



MGP Additional Materials

1. Dedicate Affordable Land Incentive
2. Perimeter Zone: 75 feet
3. Commercial Minimum: 25,000 sf
4. Commercial Ground Floor: 14 feet
5. Density Calculation: Include dedications
6. Internal Street Connectivity
7. Bike Circulation
8. Street Frontage Improvements
9. Internal Street Parking
10. Hotel Street Presence



MGP 1.

Dedicate Affordable Land Incentive

MGP: For development which includes a land dedication for the inclusionary housing requirement, request to not required deviation requirements within the project.

Staff Recommendation: Requested change not recommended. The applicant can include a density bonus application if they prefer density bonus incentives over City process.

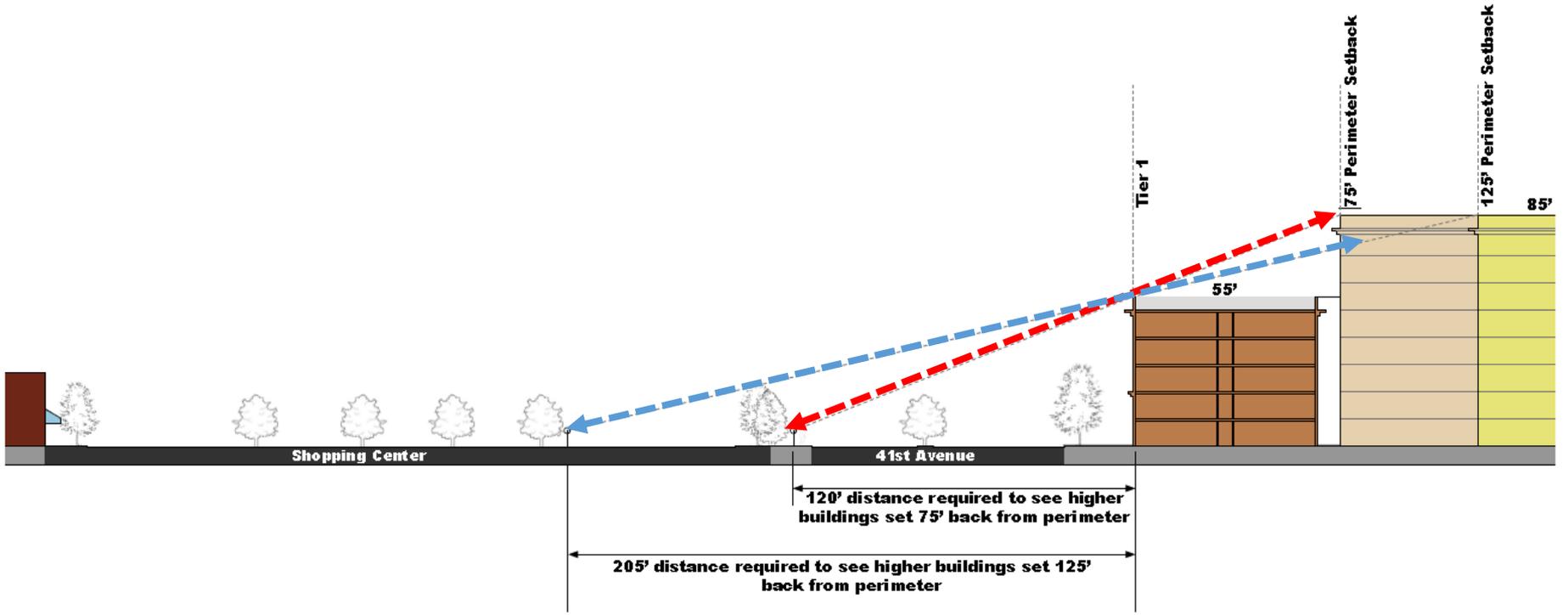


MGP 2.

Perimeter Zone decrease 75 feet

MGP: Request to decrease perimeter zone from 125 feet to 75 feet.

Staff Analysis: The taller buildings will not be visible from within the right-of-way (street and sidewalk). They will be visible from structures that are setback on properties across the street, for example Wholefoods.





MGP 3. Commercial Minimum

Proposed

- Tier 2: 30,000 square feet
- Tier 3: 40,000 square feet

MGP Request

- Request: 25,000 square feet

KMA Economic Development Study

- 25,000 – 35,000 square feet

MGP 4: Commercial Ground Floor Height Minimum



- Proposed: 18 feet floor to floor
- MGP request: 14 feet floor to floor
- Staff recommendation – No Change

MGP 5: Density Calculation:

Change Exclude to Include for dedicated public open space, public rights of way, and public easements

3. Density.

a. Calculation.

i. The density of a proposed development on the Capitola Mall property is calculated on a project-wide basis as the number of dwelling units per acre of land, using the total combined land area for all contiguous parcels under single ownership regardless of whether dwelling units are proposed on an individual parcel.

ii. The land area used to calculate density includes the following:

(a) Privately owned and maintained publicly accessible open space; and

(b) Public open space dedicated to the City; and

(c) Private streets, sidewalks, pathways and other similar private circulation improvements except where dedicated for public use consistent with paragraph iii below and

(d) Areas subject to tenant lease controls and private easements.

(e) Perimeter street frontage improvements on privately owned property subject to a public access easement or dedication pursuant to Section 17.57.050.A.h.3.d.

(f) Public rights of way; and

(g) Public easements.

~~iii. The land area used to calculate density excludes public rights of way, public easements, and public open space dedicated to the City~~

iv. The “density” definition in Section 17.160.020.D.6 does not apply to the Capitola Mall property.

MGP 6. Internal Street Connectivity



c. Internal Street Connectivity.

- (1) A mall redevelopment project shall create new internal streets that provide a vehicular connection between all perimeter streets abutting the development site **except where the Planning Commission finds that the establishment of new internal streets would be infeasible (e.g., presence of existing structures and improvements on the site).**
- (2) A mall redevelopment project application shall include a circulation diagram that shows how future potential internal streets on adjacent parcels can:
 - (a) Connect to new internal streets on the development site; and
 - (b) Provide a vehicular connection to perimeter streets that do not abut the development site.
- (3) New internal streets shall be designed to allow for connections to existing internal circulation and future internal streets on adjacent properties within the mall block.
- (4) Where an adjacent property within the mall block was previously redeveloped, a mall redevelopment project shall provide one or more vehicular connection between the development site and the adjacent property.
- (5) If a new internal street cannot yet connect to an existing public street or other public way, the property owner may temporarily restrict public access to that street until such a connection becomes feasible through future adjacent development. Once a connection to another public street or public way is established, the internal street shall be opened for public use. The property owner shall remove any gates or other physical barriers to ensure permanent unrestricted public access.
- (6) If the parcel on which mall redevelopment will occur contains an existing street, pedestrian path, or other public connection, that connection will be preserved or replaced on the parcel to maintain public access and circulation through the property.
- (7) In all areas of the Capitola Mall property, where a project site includes an existing street or other public connection, this public connection will be maintained or relocated within the project site.
- ~~(8) The City may grant an exception to the standards in this Paragraph b (Internal Street Connectivity) upon finding that it is infeasible to provide vehicular connection.~~

MGP 7. Bike Circulation



Proposed:

Residential: Bike lane or Bike Path required

Commercial: Bike Lane, Bike Path, or Sharrow

MGP: Allow sharrow in all scenarios

Staff Recommendation: No Change





8. MGP Street Frontage Improvements

MGP request for Deviations to Internal Street where one side of a new internal street abuts an existing retail structure that is to remain regardless of whether it is “controlled by the developer”

Staff Recommendation: No change

9. Internal Street Parking



MGP request to allow existing parking lots to remain

(1) **Internal Streets.**

- (a) Excluding hotels, new surface parking may not be located between a building and an internal street. Parking must be behind or adjacent to a street-facing building.
- (b) If surface parking is located adjacent to an internal street, frontage improvements required by Section 17.57.050.A.2.h (Street Frontage Improvements) shall be provided between the parking area and the street.



10. Hotel Street Presence

MGP request for carve out for existing surface parking lots to remain. Ambiguous.

Recommended Change:

d. Hotels

(1) Street Presence. A minimum of one hotel building façade shall front a perimeter internal street in compliance with the following:

(a) Surface parking lots are prohibited between the building façade and the sidewalk.

(b) Street parking and porte-cocheres drop-off areas are permitted between the building façade and street.

(c) A building entrance accessed from the sidewalk shall provide access to the hotel lobby.

(d) Loading docks and service areas may not front the street.

(2) Parking Location. Existing and new surface parking is permitted along all other building facades that do not provide the street presence as required by Paragraph 1 above.



Staff Recommendation

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