

# City of Capitola Agenda

Mayor: Michael Termini  
Vice Mayor: Jacques Bertrand  
Council Members: Ed Bottorff  
Stephanie Harlan  
Kristen Petersen  
  
Treasurer: Peter Wilk



## CAPITOLA CITY COUNCIL REGULAR MEETING

THURSDAY, OCTOBER 11, 2018

7:00 PM

CITY COUNCIL CHAMBERS  
420 CAPITOLA AVENUE, CAPITOLA, CA 95010

## CLOSED SESSION – 6:30 PM CITY MANAGER’S OFFICE

*An announcement regarding the items to be discussed in Closed Session will be made in the City Hall Council Chambers prior to the Closed Session. Members of the public may, at this time, address the City Council on closed session items only. There will be a report of any final decisions in City Council Chambers during the Open Session Meeting.*

## CONFERENCE WITH LABOR NEGOTIATOR [Govt. Code § 54957.6]

Negotiator: Dania Torres Wong/Larry Laurent  
Employee Organizations: (1) Capitola Police Officers Association

## REGULAR MEETING OF THE CAPITOLA CITY COUNCIL – 7 PM

*All correspondences received prior to 5:00 p.m. on the Wednesday preceding a Council Meeting will be distributed to Councilmembers to review prior to the meeting. Information submitted after 5 p.m. on that Wednesday may not have time to reach Councilmembers, nor be read by them prior to consideration of an item.*

*All matters listed on the Regular Meeting of the Capitola City Council Agenda shall be considered as Public Hearings.*

**1. ROLL CALL AND PLEDGE OF ALLEGIANCE**

Council Members Kristen Petersen, Jacques Bertrand, Ed Bottorff, Stephanie Harlan, and Mayor Michael Termini

**2. PRESENTATIONS**

A. Junior Guards Recognition

B. Proclamation Honoring St. John's Helpful Shop

**3. REPORT ON CLOSED SESSION**

**4. ADDITIONAL MATERIALS**

*Additional information submitted to the City after distribution of the agenda packet.*

**5. ADDITIONS AND DELETIONS TO AGENDA**

**6. PUBLIC COMMENTS**

*Oral Communications allows time for members of the Public to address the City Council on any item not on the Agenda. Presentations will be limited to three minutes per speaker. Individuals may not speak more than once during Oral Communications. All speakers must address the entire legislative body and will not be permitted to engage in dialogue. All speakers are requested to print their name on the sign-in sheet located at the podium so that their name may be accurately recorded in the minutes. A MAXIMUM of 30 MINUTES is set aside for Oral Communications at this time.*

**7. CITY COUNCIL / CITY TREASURER / STAFF COMMENTS**

*City Council Members/City Treasurer/Staff may comment on matters of a general nature or identify issues for staff response or future council consideration.*

**8. BOARDS, COMMISSIONS AND COMMITTEES APPOINTMENTS**

A. Appoint Youth Member to Museum Board

RECOMMENDED ACTION: Appoint Joshua Henshaw as a youth member to the Board of Trustees of the Capitola Historical Museum, as recommended by the board.

**9. CONSENT CALENDAR**

*All items listed in the "Consent Calendar" will be enacted by one motion in the form listed below. There will be no separate discussion on these items prior to the time the Council votes on the action unless members of the public or the City Council request specific items to be discussed for separate review. Items pulled for separate discussion will be considered following General Government.*

*Note that all Ordinances which appear on the public agenda shall be determined to have been read by title and further reading waived.*

- A. Consider the September 27, 2018, City Council Regular Meeting Minutes  
RECOMMENDED ACTION: Approve minutes.
- B. Annual Donations Report  
RECOMMENDED ACTION: Receive the donations and contributions report.

**10. GENERAL GOVERNMENT / PUBLIC HEARINGS**

*All items listed in "General Government" are intended to provide an opportunity for public discussion of each item listed. The following procedure pertains to each General Government item: 1) Staff explanation; 2) Council questions; 3) Public comment; 4) Council deliberation; 5) Decision.*

- A. Report and Direction on Jewel Box Traffic Calming Options  
RECOMMENDED ACTION: Accept a report on Jewel Box traffic calming and direct Public Works to develop plans for increased neighborhood signage and the installation of speed tables on Jade Street and 42nd Avenue.
- B. Receive Report from the Ad Hoc Depot Hill Bluff Group  
RECOMMENDED ACTION: Receive report.
- C. Consider Joining the Santa Clara/Santa Cruz Counties Airport/Community Roundtable  
RECOMMENDED ACTION: Consider a Resolution to join the Santa Clara/Santa Cruz Community Roundtable for a period of one year, direct the City Manager to sign the Memorandum of Understanding with the one-year condition, and appoint a council member representative and alternate to serve on the Roundtable.
- D. City Council Pension Discussion  
RECOMMENDED ACTION: Receive report and provide direction.

**11. ADJOURNMENT**

**Note:** Any person seeking to challenge a City Council decision made as a result of a proceeding in which, by law, a hearing is required to be given, evidence is required to be taken, and the discretion in the determination of facts is vested in the City Council, shall be required to commence that court action within ninety (90) days following the date on which the decision becomes final as provided in Code of Civil Procedure §1094.6. Please refer to code of Civil Procedure §1094.6 to determine how to calculate when a decision becomes "final." Please be advised that in most instances the decision become "final" upon the City Council's announcement of its decision at the completion of the public hearing. Failure to comply with this 90-day rule will preclude any person from challenging the City Council decision in court.

CAPITOLA CITY COUNCIL REGULAR MEETING AGENDA  
October 11, 2018

**Notice regarding City Council:** The City Council meets on the 2nd and 4th Thursday of each month at 7:00 p.m. (or in no event earlier than 6:00 p.m.), in the City Hall Council Chambers located at 420 Capitola Avenue, Capitola.

**Agenda and Agenda Packet Materials:** The City Council Agenda and the complete Agenda Packet are available for review on the City's website: [www.cityofcapitola.org](http://www.cityofcapitola.org) and at Capitola City Hall prior to the meeting. Agendas are also available at the Capitola Post Office located at 826 Bay Avenue, Capitola. Need more information? Contact the City Clerk's office at 831-475-7300.

**Agenda Materials Distributed after Distribution of the Agenda Packet:** Pursuant to Government Code §54957.5, materials related to an agenda item submitted after distribution of the agenda packet are available for public inspection at the Reception Office at City Hall, 420 Capitola Avenue, Capitola, California, during normal business hours.

**Americans with Disabilities Act:** Disability-related aids or services are available to enable persons with a disability to participate in this meeting consistent with the Federal Americans with Disabilities Act of 1990. Assisted listening devices are available for individuals with hearing impairments at the meeting in the City Council Chambers. Should you require special accommodations to participate in the meeting due to a disability, please contact the City Clerk's office at least 24-hours in advance of the meeting at 831-475-7300. In an effort to accommodate individuals with environmental sensitivities, attendees are requested to refrain from wearing perfumes and other scented products.

**Televised Meetings:** City Council meetings are cablecast "Live" on Charter Communications Cable TV Channel 8 and are recorded to be rebroadcasted at 8:00 a.m. on the Wednesday following the meetings and at 1:00 p.m. on Saturday following the first rebroadcast on Community Television of Santa Cruz County (Charter Channel 71 and Comcast Channel 25). Meetings are streamed "Live" on the City's website at [www.cityofcapitola.org](http://www.cityofcapitola.org) by clicking on the Home Page link "Meeting Video." Archived meetings can be viewed from the website at anytime.



## CAPITOLA CITY COUNCIL AGENDA REPORT

**MEETING OF OCTOBER 11, 2018**

FROM: City Manager Department

SUBJECT: Junior Guards Recognition

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BACKGROUND/DISCUSSION: The City of Capitola would like to acknowledge members of the Capitola Junior Lifeguard program who competed at the 2018 USLA National Lifeguard Championships in Virginia Beach, Virginia. The competition took place from August 8 through August 11. Ava Burke, Jake Graessle, Madalyn Price, Madi Taylor, Raylene Allen, and Skye Davies competed in the Junior Lifeguard events. Ellie Graessle took part in the Lifeguard competition.

Report Prepared By: Larry Laurent  
Assistant to the City Manager

**Reviewed and Forwarded by:**

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Jamie Goldstein, City Manager

10/5/2018



## CAPITOLA CITY COUNCIL AGENDA REPORT

**MEETING OF OCTOBER 11, 2018**

FROM: City Manager Department

SUBJECT: Proclamation Honoring St. John's Helpful Shop

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BACKGROUND/DISCUSSION: Mayor Termini will present a proclamation to St. John's Helpful Shop in recognition of its 65 years in Capitola Village.

ATTACHMENTS:

1. St. John's Helpful Shop Proclamation

Report Prepared By: Linda Fridy  
City Clerk

**Reviewed and Forwarded by:**

Jamie Goldstein, City Manager

10/4/2018

# City of Capitola

## Mayor's Proclamation

### Honoring St. John's Helpful Shop

*WHEREAS, the Episcopal Church of St. John operated the St. John's Helpful Shop in Capitola Village for 65 years; and*

*WHEREAS, the shop opened in 1953 to raise money for a new church carpet, but over the years became the source for tens of thousands of dollars given annually to local non-profits; and*

*WHEREAS, the shop resold gently used items in good condition donated by parishioners and community members, helping the environment through reuse while also supporting the community; and*

*WHEREAS, the shop was forced to leave its spot at the corner of Capitola and Monterey Avenues when the building that housed it was sold.*

*NOW, THEREFORE, I, Michael Termini, Mayor of Capitola, on behalf of the entire City Council, do hereby honor and thank the many volunteers that made the St. John's Helpful Shop a local landmark for more than six decades.*

*Michael Termini, Mayor*

*Signed and sealed this 11<sup>th</sup> day of October, 2018*



## CAPITOLA CITY COUNCIL AGENDA REPORT

**MEETING OF OCTOBER 11, 2018**

FROM: City Manager Department

SUBJECT: Appoint Youth Member to Museum Board

**RECOMMENDED ACTION:** Appoint Joshua Henshaw as a youth member to the Board of Trustees of the Capitola Historical Museum, as recommended by the board.

**BACKGROUND:** On January 11, 2018, the City Council adopted Resolution No. 4099 that allowed non-voting youth members to be appointed to the Historical Museum Board. The City Clerk's Office implemented a youth recruitment for various boards at the start of the school year.

**DISCUSSION:** On September 17, the City Clerk received an application from Joshua Henshaw for a youth position on the Historical Museum Board. He attended and met with Board Members at the October 2 meeting, after which the board voted to recommend that the City Council appoint him to the position (Attachment 1).

**FISCAL IMPACT:** None.

**ATTACHMENTS:**

1. Joshua Henshaw Appointment Recommendation

Report Prepared By: Linda Fridy  
City Clerk

**Reviewed and Forwarded by:**

Jamie Goldstein, City Manager

10/4/2018



**Capitola Historical Museum**

410 Capitola Avenue  
Capitola, CA 95010  
Ph. 831-464-0322

Date: October 3, 2018

To:  
Mayor Michael Termini  
City of Capitola  
420 Capitola Avenue  
Capitola, CA 95010

Subject: Appointment of youth representative to board

Dear Mayor Termini and members of the Council:

I am pleased to report that the Capitola Historical Museum Board of Trustees voted at last night's meeting to recommend that Joshua Henshaw be appointed as a non-voting youth representative to the Board.

Joshua is a resident of Capitola and attends New Brighton Middle School, where he recently entered the 8th grade. He is interested in museums, history, and how government works. He has visited many museums including ones in Japan and the South Pacific. The board was very impressed during the interview and thinks he will make a fine addition to the Board.

Sincerely,



Frank Perry, Curator  
Capitola Historical Museum



## CAPITOLA CITY COUNCIL AGENDA REPORT

**MEETING OF OCTOBER 11, 2018**

FROM: City Manager Department

SUBJECT: Consider the September 27, 2018, City Council Regular Meeting Minutes

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RECOMMENDED ACTION: Approve minutes.

DISCUSSION: Attached for City Council review and approval are the minutes of the regular meeting of September 27, 2018.

ATTACHMENTS:

1. 9-27 draft minutes

Report Prepared By: Linda Fridy  
City Clerk

**Reviewed and Forwarded by:**

A handwritten signature in blue ink, appearing to be "JG", is written over a horizontal line.

Jamie Goldstein, City Manager

10/4/2018

**DRAFT  
CAPITOLA CITY COUNCIL  
REGULAR MEETING MINUTES  
THURSDAY, SEPTEMBER 27, 2018**

**CALL TO ORDER**

Mayor Termini called the meeting to order at 6 p.m.

No members of the public were present and the Council adjourned to the City Manager's Office with the following items to be discussed in Closed Session:

**CONFERENCE WITH LABOR NEGOTIATOR [Govt. Code § 54957.6]**

Negotiator: Dania Torres Wong/Larry Laurent

Employee Organizations: (1) Capitola Police Officers Association

**CONFERENCE WITH LEGAL COUNSEL - EXISTING LITIGATION**

**[Govt. Code § 54956.9 (d)(1)]**

City of Capitola v. Linda Fridy & Gail Pellerin (Juan Escamilla Real Party in Interest)  
Santa Cruz Superior Court Case No. 18CV02200

**CONFERENCE WITH LEGAL COUNSEL - ANTICIPATED LITIGATION**

**[Govt. Code § 54956.9(d)(4)]**

(1 potential case)

**REGULAR MEETING OF THE CAPITOLA CITY COUNCIL – 7 PM**

**1. ROLL CALL AND PLEDGE OF ALLEGIANCE**

Council Member Stephanie Harlan: Absent, Council Member Ed Bottorff: Present, Mayor Michael Termini: Absent, Vice Mayor Jacques Bertrand: Present, Council Member Kristen Petersen: Present.  
Treasurer Peter Wilk was present.

Note: Mayor Termini left the meeting prior to open session and Vice Mayor Bertrand chaired the meeting.

**2. PRESENTATIONS**

**A. PANS Awareness Proclamation**

Rachel Sortino, a local mother whose children have PANS, expressed her appreciation for local recognition and support.

**B. Pink Patch Project**

Sergeant Sarah Ryan introduced the second year of the Pink Patch Project and noted the Capitola Police Department is once again partnering with WomenCARE.

**3. REPORT ON CLOSED SESSION**

Attorney John Barisone reported there were discussions on labor negotiations with instructions provided, the City Council authorized but did not direct an appeal for Capitola vs. Fridy et al, and for the anticipated litigation it provided Attorney Anthony Condotti with instructions but took no reportable actions

CAPITOLA CITY COUNCIL REGULAR MEETING MINUTES  
September 27, 2018

4. **ADDITIONAL MATERIALS**

A. Item 9.A – Eight public comment emails.

5. **ADDITIONS AND DELETIONS TO AGENDA - None**

6. **PUBLIC COMMENTS - None**

7. **CITY COUNCIL / CITY TREASURER / STAFF COMMENTS**

Council Member Petersen said Capitola has been invited by a coastal Mexican town to become a sister city and requested the item be placed on a future agenda.

Vice Mayor Bertrand said he recently attended the Climate Adaptation Summit in Sacramento and will share information in the future. At the annual California League of Cities conference in Long Beach, attended with Council Member Harlan, the City received the platinum level climate award recognizing the City’s 26 percent reduction in greenhouse gasses, which he presented to staff.

Council Member Bottorff reminded the community that the first annual Capitola Beach Festival is this weekend.

8. **CONSENT CALENDAR**

Council Member Bottorff clarified that a check in Item 8.D for \$1.2 million to CalPERS (Public Employee Retirement System) is an annual lump-sum payment toward the unfunded liability and that by making a single payment the City saves about \$45,000.

<b>MOTION:</b>	<b>APPROVE AS RECOMMENDED</b>
<b>RESULT:</b>	<b>ADOPTED [UNANIMOUS]</b>
<b>MOVER:</b>	Ed Bottorff, Council Member
<b>SECONDER:</b>	Kristen Petersen, Council Member
<b>AYES:</b>	Ed Bottorff, Jacques Bertrand, Kristen Petersen
<b>ABSENT:</b>	Stephanie Harlan, Michael Termini

- A. Consider the September 13, 2018, City Council Regular Meeting Minutes  
RECOMMENDED ACTION: Approve minutes.
- B. Planning Commission Action Minutes  
RECOMMENDED ACTION: Receive minutes.
- C. Approval of City Check Registers dated June 1, June 8, June 15, June 22 and June 29, 2018  
RECOMMENDED ACTION: Approve check registers.
- D. Approval of City Check Registers for July 6, July 13, July 20 and July 27, 2018  
RECOMMENDED ACTION: Approve check registers.
- E. Approval of City Check Registers for August 3, August 10, August 17, August 24 and August 31, 2018.  
RECOMMENDED ACTION: Approve check registers.

Attachment: 9-27 draft minutes (Approval of City Council Minutes)

CAPITOLA CITY COUNCIL REGULAR MEETING MINUTES  
September 27, 2018

- F. Capitola Village and Wharf Business Improvement Area Budget Amendment  
RECOMMENDED ACTION: Approve a budget amendment for the Capitola Village and Wharf Business Improvement Area Fiscal Year 2018-19 budget increasing expenditures to use approximately \$12,000 of the fund balance.

**9. GENERAL GOVERNMENT / PUBLIC HEARINGS**

- A. Consider an Appeal of the Planning Commission's Approval of a Design Permit, Variance, and Coastal Development Permit for Application #18-0184, 205 Magellan  
RECOMMENDED ACTION: Uphold the Planning Commission's decision to approve the project as conditioned.

Planner Matt Orbach presented the staff report, addressing the specific concerns identified in the appeal.

Appellant Terrie Sterling said she is worried about privacy for her adjacent property, which she rents long-term. She is especially concerned about sound and the deck.

Scott Harway and his wife Minnie, applicants, spoke in favor of the project. Mr. Harway shared their efforts to address privacy and Mrs. Harway emphasized the support of their neighbors.

Kent and Julie Cramer shared their support. He has not felt a lack of privacy from adjoining two-story homes and decks.

Steve Cramer, 41-year resident who has a daughter in the neighborhood as well, said he supports additions with decks.

Gail Shank spoke in support of the project. She shared a letter from fellow neighbors, the Walbridges.

Maria Marico also spoke in support and read a letter from another neighbor.

Ari Lessin, neighbor and designer, spoke in support of the project, addressing efforts to create an appropriate addition.

Steve Shenk, long-time neighbor, praised the changes to the area made over time.

Council Member Petersen noted the amount of support neighbors have shown for the project and said she has confidence in the planning staff and Planning Commission. She moved to uphold the decision.

Council Member Bottorff echoed support for the knowledge of staff and the commission, but he also supports the right of a neighbor to have concerns and appeal a decision regardless of tenancy. He added a friendly amendment to include in the conditions the applicants' offer to add lattice to the fence and extend a hedge.

Vice Mayor Bertrand said he believes that should the appellant occupy her Capitola home, she will not find her privacy invaded and that she would be a good neighbor as well.

CAPITOLA CITY COUNCIL REGULAR MEETING MINUTES  
September 27, 2018

<b>MOTION:</b>	<b>UPHOLD THE PLANNING COMMISSION DECISION WITH THE ADDITIONAL CONDITIONS.</b>
<b>RESULT:</b>	<b>ADOPTED [UNANIMOUS]</b>
<b>MOVER:</b>	Kristen Petersen, Council Member
<b>SECONDER:</b>	Ed Bottorff, Council Member
<b>AYES:</b>	Ed Bottorff, Jacques Bertrand, Kristen Petersen
<b>ABSENT:</b>	Stephanie Harlan, Michael Termini

- B. City Goals for Developing Capitola's Social Media Presence  
RECOMMENDED ACTION: Receive presentation and provide direction.

Records Coordinator Chloe Woodmansee presented the staff report, sharing how other jurisdictions are also using social media. She noted an administrative policy is being developed that will focus content on four areas:

- Community Building
- City Business
- Outreach
- Tourism

Development of the policy also will emphasize positive and professional content.

Council Member Petersen praised an increased online presence and asked about using “boosted” posts to gain followers. Assistant to the City Manager Larry Laurent said the Art and Cultural Commission has occasionally done this for events.

Council Member Bottorff said a social media outreach program is long overdue and he is pleased to see more activity. He would support directing funds to this effort.

<b>RESULT:</b>	<b>RECEIVED REPORT</b>
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**10. ADJOURNMENT**

The meeting was closed at 8:21 p.m.

ATTEST:

\_\_\_\_\_  
Michael Termini, Mayor

\_\_\_\_\_  
Linda Fridy, City Clerk



# CAPITOLA CITY COUNCIL AGENDA REPORT

**MEETING OF OCTOBER 11, 2018**

FROM: Finance Department

SUBJECT: Annual Donations Report

**RECOMMENDED ACTION:** Receive the donations and contributions report.

**BACKGROUND:** In July 2013, the City implemented Administrative Policy III-15, which authorizes the City Manager to accept and appropriate donations or grants of \$5,000 or less to support existing City projects and programs. The last donations and contributions report was brought before Council in December 2015 for Fiscal Year 2014-15. The attached report shows donations and contributions for the period July 2015 through June 2018.

**DISCUSSION:** Between July 2015 and June 2018, the City received \$106,697.05 in donations and contributions with values of \$5,000 or less. The contributions include support for the summer twilight concert series, Sunday art and music, movies at the beach, museum donations, and plein air events. A complete list of donations and contributions is provided in Attachment 1.

During this period the City also received more than \$1.3 million in state and federal grants (Attachment 2). Included was \$494,311 in Community Development Block Grants (CDBG), \$383,925 for the Rispin property, \$68,323 for police activities and supplies, and \$341,460 for 38<sup>th</sup> Avenue reconstruction.

**FISCAL IMPACT:** The City of Capitola benefits greatly from the generosity of individual citizens, local businesses, non-profit agencies and others. Between July 2015 and June 2018, the City received over \$1.42 million in donations, contributions, and grant funding.

**ATTACHMENTS:**

1. Donations
2. Grants

Report Prepared By: Mark Sullivan  
Senior Accountant

Donations Report  
October 11, 2018

**Reviewed and Forwarded by:**

A handwritten signature in blue ink, appearing to be 'JG', is written above a horizontal line.

Jamie Goldstein, City Manager

10/4/2018



**City of Capitola**  
**Donations & Contributions \$5,000 and under**  
**July 2015 - June 2018**

<b>Date</b>	<b>From</b>	<b>Description</b>	<b>Amount</b>
11/19/15	Capitola Public Safety	Canine Training	\$ 325.00
11/5/15	PG&E	Green business challenge & community event	\$ 1,000.00
11/17/16	PG&E	Green business challenge & community event	\$ 1,000.00
			<u>\$ 2,000.00</u>
7/2/15	Pizza my Heart	Movies at the Beach	\$ 2,000.00
9/1/16	Pizza my Heart	Movies at the Beach	\$ 2,000.00
4/6/17	Pizza my Heart	Movies at the Beach	\$ 2,000.00
			<u>\$ 6,000.00</u>
Various	Various	Museum Donations	\$ 27,524.90
7/9/15	El Toro Bravo	National Night Out	\$ 50.00
7/9/15	Macerich	National Night Out	\$ 400.00
8/20/15	Bay Federal Credit Union	National Night Out	\$ 250.00
			<u>\$ 700.00</u>
8/11/16	Gayle's	Plein Air Sponsor	\$ 1,200.00
9/8/16	Palace Art & Office	Plein Air Sponsor	\$ 1,200.00
9/22/16	Erich Neubert Fine Art	Plein Air Contribution	\$ 1,947.15
10/20/16	Lenz Arts Inc	Plein Air Sponsor	\$ 700.00
8/10/17	Aspromonte Hotels	Plein Air Sponsor	\$ 1,200.00
10/19/17	Palace Business Solutions	Plein Air Sponsor	\$ 1,200.00
12/7/17	Lenz Arts Inc	Plein Air Sponsor	\$ 700.00
5/31/18	Gayle's	Plein Air Sponsor	\$ 2,400.00
6/21/18	Capitola By-The-Sea Inn & Suites	Plein Air Sponsor	\$ 600.00
6/21/18	Aspromonte Hotels	Plein Air Sponsor	\$ 600.00
			<u>\$ 11,747.15</u>
12/31/15	GreenWaste	Sunday Art & Music	\$ 2,400.00
2/16/17	GreenWaste	Sunday Art & Music	\$ 2,400.00
3/1/18	GreenWaste	Sunday Art & Music	\$ 2,400.00
			<u>\$ 7,200.00</u>
7/9/15	Zelda's	Twilight Concert Sponsor	\$ 1,200.00
7/16/15	JR Parrish	Twilight Concert Sponsor	\$ 1,200.00
8/17/15	Union Bank	Twilight Concert Sponsor	\$ 1,200.00
9/3/15	Stockton Bridge Grille	Twilight Concert Sponsor	\$ 1,200.00
3/17/16	Devcon Construction	Twilight Concert Sponsor	\$ 1,200.00
6/16/16	Lanai Financial Solutions	Twilight Concert Sponsor	\$ 1,200.00
6/16/16	Aspromonte Hotels	Twilight Concert Sponsor	\$ 1,200.00
6/16/16	Paraside Beach Grille	Twilight Concert Sponsor	\$ 1,200.00
6/16/16	Foxxr Inc.	Twilight Concert Sponsor	\$ 1,200.00
6/30/16	Ow Family	Twilight Concert Sponsor	\$ 1,200.00
6/30/16	Zelda's	Twilight Concert Sponsor	\$ 1,200.00
6/30/16	Gayle's	Twilight Concert Sponsor	\$ 1,200.00
6/30/16	Union Bank	Twilight Concert Sponsor	\$ 1,200.00
6/30/16	Monterey Bay Properties	Twilight Concert Sponsor	\$ 1,200.00
7/7/16	The Sand Bar	Twilight Concert Sponsor	\$ 1,200.00
7/14/16	Brittania Arms	Twilight Concert Sponsor	\$ 1,200.00
9/1/16	Stockton Bridge Grille	Twilight Concert Sponsor	\$ 1,200.00

Attachment: Donations (Donations Report)

**City of Capitola**  
**Donations & Contributions \$5,000 and under**  
**July 2015 - June 2018**

<b>Date</b>	<b>From</b>	<b>Description</b>	<b>Amount</b>
3/16/17	Aspromonte Hotels	Twilight Concert Sponsor	\$ 1,200.00
3/16/17	Gayle's	Twilight Concert Sponsor	\$ 1,200.00
3/23/17	Devcon Construction	Twilight Concert Sponsor	\$ 1,200.00
4/6/17	Gotti Properties LLC	Twilight Concert Sponsor	\$ 1,200.00
4/6/17	King's Plaza Shopping Center	Twilight Concert Sponsor	\$ 1,200.00
4/20/17	Aest Realty	Twilight Concert Sponsor	\$ 1,200.00
5/4/17	Earthworks	Twilight Concert Sponsor	\$ 1,200.00
5/18/17	Toyota of Santa Cruz	Twilight Concert Sponsor	\$ 1,200.00
6/8/17	The Sand Bar	Twilight Concert Sponsor	\$ 1,200.00
6/8/17	Zelda's	Twilight Concert Sponsor	\$ 1,200.00
6/22/17	Lanai Financial Solutions	Twilight Concert Sponsor	\$ 1,200.00
6/29/17	MUFG	Twilight Concert Sponsor	\$ 1,200.00
7/13/17	Brittania Arms	Twilight Concert Sponsor	\$ 1,200.00
8/24/17	Barry Swenson	Twilight Concert Sponsor	\$ 1,200.00
3/22/18	Zelda's	Twilight Concert Sponsor	\$ 1,400.00
3/29/18	Devcon Construction	Twilight Concert Sponsor	\$ 1,400.00
5/24/18	Capitola Mall	Twilight Concert Sponsor	\$ 1,400.00
6/7/18	Capitola Beach Suites	Twilight Concert Sponsor	\$ 1,400.00
6/7/18	Toyota of Santa Cruz	Twilight Concert Sponsor	\$ 1,400.00
6/7/18	The Sand Bar	Twilight Concert Sponsor	\$ 1,400.00
6/14/18	Gayle's	Twilight Concert Sponsor	\$ 1,400.00
6/14/18	Aspromonte Hotels	Twilight Concert Sponsor	\$ 1,400.00
6/14/18	Lanai Financial Solutions	Twilight Concert Sponsor	\$ 1,400.00
6/14/18	Earthworks	Twilight Concert Sponsor	\$ 1,400.00
			<u>\$ 51,200.00</u>
			<u><u>\$106,697.05</u></u>

Attachment: Donations (Donations Report)

**City of Capitola Grants  
July 2015 - June 2018**

<b>Date</b>	<b>From</b>	<b>Description</b>	<b>Amount</b>
12/3/15	State of CA	ABC Grant	\$ 2,755.53
4/7/16	State of CA	ABC Grant	\$ 763.87
6/9/16	State of CA	ABC Grant	\$ 1,062.16
6/30/16	State of CA	ABC Grant	\$ 1,191.89
6/30/16	State of CA	ABC Grant	\$ 1,849.11
9/1/16	State of CA	ABC Grant	\$ 2,380.47
11/2/17	State of CA	ABC Grant	\$ 2,130.18
1/18/18	State of CA	ABC Grant	\$ 950.03
2/1/18	State of CA	ABC Grant	\$ 918.84
4/5/18	State of CA	ABC Grant	\$ 714.62
6/28/18	State of CA	ABC Grant	\$ 2,170.97
6/30/18	State of CA	ABC Grant	\$ 1,582.26
6/30/18	State of CA	ABC Grant	\$ 1,462.87
6/30/18	State of CA	ABC Grant	\$ 5,839.72
			<u>\$ 25,772.52</u>
12/10/15	State of CA	AVOID Grant	\$ 11,370.49
3/10/16	State of CA	AVOID Grant	\$ 11,840.27
6/9/16	State of CA	AVOID Grant	\$ 2,022.04
9/1/16	State of CA	AVOID Grant	\$ 963.08
12/15/16	State of CA	AVOID Grant	\$ 3,959.47
			<u>\$ 30,155.35</u>
12/3/15	DOJ	Bulletproof Vests	\$ 407.27
3/14/16	DOJ	Bulletproof Vests	\$ 434.46
5/18/16	DOJ	Bulletproof Vests	\$ 40.42
5/18/16	DOJ	Bulletproof Vests	\$ 1,181.39
7/21/16	DOJ	Bulletproof Vests	\$ 1,181.39
7/21/16	DOJ	Bulletproof Vests	\$ 40.42
3/6/17	DOJ	Bulletproof Vests	\$ 175.28
3/6/17	DOJ	Bulletproof Vests	\$ 640.20
9/11/17	DOJ	Bulletproof Vests	\$ 434.46
12/7/17	DOJ	Bulletproof Vests	\$ 436.46
6/30/18	DOJ	Bulletproof Vests	\$ 436.46
			<u>\$ 5,408.21</u>
FY 15/16	State of CA HCD	CDBG 9877	\$ 17,338.00
FY 16/17	State of CA HCD	CDBG 9877	\$ 278,363.00
FY 17/18	State of CA HCD	CDBG 9877	\$ 198,610.00
			<u>\$ 494,311.00</u>
3/30/17	State of CA	Dept. of Transportation Grant (Roundabout)	\$ 18,842.05
12/3/15	County of SC	Homeland Security Grant (iPads)	\$ 5,115.00
3/9/17	County of SC	Homeland Security Grant (Radios)	\$ 1,871.98
			<u>\$ 6,986.98</u>
4/21/16	State of CA	HRPP Grant (Rispin)	\$ 383,925.00
10/8/15	State of CA	Recycling Grant	\$ 5,000.00
12/15/16	State of CA	Recycling Grant	\$ 5,000.00
8/10/17	State of CA	Recycling Grant	\$ 5,000.00
			<u>\$ 15,000.00</u>
5/7/18	County of SC	RSTPX 38th Ave. Reconstruction	\$ 341,460.33
			<u>\$ 1,321,861.44</u>

Attachment: Grants (Donations Report)



# CAPITOLA CITY COUNCIL AGENDA REPORT

**MEETING OF OCTOBER 11, 2018**

FROM: Public Works Department

SUBJECT: Report and Direction on Jewel Box Traffic Calming Options

**RECOMMENDED ACTION:** Accept a report on Jewel Box traffic calming and direct Public Works to develop plans for increased neighborhood signage and the installation of speed tables on Jade Street and 42nd Avenue.

**BACKGROUND:** Following several efforts to identify and implement traffic control measures in the Jewel Box to address issues surrounding the use of residential roadways for crosstown travel, the City Council directed staff to hold a community workshop on this matter. The workshop was held on June 27, 2018. A summary of the workshop is included as Attachment 2. The workshop was designed to discuss and measure support for various options to address cut-through traffic in the area. The Council also directed an analysis of restricting traffic on Jade Street east of 41<sup>st</sup> Avenue. An analysis of potential impacts to this is included as Attachment 3.

**DISCUSSION:** The workshop was attended by approximately 50 people and was facilitated by staff from Kimley-Horn. The presentation included a review of the existing condition, past survey results and a list of short-term, mid-term, and long-term traffic calming options. Participants were encouraged to provide input through questions and comments and notes on a map of the area. In addition, informal votes were taken on the options presented. The results of the voting were as follows:

Short-term options	Support
Educational efforts (pamphlets and flyers)	0%
Enforcement	50%
Neighborhood signage	60%
Speed humps	40%
Speed tables with crosswalks	90%
Bulb-outs	25%

Mid-term options	Support
Turn restrictions	80%

Jewel Box Traffic Update  
October 11, 2018

One-way streets	25%
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Long-term options	Support
Full or half road closures	10%
Signalized intersections	10%
Road closure on eastbound leg of Jade St	60%

Based on these results, Kimley-Horn prepared a report on phased recommendations, which is included as Attachment 1. The recommendations shown below echo the results of the voting shown above:

**Short-term recommendations:**

- Installation of neighborhood signs making drivers aware they are in a residential area.
- Installation of speed tables on Jade Street and 42<sup>nd</sup> Avenue.

**Mid-term option:**

- Establish turn restrictions at 47<sup>th</sup> Avenue and Portola Drive and potentially along 45<sup>th</sup> Avenue restricting turns onto the “jewel” streets.

While this option polled well in the voting, staff has concerns about the effectiveness of this measure. This form of traffic control is heavily dependent upon consistent enforcement by the Police Department. Similar measures by the County of Santa Cruz along Soquel Drive have proven less effective due to a lack of consistent enforcement.

**Long-term options:**

- Signalize Capitola Road intersections at 45<sup>th</sup> Avenue and 49<sup>th</sup> Avenue.
- Study half-road closure of eastbound Jade Street.

Both of these measures require significant costs and studies prior to implementation.

Another item raised at the workshop was the issue of the need to collect and analyze additional traffic counts to accurately model and measure the impacts of all the proposed traffic calming measures. To date, the traffic analysis completed have utilized data collected from various studies over the past decade and have not included any modeling efforts. At the July 11, 2018, Traffic and Parking Commission meeting, the commission unanimously supported a motion urging the Council to approve the collection of additional data. Depending on the scope of data collected and analysis performed, staff estimates the cost of this work could range from \$20,000 to \$50,000. These studies would be required for the implementation of the long-term options.

**FISCAL IMPACT:** The cost of future implementation and studies is dependent upon direction of the Council. A breakdown of the estimated construction costs are as follows:

Short-term: \$50,000 for signs and speed tables  
 Mid-term: \$20,000 for signs + potential service level impacts for enforcement  
 Long-term: \$800,000 for traffic signals

Jewel Box Traffic Update  
October 11, 2018

\$100,000 for partial closure of Jade Street

These estimates do not include design, environmental review, or other soft costs.

No funding has been allocated for this work or studies in the current budget.

ATTACHMENTS:

1. Jewel Box Traffic - Recommendations
2. Jewel Box Traffic - Workshop notes
3. Jewel Box Traffic impact analysis

Report Prepared By: Steve Jesberg  
Public Works Director

**Reviewed and Forwarded by:**



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Jamie Goldstein, City Manager

10/5/2018

TECHNICAL MEMORANDUM

To: Steve Jesberg and Kailash Mozumder, City of Capitola  
 From: Frederik Venter and Derek Wu, Kimley-Horn and Associates, Inc.  
 Date: September 20<sup>th</sup>, 2018  
 Re: Jewel Box Traffic Calming Improvements – Phased Recommendations

**Introduction**

This technical memorandum presents a draft traffic calming plan based on community input for the Jewel Box neighborhood in the City of Capitola. The City is investigating whether a traffic calming solution to control cut-through traffic and vehicle speeds through the Jewel Box neighborhood can be designed to meet the expectation of the greater Jewel Box area. Kimley-Horn and Public Works staff conducted a public workshop at the Jade Street Community Center on Wednesday June 27, 2018 to facilitate community dialogue and discuss potential neighborhood traffic control options. Approximately 45 Capitola residents attended the meeting. Comments and suggestions presented at the public workshop are summarized and attached in the **Appendix**. **Figure 1** shows the vicinity map of the greater Jewel Box neighborhood.

**Figure 1: Greater Jewel Box Study Area**



## Public Workshop Recommendations

At the conclusion of the public workshop, a straw poll survey was conducted to determine the public's general support for the traffic calming measures discussed at the meeting. **Table 1** summarizes the various traffic calming options and the estimated level of participant support by show of hands.

***Table 1: General Workshop Support of Traffic Calming Options***

Traffic Calming Measure	Participant Support (%)
<b>Short-Term Options</b>	
Education	0%
Enforcement	60%
Residential Signing	60%
Speed Humps	40%
Speed Tables	90%
Bulb-outs /	25%
<b>Mid-Term Options:</b>	
Turn Restrictions	80%
One-Way Streets	25%
<b>Long-Term Options:</b>	
Signalized Intersections	10%
Road Closures in Jewel Box	10%
Half Road Closure at 41 <sup>st</sup> /Jade East Leg	60%

As shown in Table 1, most workshop participants expressed support to implement short-term, less intrusive traffic changes before exploring permanent, long-term traffic options that could alter existing traffic flow and divert unwanted cut-through traffic to adjacent streets. Traffic calming measures that received the greatest support include police enforcement (60%), residential signs (60%), speed tables (90%), and turn restrictions (80%). The long-term option to provide a half road closure at the 41<sup>st</sup> Avenue / Jade Street intersection east leg to prevent vehicles from entering Jade Street was requested from City Council to be explored. This potential measure received majority support (60%) from participants.

### Short-Term Traffic Calming Recommendations:

#### Install "Neighborhood" Signs

Traffic signs may be installed to make motorists aware of a roadway condition, parking capacity, or to restrict vehicular traffic. At the entrances of Jewel Box local streets, custom signs that alert motorist that they are entering a residential area shared with pedestrian, bicycle, and driveway cross traffic may alter driver behavior to reduce speeds and cut-through. The estimated construction cost to install a new sign is about \$500 each and they can be implemented quickly. Due to the lack of case studies, the relative effectiveness of neighborhood signs is not empirically measured or available.

One potential device that could be installed is a "Residential Traffic Only" sign. This proposed 18"x18" size sign is not standard in the California MUTCD and would be classified as a guide sign marked with white legends on a green background. To maximize effectiveness and increase driver awareness in the Jewel Box area, a "Residential Traffic Only" sign should be installed at the entrances of each Jewel Box local street and facing outward toward Capitola Road, Jade Street, 41<sup>st</sup> Avenue and 45<sup>th</sup> Avenue. Custom



neighborhoods signs used in other municipalities could also be considered if deemed appropriate after City review. Figure 2 shows an example layout where neighborhood signs can provide the most benefit for the Jewel Box area.

**Figure 2: Potential "Neighborhood" Sign Locations**



**Install Speed Tables on Jade Street and 42<sup>nd</sup> Avenue**

Speed tables are trapezoid areas of raised pavement (typically 3-6 inches high) with a flat section in the middle and angled ramps on each end. Most speed tables are at least 22-feet long and are accompanied with pavement markings, advisory signs, and advance warning signs. The flat section of the speed table can function as a raised crosswalk constructed with brick or other textured materials to enhance pedestrian visibility. This vertical deflection measure slows speeding traffic, requires minimal maintenance once installed, and may decrease cut-through traffic on the road. The estimated construction cost to install a speed table ranges from \$10,000 to \$20,000 per location. Some negative aspects of speed tables include increased traffic noise near the hump and increased emergency response times.

Research and empirical data compiled from ITE and FHWA case studies show that a speed table can reduce the vehicle speed to the range of 25 to 27 mph when crossing the hump. In order to retain slow vehicle speeds over longer distance, ITE guidelines recommend spacing of 260 to 500-feet to keep 85<sup>th</sup>

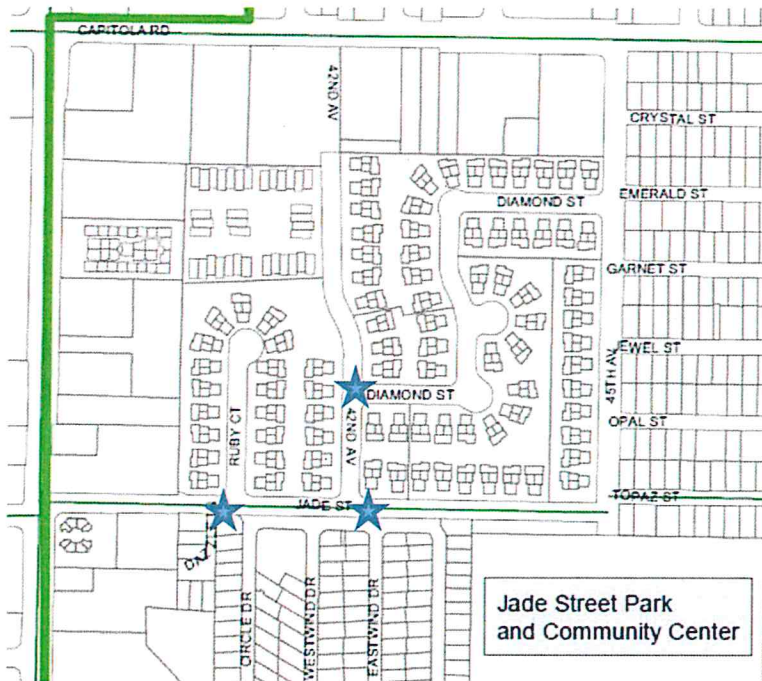
# Kimley»Horn

percentile operating speeds between 25 and 30 mph. Study observations also show that speed tables can reduce daily traffic volume by 20 percent when a series of speed tables are implemented but these results depend on the availability of alternative routes that can provide a shorter travel time for a motorist that shifts routes.

Based on community feedback, a series of speed tables installed on Jade Street between 41<sup>st</sup> and 45<sup>th</sup> Avenue is recommended to control vehicle speeds and help discourage cut-through traffic. Speed tables located at Jade/Ruby and Jade/42<sup>nd</sup> would optimize spacing to control vehicle speeds and provide opportunities for pedestrian crossing across the Jade Street intersections. The south side of Jade Street currently does not have a sidewalk between Ruby Court and the Jade Street Community Center, but a future sidewalk improvement would complement pedestrian connectivity and crossings with the recommended speed table locations.

A speed table located on 42<sup>nd</sup> Avenue at the Diamond Street intersection is also recommended to fortify the network of existing speed humps and proposed speed tables in the Jewel Box neighborhood. This location would improve the existing traffic condition on 42<sup>nd</sup> Avenue by slowing vehicle speeds and providing a pedestrian crossing opportunity along the residential street. **Figure 3** shows an example layout where speed tables can provide the most benefit for the neighborhood.

**Figure 3: Potential Speed Table Locations**



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## Mid-Term Recommendations:

### Install Turn Restriction Signs

A turn restriction prohibits movement at a designated intersection often during specified peak hours and can be used to prevent cut-through traffic from entering the Jewel Box neighborhood. Construction costs to install a new sign is around \$500 each. Per the published ITE Traffic Calming: State of the Practice guide, turn restriction measures often have vehicle violation rates as high as 50%. Turn restrictions combined with police enforcement can potentially reduce the violation rate to about 20%. Similar to one-way streets, turn restrictions could result in inconvenience to residents by limiting access to their homes during peak commute periods; however, the measure would effectively reduce the traffic volume through the neighborhood.

Based on community feedback, an eastbound left turn restriction from Portola Drive onto 47<sup>th</sup> Avenue enforced from 3PM – 7PM is recommended to control the amount of traffic entering the Jewel Box during peak hour commute times. To maximize vehicle compliance and alter driver behavior with this proposed turn restriction, police enforcement to cite violators is recommended. A before and after study at the Portola/47<sup>th</sup> intersection could also be conducted to determine the traffic effects of the turn restriction and verify if additional turn restriction location in the Jewel Box is feasible.

## Long-Term Recommendations:

### Signalize the Capitola/45<sup>th</sup> and Capitola/49<sup>th</sup> Intersections

To help alleviate traffic congestion in the Jewel Box neighborhood, it is recommended that the City consider options to signalize the Capitola Road / Jade Street and Capitola Road / 49<sup>th</sup> Street intersections. Converting these intersections from all-way stop control into signalized control would help increase traffic capacity, improve intersection level-of-service, and reduce intersection delay along the Capitola Road arterial corridor. As a result, cut-through traffic on the local Jewel Box streets could potentially decrease since the faster travel times on Capitola Road would discourage motorists from using the slower, traffic calmed roads in the neighborhood. The cost to install a signal ranges from \$100,000 to \$500,000 per location based on the complexity of the intersection and characteristics of the traffic using it. Before considering this option, a detailed traffic impact analysis and engineering study should be conducted to accurately forecast the traffic impacts and benefits of installing a signal.

A due diligence analysis prepared by Kimley-Horn that analyzes intersection level-of-service for existing and future conditions in the Jewel Box neighborhood is attached in the **Appendix**.

## For Further Study:

### Half Road Closure for East Leg at 41<sup>st</sup>/Jade Intersection

Half road closures are barriers placed on the street that block vehicle through-traffic in one direction and usually leave open space for pedestrians and bicyclists access. This traffic calming measure would close vehicle access to the street and eliminate cut through into the Jewel Box, but it would also effectively divert traffic onto adjacent east-west streets such as Capitola Road and Portola Drive.

The option to provide a half road closure at the 41<sup>st</sup> Avenue / Jade Street intersection east leg to prevent vehicles from entering Jade Street was requested from City Council to be explored. A due diligence analysis that analyzes the traffic diversion impact to adjacent Jewel Box streets was prepared by Kimley-

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Horn and attached in the **Appendix**. The due diligence analysis showed that installing a half road closure on Jade Street would increase traffic congestion and degrade intersection level of service along Capitola Road. It is recommended that additional data collection, traffic impact analysis, and engineering studies be conducted to accurately forecast the traffic impacts and benefits of installing a road closure before considering this option.

## References

City of San Jose. Traffic Calming Toolkit (November 2001)

Ewing, Reid. Institute of Transportation Engineers: Traffic Calming State of the Practice (August 1999)

Werner, Tanisha. "Do Speed Humps Help Reduce Vehicular Speeds, Volumes, and Motorist Accidents?" (December 2015). *Master's Projects*. 424

Xu, Guan. February 17<sup>th</sup>, 2017. Federal Highway Administration: Traffic Calming ePrimer. [https://safety.fhwa.dot.gov/speedmgt/traffic\\_calm.cfm](https://safety.fhwa.dot.gov/speedmgt/traffic_calm.cfm)

## Appendix

- A. Jewel Box Public Workshop Notes and Comments (6/27/2018)
- B. Jewel Box Traffic Calming Improvements – LOS Due Diligence Study (7/9/2018)

## PUBLIC WORKSHOP NOTES & COMMENTS

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**To:** Steve Jesberg and Kailash Mozumder, City of Capitola

**From:** Frederik Venter, Bill Wiseman, and Derek Wu, Kimley-Horn and Associates, Inc.

**Date:** June 27<sup>th</sup>, 2018                      Jade Street Community Center, 4400 Jade Street, Capitola

**Re:** **Jewel Box Traffic Calming Public Workshop #1 Meeting Notes**

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### 1 Sticky Note Comments on Aerial Map:

#### On Jade Street:

- Pedestrian crossing between Ruby and 42<sup>nd</sup> Avenue
- Stop cars speeding on Jade Street. People speeding to make the green traffic light
- Pedestrian crossing between 42<sup>nd</sup> Avenue and 45<sup>th</sup> Avenue
- More traffic at Jade/45<sup>th</sup> Avenue when school expands
- New tennis court lights

#### On 45<sup>th</sup> Avenue:

- Timed no entry from 45<sup>th</sup> Avenue onto Topaz, Opal, Jewel, Garnet, Emerald, Crystal

#### On 47<sup>th</sup> Avenue:

- No left turn on 47<sup>th</sup> from Portola. Will bring more traffic down Jade Street, through Jewel Box to access 47<sup>th</sup> Avenue.
- No left turn sign from 2:30 to 6:30 PM at 47<sup>th</sup>/Portola
- Timed no left turn at 47<sup>th</sup>/Portola
- No right turn from Portola onto 47<sup>th</sup> from 3 to 7 PM especially on weekends
- No right turn from 47<sup>th</sup> onto Topaz Street
- 47<sup>th</sup> and Topaz are narrow – issues with egress, safety, and noise
- Somehow reduce line of sight on the 0.22-mile 47<sup>th</sup> Avenue stretch
- Choice of speed tables over speed humps
- Traffic circles on 47<sup>th</sup> Avenue
- Hartshorn-5

#### On 49<sup>th</sup> Avenue:

- Timed no entry from 49<sup>th</sup> Avenue onto Topaz, Opal, Jewel, Garnet, Emerald, Crystal
- Why is 49<sup>th</sup> Avenue closed (to Cliff Drive)? It needs to share the load and remove ½ Topaz problem
- Open width of 49<sup>th</sup> at mobile home – yards are in the street
- Slow the speed limit and enforce with signs to limit times of day to thru traffic
- Block access on 49<sup>th</sup> Avenue at Capitola Road

#### On Capitola Road:

- No stop sign at 47<sup>th</sup>/Capitola Road, encourages turns
- Stop the fast turns from westbound to 47<sup>th</sup> Avenue southbound

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- Restrict entry to 49<sup>th</sup> Avenue at Capitola Road
- No turn onto Wharf Road from 3-6PM at Lincoln/Wharf intersection. People use Lincoln to avoid 49<sup>th</sup> going into the Village
- No Change

## 2 Sticky Note Comments on Implementation Chart:

### Short-Term Options:

- Block 49<sup>th</sup> Avenue at Capitola Road
- Make Jewel Box cut-through less desirable

### Mid-Term Options:

- Open the intersection of 49<sup>th</sup> Avenue with Cliff/Portola Drive
- Block 49<sup>th</sup> Avenue at Capitola Road
- Three speed bumps/tables on Jade Street
- Move train crossing from 47<sup>th</sup> to 49<sup>th</sup>. 49<sup>th</sup> Avenue is 75% wider than 47<sup>th</sup> Avenue.
- Install the first proposed traffic design for Jewel Box where traffic is forced to turn at alternating corners

### Long-Term Options:

- Better traffic flow on Highway 1
- Block 49<sup>th</sup> Avenue at Capitola Road
- Take Portola/Cliff Drive over the Village on the trestle

## 3 Community Discussion Comments:

- Speed humps improve quality of life on 49<sup>th</sup> Avenue
- Alternating one-way streets may work well
- One-way street = must go around the block
- Wrong way movements on one-way
- Speed tables on Jade Street improves pedestrians and speed reduction
- One-way street westbound on Topaz
- 47<sup>th</sup> and 49<sup>th</sup> Avenue cut-through with Topaz volume verify
- Look wider than only Jewel Box and traffic movements
- How to move traffic from 47<sup>th</sup> to 49<sup>th</sup> Avenue?
- Traffic noise on 47<sup>th</sup> Avenue is a concern
- Provide temporary /test trials to try out some measures such as restrictive turns and one-way
- Provide vehicle size restrictions in Jewel Box, no trailer vehicles
- Tell Google and Waze to remove cut-through routes in Jewel Box for GPS navigation
- Traffic circle viability?
- Make count data accessible and user friendly to public
- Speed tables on Jade Street
- Turn restriction at Capitola/47<sup>th</sup> Ave for no northbound left
- Adjust signal timings at 41<sup>st</sup> / Brommer
- Add visual striping at speed tables
- Turn restrictions onto Jewel Box streets during commute hours
- Neighborhood entry signs
- Monitor traffic entering Jewel Box
- AM traffic on Topaz Street and 47<sup>th</sup> Avenue

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- Make neighborhood safer for bicyclists
- Roundabout at Jade / 45<sup>th</sup> Avenue
- Half road closure on east leg at 41<sup>st</sup>/ Jade Street
- Install sidewalk along Jade Street
- Add landscaping along 45<sup>th</sup> and 49<sup>th</sup> Avenue
- High traffic speeds on 42<sup>nd</sup> Avenue
- Determine traffic flow patterns in Jewel Box by time of day
- Use cameras for enforcement
- Make traffic data accessible for public
- Speed tables with varying heights to slow speed
- One-way streets outward from 47<sup>th</sup> Avenue towards 45<sup>th</sup> and 49<sup>th</sup> Avenue
- Speed reduction on Jade Street
- Half street closure south of Capitola/49<sup>th</sup> Avenue intersections
- Speeding on Jade Street towards 41<sup>st</sup> Avenue use speed tables
- Validate traffic volumes through Topaz and 49<sup>th</sup> Avenue
- Determine turning movements at 41<sup>st</sup>/Brommer Avenue
- One-way streets increase vehicle speeds
- Use signal time indicators at intersections
- Use temporary/removable speed humps
- Provide order of magnitude costs for traffic calming solutions
- Add 15mph speed limit signs
- Give noise and safety consideration on narrow streets
- Consider a signal at Portola/47<sup>th</sup> Avenue intersection
- Consider an all-way stop control at Portola/47<sup>th</sup> Avenue intersection

## 4 Community Straw Poll Results on Traffic Calming Measures:

### Short-Term Options:

- Education – 0%
- Enforcement – 60%
- Signage – 60%
- Speed Humps – 40%
- Speed Tables – 90%
- Bulb-outs – 25%

### Mid-Term Options:

- Turn Restrictions – 80%
- One-way streets – 25%

### Long-Term Options:

- Full/Half road closure - <10%
- Signalized intersections - <10%
- Road closure on east leg of Jade Street / 41<sup>st</sup> Avenue – 60%

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## 5 Email Comments:

- Can the council please look into having no overnight parking (10pm-6am) on a small section of 42nd Ave? The area would be from the 42nd Ave entrance of the DMV up to Capitola Rd and across the street from there, at the alley entrance behind Mid County Plaza up to Capitola Rd. There are no residences along this stretch.
- I urge you to consider how many people really believe, and to what extent they believe, that cut-through traffic is a problem that needs to be addressed.
- I am strongly against any significant change to traffic pattern at this time. I think it much more prudent to experiment with signage, speed humps, or other non-traffic direction altering changes to Jewel Box streets. In addition, we have not yet addressed how larger changes, like one-way streets, will affect surrounding streets. How many other significant changes to traffic flow have you made to Capitola streets, and what did you learn from them?
- We purchased our house on our street and neighborhood with the knowledge that Jewel Box streets are a cross-through option for Capitola residents and is free street parking for visitors. We also like the proximity and easy accessibility of our location to both the Village and 41st.
- Please consider that there are many other issues, like crime and community services, that Capitola should consider investing money and time into.
- If the speed is the problem then it seems reasonable to install a digital speed camera on 47th Ave. rather than barricades to residents' ingress and egress. Another very effective way to reduce traffic speed is installing "speed tables" rather than "speed bumps".
- If the amount of traffic is the problem, then a barricade blocking 47th. Ave. at Topaz might discourage those who cut through the Jewel Box between Capitola Rd. and Portola. However, as stated before, barricades create their own problems so those unintended consequences may not be worth it.
- Traffic on that one block of Topaz (which is only two blocks long) between 45th and 47th, is mainly traffic from residents of the Jewel Box neighborhood. This 'cut through' only goes between these two blocks (45th to 47th), but affords those of us who live in the neighborhood an easy way to get to the Village.
- One of the reasons that block of Topaz is difficult to drive is because there are parked cars on both sides of the street. Why not restrict parking on that street to only one side of the street? Or perhaps you could put traffic bumps on that road.
- A few months ago, you sent out an email survey to the Jewel box residents informing us that we have a traffic problem. Then you offered several solutions to this problem that involved blocking access to various routes, including Jade Street. Oddly enough there was not a "do nothing" option. I hope you deeply consider that one.

## 6 Attached:

- Sign-In Sheet
- Copy of Public Comments
- Copy of Community Email Comments





## TECHNICAL MEMORANDUM

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**To:** Steve Jesberg, City of Capitola  
**From:** Frederik Venter and Derek Wu, Kimley-Horn and Associates, Inc.  
**Date:** July 9<sup>th</sup>, 2018  
**Re:** Jewel Box Traffic Calming Improvements – LOS Due Diligence Study

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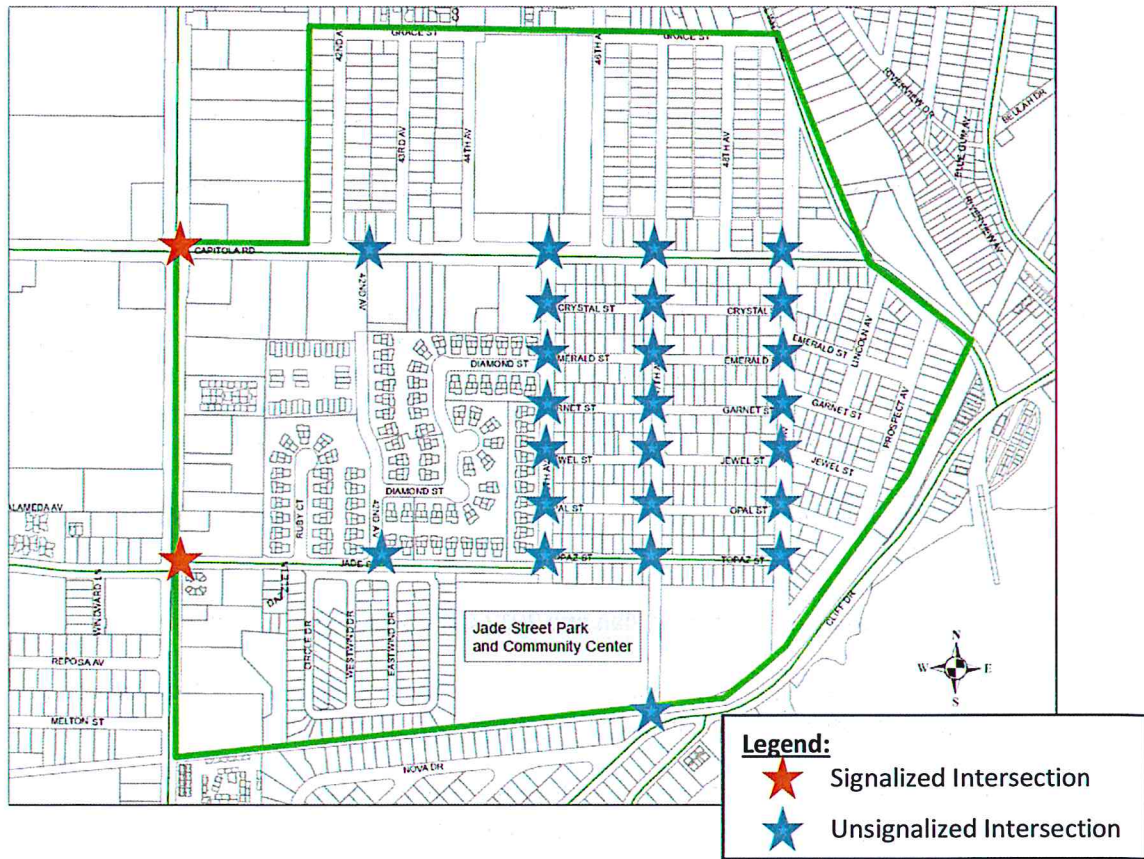
### Introduction

This technical memorandum documents the findings for a due diligence study of potential traffic calming improvements in the Jewel Box neighborhood in the City of Capitola. The City is investigating whether a traffic calming solution to control cut-through traffic and vehicle speeds through the Jewel Box neighborhood can be designed to meet the expectation of the greater Jewel Box area. **Figure 1** shows the vicinity map of the greater Jewel Box neighborhood and the project study intersections.

The following sections detail traffic operations and level-of-service (LOS) conditions for the following PM peak hour scenarios:

- **Existing** – Based on 2013 General Plan and 2017 Capitola Mall traffic volume counts
- **Alternative 1** – Existing traffic volumes plus closure of east leg into Jade Street at 41<sup>st</sup> Ave / Brommer St / Jade St intersection assuming 100% of traffic is diverted onto Capitola Road
- **Alternative 2** – Existing traffic volumes plus closure of east leg into Jade Street at 41<sup>st</sup> Ave / Brommer St / Jade St intersection assuming 50% of traffic is diverted onto Capitola Road and 50% is diverted onto Portola Drive
- **Alternative 3** – Existing traffic volumes plus closure of east leg into Topaz Street at 45<sup>th</sup> Ave / Topaz St intersection

**Figure 1: Greater Jewel Box Study Area**



## Operating Conditions and Criteria

The analysis methods outlined in the Transportation Research Board’s Highway Capacity Manual (HCM) were used in this study to perform an operational analysis of the intersections in the vicinity of the Jewel Box Neighborhood. The results of the HCM operational analysis are commonly described using a grading system called level of service, or LOS. LOS is a description of intersection operating conditions, ranging from LOS A (free flow traffic conditions with little or no delay) to LOS F (oversaturated conditions where traffic flows exceed design capacity, resulting in long queues and delays). The HCM method for calculating LOS and significance criteria for signalized and unsignalized all-way stop control (AWSC) intersections are described below and defined by the average control delay per vehicle (measured in seconds). For unsignalized two-way stop control (TWSC), control delay is determined from the worst intersection approach. **Table 1** summarizes the relationship between delay time and LOS for signalized intersections.

**Table 1: Intersection Level of Service Definitions**

Level of Service	Description	Signalized (Avg. control delay per vehicle sec/veh)	Unsignalized (Avg. control delay per vehicle sec/veh)
A	Free flow with no delays. Users are virtually unaffected by others in the traffic stream	≤ 10	≤ 10
B	Stable traffic. Traffic flows smoothly with few delays.	> 10 – 20	> 10 – 15
C	Stable flow but the operation of individual users becomes affected by other vehicles. Modest delays.	> 20 – 35	> 15 – 25
D	Approaching unstable flow. Operation of individual users becomes significantly affected by other vehicles. Delays may be more than one cycle during peak hours.	> 35 – 55	> 25 – 35
E	Unstable flow with operating conditions at or near the capacity level. Long delays and vehicle queuing.	> 55 – 80	> 35 – 50
F	Forced or breakdown flow that causes reduced capacity. Stop and go traffic conditions. Excessive long delays and vehicle queuing.	> 80	> 50

Source: Highway Capacity Manual, 2010.

Per the City of Capitola General Plan, LOS C is identified as the minimum level of service operational standard. The City also accepts LOS D as the minimum acceptable standard at signalized and unsignalized intersections within the Village Area, along Bay Avenue, and along 41<sup>st</sup> Avenue.

### **PM Peak Hour Intersection Level of Service**

Traffic operations were evaluated at the Jewel Box study intersections based on lane geometry, traffic control, and PM peak hour traffic volumes under Existing and Alternative 1 conditions. Study intersections with no existing traffic volume data from the City General Plan or from recent counts were estimated with County ADT counts and balancing traffic volumes between intersections within the Jewel Box neighborhood. Results of the LOS analysis is presented in **Table 2**. Synchro output sheets are provided in the **Appendix**.

#### **Existing Conditions:**

As shown in **Table 2**, the following intersections operate at unacceptable LOS under Existing conditions:

- Intersection #19 - 45<sup>th</sup> Avenue / Capitola Road (LOS D)
- Intersection #20 - 47<sup>th</sup> Avenue / Capitola Road (LOS D)

# Kimley»Horn

## Alternative 1 – Jade Closure and 100% diversion onto Capitola Road

Under Alternative 1, the proposed geometry of the 41<sup>st</sup> Avenue / Jade Street intersection would close the east leg into Jade Street as an option to prevent eastbound cut-through traffic from entering the Jade and Topaz residential streets. Closure of the 41<sup>st</sup> Avenue / Jade Street east leg would essentially divert 100% of northbound right, southbound left, and eastbound through traffic from this intersection onto the 41<sup>st</sup> Avenue / Capitola Road intersection for vehicles wanting to travel eastbound through the Jewel Box neighborhood. This diversion would add approximately 300 eastbound trips along Capitola Road while removing approximately 270 eastbound trips along Jade Street, 200 northbound trips along 45<sup>th</sup> Avenue, 70 eastbound trips along Topaz Street.

The shift of additional PM peak hour trips onto Capitola Road degrades traffic operations and vehicle delay to unacceptable LOS for the following intersections:

- Intersection #19 - 45<sup>th</sup> Avenue / Capitola Road (LOS D to LOS F)
- Intersection #20 - 47<sup>th</sup> Avenue / Capitola Road (LOS D to LOS E)
- Intersection # 22 - 42<sup>nd</sup> Avenue / Capitola Road (LOS C to LOS D)

## Alternative 2 – Jade Closure and diversion onto Capitola Road and Portola Drive (50/50 Split)

Under Alternative 2, the proposed geometry of the 41<sup>st</sup> Avenue / Jade Street intersection would close the east leg into Jade Street as an option to prevent eastbound cut-through traffic from entering the Jade and Topaz residential streets. Closure of the 41<sup>st</sup> Avenue / Jade Street east leg would essentially divert 50% of northbound right, southbound left, and eastbound through traffic from this intersection onto the 41<sup>st</sup> Avenue / Capitola Road intersection for vehicles wanting to travel eastbound through the Jewel Box neighborhood. The remaining 50% of traffic was assumed diversion onto Portola Drive towards the Capitola Village. This diversion would add approximately 150 eastbound trips along Portola Road and Capitola Road. Subsequently, the diversion would remove approximately 270 eastbound trips along Jade Street, 200 northbound trips along 45<sup>th</sup> Avenue, 70 eastbound trips along Topaz Street.

The shift of additional PM peak hour trips onto Capitola Road and Portola Drive degrades traffic operations and vehicle delay to unacceptable LOS for the following intersections:

- Intersection #19 - 45<sup>th</sup> Avenue / Capitola Road (LOS D)
- Intersection #20 - 47<sup>th</sup> Avenue / Capitola Road (LOS D)

## Alternative 3 – Topaz Closure and 100% diversion onto Capitola Road

Under Alternative 3, the proposed geometry of the 45<sup>th</sup> Avenue / Topaz Street intersection would close the east leg into Topaz Street as an option to prevent eastbound cut-through traffic. Closure of the 41<sup>st</sup> Avenue / Topaz Street east leg would essentially divert eastbound through traffic from this intersection onto the 45<sup>th</sup> Avenue / Capitola Road intersection for vehicles wanting to travel eastbound through the Jewel Box neighborhood. This diversion would add approximately 70 northbound trips along 45<sup>th</sup> Avenue and reduce approximately 70 eastbound trips along Topaz Street.

The shift of additional PM peak hour trips onto Capitola Road degrades traffic operations and vehicle delay to unacceptable LOS for the following intersections:

- Intersection #19 - 45<sup>th</sup> Avenue / Capitola Road (LOS D to LOS E)
- Intersection #20 - 47<sup>th</sup> Avenue / Capitola Road (LOS D to LOS E)

Table 2: Existing Conditions Intersection Level of Service

#	Intersection	Control Type	Study Scenario														
			Existing PM Peak Hour			Alternative 1 PM Peak Hour			Alternative 2 PM Peak Hour			Alternative 3 PM Peak Hour					
			Delay (seconds)	LOS	95th Percentile Queue (vehicles)	Delay (seconds)	LOS	95th Percentile Queue (vehicles)	Delay (seconds)	LOS	95th Percentile Queue (vehicles)	Delay (seconds)	LOS	95th Percentile Queue (vehicles)			
1	45th Ave / Jade St / Topaz St	AWSC	9.8	A	2	7.4	A	0.6	7.4	A	0.6	7.4	A	2.1	9.8	A	2.1
2	47th Ave / Topaz St	AWSC	8.1	A	0.5	7.8	A	0.5	7.8	A	0.5	7.8	A	0.5	7.8	A	0.5
3	49th Ave / Topaz St	TWSC	9.2	A	0.4	8.9	A	0.1	8.9	A	0.1	8.9	A	0.1	8.9	A	0.1
4	45th Ave / Opal St	TWSC	10.9	B	0.1	9.4	A	0	9.4	B	0	9.4	B	0	11.5	B	0
5	47th Ave / Opal St	TWSC	10	B	0.1	10	B	0.1	10	B	0.1	10	B	0.1	10	B	0.1
6	49th Ave / Opal St	TWSC	9.4	A	0	9.1	A	0	9.1	A	0	9.1	A	0	9	A	0
7	45th Ave / Jewel St	TWSC	10.4	B	0	9.1	A	0	9.1	B	0	9.1	B	0	11	B	0
8	47th Ave / Jewel St	TWSC	9.8	A	0	9.9	A	0	9.9	A	0	9.9	A	0	9.8	A	0
9	49th Ave / Jewel St	TWSC	9.1	A	0	8.9	A	0	8.9	A	0	8.9	A	0	8.9	A	0
10	45th Ave / Garnet St	TWSC	10.4	B	0	9.1	A	0	9.1	B	0	9.1	B	0	11	B	0
11	47th Ave / Garnet St	TWSC	9.8	A	0	9.9	A	0	9.9	A	0	9.9	A	0	9.8	A	0
12	49th Ave / Garnet St	TWSC	9.2	A	0	9	A	0	9	A	0	9	A	0	8.9	A	0
13	45th Ave / Emerald St	TWSC	10.8	B	0	9.4	A	0	9.4	B	0	9.4	B	0	11.4	B	0
14	47th Ave / Emerald St	TWSC	9.8	A	0	9.9	A	0	9.9	A	0	9.9	A	0	9.8	A	0
15	49th Ave / Emerald St	TWSC	9.2	A	0	7.4	A	0	7.4	A	0	7.4	A	0	8.9	A	0
16	45th Ave / Crystal St	TWSC	9.8	A	0	8.7	A	0	8.7	B	0	8.7	B	0	10.3	B	0
17	47th Ave / Crystal St	TWSC	9.8	A	0	9.9	A	0	9.9	A	0	9.9	A	0	9.8	A	0
18	49th Ave / Crystal St	TWSC	9.5	A	0	9.2	A	0	9.2	A	0	9.2	A	0	9	A	0
19	45th Ave / Capitola Rd	AWSC	29.1	D	11.3	68.1	F	25.7	26.8	D	11.3	26.8	D	11.3	37.8	E	13.7
20	47th Ave / Capitola Rd	TWSC	34.6	D	1.8	39.2	E	2	26.6	D	1.8	40.5	E	2	40.5	E	2
21	49th Ave / Capitola Rd	AWSC	23.3	C	7.4	23.8	C	8.6	15.9	C	8.9	24.2	C	8.9	24.2	C	8.9
22	42nd Ave / Capitola Rd	TWSC	17.6	C	0.7	26.7	D	0.5	21.4	C	0.7	17.6	C	0.7	17.6	C	0.7
23	42nd Ave / Diamond St	TWSC	8.7	A	0	8.7	A	0	8.7	A	0	8.7	A	0	8.7	A	0
24	42nd Ave / Jade St	TWSC	11.2	B	0.1	9.8	A	0.2	9.8	B	0.1	11.2	B	0.1	11.2	B	0.1
25	41st Ave / Capitola Rd	Signal	37.4	D	-	40.2	D	-	33.7	C	-	37.4	D	-	37.4	D	-
26	41st Ave / Jade St / Brommer St	Signal	33.6	C	-	10.9	B	-	10.4	B	-	33.6	C	-	33.6	C	-
27	47th Ave / Portola Dr	TWSC	15.1	C	1	15.8	C	1.1	19.1	C	1	15.1	C	1	15.1	C	1

- Notes:
- Analysis performed using HCM 2010 methodologies. AWSC=All-way stop control. TWSC=Two-way stop control
  - Delay indicated in seconds/vehicle. TWSC intersection delay based on worst movement approach.
  - 95th percentile queue based on number of vehicles for worst movement approach.
  - Overall level of service (LOS) standard is C. LOS D standard applied to 41st Avenue intersections per General Plan.
  - Intersections that fall below City standard are highlighted and shown in bold.
- Source: Kimley Horn and Associates, 2018.

## Recommendations and Potential LOS Mitigations

To help alleviate traffic congestion in the Jewel Box neighborhood, it is recommended that the City consider options to signalize the Capitola Road intersection at 45<sup>th</sup> Avenue, 47<sup>th</sup> Avenue, and 49<sup>th</sup> Avenue. Converting these intersections from stop control to signalized control would help increase traffic capacity, improve intersection level-of-service, and reduce intersection delay along the Capitola Road arterial corridor. As a result, cut-through traffic on the local Jewel Box streets could potentially decrease since the faster travel times on Capitola Road would discourage motorists from using the slower, traffic calmed roads in the neighborhood.

Before considering this option, new traffic counts, a detailed traffic impact analysis, and an engineering study should be conducted to accurately forecast the traffic impacts and benefits of installing a signal. Based on preliminary analysis, the existing PM peak hour traffic volumes along Capitola Road would potentially meet MUTCD traffic signal warrants (Section 4C.01). If signal improvements are implemented, the LOS at 45<sup>th</sup>, 47<sup>th</sup>, and 49<sup>th</sup> Avenue would improve to less than significant impacts as shown in **Table 3** below.

***Table 3: Intersection Level of Service – Mitigations***

#	Intersection	Control Type	Mitigation Study Scenario							
			Existing PM Peak Hour		Alternative 1 PM Peak Hour		Alternative 2 PM Peak Hour		Alternative 3 PM Peak Hour	
			Delay (seconds)	LOS	Delay (seconds)	LOS	Delay (seconds)	LOS	Delay (seconds)	LOS
19	45th Ave / Capitola Rd	Signal	7.4	A	5.3	A	5	A	8.8	A
20	47th Ave / Capitola Rd	Signal	5.9	A	14	B	5.8	A	6.1	A
21	49th Ave / Capitola Rd	Signal	16.3	B	16.2	B	7.7	A	16.5	B

## Appendix

### A. Jewel Box Synchro Output Worksheets



## CAPITOLA CITY COUNCIL AGENDA REPORT

**MEETING OF OCTOBER 11, 2018**

FROM: Public Works Department

SUBJECT: Receive Report from the Ad Hoc Depot Hill Bluff Group

RECOMMENDED ACTION: Receive report.

BACKGROUND: On May 25, 2017, the City Council directed the closure of a block of the Grand Avenue pathway between Oakland Avenue and Hollister Avenue on Depot Hill due to the threat of continuing bluff failures in the area, based on the results of a geologic assessment. The Council further directed that a group of residents and Councilmember Petersen meet to investigate options for stabilizing the bluff to allow for reopening the pathway.

DISCUSSION: The ad hoc committee has met periodically over the past 18 months and have heard from geologists Erik Zinn and Gary Griggs, both of whom are very familiar with the area and coastal bluff erosion. The committee will be making a presentation on its findings of potential options for preventing further erosion of the bluff.

FISCAL IMPACT: None.

ATTACHMENTS:

1. Depot Hill Bluff Presentation

Report Prepared By: Steve Jesberg  
Public Works Director

**Reviewed and Forwarded by:**

Jamie Goldstein, City Manager

10/4/2018

# Depot Hill Coastal Path Citizens Committee Presentation

1. Background
2. Problem Description
3. Necessary First Step
4. Longer Term Solutions



# Background, Depot Hill Coastal Path

Has been used by local residents as a walkway to arrive from Capitola Village, since Grand Avenue was closed to traffic in the 1980's due to the bluff erosion



Attachment: Depot Hill Bluff Presentation (Bluff Group Report)

At 9:00 AM on January 23, 2017

10.B.1

there was an abrupt cave in along the Holliste  
to Oakland part of the path

2017 04 19 Capitola Depot Hill Bluff Erosion



Attachment: Depot Hill Bluff Presentation (Bluff Group Report)

April 2017

Packet Pg. 42

0:57 / 3:43

In May 2017, the Capitola City Council closed the Hollister to Oakland part of the path due to safety concerns... causing Depot Hill residents to use alternate inland walking routes (yellow below).



... And, if nothing is done, the remaining blocks will also be closed over the next few years.

# Guaranteed



Attachment: Depot Hill Bluff Presentation (Bluff Group Report)

# Why did this happen?

10.B.1

The answer requires an understanding of the make up of the cliff and its erosion issues.



2017 04 19 Capitola Depot Hill Bluff Erosion

April 2017

Attachment: Depot Hill Bluff Presentation (Bluff Group Report)

0:57 / 3:43

Packet Pg. 45

# The 85' bluff is divided into 2 Sections

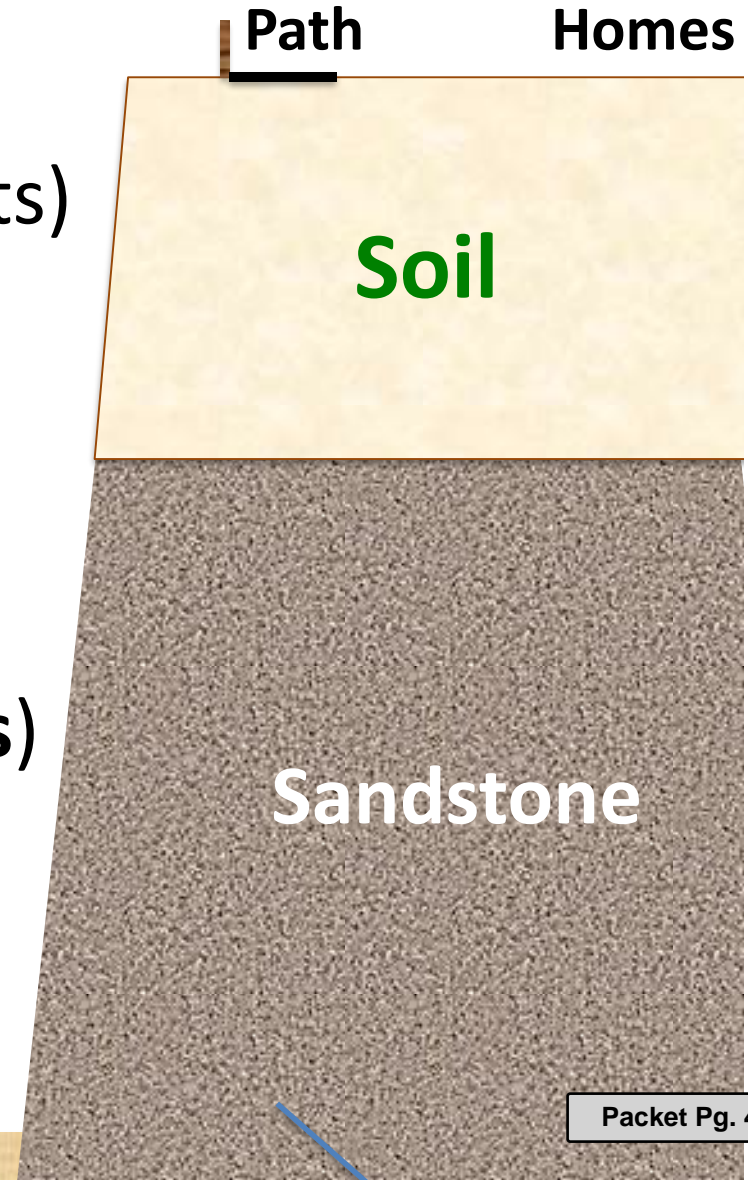
10.B.1

## The **Upper 1/3:**

- Soil (marine terrace deposits) with a fence, path and homes on top

## The **lower 2/3s:**

- Sandstone (bedrock)
- Low tide beach (**sometimes**)
- At high tide, waves hit the base (**often**)



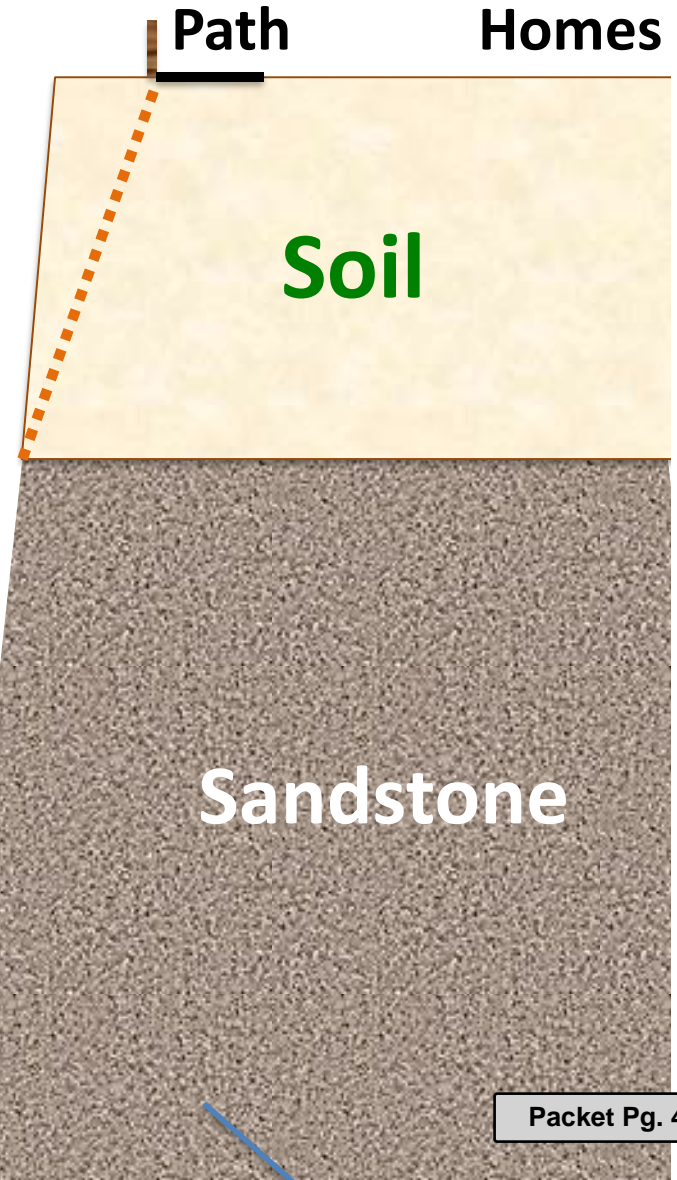
Attachment: Depot Hill Bluff Presentation (Bluff Group Report)

# Where are the Erosion Issues

10.B.1

## The Upper 1/3 Erosion:

- causes the bluff face to slowly lay back to about 38 degrees
- by itself, this slow process is **not** likely to be a major safety issue and **can be mitigated with netting, vines, etc.**



Attachment: Depot Hill Bluff Presentation (Bluff Group Report)

Ocean

Packet Pg. 47

# Where are the Erosion Issues

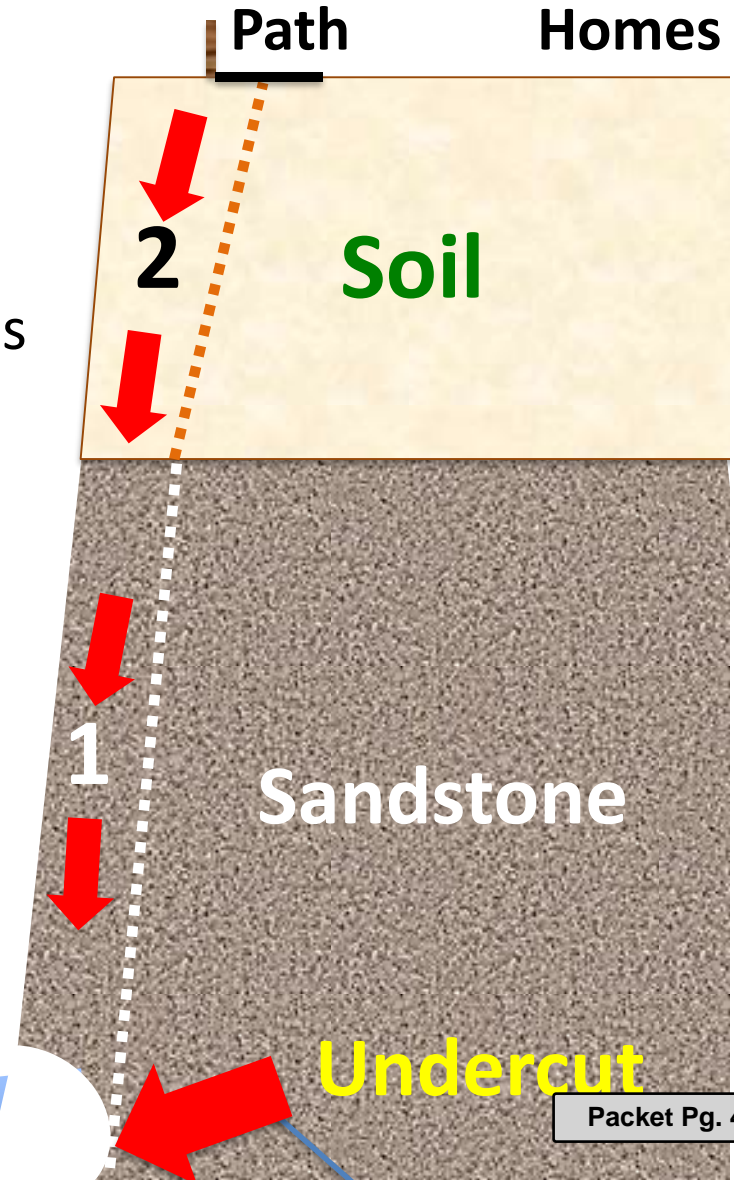
## The lower 2/3s Erosion:

- The high tide wave undercut is responsible for the **dangerous, abrupt, and frequent** cave-in's which
  1. Immediately effect the lower 2/3s
  2. Then the upper 1/3
- Undercuts create the major public safety issue (for both the Path and the Beach)**



April 2017

Ocean





# Where are the Erosion Issues

## The lower 2/3s Erosion:

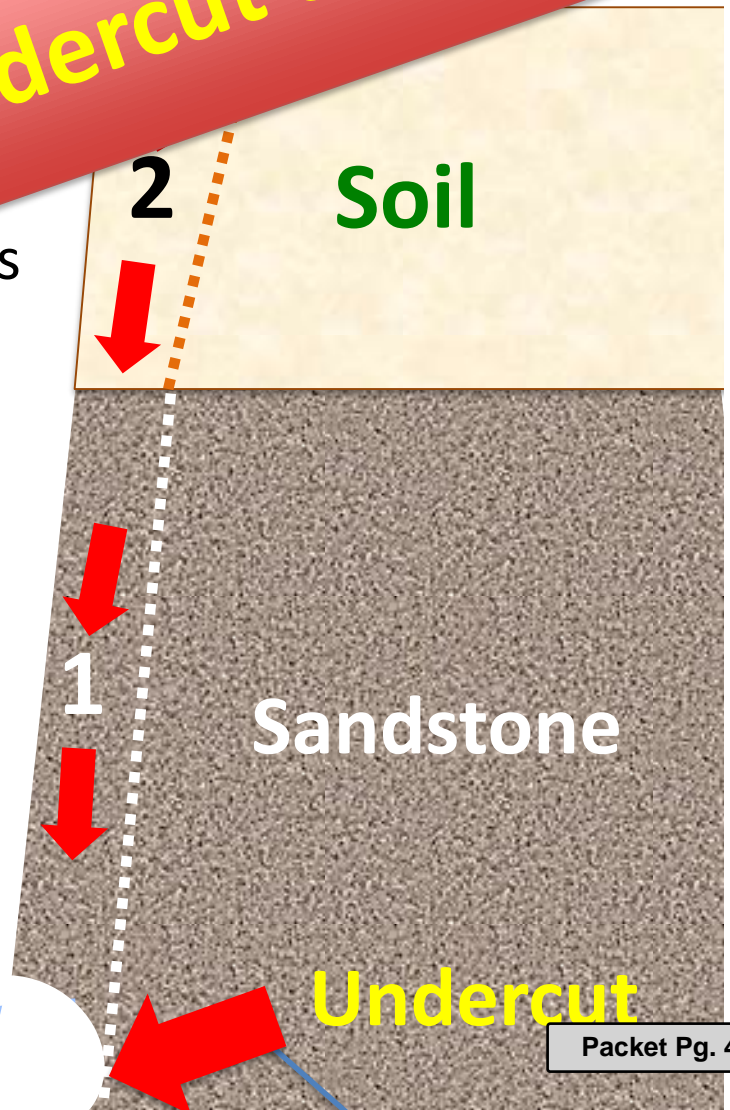
- The high tide wave undercut is responsible for the danger which is **abrupt**, and **frequent**, which creates the major **erosion safety issue (for both the Path and the Beach)**

**How quickly does an undercut deepen?**



April 2017

Ocean



# August 2013 wave undercut along the Hollister to Oakland part of the path



Attachment: Depot Hill Bluff Presentation (Bluff Group Report)

# September 2015 wave undercut along the Hollister to Oakland part of the path



Attachment: Depot Hill Bluff Presentation (Bluff Group Report)

# September 2016 wave undercut along the Hollister to Oakland part of the path



Attachment: Depot Hill Bluff Presentation (Bluff Group Report)

# Today's wave undercut along the Hollister to Oakland part of the path

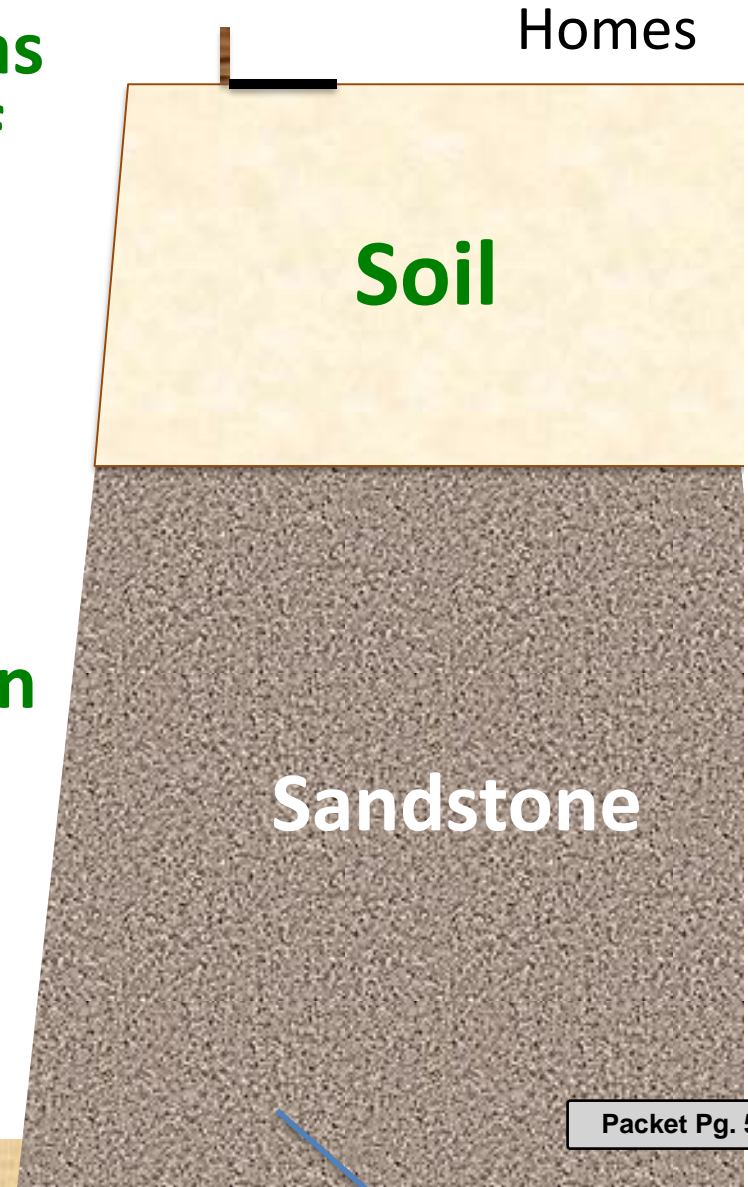


Attachment: Depot Hill Bluff Presentation (Bluff Group Report)

# Solution Requirements/Objectives

10.B.1

1. Make the Depot Hill bluffs as safe for the public as a bluff not fronting the ocean
  - At the top
  - At the bottom
2. Determine in the near term if/how the Hollister to Oakland part of the path can be reopened
3. Determine the long term 15+ year Path protection options



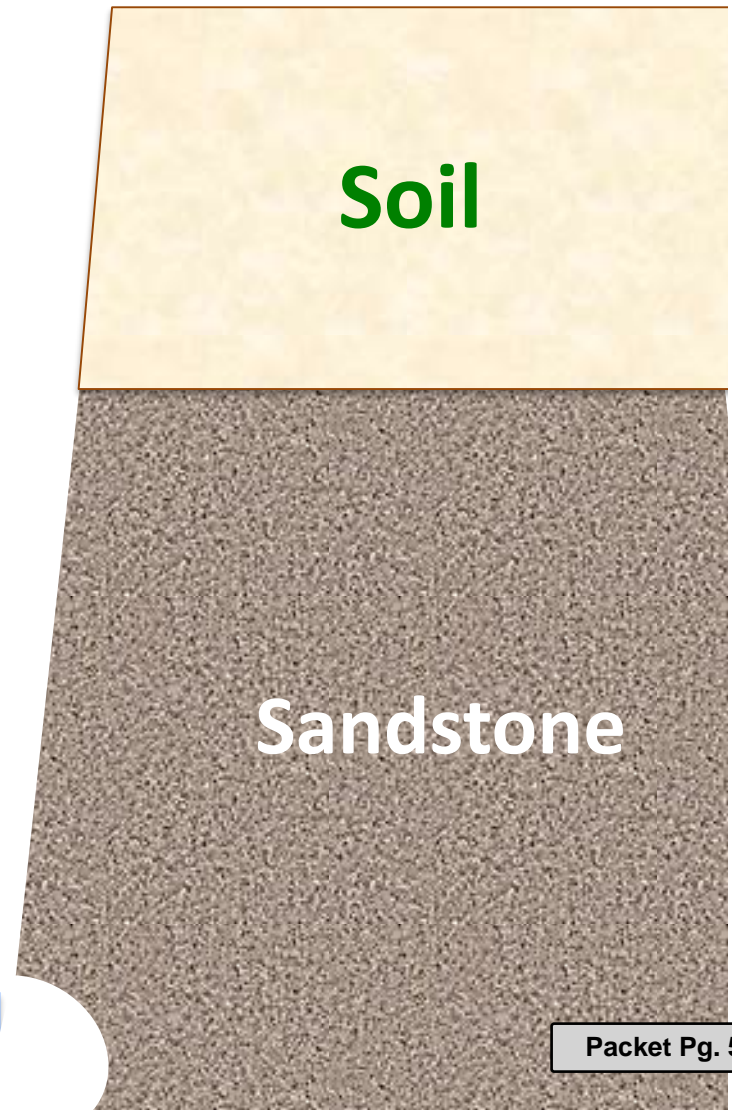
Attachment: Depot Hill Bluff Presentation (Bluff Group Report)

Ocean

Packet Pg. 54

# We discovered that there was a Common First Step that was independent of any long term solution

10.B.1

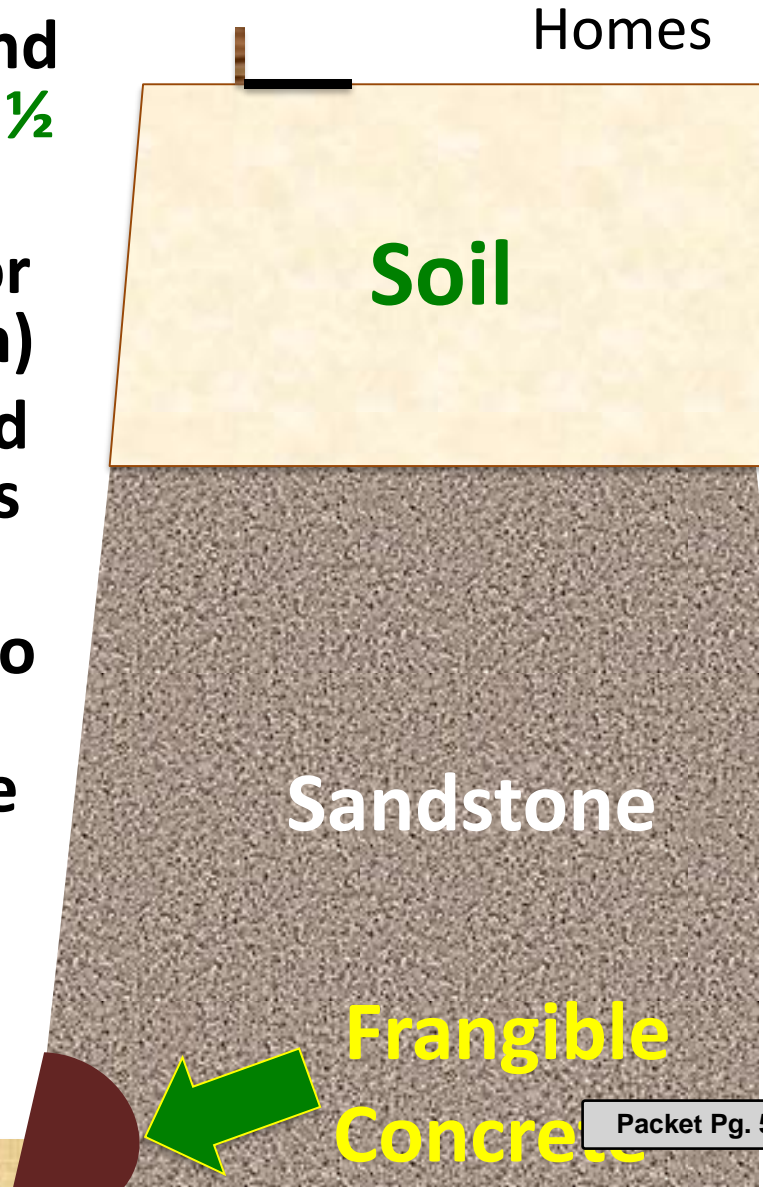


Attachment: Depot Hill Bluff Presentation (Bluff Group Report)

# First Step

At the base, fill in all undercut areas with “Frangible” concrete and rock bolt. (Note: only required on ½ of Hollister to Oakland block)

- Temporally, mitigates the major safety issue (lower 2/3s cave in)
- Buys 5-10 years to evaluate and complete longer term solutions
- If First Step is taken quickly enough, it should be possible to safely move the Hollister to Oakland part of the path to the property lines and reopen it.
- First Step is Recommended for other Grand Ave blocks.





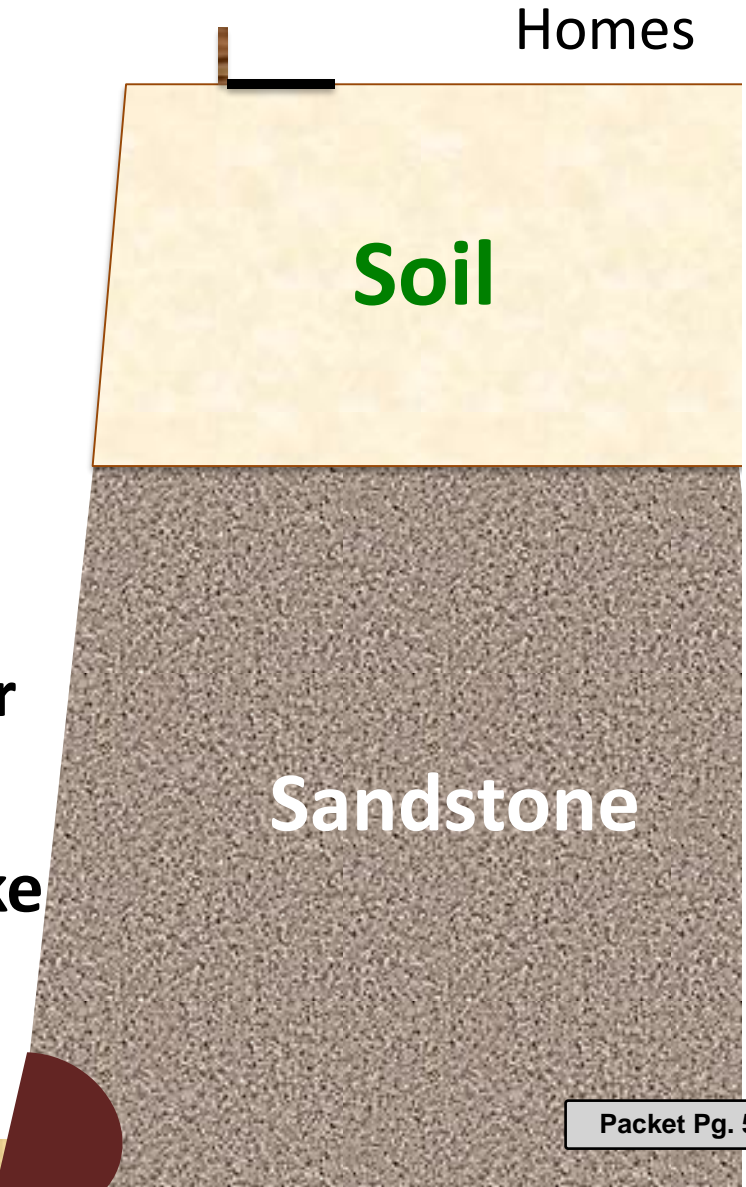
# Longer Term, there are 2 Classes of Solutions

10.B.1

1. Add a Groin directly below Hollister Ave which creates a high and low tide beach (e.g., like the Capitola beach groin)

Note: If 2 or 3 groins are added below the 4 block Depot Hill Path, Capitola beach would be extended all the way to Hollister Ave.

2. Build a Shotcrete Wall (e.g, like Pleasure Point)

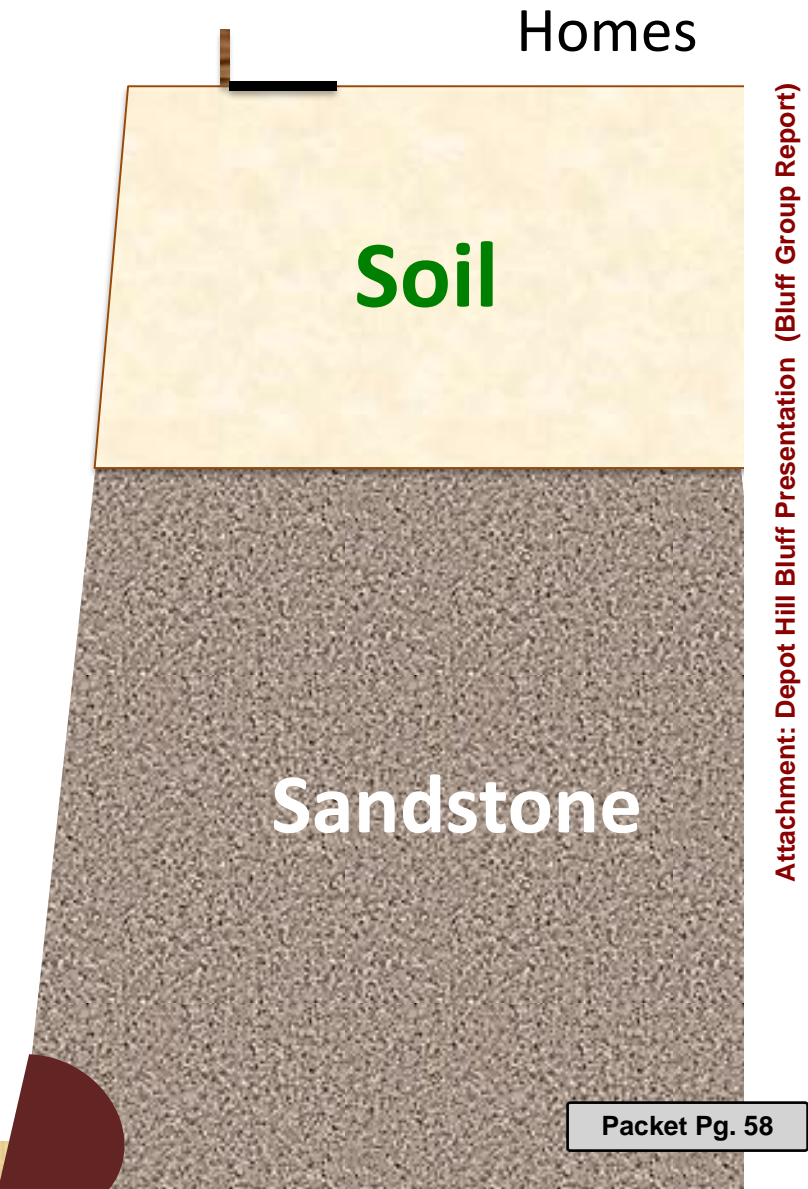


Attachment: Depot Hill Bluff Presentation (Bluff Group Report)

# Summary

**Required First Step** temporarily achieves our objectives

- ✓ Stabilizes the base, making the Depot Hill bluff as safe as a non ocean front bluff
- ✓ Provides the stability to reopen the Hollister to Oakland part of the path
- ✓ Provides the foundation and time to evaluate 15+ year long term solutions



Homes

Soil

Sandstone

Attachment: Depot Hill Bluff Presentation (Bluff Group Report)



## CAPITOLA CITY COUNCIL AGENDA REPORT

**MEETING OF OCTOBER 11, 2018**

FROM: City Manager Department

SUBJECT: Consider Joining the Santa Clara/Santa Cruz Counties Airport/Community Roundtable

**RECOMMENDED ACTION:** Consider a Resolution to join the Santa Clara/Santa Cruz Community Roundtable for a period of one year, direct the City Manager to sign the Memorandum of Understanding with the one-year condition, and appoint a council member representative and alternate to serve on the Roundtable.

**BACKGROUND:** In 2015 the Federal Aviation Administration (FAA) moved the historic path of southern airplane arrivals to San Francisco International Airport (SFO) from over the westside of Santa Cruz and the San Lorenzo Valley to over Capitola, Scotts Valley, and the Summit area. The shift was part of the FAA's ongoing NextGen modernization effort, which is designed to make flying "safer, more efficient and more predictable."

Not surprisingly, many residents in our community living below the new path were upset about the increase in jet noise in their neighborhoods. As concern mounted, local Congressional members Representative Eshoo, Representative Speier and Representative Panetta's predecessor, then-Representative Sam Farr, formed a 12-member Congressional Select Committee to study the issue and make recommendations. Capitola held one seat on that committee.

After much debate, the committee voted 8-to-4, the minimal margin allowed under the committee's rules, to recommend the FAA move the path back to over Santa Cruz, Bonny Doon, and the San Lorenzo Valley. The committee also recommended nine conditions designed to mitigate the impacts of jet noise resulting from a new path. The FAA has since determined it cannot meet three of those conditions and has indicated that it will "take them under consideration" but not be bound by them. Moreover, it is not clear what the FAA intends to do with the flight paths going forward, and as the FAA has made clear, the flight paths are not dictated by local government.

Shortly after the Select Committee submitted its recommendations, Representatives Panetta, Speier, and Eshoo asked the Santa Clara Cities Association to form a "Roundtable." The new group would be modeled after the SFO Roundtable, which has been in existence for 35 years, to take input from constituents and government officials on the impacts of jet noise and other issues related to SFO arrivals on communities in San Francisco and San Mateo counties.

Santa Clara/Santa Cruz Community Roundtable  
October 11, 2018

The new roundtable is also intended to provide a forum to discuss issues related to Mineta San Jose International Airport. This new roundtable would focus on impacts to the South Bay region and Santa Cruz County. The Santa Clara Cities Association took on this request and worked to form a new group, Santa Clara/Santa Cruz Counties Airport/Community Roundtable, informally called the South Bay Roundtable. The association sent invitations to Santa Clara County, Santa Cruz County, and all cities in each county to join the new roundtable.

**DISCUSSION:** Capitola, Santa Cruz County, and the other three incorporated cities have been formally asked to join the South Bay Roundtable. It is understandable that community members may want Capitola to have a voice in FAA decisions, but staff does have questions about the proposed roundtable's ability to influence the FAA and therefore wants to set realistic expectations among the public. The existing SFO Roundtable has been meeting with FAA representatives for more than 35 years and has had virtually no influence on the FAA shifting its policies and procedures, especially relative to noise mitigation.

Nevertheless, while staff has identified concerns regarding the efficacy or ability of the roundtable to substantively address the real concerns of our residents, staff suggests that participation maybe worthwhile at the proposed costs and associated time commitment. Last month, the County of Santa Cruz committed to joining the committee for one year, then evaluating the effectiveness and benefits of participation.

**FISCAL IMPACT:** The cost for the City to join will be between \$2,000 and \$3,000 depending on how many jurisdictions join. Funding for this year can be taken from the remaining \$3,000 in City Manager Unanticipated Events funds.

**ATTACHMENTS:**

1. Airport roundtable MOU (PDF)

Report Prepared By: Linda Fridy  
City Clerk

**Reviewed and Forwarded by:**



Jamie Goldstein, City Manager

10/5/2018

**RESOLUTION NO. \_\_\_\_\_**

**RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CAPITOLA  
 SUPPORTING THE FORMATION OF AND JOINING THE SANTA CLARA/SANTA CRUZ  
 COUNTIES AIRPORT/COMMUNITY ROUNDTABLE**

**WHEREAS**, a critical need exists in Santa Clara and Santa Cruz Counties for a permanent venue to address aircraft noise concerns and it is essential to include all unrepresented cities in these counties.

**WHEREAS**, In July 2017, the Cities Association of Santa Clara County received a Congressional request by Representatives Eshoo, Khanna, Panetta to take a leadership role in developing an intergovernmental partnership between the cities and counties of Santa Clara and Santa Cruz Counties, Norman Y. Minéta San Jose International Airport (SJC), and San Francisco International Airport (SFO) that will serve as a permanent aircraft noise mitigation entity representing all affected communities in the South Bay and Santa Cruz County.

**WHEREAS**, between May and November 2016, the Select Committee on South Bay Arrivals, a temporary committee of 12 local elected officials (Select Committee) appointed by Congresswoman Anna G. Eshoo, Congressman Sam Farr, and Congresswoman Jackie Speier, convened meetings to receive public input and develop regional consensus on recommendations to reduce aircraft noise caused by SFO flights and airspace, and procedural changes related to the Federal Aviation Administration's Next Generation Air Transportation System.

**WHEREAS**, among the many recommendations that received unanimous approval by the Select Committee was the need for a permanent venue to represent currently disenfranchised communities in addressing aircraft noise concerns including, but not limited to SFO. This recommendation stems from the fact that our mutual constituents in Santa Clara and Santa Cruz Counties, do not currently belong to a permanent aircraft noise mitigation entity such as the SFO Airport/Community Roundtable.

**WHEREAS**, on October 3, 2017, the San José City Council authorized the Ad Hoc Advisory Committee on South Flow Arrivals to explore possible solutions to address the noise impacts on residents when weather conditions over the airfield require the Airport to operate in a "south flow" configuration (when aircraft land from the north of the Airport instead of the usual landing from the south).

**WHEREAS**, both the Select Committee and the South Flow Ad Hoc Roundtable have disbanded, the Santa Clara/Santa Cruz Roundtable envisioned by the Cities Association would likely be viewed as an appropriate surrogate for this function in partnership with the SFO Roundtable, SFO and San Jose Minéta Airports.

**WHEREAS**, significant demand for an aircraft noise mitigation entity to represent constituents in the South Bay, it is imperative that any potential body not be confined to SJC or SFO related issues and also include representation of all affected and currently unrepresented communities in Santa Clara and Santa Cruz Counties. While participation by elected officials in

Santa Clara/Santa Cruz Community Roundtable  
October 11, 2018

each affected city is essential, it is critical that the establishment of such a body should not be unilaterally implemented by one city, but instead be led collectively by the entire affected region.

**WHEREAS**, in the FAA's November 2017 Phase Two Report, the FAA reiterates it will not support solutions that result in shifting the problem of noise from one community to another. It also repeatedly identifies increased flying distance as an unacceptable outcome of many community-proposed solutions that conflict with the economic, environmental, and operational efficiency benefits gained from shorter flying distances.

**WHEREAS**, the FAA repeatedly points to the anticipated inevitability of increases in congestion as airports increase their number of flight operations. The report explicitly states it will not move forward on certain feasible recommendations "until issues of congestion, noise shifting and flying distance have been addressed with the airline stakeholders and the affected communities by the Select Committee and/or SFO Roundtable."

**WHEREAS**, each jurisdiction is just one of over 100 municipalities in the Bay Area. The ability of any single community, whether 30,000 or 60,000, to influence the complex operations of a federal agency serving a region of 8 million people is limited.

**WHEREAS**, the impacts of airplane noise must be considered amid the competing interests of the flying public, airline industry priorities, airport operational requirements, broader economic and environmental impacts and, above all else, safety. The successful navigation of these public interest challenges requires effective collaboration.

**WHEREAS**, to ensure equitable regional representation, each city and county should have the opportunity to appoint one Member and one Alternate who are local elected officials to serve on the body, elect their own leadership, and participate in helping to fund the effort just as the SFO Airport/Community Roundtable does. Once it is conceived, the newly formed South Bay Airport Roundtable could also work with the SFO Airport/Community Roundtable to establish a joint subcommittee to address complex overlapping issues related to the Midpeninsula.

**WHEREAS**, the Cities Association of Santa Clara County is seeking each jurisdiction of Santa Clara County and Santa Cruz County to collaborate with neighboring jurisdictions through the formation of a community roundtables to most effectively address the community impacts of aircraft operations and work with the Federal Aviation Association (FAA).

**NOW, THEREFORE BE IT RESOLVED**, that the City of Capitola does hereby support formation of an intergovernmental partnership between the cities and counties of Santa Clara and Santa Cruz Counties, Norman Y. Minéta San Jose International Airport (SJC), San Francisco International Airport (SFO), and the FAA, that will serve as a permanent aircraft noise mitigation entity representing all affected communities in the Santa Clara and Santa Cruz Counties; and directs the City Manager to enter into a Memorandum of Understanding, attached as Exhibit A, on behalf of the City of Capitola.

**I HEREBY CERTIFY** that the foregoing Resolution was passed and adopted by the City Council of the City of Capitola on the 11th day of October 2018, by the following vote:

**AYES:**  
**NOES:**  
**ABSENT:**  
**ABSTAIN:**

# MEMORANDUM OF UNDERSTANDING

PROVIDING FOR THE CONTINUING OPERATION OF THE SANTA CLARA/SANTA CRUZ COUNTIES AIRPORT/COMMUNITY ROUNDTABLE

Attachment: Airport roundtable MOU (Santa Clara/Santa Cruz Community Roundtable)

Cities Association of Santa Clara County  
[www.citiesassociation.org](http://www.citiesassociation.org)

## MEMORANDUM OF UNDERSTANDING (MOU)

### PROVIDING FOR THE CONTINUING OPERATION OF THE SANTA CLARA/SANTA CRUZ COUNTIES AIRPORT/COMMUNITY ROUNDTABLE

#### *Preamble*

A critical need exists in Santa Clara and Santa Cruz Counties for a permanent venue to address aircraft noise concerns and it is essential to include all unrepresented cities in these counties.

In July 2017, the Cities Association of Santa Clara County received a Congressional request by Representatives Eshoo, Khanna, Panetta to take a leadership role in developing an intergovernmental partnership between the cities and counties of Santa Clara and Santa Cruz Counties, Norman Y. Minéta San Jose International Airport (SJC), and San Francisco International Airport (SFO) that will serve as a permanent aircraft noise mitigation entity representing all affected communities in the South Bay and Santa Cruz County

Between May and November 2016, the Select Committee on South Bay Arrivals, a temporary committee of 12 local elected officials (Select Committee) appointed by Congresswoman Anna G. Eshoo, Congressman Sam Farr, and Congresswoman Jackie Speier, convened meetings to receive public input and develop regional consensus on recommendations to reduce aircraft noise caused by SFO flights and airspace, and procedural changes related to the Federal Aviation Administration's Next Generation Air Transportation System.

Among the many recommendations that received unanimous approval by the Select Committee was the need for a permanent venue to represent currently disenfranchised communities in addressing aircraft noise concerns including, but not limited to SFO. This recommendation stems from the fact that our mutual constituents in Santa Clara and Santa Cruz Counties, do not currently belong to a permanent aircraft noise mitigation entity such as the SFO Airport/Community Roundtable.

On October 3, 2017, the San José City Council authorized the Ad Hoc Advisory Committee on South Flow Arrivals to explore possible solutions to address the noise impacts on residents when weather conditions over the airfield require the Airport to operate in a "south flow" configuration (when aircraft land from the north of the Airport instead of the usual landing from the south).

Both the Select Committee and the South Flow Ad Hoc Roundtable have disbanded, the Santa Clara/Santa Cruz Roundtable envisioned by the Cities Association would likely be viewed as an appropriate surrogate for this function in partnership with the SFO Roundtable, SFO and San Jose Minéta Airports.

A significant demand exists for an aircraft noise mitigation entity to represent constituents in the South Bay, it is imperative that any potential body not be confined to SJC or SFO related issues and also include representation of all affected and currently unrepresented communities in Santa Clara and Santa Cruz Counties. While participation by elected officials



## EXHIBIT A

in each affected city is essential, it is critical that the establishment of such a body should not be unilaterally implemented by one city, but instead be led collectively by the entire affected region.

The [FAA's November 2017 Phase Two Report](#), the FAA reiterates it will not support solutions that result in shifting the problem of noise from one community to another. It also repeatedly identifies increased flying distance as an unacceptable outcome of many community-proposed solutions that conflict with the economic, environmental, and operational efficiency benefits gained from shorter flying distances.

The FAA repeatedly points to the anticipated inevitability of increases in congestion as airports increase their number of flight operations. The report explicitly states it will not move forward on certain feasible recommendations "until issues of congestion, noise shifting and flying distance have been addressed with the airline stakeholders and the affected communities by the Select Committee and/or SFO Roundtable."

Each jurisdiction is just one of over 100 municipalities in the Bay Area. The ability of any single community, whether 30,000 or 60,000, to influence the complex operations of a federal agency serving a region of 8 million people is limited.

The impacts of airplane noise must be considered amid the competing interests of the flying public, airline industry priorities, airport operational requirements, broader economic and environmental impacts and, above all else, safety. The successful navigation of these public interest challenges requires effective collaboration.

To ensure equitable regional representation, each city and county should have the opportunity to appoint one Member and one Alternate who are local elected officials to serve on the body, elect their own leadership, and participate in helping to fund the effort just as the SFO Airport/Community Roundtable does. Once it is conceived, the newly formed South Bay Airport Roundtable could also work with the SFO Airport/Community Roundtable to establish a joint subcommittee to address complex overlapping issues.

The Cities Association of Santa Clara County is seeking each jurisdiction of Santa Clara County and Santa Cruz County to collaborate with neighboring jurisdictions through the formation of a community roundtable to most effectively address the community impacts of aircraft operations and work with the Federal Aviation Association (FAA).

The Board of Directors of the Cities Association of Santa Clara County supports and will initiate formation of an intergovernmental partnership between the cities and counties of Santa Clara and Santa Cruz Counties, Norman Y. Minéta San Jose International Airport (SJC), San Francisco International Airport (SFO), and the FAA, that will serve as a permanent aircraft noise mitigation entity representing all affected communities in the Santa Clara and Santa Cruz Counties, and invite the jurisdictions, cities and counties within Santa Clara County and Santa Cruz County, to partner in the formation of the Santa Clara/Santa Cruz Roundtable.

ARTICLE I: Statement of Purpose and Objectives

Purpose

The overall purpose of the Santa Clara/Santa Cruz Counties Community Roundtable (Roundtable) is to continue to foster and enhance this cooperative relationship to develop, evaluate, and implement reasonable and feasible policies, procedures, and mitigation actions that will further reduce the impacts of aircraft noise in neighborhoods and communities in Santa Clara and Santa Cruz Counties.

Objectives

Objective 1: Continue to organize, administer, and operate the Roundtable as a public forum for discussion, study, analysis, and evaluation of policies, procedures and mitigation actions that will minimize aircraft noise impacts to help improve the quality of life of residents in Santa Clara and Santa Cruz Counties.

Objective 2: Provide a framework of understanding as to the history and operation of the Roundtable.

Objective 3: Maintain the Roundtable as a focal point of information and discussion between local, state, and federal legislators and policy makers, as it applies to noise impacts from airport/aircraft operations in local communities.

Objective 4: Develop and implement an annual Roundtable Work Program to analyze and evaluate the impacts of aircraft noise in affected communities and to make recommendations to appropriate agencies, regarding implementation of effective noise mitigation actions.

Objective 5: Maintain communication and cooperation between Airport management and local governments, regarding: (1) local agency land use and zoning decisions within noise-sensitive and/or overflight areas, while recognizing local government autonomy to make those decisions and (2) decisions/actions that affect current and future on-airport development, while recognizing the Airport’s autonomy to make those decisions.

ARTICLE II: Agreement

Signatory agencies/bodies to this Memorandum of Understanding (MOU) agree as follows:

Accept the operation of the Roundtable as described in the “Statement of Purpose and Objectives,” as stated in Article I.

Work cooperatively to reduce noise and environmental impacts, from aircraft operations at, but not limited to, SFO and SJC, in affected neighborhoods and communities.

Provide the necessary means (i.e., funding, staff support, supplies, etc.) to enable the Roundtable to achieve a reduction and mitigation of aircraft noise impacts, as addressed in this agreement.

Attachment: Airport roundtable MOU (Santa Clara/Santa Cruz Community Roundtable)

**EXHIBIT A**

Represent and inform the respective constituencies of the Roundtable members of the Roundtable’s activities and actions to reduce aircraft impacts, as addressed in this agreement. Initial funding will be shared by jurisdictions, and thereafter it is expected the airport will contribute.

The Roundtable shall establish a budget for each fiscal year. Each Roundtable voting member jurisdiction shall contribute to the budget based on a per capita formula as follows: the population of each jurisdiction (most recent available census numbers) times the following per capita fee structure:

Per Capita Fee Structure	
Large City	\$ 0.50
Small City	\$ 0.50
Medium City	\$ 0.50
XL City	\$ 0.10
County	\$ 0.50

*ARTICLE III: Roundtable Membership*

Voting membership – The Roundtable voting membership consists of one designated Representative and one designated Alternate from the following agencies/bodies:

- City of Campbell
- City of Capitola
- City of Cupertino
- City of Gilroy
- City of Los Altos
- Town of Los Altos Hills
- Town of Los Gatos
- City of Milpitas
- City of Monte Sereno
- City of Morgan Hill
- City of Mountain View
- City of Palo Alto
- City of San Jose
- City of Santa Clara
- City of Santa Cruz
- City of Saratoga
- City of Scotts Valley
- City of Sunnyvale
- City of Watsonville
- County of Santa Clara
- County of Santa Cruz

*ARTICLE III: Roundtable Membership - continued*

**Non-Voting Membership** - Roundtable non-voting membership shall consist of Advisory Members who represent the following:

Attachment: Airport roundtable MOU (Santa Clara/Santa Cruz Community Roundtable)

**EXHIBIT A**

- Relevant subject matter experts from airlines operating at SFO or SJC
- Federal Aviation Administration (FAA) staff
- Other representatives as deemed necessary

**Additional Voting Membership** - Other incorporated towns and/or cities located within Santa Clara or Santa Cruz Counties may request voting membership on the Roundtable by adopting a resolution:

- Authorizing two members of the city/town council (a Representative and Alternate) to represent the city/town on the Roundtable.
- Agreeing to comply with this Memorandum of Understanding (MOU) and all related amendments and any bylaws approved in accordance with this MOU.
- Agreeing to contribute annual funding to the Roundtable in the same amount as current city/town members contribute, at the time of the membership request, or such annual funding as approved by the Roundtable for new members.

**Withdrawal of a Voting Member** - Any voting member may withdraw from the Roundtable by filing a written Notice of Intent to Withdraw from the Roundtable, with the Roundtable Chairperson, at least thirty (30) days in advance of the effective date of the withdrawal.

*ARTICLE IV: Roundtable Operations and Support*

Roundtable operations shall be guided by a set of comprehensive bylaws that govern the operation, administration, funding, and management of the Roundtable and its activities.

Initial Roundtable staff support shall be provided by the Cities Association of Santa Clara County. The Roundtable is expected to hire additional technical staff support as needed.

*ARTICLE V: Amending This Memorandum of Understanding (MOU)*

This Memorandum of Understanding (MOU) may be amended as follows:

Step 1: Roundtable consideration of a proposed MOU amendment

Any voting member of the Roundtable may propose an amendment to this MOU. The proposal shall be made at a Roundtable Regular Meeting. Once proposed and seconded by another voting member, at least two-thirds of the voting membership must approve the proposed amendment. If the proposed amendment receives at least the necessary two-thirds votes for approval, the amendment shall then be forwarded to the respective councils/boards of the Roundtable membership agencies/bodies for consideration/action.

Step 2: Roundtable member agency/body consideration of a proposed MOU amendment

The proposed MOU amendment must be approved by at least two-thirds of the respective councils/boards of the Roundtable member agencies/bodies by a majority vote of each of those bodies. If at least two-thirds of the member agencies/bodies approve the proposed amendment, the amendment becomes effective. If less than two-thirds of the member agencies/bodies approve the proposed MOU amendment, the proposal fails.

This MOU may not be amended more than once in a calendar year.

*ARTICLE VI: Status of Prior Memorandums of Understanding (MOU) and Related Amendments*

Adoption of this Memorandum of Understanding (MOU) shall supersede and replace all prior MOU agreements and related amendments.

*ARTICLE VII: Memorandum of Understanding (MOU) Adoption and Effective Date*

This Memorandum of Understanding (MOU) shall be deemed adopted and effective upon adoption by at least two thirds of the jurisdictions listed in Article III.

The effective date of this Memorandum of Understanding (MOU) shall be the date of approval by at least two-thirds of the member agencies/bodies.

*ARTICLE VII: Memorandum of Understanding (MOU) Adoption and Effective Date*

This MOU shall remain in effect so long as all of the voting following membership conditions are met:

This Memorandum of Understanding (MOU) and any subsequent amendments to this document shall remain in effect indefinitely,

1. as long as the membership conditions of Item No. 3 of this Article are met,
2. until it is replaced or superseded by another Memorandum of Understanding (MOU), or
3. until the Roundtable is disbanded.

Attachment: Airport roundtable MOU (Santa Clara/Santa Cruz Community Roundtable)



# CAPITOLA CITY COUNCIL AGENDA REPORT

**MEETING OF OCTOBER 11, 2018**

FROM: City Manager Department  
SUBJECT: City Council Pension Discussion

**RECOMMENDED ACTION:** Receive report and provide direction.

**BACKGROUND:** The City of Capitola participates in the California Public Employees Retirement System (CalPERS). In 1992, the City Council passed Resolution 2496 which added City Council members to the City's contract with CalPERS (Attachment 1) thereby allowing Council members the option to choose to be CalPERS members.

Other than Medicare, the City does not participate in Social Security. Therefore, the City is required to offer all employees an approved alternative to Social Security, including Council members. The City is enrolled in two approved alternatives to Social Security, Public Agency Retirement Services (PARS) for hourly employees, and CalPERS for regular staff.

Today, the City is required to give new Council members who have not previously been enrolled in CalPERS the choice of signing up for CalPERS or PARS. Council members who were previously enrolled in CalPERS must remain in CalPERS. Currently, three council members participate in CalPERS and two participate in PARS.

At the September 13, 2018, City Council Meeting, Councilmember Bottorff requested council member retirement options be brought for discussion at a future meeting.

**DISCUSSION:** CalPERS is a defined benefit program, which means the plan guarantees a specific pension based on a formula including the salary and length of service. The required amount paid into the system varies annually to meet the costs of the defined benefit. PARS is a defined contribution plan where the contribution is fixed, but the benefit will change depending on the earnings of the account.

For each Council member in the CalPERS retirement system, the City currently pays \$33.50 per month for the "normal retirement cost." For each council members on the PARS retirement system the City pays \$6.50 per month.

There is also a \$120 per month "Unfunded Actuarial Liability" (UAL) payment, which for accounting purposes is attributed to each Council member enrolled in CalPERS. However, if no future Council members were in the CalPERS retirement system, the City's UAL payment would not change and those costs would be allocated to other departmental expenditures.

Council members in the CalPERS retirement system are eligible to purchase health insurance

City Council Pension Discussion  
October 11, 2018

offered by the City through CalPERS. Council members in the PARS retirement system are not eligible for the city-sponsored health plans through CalPERS.

If the City Council chooses to remove Council members from the contract with CalPERS, the Council would need to direct staff to initiate the contract modification process with CalPERS. If CalPERS approves the changes, Council would need to pass a resolution and submit the resolution to CalPERS. These changes would not affect those Council members already in CalPERS. The process takes between three and six months to complete.

FISCAL IMPACT: The Fiscal Year 2018/2019 impact of removing Council members from the CalPERS contract would be approximately \$325 for each Council member.

ATTACHMENTS:

1. Resolution 2496 - CalPERS Optional Council Membership

Report Prepared By: Larry Laurent  
Assistant to the City Manager

**Reviewed and Forwarded by:**



Jamie Goldstein, City Manager

10/5/2018

RESOLUTION NO. 2496

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CAPITOLA OF INTENTION TO APPROVE AN AMENDMENT TO CONTRACT WITH THE BOARD OF ADMINISTRATION OF THE PUBLIC EMPLOYEES' RETIREMENT SYSTEM

WHEREAS, the Public Employees' Retirement Law permits the participation of public agencies and their employees in the Public Employees' Retirement System by the execution of a contract, and sets forth the procedure by which said public agencies may elect to subject themselves and their employees to amendments to said Law; and

WHEREAS, one of the steps in the procedures to amend this contract is the adoption by the governing body of the public agency of a resolution giving notice of its intention to approve an amendment to said contract, which resolution shall contain a summary of the change proposed in said contract; and

WHEREAS, the following is a statement of the proposed change:

To remove the exclusion of "ELECTED OFFICIALS" and to provide Section 20835.1 (Limit Prior Service to Members Employed on Contract Date) for ELECTED OFFICIALS employed on the effective date of this amendment to contract.

NOW, THEREFORE, BE IT RESOLVED, that the City Council of the City of Capitola does hereby give notice of intention to approve an amendment to the contract between the said governing body and the Board of Administration of the Public Employees' Retirement System, a copy of said amendment being attached hereto, as an "Exhibit" and by this reference made a part hereof.

I HEREBY CERTIFY that the foregoing resolution was passed and adopted by the City Council of the City of Capitola on the 23rd day of January, 1992, by the following vote:

- AYES: Council Members Graves, Routh, Bucher, Clarke and Mayor Harlan.
- NOES: None.
- ABSENT: None.
- ABSTAIN: None.

APPROVED: Stephanie L. Harlan  
MAYOR

ATTEST:  
Pamela Greeninger, CMC  
CITY CLERK

[pers.res]

Attachment: Resolution 2496 - CalPERS Optional Council Membership (City Council Pension Discussion)