

1811, 1815, 1819 Mission St Community Meeting Q&A

What's going to be done to protect the privacy of children in the yards visible from the building?

How will first-responders access the back of the building, especially when all other approaches are blocked? How will upper-floor residents evacuate the building if interior stairwells are blocked and elevators are not operational?

Will public entrances for commercial on ground floor be on Mission? No entrances on back from parking lot?

Did I hear correctly 1 bicycle parking per unit?

Garbage cans of dumpster locations for residences of the building? Great question about the trash cans...where will the dumpsters be located?

I think that you said you have five feet of planting space to compensate for a rooftop that is six stories tall? And that is going to compensate for noise and privacy?

The proposed project at 1811, 1815, 1819 Mission Street was submitted as a Preapplication under California State Senate Bill 330 (SB330). Because of this, limited information has been provided to date regarding project specifics. Submittal of this type of Preapplication, as provided by law, requires that the City review the submitted application only for completeness pursuant to a prescriptive list of requirements. A determination of Preapplication completeness vests, or "locks in" projects to the City standards in place at the time that the complete Preapplication was submitted.

Under State law, as SB330 Preapplications, staff cannot review and provide comments regarding the projects' consistency with City design or site development standards. With a formal development application, City staff will determine the permits needed. Once the applicant submits a formal application, the City will review the proposed project and its compliance with the Municipal Code, and I can provide responses to your specific questions regarding design, fire access, location of public entrances, number of bike parking spaces, etc., at that point in time.

Has there been a traffic study done on the impact of having a 68-unit project on Mission Street? How many vehicle trips per day is the developer or the city expecting for this project? Exactly how many parking spots are being built per unit? How many parking spaces are planned? The plan online says 68 are required and only 14 are being provided. Why is that? Is there a plan for bike lanes?

What is a "neighborhood parking scheme" that was mentioned in the presentation and how would that change the current parking in the residential areas? Will there be permit parking on Dufour? Will residents of this building be allowed to get street parking permits for the surrounding buildings? Will residents of the new building be allowed to purchase parking permits given that one side of the building falls along Dufour Street? If so, how many permits will they be allowed to purchase?

This project is likely under the 50 trip threshold so it is anticipated that a traffic study is not required. The applicant is required to submit a trip generation memo to confirm this. A Traffic Impact Fee (TIF) will be required during the Building Permit phase associated with increased vehicular travel volumes projected to be induced by the project.

14 parking spaces are proposed to be provided onsite. The City recently updated the Zoning Ordinance in accordance with State Law (Assembly Bill 2097) which eliminates off-street parking and loading requirements for development within one-half mile of a major transit stop with specific exceptions. Since the project site is located within one-half mile of a major transit stop, no parking is required for the proposed project. The applicant has proposed to provide 14 parking spaces onsite even though no parking is required for the proposed project. At the community meeting, the applicant has indicated that the owner has been considering strategies for reducing parking and traffic impacts on the community. They are seeking to de-incentivize cars by charging for parking, sponsoring a neighborhood permit parking scheme, prioritizing rental applicants who do not own vehicles, and incorporating a B-Cycle station in close proximity to the project area.

Generally speaking, in order to establish a permit parking program, it is a process that needs to be initiated by residents, a fee is required and in order for the permit parking program to be established, a percentage of the neighborhood would need to agree to the program. Please contact Public Works Department for more information and please see below link to Municipal Code Chapter 10.41 for more information regarding Citywide Permit Parking:
<https://www.codepublishing.com/CA/SantaCruz/#!/SantaCruz10/SantaCruz1041.html#10.41>

The question regarding the neighborhood parking scheme discussed in the presentation has been forwarded to the applicant. A follow-up response will be posted to the project webpage once received.

What about the additional traffic and congestion from the 121 units planned at 831 Almar? Has that been studied?

The 831 Almar project is a separate application from the 1811, 1815, 1819 Mission St project. The 831 Almar project is also located in a different zone district with different requirements, including density. The permitting process depends on what they ultimately propose in the formal submittal. The 831 Almar project requires a traffic study. Please refer to the 831 Almar project webpage for more information.

By utilizing the state density bonus law, what is the hypothetical maximum height along Mission St?

Projects are reviewed on a parcel-by-parcel, project-by-project basis. As such, staff cannot provide a response to this hypothetical question. The maximum height allowed under the C-C zone district can be found under Municipal Code Section 24.12.750:
<https://www.codepublishing.com/CA/SantaCruz/#!/SantaCruz24/SantaCruz2410.html#24.10.750>

Why is the City not working to get the State to change its requirements?

There has not been discussion regarding a coordinated City response to the State about recent changes to all the new State Laws surrounding housing. This would be a good discussion to have with your district Councilmember.

Without knowing the price per unit when the project is complete and only providing 10 low income units, can you share how this large project will make a material impact on the housing crisis in Santa Cruz, which is primarily around lack of low income housing?

You say you are not the developer. Then who is the developer?

Why does it have to be 6-stories?

Why can't you answer the rent question asked at the beginning?

Why is the building so ugly. This is a beach town. Can't you do better and not ruin our town?

Please speak to the Mission St (Hwy 1) entrance – what is the sidewalk setback and what provisions are being made for pickup/deliveries/drop-offs (Uber/Lyft, Amazon, Door Dash, etc.)? Will there be space for liftline and paracruz vans and Uber/Lyft? As well as moving trucks?

Is Workbench going to submit plans with storage units that it intends to convert to ADUs?

Are Jamileh Cannon and Andy Goldberg willing to come to a Dufour neighbor's backyard and meet Dufour and Palm St residents?

These questions have been provided to the applicant to provide a response to, and once we hear back, a follow-up response will be posted to the project webpage.

The sidewalk along Mission St is required to be 12 feet minimum for the proposed project.

In the community meeting, the applicant advised that the previous plan was not financially viable for the developer so they need to build a taller and more dense building. In the process of redesigning the project, the owner was also able to buy a third parcel so they're able to expand the scope of the project. The owner of the parcel is Mission Studios Santa Cruz LLC.