

Moss, Julia

From: Mick <qwakwak@gmail.com>
Sent: Sunday, January 8, 2023 11:32 AM
To: City Council
Cc: Goldstein, Jamie (jgoldstein@ci.capitola.ca.us)
Subject: Medical office bldg Item 9c

item 9c Medical Office Bldg

The proposed medical facility on the Soquel Ave frontage rd will have serious negative traffic impacts on the 41st Ave / Gross Rd intersection.

There is an easy mitigation to the potential negative impacts - force the county to remove the barrier on 40th Ave to open up the connection from Gross Rd to Clares St.

Doing so would have substantial positive impacts not only on the Gross Rd intersection but also the Clares and 41st intersection.

The barrier was put in by the county at the request of then Supervisor Forbus when Capitola annexed the Brown Bulb Ranch property and began the mall development in the 1970's. Back then, it caused no negative traffic impacts. Today is another story - it should be removed by the county as part of the EIR traffic mitigations and the city should initiate legal action if the county refuses to adopt this mitigation measure.

Mick Routh

Sent from my iPhone

Moss, Julia

From: Janet Edwards <bsjedwards@aol.com>
Sent: Monday, January 9, 2023 8:03 PM
To: City Council
Subject: Comments for January 12th meeting

City of Capitola Council Members

Please add my comments to the meeting of January 12th
Item # 9C - Medical Office Building Project at 5940 Soquel Avenue

I am a resident of Gross Road, when the EIR first came out in 2019, I went around the neighborhood and tried to speak to every resident. This is my opinion but does include some stories of others. I am opposed to the diverter at Gross Road and opening 40th Ave to connect with Clares St.

My reasons are that

1. Traffic and accidents - the traffic north bound on 41st Ave from Gross Road, past Clares and past the mall entrance has gotten worse for months when the timing on the light changed. Plus based on a report done by the City a couple of years ago, 41st and Clares has more accidents than any other place in Capitola and number 2 on the list is Gross Road and 41st.
2. The problem with the Gross Road traffic is not from the residents of the area but from drivers looking for a way around the freeway with many people actually going back onto the freeway at 41st. A while back I spoke to a young man who was trying to get to Watsonville when the CHP caught him and he only had a learners permit and he had to wait for his family to come and get him. I believe there are more people trying to go around the traffic. Opening 40th will just encourage more drivers to go around and not stop them from using Gross Road and cause accidents at Clares and 41st.
3. Gross Road with its parking on both sides was not designed for the heavy traffic and residents report that at times they can not back out of their own driveway. Plus if you open 40th Ave there will have to be a lot of work repaving and putting in sidewalk, a lot of people currently walk down the center of the road to pass through it. It also has some bad drainage issues especially with the 2 new houses still under construction and I am told that the contractor is not going to put in any sidewalks.

My Solutions

1. Change the light timing at Gross Road and 41st, at times Gross Road east to North 41st has less than 15 seconds to get through the intersection and many people go through the red light. I understand why North 41st has the light go, then stop, then go again without any other section turning. But it confuses people and again many people go through the red light. I know that Capitola has the rights to change the timing even though the intersection is suppose to be controlled by CalTrans.
2. A few years ago, John Leopold and his staff came up with a local ordinance to keep people off South Rodeo Gulch Road and Gross Road during peak hours, but it appears per Supervisor Koeing, the CHP does not have the right to enforce the ordinance. If someone else has a different solution or can get the CHP to enforce the ordinance that would help non-residents stop trying to use Soquel Ave as a shortcut and not clog up Gross Road and 41st Ave.

These solutions do not include what will happen when the medical building is complete and 600 workers will exit the building about the same time every weekday. Kaiser has said they will get their people to walk and ride bikes. Residents of Gross Road do not like to use Soquel Ave walking or biking because of the bridge over Rodeo Gulch, it is almost a one way sidewalk and if you are riding a bike you need to almost go into the driving area to avoid culverts and other hazards. Plus the area can be very dark at night and right now the sidewalk does not go all the way through to South Rodeo Gulch with no plan to do so. Just because this intersection is not in Capitola does not mean that it will not affect Capitola.

Please think about the solutions I have offered and please bring some different ideas to the table for this project, if nothing is done it will be a mess for Capitola and 41st Ave.

Thank you for your effort and your time
Janet Edwards

Moss, Julia

From: Moss, Julia
Sent: Wednesday, January 11, 2023 2:12 PM
To: Paula Bradley; City Council
Cc: Herlihy, Katie (kherlihy@ci.capitola.ca.us)
Subject: RE: City Council Agenda 1/12/23 Item 9B - PSA for Regional Bike Share Contract - public comment

Hi Paula,

We forwarded your questions to the Project Manager with BCycle and received the following answers. This information will be incorporated into staff's presentation on Thursday, January 12th.

1. *Section 5.6 and Exhibit F reference redistribution of the overall regional bike share program. Each jurisdiction will have at least 70% of designated to them each day. On top of that, our teams main priority each morning, throughout the day, and evening is to make sure bikes are charged and balanced, station by station. We check station balancing constantly and learn about patterns from commuters over time. We will do our best to proactively ensure stations do not go empty or get full.*
2. *Docks do not charge the bikes. The docks are battery powered, just like the bikes are. Our teams will do in-field swaps of batteries for both bikes and docks. We perform these swaps as we are out rebalancing or if we see that batteries for particular bikes are getting low remotely.*

Thank you for your questions. For information about how to tune in to tomorrow's Council meeting, please refer to the [agenda](#). Best,

Julia Moss

City Clerk - City of Capitola
831.475.7300 x228

From: Paula Bradley <pbradley2004@sbcglobal.net>
Sent: Wednesday, January 11, 2023 6:43 AM
To: City Council <citycouncil@ci.capitola.ca.us>
Subject: City Council Agenda 1/12/23 Item 9B - PSA for Regional Bike Share Contract - public comment

I have two questions:

1. Professional Services Agreement, section 5.6 "system balancing" and Exhibit F, Service Level Agreement, state that 70% of the bikes designated to a jurisdiction (150 bikes in Capitola) will be redistributed on a daily basis. What if in a high priority area, i.e.: the mall transit center, had no bikes in the docking station, would this be re-balanced during the same day?
2. The bikes will be continuously be recharged in the dock stations?

Please approve the five-year PSA with BCycle for the Regional Bike Sharing Program without further requirements or conditions, and prioritize moving forward to implement the program without delay.

Thank you

Paula Bradley (she/her)
P. O. Box 1146 Capitola CA 95010
mobile (831) 345-5482

Moss, Julia

From: Laurie Hill <capitolaseahorse@gmail.com>
Sent: Wednesday, January 11, 2023 10:30 PM
To: City Council
Subject: Arts and Cultural Commission Appointments

Dear Council,

First, thanks for your hard work and focus on the storm/tide related recovery issues facing our community. I also commend City Staff on their efforts to help keep us safe and help us rebuild.

I am proud to serve as one of your current (and very active) Arts and Cultural Commissioners.

I encourage you to reappoint both current commissioners, Roy Johnson and Kelly Mozumder. Both commissioners are actively engaged in the work of the Commission and a pleasure to work with.

Our latest applicant, Peter Wilke, demonstrates continued interest in our community and would likely be a good candidate.

I also hope that Sam Storey will also be given the opportunity to return to the Commission. We enjoyed his experience, energy, and contributions.

Laurie Hill

Moss, Julia

From: Joy Anderson <jojeanders@gmail.com>
Sent: Thursday, January 12, 2023 7:57 AM
To: City Council
Subject: Comments on Agenda Item 9C

Dear City Council Members,

I am a local resident, and I am voicing my concerns over your desire to continue to insist that a solution for traffic mitigation is the removal of the barrier at 40th Ave/Deanes Lane.

My concerns are related to what I see is the bigger issue for our region that cannot be addressed with the removal of the barrier - the congestion on Highway 1. Removing existing barriers or creating new ones does not remedy the larger problem which is that commuters are attempting to avoid the congestion on the freeway by driving on city streets. What we have now is an unbelievable amount of traffic in the Capitola/Santa Cruz neighborhood in question between the hours of 2:30 and 6:30.

And while the previous transportation study conducted on the project indicated that removing this barrier **would not help any traffic concerns for the area**, I want to also discuss another other important consideration as to why the barrier should remain. The barrier helps create a neighborhood - the "cul de sac" feel helped create a thriving community for various streets in that area. If the barrier were removed, the neighborhood community would be changed for the worse forever as they would have an ever increasing yet constant flow of traffic and/or idling cars with commuters attempting to find access to an already congested freeway.

As a city council, my hope is that you would encourage the Santa Cruz County Planning Commission to look for a mitigation issue that fixes the real problem and does not destroy a neighborhood in the process.

Respectfully,

Joy Anderson

Moss, Julia

From: Erik Zinn <enzinn@gmail.com>
Sent: Thursday, January 12, 2023 8:12 AM
To: City Council
Cc: Kris Hill; Kyle Emmert; Brittany Nehf; David Mora; Joy Anderson; Matt Anderson; Daleth Foster; Dianna Hill; Jessica Zappacosta; Sarah Mora; Lishanna Emmert; Andreas Zappacosta; Zachary Zinn; Pat Kenyon; Erik Zinn
Subject: [PDF] 1-12-2023 Council meeting agenda item 9c
Attachments: 40th Avenue barrier appellate court 1990 judgement.pdf

I am a resident of 40th Avenue and have reviewed the Transportation section of Draft EIR (dated June 2021), as well as the Appendix D - Draft Transportation Impact And Operation Analysis (dated May 2021). I have a number of comments and observations to make regarding specific elements of the Transportation Analysis.

EXISTING BARRIER AT 40TH AVENUE AND DEANES LANE

The Transportation study alludes to improvements in traffic flow if the existing barrier at the intersection of 40th Avenue and Deanes Lane were removed (Page 77 in Appendix D). The same study indicates that removing the existing barrier at 40th Avenue and Deanes Lane is NOT being considered, because *"the Project is not expected to distribute traffic to these intersections, since a barrier exists at 40th Avenue and Deanes Lane and the Project does not propose to remove it (nor are any plans to remove the barrier pending)."* (Tables T-30 on page 91 and T-36 on page 99 of Appendix D). The following comments entirely pertain to the proposed removal of the existing barrier at 40th Avenue and Deanes Lane and are intended to underscore my very strong opposition against any future entertainment of removing that barrier:

1. Removal of the barrier would destroy the neighborhood of 40th Avenue. We would no longer be able to enjoy and play on our street as we currently do.
2. Removal of the barrier would violate the multiple legal rulings that have been in place starting in the 1950's finding the barrier shall remain closed. I have attached the last adjudication write up from 1990 to this message.

OVERALL TRAFFIC FLOW ISSUES FROM 41ST AVE SOUTHBOUND HWY 1 ONRAMP TO SOQUEL AVE.-GROSS RD.-40TH AVE. INTERSECTION

I would also like to challenge a finding and comment on what appears to be an overall deficiency in the transportation analysis regarding flow of traffic at peak evening usage through the Soquel Avenue-Gross Road - 40th Avenue, Gross Road-41st Avenue and 41st Avenue-Southbound Hwy 1 onramp intersections. The study appears to presume that adding a diagonal barrier across the Soquel Avenue-Gross Road-40th Avenue intersection (i.e. from the northwest to southeast corners) will somehow magically increase traffic flow rates through all the subsequent intersections. My anecdotal observations regarding this horrible Level Of Service at all the aforementioned intersections are as follows:

1. All the peak traffic problems stem from a lack of flow on Highway One. Unless evening traffic flow rates are improved on southbound Highway One, the extra Kaiser Medical Project traffic will simply stew in currently gridlocked traffic on Soquel Avenue.
2. During the worst of peak evening hours, the Highway One Southbound ramp intersection (i.e. from the onramp light to the Gross Road - 41st Avenue light) is frequently gridlocked. Traffic spills off the offramp and onto 41st Avenue, giving people that are trying to enter the SB Hwy 1 lane from Gross Road nowhere to go.
3. The Soquel Avenue - Gross Road - 40th Avenue intersection is frequently gridlocked, with people literally parked in the intersection between light cycles at Gross Rd. and 41st Ave. No amount of policing or signage or striping has ever stopped it from happening. The addition of the barrier would simply formalize what is already happening - cars parking in that intersection during peak evening hours.
4. Cars are currently being "stored" on Gross Road during peak evening hours. Placing the barrier at the Soquel Ave.-Gross Road-40th Avenue intersection will deflect that traffic onto Soquel Avenue. That will cause Soquel Avenue

traffic to back up even further, likely well beyond the Soquel Ave.-S. Rodeo Gulch intersection, in spite of the hypothesized increase in flow rate through the Soquel Ave.-Gross Rd. - 40th Ave. intersection.

5. Waze and Google Maps is still encouraging users to hop off of southbound Hwy 1 at the Soquel Ave. exit and use the frontage road for destinations that would normally use the 41st Avenue Hwy 1 exit. This is presumably to get drivers out of the congestion on southbound Highway 1 at peak evening hours.

COMMENTS REGARDING BARRIER AT SOQUEL AVE. - GROSS RD. - 40TH AVE.

1. Addition of the proposed barrier as described in the Appendix D report and depicted graphically on Figure G1 in the report (page 710 of the Appendix D report) will increase emergency response time to residences on 40th Avenue. You don't need to be a traffic engineer to see that fire trucks and EMTs will need to travel a longer route to get to 40th Avenue and that route will be impacted for emergency vehicles during peak evening hours because vehicles backed up on Soquel Avenue will block the emergency vehicles from turning on to South Rodeo Gulch Road at the Soquel Avenue - South Rodeo Gulch Road intersection.

2. The addition of the proposed barrier will make it more difficult for 40th Avenue residents to access 41st Avenue in a vehicle at all hours and even more so during peak evening traffic time. We can currently get into the queue on Gross Road and turn on to 41st Avenue within one light cycle at the Gross Rd.-41st Avenue intersection. If the barrier is installed, we will be forced to drive much further and stew in the traffic on Soquel Road.

3. The addition of the proposed barrier will force the 40th Avenue residents to drive through the Gross Road neighborhood FOR ALL CAR TRIPS. I didn't see that in the analysis. As much as the neighborhoods of Gross Road and 40th Avenue like one another, I doubt the Gross Road residents will appreciate the new daily view of seeing us drive by at least several times a day.

OVERALL

I am not in favor of the Kaiser Medical Project. I am not a Kaiser member, nor will I use their health services. We are literally surrounded by medical practitioners here on 40th Avenue and unless you are a Kaiser member, this project will only create problems for us in terms of increasing traffic for an already untenable situation.

I understand that CEQA Guidelines have eliminated traffic congestion and automobile delay from the list of issues required to be analyzed as part of a potential project's CEQA analysis. It still doesn't make it okay to destroy our neighborhood's and our way of life.

The overarching issue here, as I see it, is that all of our traffic problems seem to stem from lack of traffic flow on southbound Highway 1 during peak evening times. This has been a problem for decades and has never been resolved. In my opinion, until the County of Santa Cruz, City of Capitola and CalTrans figure out how to come together and create better traffic flow on Highway 1, none of these improvements will work as intended. The proposed improvements in Appendix D may still need to be made even after that occurs, but until traffic flow on Highway 1 is improved, adding trips to all of the ancillary corridors will only result in further backups and delays in those corridors.

Erik N. Zinn
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Moss, Julia

From: roy Johnson <royslighting@gmail.com>
Sent: Thursday, January 12, 2023 9:20 AM
To: City Council
Subject: Arts Commission

I recommend the council approve the application of Peter Wilk to the Art Commision
I have worked a bit with him on a sub-committee and think he would be an active contributor to the Art Commission
I also would recommend Sam Story if he has applied.

Thank you
Roy Johnson
Chairman
Capitola Art and Cultural Commission

Moss, Julia

From: Jessica Zappacosta <zappajess@gmail.com>
Sent: Thursday, January 12, 2023 1:23 PM
To: City Council
Subject: City Counsel Meeting Agenda Item 9 C: resident concern

Hello,

My name is Jessica Zappacosta and I am a resident who lives on 40th Ave. I am concerned that the current recommendations from the Public Works Department regarding the projected improvements to traffic flow at 40th Ave do not consider the immense impact that this will have on our livelihood. Further, the proposed recommendations will actually create more challenges for the residents of this neighborhood. The Public Works Department Agenda report states, "The installation of all recommended improvements below would reduce the travel time from the intersection of Soquel Dr. and Rodeo Gulch Rd to the Southbound Hwy 1 on ramp from 8.15 minutes, under existing conditions, to 4.53 mins." However, this analysis does not take into account the additional time it will take us residents to access 41st Ave and Hwy 1 because we will be diverted from our street where we live, all the way through the neighborhood of Gross Rd to Soquel Rd and back to the intersection where we started! It seems as if our needs, as residents of this community, are not being taken into consideration.

With regard to the barrier opening, I am happy to here that the City of Capitola does not recommend this coarse of action, as this would be devastating to the livelihood of our kids and our neighborhood as well.

I hope that in conjunction with the Kaiser project, the traffic implications and well-being of the residents of these neighborhoods continue to be a top priority. I do not support the recommendations of this report.

Sincerely,
Jessica

Sent from my iPhone