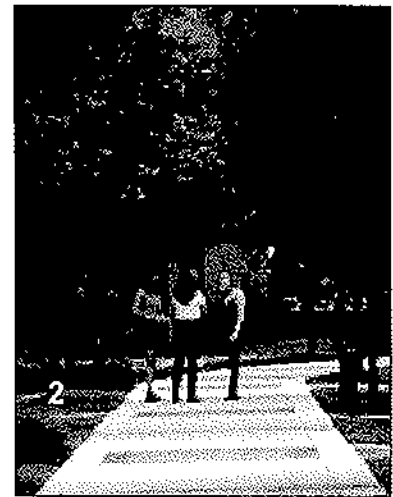
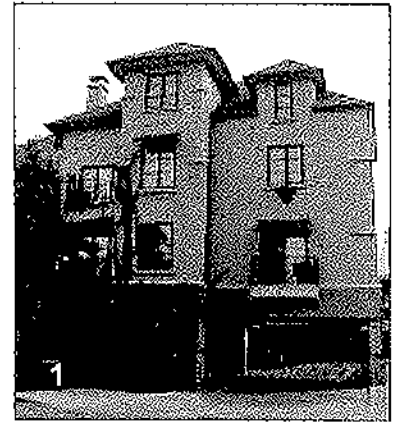
Private Open Space:

The Zoning Ordinance requires 200 SF per unit of usable open space. 96 SF shall be private and the remaining 104 SF can be located in common courtyard areas.

- Common spaces and amenities should enhance the sense of community in multifamily projects.
- Play spaces for children are strongly encouraged and should be both secure and observable.
- Common open space should be centrally located and have a physical and visible connection to public open space.
- Common open space should be connected to each project's internal pedestrian system.

3.23 Architectural Design

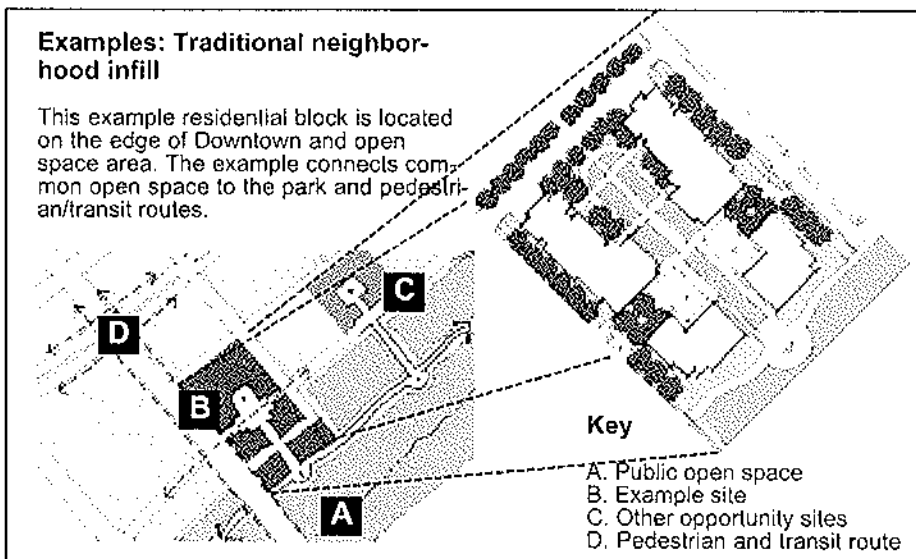
The design of new multifamily projects should demonstrate a com-



ABOVE: Desirable

(1) This apartment has parking tucked under the side of it. The parking is nicely paved, secure, and hidden from the street.

(2) This walkway links apartment buildings together. The walks are gracious and have brick insets to add texture and interest.





ABOVE: Desirable

(1) This apartment has a quiet pedestrian street along the edge of a shared park. The apartments overlook the park and walkway.

(2) This apartment building has units with stoops and planting strips along the sidewalk. This activates the edge of the building and provides "eyes-on-the-street."

mitment to lasting and durable design.

- Multifamily projects should utilize a unifying theme and possess a common vocabulary of forms and architectural elements.
- Visual interest should be created by articulation of facades, forms and use of color.
- Building forms should be articulated by varying roof heights and wall planes. Long, unbroken volumes and large, unarticulated wall and roof planes shall not be permitted.
- Facades should have 3-dimensional elements, such as chimneys, balconies, bay windows or dormers, to break up large wall and roof surfaces.
- Every facade should be well composed, articulated and consistent on each facade.
- Roof forms should cover the entire width and depth of buildings, Superficial roof forms, such as "mansards", affixed to the building shall not be allowed.
- False fronts, facades and parapets are not allowed.
- Depending on the architectural context (such is in a traditional commercial district), flat roofs may be

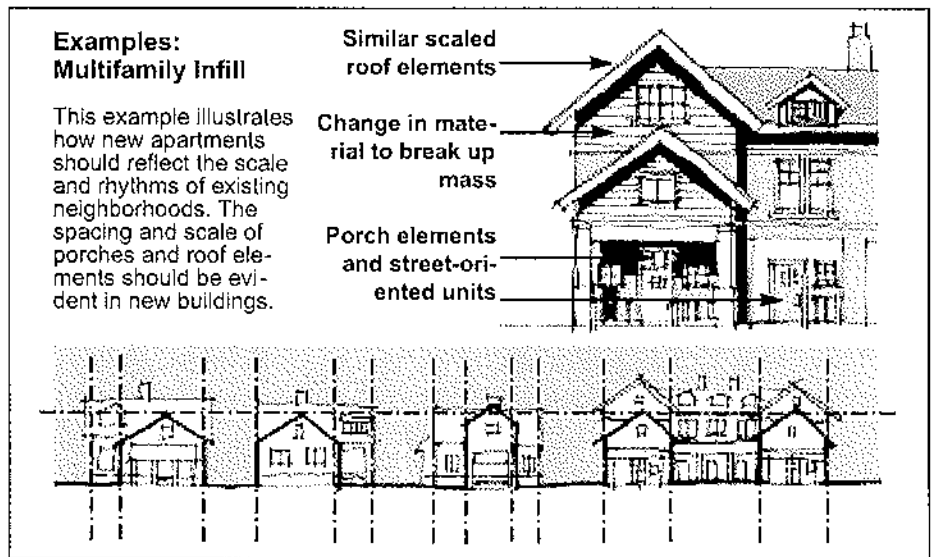
allowed, but only if they are screened from public view by continuous parapets or by pitched roofs and consistent with their architectural context.

- Stairways, fences, trash enclosures and other accessory elements should be designed as integral parts of the architecture. Manufactured components attached to the outside of buildings, such as stairways and sheds, shall not be prohibited.

3.24 Materials and Color

The selection of architectural finishes and color should support overall image and massing concepts.

- Architecture within each multifamily project should use a palette of materials which convey an image of quality and durability.
- All the facades should employ the same vocabulary of materials.
- On corner units, architectural materials should be consistent on both exposed elevations.
- Buildings designed with obvious references to styles or periods should use consistent with that style or period.
- Painted surfaces should use colors



that reinforce architectural concepts and are compatible with natural materials, such as brick or stone.

- Certain materials have an inherently inexpensive, insubstantial or garish quality. These materials should not be used in new construction.

Examples include:

Roofs: glazed or painted tiles, metal or sheet materials, fake shingles made from metal or plastic materials

Walls: vinyl, metal, plywood, T-111 siding, masonite or other sheet materials

- Wood or hardboard siding, if used, should be shiplap or board-and-batten. Shiplap should be installed so there are no visible joints. Board-and-batten should be installed so there are no visible joints in the underlying "board" material.

3.25 Lighting

Lighting should be an integral part of the planning and design of multifamily projects and NOT treated as an afterthought.

- Lighting in projects should be designed for specific tasks (i.e., illuminating common areas, parking, streets, paths, and entryways).
- Lighting should be mounted on architecturally designed posts less than 16' in height, and preferably lower.
- Fixtures and posts should be consistent throughout the project.
- Lighting along public streets and spaces should reflect district or neighborhood standards.
- Fixtures should incorporate cutoffs to screen the view of light sources from residences.

3.26 Landscape

Landscaping for multifamily projects should integrate the projects with the neighborhood and coherently support site and architectural concepts.

- All site areas not covered by structures, walkways, driveways or parking spaces should be landscaped.
- Landscaping should support the distinction and transition between private, common and public spaces.
- Landscape materials should be live plants. Gravel, rock, bark and other materials are not a substitute for plant cover.
- Landscape shall be permanent with automated irrigation. Water-intensive plants, such as lawns and flowering exotics, should be used sparingly as accents.
- Natural features and existing trees should be incorporated into the landscape plan.
- Plazas and common areas subject to pedestrian traffic may be surfaced with a combination of landscape and decorative pavers or textured concrete.
- Parking lots should be generously landscaped to provide shade, reduce glare and provide visual interest. Parking lots shall provide shade trees (of at least 15 gallon in size) for each 4 spaces.
- At least 15% of shared parking lots shall be landscaped. Lots should be screened from view with architectural walls, berms or shrubs.



ABOVE: Undesirable

(1) This new apartment building is organized around a parking lot. The project is introverted and is not connected to the neighborhood. The project has no common open space or amenities.

(2) This apartment building has ground level parking and a tall blank wall along the street. The design is out of scale with the adjacent buildings. The architecture is spare and unattractive.