

Capitola City Council

Agenda Report



Meeting: September 26, 2024

From: Public Works Department

Subject: Daylighting Law AB 413 – Village Parking

Recommended Action: 1) Review the AB 413 compliance approach in the Village and Citywide; and 2) approve the Coastal Development Permit.

Background: California Assembly Bill 413 (AB 413), approved on October 10, 2023, added a new section to the California Vehicle Code (CVC 22500(n)), which prohibits stopping, standing, or parking a vehicle within 20 feet of the vehicle approach side of any unmarked crosswalk or within 15 feet of any crosswalk where a curb extension is present. In California, any intersection is considered a crosswalk unless specifically marked as not a crosswalk. Until January 1, 2025, jurisdictions are authorized to issue warnings for violations and are prohibited from issuing citations unless the violation occurs in an area marked with paint or a sign.

Certain exceptions to this rule allow for the repurposing of these areas as 24-hour commercial loading zones, provided they are appropriately signed and striped (CVC Section 22500(n)(2)), or as bicycle or motorized scooter parking (CVC Section 22500(n)(3)).

In preparation for enforcing this rule, staff engaged traffic consultant, Kimley Horn, to analyze the impact of daylighting on the Capitola Village, where parking is already a critical issue. Following the analysis, staff met with representatives from the Capitola Village Wharf Business Improvement Association (BIA) in July to discuss potential removals and options for repurposing the affected spaces. The rest of the City's intersections are also impacted and will be addressed as discussed below.

Discussion: Daylighting involves removing parked cars adjacent to crosswalks to improve safety and visibility. This practice ensures that pedestrians and drivers have a clearer view of each other by keeping the area next to crosswalks free of vehicle obstructions.

Daylighting in the Village:

The City's traffic consultant, Kimley Horn, prepared a memo outlining existing parking spaces affected by AB 413 (Attachment 1). The memo identifies 8 spaces in the Village are affected by AB 413. After consulting with the BIA, staff recommends adopting Kimley-Horn's recommendations, such that there will be a net loss of three parking spaces: one space will be eliminated and used for ADA access for an adjacent parking space, and two spaces will be converted to public bike parking. Other spaces are recommended for conversion to loading zones or swapping with current loading zones, as detailed below.

Location 1: Capitola Avenue/Stockton Avenue

Recommended Changes:

- Modify loading zones to be across the street (in front of 301 Capitola Ave) and convert the current loading zone to public parking.
- Spot 280 (in front of 216 Capitola Ave) to be converted to a 24H commercial loading zone.

Space Number	Current	Proposed
280	Public Parking	Loading 24H
327	Public Parking	Loading 24H
328	Public Parking	Loading 24H
301	Loading 24H	Public Parking
302	Loading 24H	Public Parking

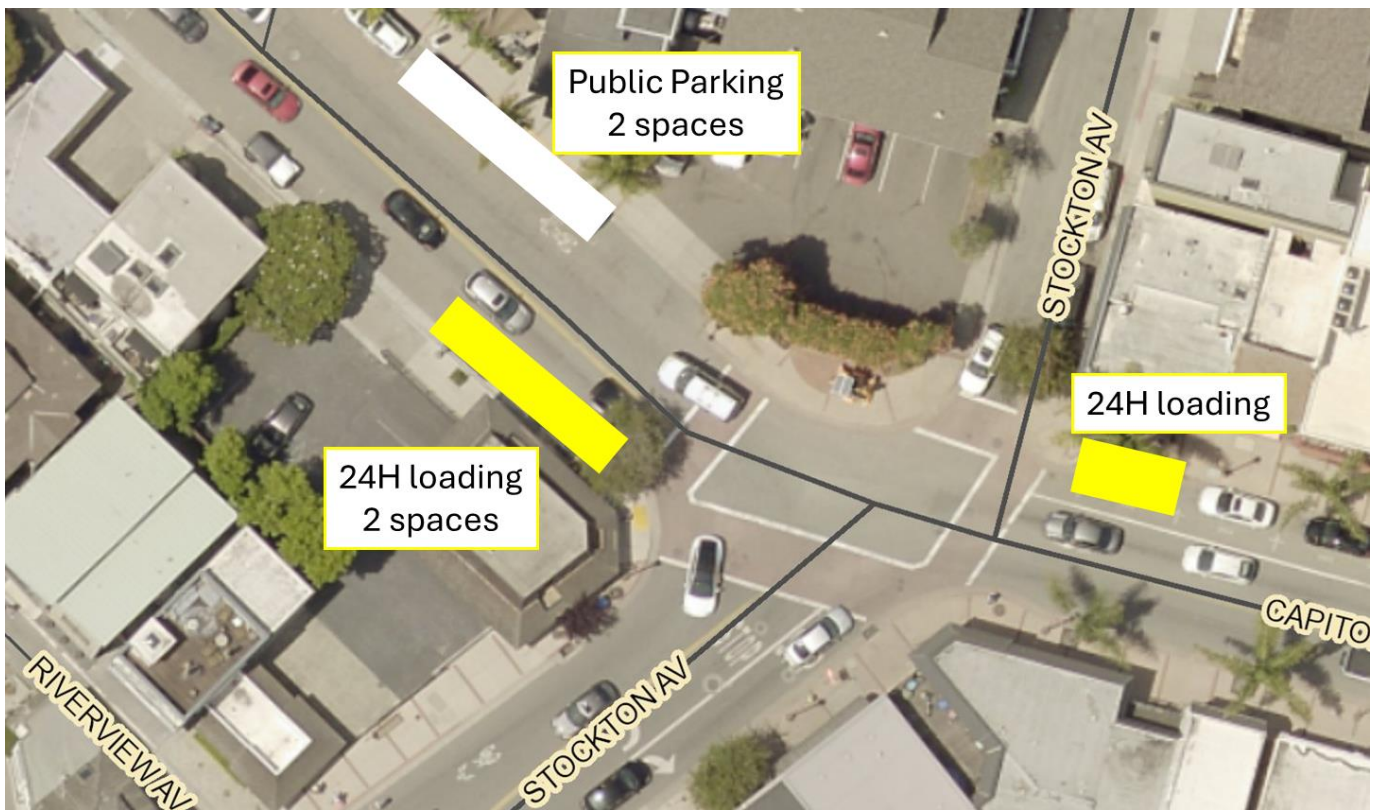


Figure 1. Capitola Ave/Stockton Ave

Location 2: Monterey Avenue/Lawn Way

Recommended Changes:

- Spot 236 to be 24H commercial loading zones (currently loading AM only).
- Spot 211 to be converted to bike parking, resulting in a net loss of one parking spot.

Space Number	Current	New
211	Public Parking	Bicycle Parking (parking loss)
236	Loading	Loading 24H



Figure 2. Monterey Avenue/Lawn Way

Location 3: Esplanade/Lawn Way

Recommended Changes:

- Spot 146 to be utilized for ADA access for adjacent spot 145.
- Spot 171 to be converted to a 24H commercial loading zone.

Space Number	Current	New
171	Public Parking	Loading 24H
146	Public Parking - ADA	ADA Striping for space 145 (loss of parking)



Figure 3. Esplanade/Lawn Way

Location 4: Esplanade/San Jose Avenue

Recommended Changes:

- Spot 263 to be converted to bike parking, resulting in a net loss of one parking spot.
- Spot 129 to be converted to a 24H commercial loading zone.

Space Number	Current	New
263	Public Parking	Bicycle Parking (loss of parking)
129	Public Parking	Loading 24H



Figure 4. Esplanade/San Jose Avenue

These changes in the Coastal Zone require a Coastal Development Permit (CDP). The conversion of parking space to bike parking meets the mitigation criteria for the CDP, helping to offset the loss of parking spaces while promoting alternative transportation options and improving coastal access.

Daylighting in the Rest of the City:

The City has numerous intersections with marked and unmarked crosswalks. It is impractical to paint all curbs red in daylighting areas, particularly on streets without curbs. Staff recommends limiting curb painting to daylighting areas in commercial zones, parks, and schools. Additionally, public outreach via the City’s website and social media will be conducted leading up to the time when this law will be enforceable statewide.

Environmental Determination: The recommended improvements are exempt from the provisions of the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Section 15304 (exemption for minor alterations to land) because restriping of pavement, painting curbs, and installation of bike racks are minor alterations in the condition of land that do not involve removal of healthy, mature, scenic trees. Further, none of the exceptions to the use of a categorical exception as set forth in CEQA Guidelines section 15300.2 apply to these improvements.

Coastal Development Permit Findings:

The proposed project requires approval of a Coastal Development Permit (CDP). The City Council is the approval authority on CDP applications for Public Works projects that require no other discretionary permit approvals from the City other than funding approval. The required findings for a CDP can be made for this application and are listed below.

- A. The project is consistent with the LCP land use plan and the LCP implementation Program.**
The removal of three parking spaces and the installation of two bike parking facilities align with the City's certified Local Coastal Plan (LCP) land use plan and the LCP implementation program. The project supports alternative transportation options within the coastal zone, thereby reducing vehicle dependency and encouraging sustainable access to the area.
- B. The project maintains or enhances public views.**
The project will maintain existing public views, as the removal of parking spaces and the installation of bike racks involve minimal changes to the streetscape. The bike parking will be designed and located to avoid obstructing or degrading visual access to coastal resources.
- C. The project maintains or enhances vegetation, natural habitats, and natural resources.**
The project involves minor ground disturbance limited to the existing paved surface and will not impact vegetation, natural habitats, or other natural resources. The proposed bike parking installation will be in compliance with city standards, ensuring no significant adverse effects on the local environment.
- D. The project maintains or enhances low-cost public recreational access, including to the beach and ocean.**
The addition of bike parking facilities will enhance low-cost public recreational access by providing an alternative and sustainable mode of transportation for residents and visitors. This improvement supports bicycle use as an affordable means of accessing the beach and coastal amenities.
- E. The project maintains or enhances opportunities for visitors.**
The project will increase opportunities for visitors by improving bike accessibility to Capitola Village. The bike racks will provide a convenient and secure option for cyclists, encouraging more people to visit and explore the area using environmentally friendly transportation.
- F. The project maintains or enhances coastal resources.**
The project will not adversely impact coastal resources. By promoting non-motorized transportation, it supports the preservation of air quality and reduces traffic congestion in the coastal zone, which benefits the overall environment and coastal resources.
- G. The project, including its design, location, size, and operating characteristics, is consistent with all applicable design plans and/or area plans incorporated into the LCP.**
The design, location, size, and operating characteristics of the bike parking facilities are consistent with the applicable design and area plans incorporated into the LCP. The bike parking will be appropriately placed to complement the village character and enhance public access without disrupting the current use of the area.
- H. The project is consistent with the LCP goal of encouraging appropriate coastal development and land uses, including coastal priority development and land uses (i.e., visitor-serving development and public access and recreation).**
The project supports the LCP goal of promoting appropriate coastal development by enhancing public access and recreation through the addition of bike parking facilities. This aligns with coastal priority land uses, encouraging sustainable, visitor-serving development and supporting the continued recreational use of the coastal zone.

Fiscal Impact: Costs associated with staff time, paint, and minor capital expenses for converting parking to public bike parking, including the installation of bike racks, are included in the current FY 2024-25 budget.

Attachments:

1. Citywide Crosswalk Evaluation – Assembly Bill 413

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Approved By: Jamie Goldstein, City Manager