COUNTY OF SANTA CRUZ

PLANNING DEPARTMENT
701 OCEAN STREET, 4TH FLOOR, SANTA CRUZ, CA 95060
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TOM BURNS, PLANNING DIRECTOR

NOTICE OF ENVIRONMENTAL REVIEW PERIOD

SANTA CRUZ COUNTY

APPLICANT: **Khosrow Haghshenas**

APPLICATION NO.: **08-0480**

APN: **052-271-03**

The Environmental Coordinator has reviewed the Initial Study for your application and made the following preliminary determination:

XX Negative Declaration
(Your project will not have a significant impact on the environment.)

XX Mitigations will be attached to the Negative Declaration.

_____ No mitigations will be attached.

_____ Environmental Impact Report
(Your project may have a significant effect on the environment. An EIR must be prepared to address the potential impacts.)

As part of the environmental review process required by the California Environmental Quality Act (CEQA), this is your opportunity to respond to the preliminary determination before it is finalized. Please contact Matt Johnston, Environmental Coordinator at (831) 454-3201, if you wish to comment on the preliminary determination. Written comments will be received until 5:00 p.m. on the last day of the review period.

Review Period Ends: **November 26, 2009**

Staff Planner: **Randall Adams**

Phone: **(831) 454-3218**

Date: **October 22, 2009**

NAME: Haghshenas
APPLICATION: 08-0480
A.P.N: 052-271-03

NEGATIVE DECLARATION MITIGATIONS

1. In order to mitigate the potential offsets of structures as a result of liquefaction-induced settlements on utilities, prior to recordation of the final map the applicant shall revise the project plans to incorporate flexible utility connections.

2. In order to mitigate potential hazards from flooding, prior to final map recordation the plans shall be revised to show the finished floor of the proposed structure is elevated above the base flood elevation and that all structures meet minimum FEMA flood-proofing standards (through watertight construction, or allowing water to pass through the structure in flood events).

3. In order to ensure that water and sewer service will be available to the proposed development, a will serve letter from the City of Watsonville for these services will be required prior to application for a building permit.

Environmental Review
Initial Study

Application Number: 08-0480

Date: 10/19/09
Staff Planner: Randall Adams

I. OVERVIEW AND ENVIRONMENTAL DETERMINATION

APPLICANT: Dee Murray

APN: 052-271-03

OWNER: Khosrow Haghshenas

SUPERVISORAL DISTRICT: 2nd

LOCATION: Property located on the east side of Lee Road, at the northeast corner of Highway 1 and Highway 129, in Watsonville. (200 Lee Road) (Attachment 1)

SUMMARY PROJECT DESCRIPTION:

Proposal to demolish an existing gas station, to construct a replacement gas station with a convenience store, restaurant, car wash, and associated improvements, and to allow beer and wine sales. The conversion of the existing gas station from full service to self service (with fuel pump assistance) is included in this proposal.

Requires a Coastal Development Permit, Commercial Development Permit (this permit amends Commercial Development Permits 75-962-PD, 84-1019-CDP & 94-0395), Variances to decrease the required setback to adjacent CA zoned land from 30 feet to 15 feet at the car wash, to increase the maximum free standing sign height from 7 feet to about 40 feet (for the freeway monument sign), to increase the maximum sign area from 50 square feet to about 337 square feet, and to locate a sign closer than 5 feet from the edge of a vehicular right of way, an Agricultural Buffer Determination, Flood Geologic Hazards Assessment, Soils Report Review, and Preliminary Grading Review for 242 cubic yards (cut), 232 cubic yards (fill), over-excavation of 280 cubic yards, and re-compaction of 430 cubic yards of earth.

ALL OF THE FOLLOWING POTENTIAL ENVIRONMENTAL IMPACTS ARE EVALUATED IN THIS INITIAL STUDY. CATEGORIES THAT ARE MARKED HAVE BEEN ANALYZED IN GREATER DETAIL BASED ON PROJECT SPECIFIC INFORMATION.

X	Geology/Soils	____	Noise
X	Hydrology/Water Supply/Water Quality	____	Air Quality
____	Biological Resources	X	Public Services & Utilities

X Energy & Natural Resources	____ Land Use, Population & Housing
X Visual Resources & Aesthetics	____ Cumulative Impacts
____ Cultural Resources	____ Growth Inducement
X Hazards & Hazardous Materials	____ Mandatory Findings of Significance
____ Transportation/Traffic	

DISCRETIONARY APPROVAL(S) BEING CONSIDERED

____ General Plan Amendment	X Grading Permit
____ Land Division	____ Riparian Exception
____ Rezoning	____ Other:
X Development Permit	
X Coastal Development Permit	

NON-LOCAL APPROVALS

Other agencies that must issue permits or authorizations:

Monterey Bay Unified Air Pollution Control District - Demolition Permit

ENVIRONMENTAL REVIEW ACTION

On the basis of this Initial Study and supporting documents:

___ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

X I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the attached mitigation measures have been added to the project. A MITIGATED NEGATIVE DECLARATION will be prepared.

___ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

Matt Johnston

Matt Johnston

10/20/09

Date

For: Claudia Slater
Environmental Coordinator

II. BACKGROUND INFORMATION

EXISTING SITE CONDITIONS

Parcel Size: 1 acre
Existing Land Use: Service station
Vegetation: Decorative landscaping
Slope in area affected by project: __X__ 0 - 30% ___ 31 – 100%
Nearby Watercourse: Pajaro River
Distance To: 3700 feet

ENVIRONMENTAL RESOURCES AND CONSTRAINTS

Groundwater Supply: N/A
Water Supply Watershed: Not Mapped
Groundwater Recharge: Not Mapped
Timber or Mineral: Not Mapped
Agricultural Resource: Ag. Resource
Biologically Sensitive Habitat: Not Mapped
Fire Hazard: Not Mapped
Floodplain: Pajaro River floodplain
Erosion: Not Mapped
Landslide: Not Mapped
Liquefaction: Very high potential
Fault Zone: Not Mapped
Scenic Corridor: Highway 1
Historic: Not Mapped
Archaeology: Not Mapped
Noise Constraint: N/A
Electric Power Lines: N/A
Solar Access: Adequate
Solar Orientation: Level
Hazardous Materials: Gas station

SERVICES

Fire Protection: CalFire
School District: PVUSD
Sewage Disposal: City of Watsonville
Drainage District: Zone 7
Project Access: Lee Road
Water Supply: City of Watsonville

PLANNING POLICIES

Zone District: CT (Tourist Commercial)
Special Designation: W (Watsonville Utilities Combining District)

General Plan: C-N (Neighborhood Commercial)
Urban Services Line: ___ Inside __X__ Outside (Property is served by existing urban services from the City of Watsonville)

Coastal Zone: __X__ Inside ___ Outside

PROJECT SETTING AND BACKGROUND:

The subject property is approximately 1 acre in size and is located at the northwest corner of the intersection of Highway 1 and Highway 129. The address is 200 Lee Road, in Watsonville. An existing gas station is located on the property and the primary groundcover is asphalt or concrete with some decorative landscape plantings on the perimeter. The property is relatively level and is located within the flood plain of the Pajaro River to the east. Surrounding uses include agricultural fields to the north, west, and south, and Highway 1 is located to the east of the subject property. Although the parcel is located outside of the Urban Services Line, the existing gas station is served (water and sewer) by the City of Watsonville.

DETAILED PROJECT DESCRIPTION:

This application is a proposal to demolish an existing Chevron gas station and to construct a replacement gas station, convenience store, restaurant, and car wash of approximately 6,650 square feet with a fuel canopy of approximately 2,950 square feet on a 1 acre parcel. (Attachment 2) The convenience store is proposed to include beer and wine sales. The proposed station is proposed to be self service and would no longer provide mechanical services for motorists (mechanical services were discontinued an undetermined number of years ago), but an attendant would be on duty to assist with fuel pumping for individuals who require assistance in fueling their vehicles.

The access to the property is from two existing driveways to Lee Road. Signage is proposed between the two driveways, as well as on a monument sign at the east side of the property, on the building, and fuel canopy. Parking is proposed along the north and south sides of the property, in front of the convenience store/restaurant, and at the fuel islands.

Grading is proposed to prepare the site for the new structure and associated improvements. Grading volumes would be approximately 242 cubic yards (cut) and 235 cubic yards (fill), with 7 cubic yards to be exported off site. An additional 280 cubic yards is proposed to be removed from the site within the building footprint, and 430 cubic yards are proposed to be excavated and re-compacted below the proposed building. The earthwork would accommodate the proposed building without resulting in any substantial change to existing grades on the project site. Landscaping is proposed on the periphery of the project site.

III. ENVIRONMENTAL REVIEW CHECKLIST

A. Geology and Soils

Does the project have the potential to:

	Significant Or Potentially Significant Impact	Less than Significant with Mitigation Incorporation	Less than Significant Or No Impact	Not Applicable
1. Expose people or structures to potential adverse effects, including the risk of material loss, injury, or death involving:				
A. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or as identified by other substantial evidence?	____	____	X	____
B. Seismic ground shaking?	____	____	X	____
C. Seismic-related ground failure, including liquefaction?	____	X	____	____
D. Landslides?	____	____	X	____

All of Santa Cruz County is subject to some hazard from earthquakes. However, the project site is not located within or adjacent to a county or State mapped fault zone. A geotechnical investigation for the proposed project was performed by Ali M. Oskoorouchi, dated 9/15/08 (Attachment 3). The report concluded that seismic shaking can be managed through proper foundation design, that landslides are not a potential hazard, and that the potential for liquefaction can be managed through proper foundation design. The report has been reviewed by Environmental Planning staff (Attachment 4). The implementation of the additional recommendations to conform to the requirements of the California Building Code for foundation design, as described in the review letter prepared by Environmental Planning staff, will serve to further reduce the potential risk of seismic shaking and associated liquefaction on the proposed development.

In order to mitigate the potential offsets of structures as a result of liquefaction-induced settlements on utilities, prior to recordation of the final map the applicant shall revise the project plans to incorporate flexible utility connections.

	Significant Or Potentially Significant Impact	Less than Significant with Mitigation Incorporation	Less than Significant Or No Impact	Not Applicable
2. Subject people or improvements to damage from soil instability as a result of on- or off-site landslide, lateral spreading, to subsidence, liquefaction, or structural collapse?		X		

See response A-1above.

3. Develop land with a slope exceeding 30%?				X
4. Result in soil erosion or the substantial loss of topsoil?			X	

Some potential for erosion exists during the construction phase of the project, however, this potential is minimal because standard erosion controls are a required condition of the project. Prior to approval of a grading or building permit, the project must have an approved Erosion Control Plan, which will specify detailed erosion and sedimentation control measures. The plan will include provisions for disturbed areas to be planted with ground cover and to be maintained to minimize surface erosion.

5. Be located on expansive soil, as defined in section 1802.3.2 of the 2009 California Building Code, creating substantial risks to property?			X	

The geotechnical report for the project did not identify any elevated risk associated with expansive soils.

6. Place sewage disposal systems in areas dependent upon soils incapable of adequately supporting the use of septic tanks, leach fields, or alternative waste water disposal systems?			X	

No septic systems are proposed. The existing development is connected to the City of Watsonville sanitary sewer system and the proposed development would be connected to the City of Watsonville for sanitary sewer service.

7. Result in coastal cliff erosion?				X

	Significant Or *Potentially* Significant Impact	Less than Significant *with* Mitigation Incorporation	Less than *Significant* Or No Impact	Not Applicable

B. Hydrology, Water Supply and Water Quality

Does the project have the potential to:

1. Place development within a 100-year flood hazard area?		X		

According to the Federal Emergency Management Agency (FEMA) National Flood Insurance Rate Map, dated March 2, 2006, the project site is within a 100-year flood hazard area. A Flood Geologic Hazards Assessment was prepared by Planning Department staff (Attachment 5) to evaluate the potential hazards from flooding. The Flood GHA determined that the 100 year base flood elevation for the site is in the range of 1-3 feet above existing grade, with an average of 1 foot above existing grade, and identified mitigations to address hazards from potential flooding. In order to mitigate potential hazards from flooding, the finished floor of the proposed structure is required to be elevated above the base flood elevation and to meet minimum FEMA flood-proofing standards (through watertight construction, or allowing water to pass through the structure in flood events).

2. *Place development within the floodway* resulting in impedance or redirection of flood flows?			X	

According to the Federal Emergency Management Agency (FEMA) National Flood Insurance Rate Map, dated March 2, 2006, the project site is not within a mapped floodway area.

3. Be inundated by a seiche or tsunami?				X
4. Deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit, or a significant contribution to an existing net deficit in available supply, or a significant lowering of the local groundwater table?			X	

The project would continue to obtain water from the City of Watsonville and would not rely on private well water. The project is not located in a mapped groundwater recharge area.

	Significant Or Potentially Significant Impact	Less than Significant with Mitigation Incorporation	Less than Significant Or No Impact	Not Applicable
5. Degrade a public or private water supply? (Including the contribution of urban contaminants, nutrient enrichments, or other agricultural chemicals or seawater intrusion).			X	

The project would replace an existing gas station and would include gasoline and diesel storage tanks below ground. The potential for leaks, spills, or overflow of gasoline or diesel from these tanks does exist and could result in the contamination of groundwater supplies. However, the use of standard engineering practices for underground storage tanks to prevent such events, and monitoring required by the County Department of Environmental Health Services (to identify any leaks or spills at an early stage) reduces the potential for such contamination to a less than significant level.

Driveway and parking area runoff may contain urban contaminants. A silt and grease trap, and a plan for maintenance, is required as a standard condition of approval to reduce this potential impact to a less than significant level.

6. Degrade septic system functioning?			X	

There is no indication that any existing septic systems in the vicinity would be affected by the project.

7. Alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, in a manner which could result in flooding, erosion, or siltation on or off-site?			X	

The proposed project would not alter the existing overall drainage pattern of the site. Department of Public Works Drainage Section staff has reviewed and approved the proposed drainage plan.

8. Create or contribute runoff which would exceed the capacity of existing or planned storm water drainage systems, or create additional source(s) of polluted runoff?			X	

Drainage Calculations prepared by Bowman & Williams, revised 6/15/09 (Attachment 6), have been reviewed and accepted by the Department of Public Works (DPW) Drainage Section staff (Attachment 7). The calculations show that the proposed development will result in a negligible increase in drainage flows from the existing conditions (an increase of .02 CFM for both 10 and 25 year storm events). The runoff

	Significant Or Potentially Significant Impact	Less than Significant with Mitigation Incorporation	Less than Significant Or No Impact	Not Applicable

rate from the property will be controlled by pervious pavement with subsurface rock storage. DPW staff have determined that existing storm water facilities are adequate to handle the increase in drainage associated with the project. Refer to response B-5 for discussion of urban contaminants and/or other polluting runoff.

9. Contribute to flood levels or erosion in natural water courses by discharges of newly collected runoff?	____	____	X	____

See response B-8above.

10. Otherwise substantially degrade water supply or quality?	____	____	X	____

See responses B-5 & B-8above. No other potential impacts to water supply or quality have been identified.

C. Biological Resources

Does the project have the potential to:

1. Have an adverse effect on any species identified as a candidate, sensitive, or special status species, in local or regional plans, policies, or regulations, or by the California Department of Fish and Game, or U.S. Fish and Wildlife Service?	____	____	X	____

According to the California Natural Diversity Data Base (CNDDB), maintained by the California Department of Fish and Game, there are no known special status plant or animal species in the site vicinity, and there were no special status species observed in the project area. The lack of suitable habitat and the disturbed nature of the site make it unlikely that any special status plant or animal species occur in the area.

2. Have an adverse effect on a sensitive biotic community (riparian corridor), wetland, native grassland, special forests, intertidal zone, etc.)?	____	____	X	____

There are no mapped or designated sensitive biotic communities on or adjacent to the project site.

	Significant Or Potentially Significant Impact	Less than Significant with Mitigation Incorporation	Less than Significant Or No Impact	Not Applicable
3. Interfere with the movement of any native resident or migratory fish or wildlife species, or with established native resident or migratory wildlife corridors, or impede the use of native or migratory wildlife nursery sites?	____	____	X	____

The proposed project does not involve any activities that would interfere with the movements or migrations of fish or wildlife, or impede use of a known wildlife nursery site.

4. Produce nighttime lighting that will illuminate animal habitats?	____	____	X	____

The existing use currently generates nighttime lighting and any increase in nighttime lighting would not illuminate animal habitats. There are no sensitive animal habitats within or adjacent to the project site.

5. Make a significant contribution to the reduction of the number of species of plants or animals?	____	____	X	____

See response C-1 & C-2above.

6. Conflict with any local policies or ordinances protecting biological resources (such as the Significant Tree Protection Ordinance, Sensitive Habitat Ordinance, provisions of the Design Review ordinance protecting trees with trunk sizes of 6 inch diameters or greater)?	____	____	X	____

The project would not conflict with any local policies or ordinances protecting biological resources.

7. Conflict with the provisions of an adopted Habitat Conservation Plan, Biotic Conservation Easement, or other approved local, regional, or state habitat conservation plan?	____	____	____	X

	Significant Or Potentially Significant Impact	Less than Significant with Mitigation Incorporation	Less than Significant Or No Impact	Not Applicable
D. Energy and Natural Resources				
Does the project have the potential to:				
1. Affect or be affected by land designated as "Timber Resources" by the General Plan?				X
2. Affect or be affected by lands currently utilized for agriculture, or designated in the General Plan for agricultural use?			X	

The project is adjacent to land used for commercial agriculture and designated as an agricultural resource. The project was evaluated by the Agricultural Policy Advisory Commission on 5/21/09 and a reduced setback for the proposed development from adjacent agricultural uses was granted. Due to the commercial nature of the existing and proposed gas station on the project site, there would not be any residential-agricultural land use conflicts. The subject property is designated as an agricultural resource, but the property has been occupied by a gas station since before the adoption of the County General Plan and Agricultural Preservation ordinance. The proposed development would not displace or adversely affect any ongoing or future agricultural uses in the project vicinity.

3. Encourage activities that result in the use of large amounts of fuel, water, or energy, or use of these in a wasteful manner?			X	

The proposed gas station will include a convenience store, restaurant, and car wash. All of these uses would comply with the requirements of the California Building Code for energy efficiency and the car wash will use re-circulated water to avoid excess water consumption.

4. Have a substantial effect on the potential use, extraction, or depletion of a natural resource (i.e., minerals or energy resources)?				X
E. Visual Resources and Aesthetics				
Does the project have the potential to:				
1. Have an adverse effect on a scenic resource, including visual obstruction of that resource?			X	

	Significant Or Potentially Significant Impact	Less than Significant with Mitigation Incorporation	Less than Significant Or No Impact	Not Applicable

The subject property is located within the viewshed of the Highway One scenic corridor. The existing development includes a building, fuel canopy, two monument signs, and nighttime lighting that are all visible from Highway One. The proposed development will replace the existing building, fuel canopy, and signage with an expanded building, fuel canopy, and a single monument sign with additional sign panels. Existing trees screen views of the property from portions of Highway One, but the property is still visible from a number of points on the highway. Given the location of the property below the highway and the presence of existing trees, a monument sign and associated lighting are necessary for the gas station (which serves motorists traveling on Highway One) to be seen from the highway in time for motorists to exit. The removal of one of the two monument signs is proposed to reduce potential visual impacts to the scenic resource. The proposed structure has also been designed (through articulation, and selection of roof and siding materials and colors) to improve the architectural character of the structure and to reduce potential visual impacts to the scenic resource. Given all of these factors, and the visual impact of the existing development, the net visual impact of the proposed development on the scenic resource would be less than significant.

2.	Substantially damage scenic resources, within a designated scenic corridor or public view shed area including, but not limited to, trees, rock outcroppings, and historic buildings?	____	____	X	____

See response C-1above.

3.	Degrade the existing visual character or quality of the site and its surroundings, including substantial change in topography or ground surface relief features, and/or development on a ridge line?	____	____	X	____

The existing gas station is located at a highway off-ramp and is adjacent to existing agricultural development. The proposed project is designed to replace the existing gas station with a building of improved architecture and additional landscaping. The proposed development would not degrade the existing visual character of the site or surroundings.

4.	Create a new source of light or glare which would adversely affect day or nighttime views in the area?	____	____	X	____

The existing use currently generates nighttime lighting.

	Significant Or Potentially Significant Impact	Less than Significant with Mitigation Incorporation	Less than Significant Or No Impact	Not Applicable
5. Destroy, cover, or modify any unique geologic or physical feature?			X	

There are no unique geological or physical features on or adjacent to the site that would be destroyed, covered, or modified by the project.

F. Cultural Resources

Does the project have the potential to:

1. Cause an adverse change in the significance of a historical resource as defined in CEQA Guidelines 15064.5?			X	

The existing structure on the property is not designated as a historic resource on any federal, State or local inventory.

2. Cause an adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines 15064.5?			X	

No archeological resources have been identified in the project area. Pursuant to County Code Section 16.40.040, if at any time in the preparation for or process of excavating or otherwise disturbing the ground, any human remains of any age, or any artifact or other evidence of a Native American cultural site which reasonably appears to exceed 100 years of age are discovered, the responsible persons shall immediately cease and desist from all further site excavation and comply with the notification procedures given in County Code Chapter 16.40.040.

3. Disturb any human remains, including those interred outside of formal cemeteries?			X	

Pursuant to Section 16.40.040 of the Santa Cruz County Code, if at any time during site preparation, excavation, or other ground disturbance associated with this project, human remains are discovered, the responsible persons shall immediately cease and desist from all further site excavation and notify the sheriff-coroner and the Planning Director. If the coroner determines that the remains are not of recent origin, a full archeological report shall be prepared and representatives of the local Native California Indian group shall be contacted. Disturbance shall not resume until the significance of the archeological resource is determined and appropriate mitigations to preserve the resource on the site are established.

4. Directly or indirectly destroy a unique paleontological resource or site?				X

	Significant Or Potentially Significant Impact	Less than Significant with Mitigation Incorporation	Less than Significant Or No Impact	Not Applicable

G. Hazards and Hazardous Materials

Does the project have the potential to:

1. Create a significant hazard to the public or the environment as a result of the routine transport, storage, use, or disposal of hazardous materials, not including gasoline or other motor fuels?	____	____	X	____

No hazardous materials other than gasoline, other motor fuels, or associated materials would be stored or utilized on the project site.

2. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	____	____	X	____

The project site is included on the 9/17/09 list of hazardous sites in Santa Cruz County compiled pursuant to the specified code (Attachment 8) for gasoline and MTBE. The existing and proposed use of the subject property would be a gas station. All requirements of the County Department of Environmental Health Services for removal of existing underground storage tanks and cleanup of contaminated soils would be met during the construction phase of the project.

3. Create a safety hazard for people residing or working in the project area as a result of dangers from aircraft using a public or private airport located within two miles of the project site?	____	____	X	____

The Watsonville Airport is over two miles from the project site.

4. Expose people to electro-magnetic fields associated with electrical transmission lines?	____	____	____	X
5. Create a potential fire hazard?	____	____	X	____

The project design incorporates all applicable fire safety code requirements and will include fire protection devices as required by the local fire agency.

	Significant Or Potentially Significant Impact	Less than Significant with Mitigation Incorporation	Less than Significant Or No Impact	Not Applicable
6. Release bio-engineered organisms or chemicals into the air outside of project buildings?	____	____	____	X

H. Transportation/Traffic

Does the project have the potential to:

1. Cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system (i.e., substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	____	____	X	____

The project would create a small incremental increase in traffic on nearby roads and intersections due to the inclusion of the additional restaurant use and expanded convenience store. However, given the small number of new trips created by the expansion of the existing gas station, this increase is less than significant. Further, the increase would not cause the Level of Service at any nearby intersection to drop below Level of Service D.

2. Cause an increase in parking demand which cannot be accommodated by existing parking facilities?	____	____	X	____

Parking spaces for the proposed development will be increased to accommodate the new uses. Sufficient parking for the proposed uses will be located in marked spaces at the edges of the circulation areas as well as at the fuel pump islands (for customers who are fueling and purchasing products at the same time).

3. Increase hazards to motorists, bicyclists, or pedestrians?	____	____	X	____

Access would be from the existing driveways on Lee Road and the fuel price sign would be located between the two driveways in a manner to not obstruct vehicular sight distance at the intersection of Lee Road and Highway 129. The proposed project would not result in an increased potential hazards to motorists, bicyclists, and/or pedestrians.

	Significant Or Potentially Significant Impact	Less than Significant with Mitigation Incorporation	Less than Significant Or No Impact	Not Applicable
4. Exceed, either individually (the project alone) or cumulatively (the project combined with other development), a level of service standard established by the county congestion management agency for designated intersections, roads or highways?			X	

See response H-1 above.

I. Noise

Does the project have the potential to:

1. Generate a permanent increase in ambient noise levels in the project vicinity above levels existing without the project?			X	

The project would result in an incremental increase in the existing noise environment. However, this increase would be small, and would be similar in character to noise generated by the existing gas station use.

2. Expose people to noise levels in excess of standards established in the General Plan, or applicable standards of other agencies?			X	

Per County policy, average hourly noise levels shall not exceed the General Plan threshold of 50 L_{eq} during the day and 45 L_{eq} during the nighttime. Impulsive noise levels shall not exceed 65 db during the day or 60 db at night. The proposed replacement gas station building is located approximately 500 feet from the southbound lane of Highway One. Additionally, the spaces where people would shop and/or dine would be located within the interior of the commercial building with doorway openings on the opposite side of the building from the highway. For these reasons, it is unlikely that people within the building will be exposed to noise in excess of the specified range. Given the limited duration that customers would be outdoors (while fueling, etc.), exposure to outdoor traffic noise is considered as less than significant.

3. Generate a temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?			X	

	Significant Or Potentially Significant Impact	Less than Significant with Mitigation Incorporation	Less than Significant Or No Impact	Not Applicable

Noise generated during construction would increase the ambient noise levels for adjoining areas. Construction would be temporary, however, and given the limited duration of this impact it is considered to be less than significant.

J. Air Quality

Does the project have the potential to: (Where available, the significance criteria established by the MBUAPCD may be relied upon to make the following determinations).

1.	Violate any air quality standard or contribute substantially to an existing or projected air quality violation?			X	

The North Central Coast Air Basin does not meet State standards for ozone and particulate matter (PM10). Therefore, the regional pollutants of concern that would be emitted by the project are ozone precursors (Volatile Organic Compounds [VOCs] and nitrogen oxides [NOx]), and dust.

Given the modest amount of new traffic that would be generated by the project there is no indication that new emissions of VOCs or NOx would exceed Monterey Bay Unified Air Pollution Control District (MBUAPCD) thresholds for these pollutants and therefore there would not be a significant contribution to an existing air quality violation.

Project construction may result in a short-term, localized decrease in air quality due to generation of dust. However, standard dust control best management practices, such as periodic watering and covering spoils piles, will be required during construction to reduce impacts to a less than significant level.

MBUAPCD staff provided comments for this application (Attachment 9) regarding demolition of the existing gas station building. A demolition permit will be required from the district and all air district requirements will apply to the building demolition.

2.	Conflict with or obstruct implementation of an adopted air quality plan?			X	

The project would not conflict with or obstruct implementation of the regional air quality plan. See J-1 above.

3.	Expose sensitive receptors to substantial pollutant concentrations?				X
4.	Create objectionable odors affecting a substantial number of people?				X

	Significant Or Potentially Significant Impact	Less than Significant with Mitigation Incorporation	Less than Significant Or No Impact	Not Applicable
K. Public Services and Utilities				
Does the project have the potential to:				
1. Result in the need for new or physically altered public facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:				
a. Fire protection?	____	____	X	____
b. Police protection?	____	____	X	____
c. Schools?	____	____	X	____
d. Parks or other recreational activities?	____	____	X	____
e. Other public facilities; including the maintenance of roads?	____	____	X	____

While the project represents an incremental contribution to the need for services, the increase would be minimal. Moreover, the project meets all of the standards and requirements identified by the local fire agency and school, park, and transportation fees paid by the applicant will be used to offset the incremental increase in demand for school and recreational facilities and public roads.

2. Result in the need for construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	____	____	X	____

Drainage analysis of the project prepared by Bowman and Williams (Attachment 6) concluded that existing downstream facilities are adequate to serve the proposed project.

	Significant Or Potentially Significant Impact	Less than Significant with Mitigation Incorporation	Less than Significant Or No Impact	Not Applicable
3. Result in the need for construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?		X		

The existing gas station is connected to the City of Watsonville for public water and sanitary sewer services. The proposed project would connect to the City of Watsonville for water and sewer service, however, correspondence from the City of Watsonville has not indicated that these urban services will be available for the replacement gas station (Attachment 10). In order to ensure that water and sewer service will be available to the proposed development, a will serve letter from the City of Watsonville for these services will be required prior to application for a building permit.

4. Cause a violation of wastewater treatment standards of the Regional Water Quality Control Board?			X	

The project's wastewater flows would not violate any wastewater treatment standards.

5. Create a situation in which water supplies are inadequate to serve the project or provide fire protection?			X	

The water mains serving the project site provide adequate flows and pressure for fire suppression. Additionally, the fire agency has reviewed and approved the project plans, assuring conformity with fire protection standards that include minimum requirements for water supply for fire protection.

6. Result in inadequate access for fire protection?			X	

The existing access from Lee Road will remain unchanged. The local fire agency has reviewed and approved the plans including the existing and proposed access from Lee Road.

7. Make a significant contribution to a cumulative reduction of landfill capacity or ability to properly dispose of refuse?			X	

The project would make an incremental contribution to the reduced capacity of regional landfills. However, this contribution would be relatively small and would be of similar

	Significant Or Potentially Significant Impact	Less than Significant with Mitigation Incorporation	Less than Significant Or No Impact	Not Applicable

magnitude to that created by existing land uses around the project.

8.	Result in a breach of federal, state, and local statutes and regulations related to solid waste management?	____	____	____	X

L. Land Use, Population, and Housing

Does the project have the potential to:

1.	Conflict with any policy of the County adopted for the purpose of avoiding or mitigating an environmental effect?	____	____	X	____

The proposed project does not conflict with any policies adopted for the purpose of avoiding or mitigating an environmental effect.

2.	Conflict with any County Code regulation adopted for the purpose of avoiding or mitigating an environmental effect?	____	____	X	____

The proposed project does not conflict with any regulations adopted for the purpose of avoiding or mitigating an environmental effect.

3.	Physically divide an established community?	____	____	X	____

The project does not include any element that would physically divide an established community.

4.	Have a potentially significant growth inducing effect, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	____	____	X	____

The proposed project is designed at the density and intensity of development allowed by the General Plan and zoning designations for the parcel and will replace an existing gas station on the project site. The subject property is located within the (-W) Watsonville Utility Prohibition combining district which prohibits new connections to urban services (public water and sanitary sewer) on the coast side of Highway One in the Watsonville area. Although the subject property is not located within the Urban Services Line and is within the Watsonville Utility Prohibition combining district, the existing development is already served by public water and sanitary sewer service

	Significant Or Potentially Significant Impact	Less than Significant with Mitigation Incorporation	Less than Significant Or No Impact	Not Applicable

from the City of Watsonville. The project does not involve extensions of utilities (e.g., water, sewer, or new road systems) into areas previously not served. No new water lines or sanitary sewer lines would be proposed as a component of the project. Consequently, the project is not expected to have a significant growth-inducing effect.

5.	Displace substantial numbers of people, or amount of existing housing, necessitating the construction of replacement housing elsewhere?	____	____	X	____

The proposed project does not involve the removal of housing units or the displacement of any existing development.

M. Non-Local Approvals

Does the project require approval of federal, state, or regional agencies? Yes X No ____

See response J-1 above. A demolition permit from the Monterey Bay Unified Air Pollution Control District will be required.

N. Mandatory Findings of Significance

1. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant, animal, or natural community, or eliminate important examples of the major periods of California history or prehistory? Yes ____ No X

2. Does the project have the potential to achieve short term, to the disadvantage of long term environmental goals? (A short term impact on the environment is one which occurs in a relatively brief, definitive period of time while long term impacts endure well into the future) Yes ____ No X

3. Does the project have impacts that are individually limited, but cumulatively considerable ("cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, and the effects of reasonably foreseeable future projects which have entered the Environmental Review stage)? Yes ____ No X

4. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? Yes ____ No X

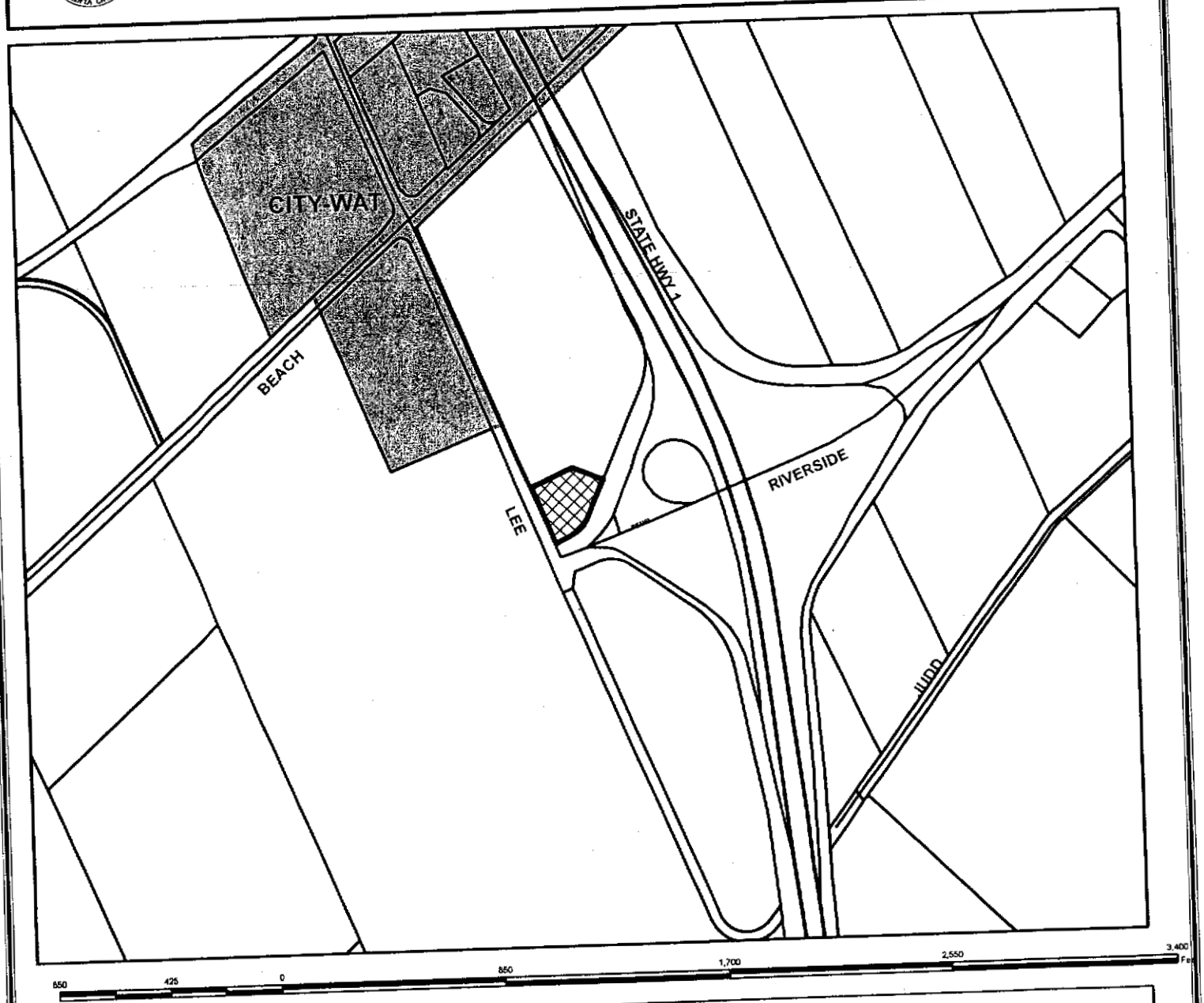
TECHNICAL REVIEW CHECKLIST

	REQUIRED	COMPLETED	N/A
Agricultural Policy Advisory Commission (APAC) Review	_____	XXX	____
Archaeological Review	_____	_____	____
Biotic Report/Assessment	_____	_____	____
Flood Geologic Hazards Assessment (GHA)	_____	XXX	____
Geologic Report	_____	_____	____
Geotechnical (Soils) Report	_____	XXX	____
Riparian Pre-Site	_____	_____	____
Septic Lot Check	_____	_____	____
Other:			
	_____	_____	____
	_____	_____	____
	_____	_____	____

Attachments:

1. Location Map, Map of Zoning Districts, Map of General Plan Designations, Assessors Parcel Map
2. Architectural Plans prepared by Frank E. Areyano, Architect, dated 12/1/01 with revisions through 3/3/09; Preliminary Improvement Plans prepared by Bowman & Williams, revised 1/20/09; Landscape Plan prepared by Ali M. Oskoorouchi, dated 1/30/09;
3. Geotechnical Investigation (Conclusions and Recommendations) prepared by Ali M. Oskoorouchi, dated 9/15/08, and plan review letter, dated 6/23/09.
4. Geologic and Geotechnical Report Review Letter prepared by Carolyn Banti & Joe Hanna, dated 4/6/09.
5. Flood Geologic Hazards Assessment, prepared by Jessica Degrassi & Joe Hanna, dated 2/5/09.
6. Drainage calculations (Summary) prepared by Bowman & Williams, revised 6/15/09.
7. Discretionary Application Comments, dated 10/5/09.
8. Environmental Health Services Hazardous Sites List (page 19) dated 9/17/09.
9. Letter from Monterey Bay Unified Air Pollution Control District, dated 11/17/08.
10. Letter from City of Watsonville (water & sewer service), dated 9/3/08.

Location Map



LEGEND

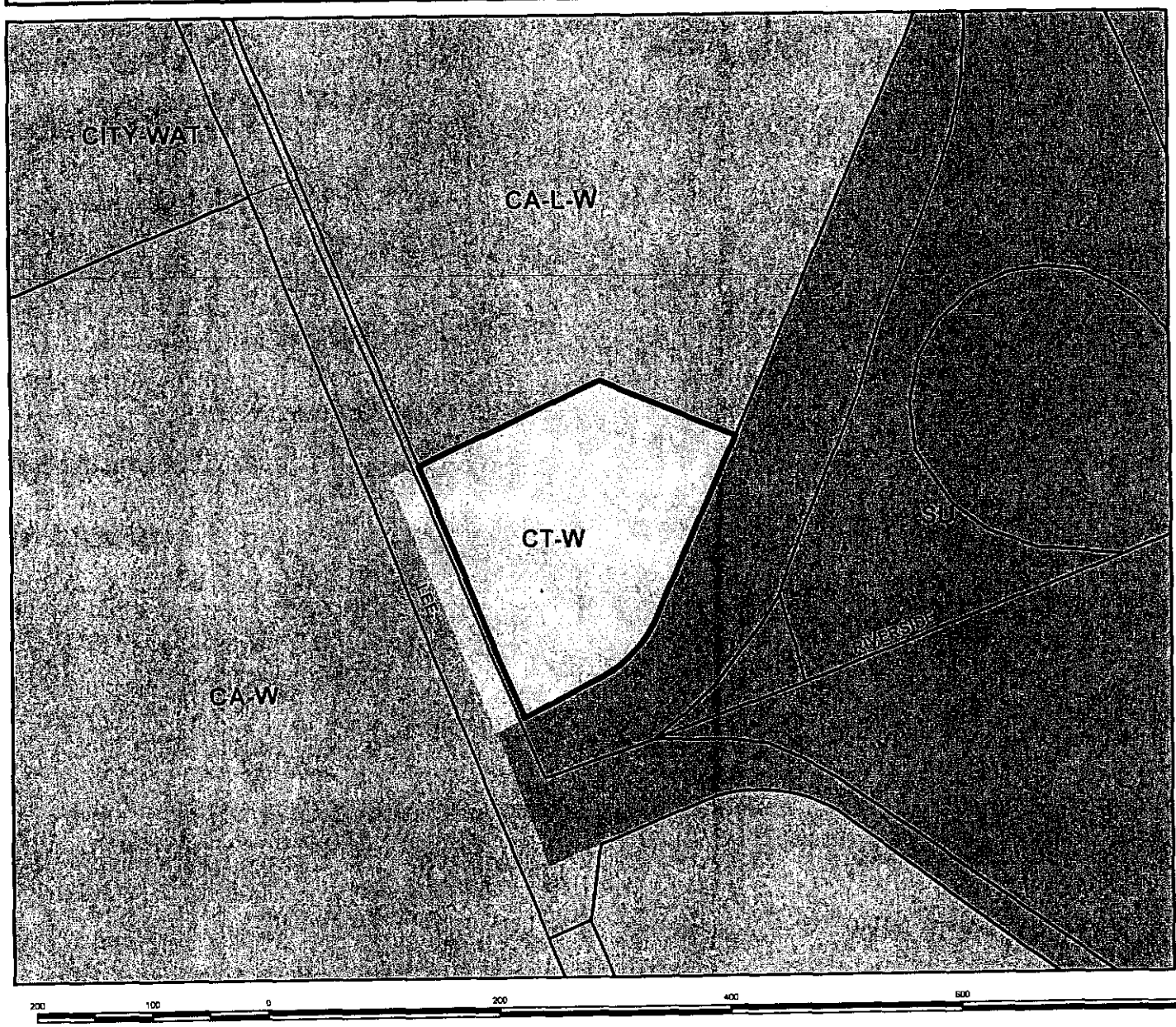
- APN: 052-271-03
- Assessors Parcels
- Streets
- State Highways
- WATSONVILLE

N
W E
S

Map Created by
County of Santa Cruz
Planning Department
March 2009

Exhibit 1

Zoning Map



LEGEND

- APN: 052-271-03
- Assessors Parcels
- Streets
- WATSONVILLE
- COMMERCIAL-TOURIST
- AGRICULTURE COMMERCIAL
- SPECIAL USE

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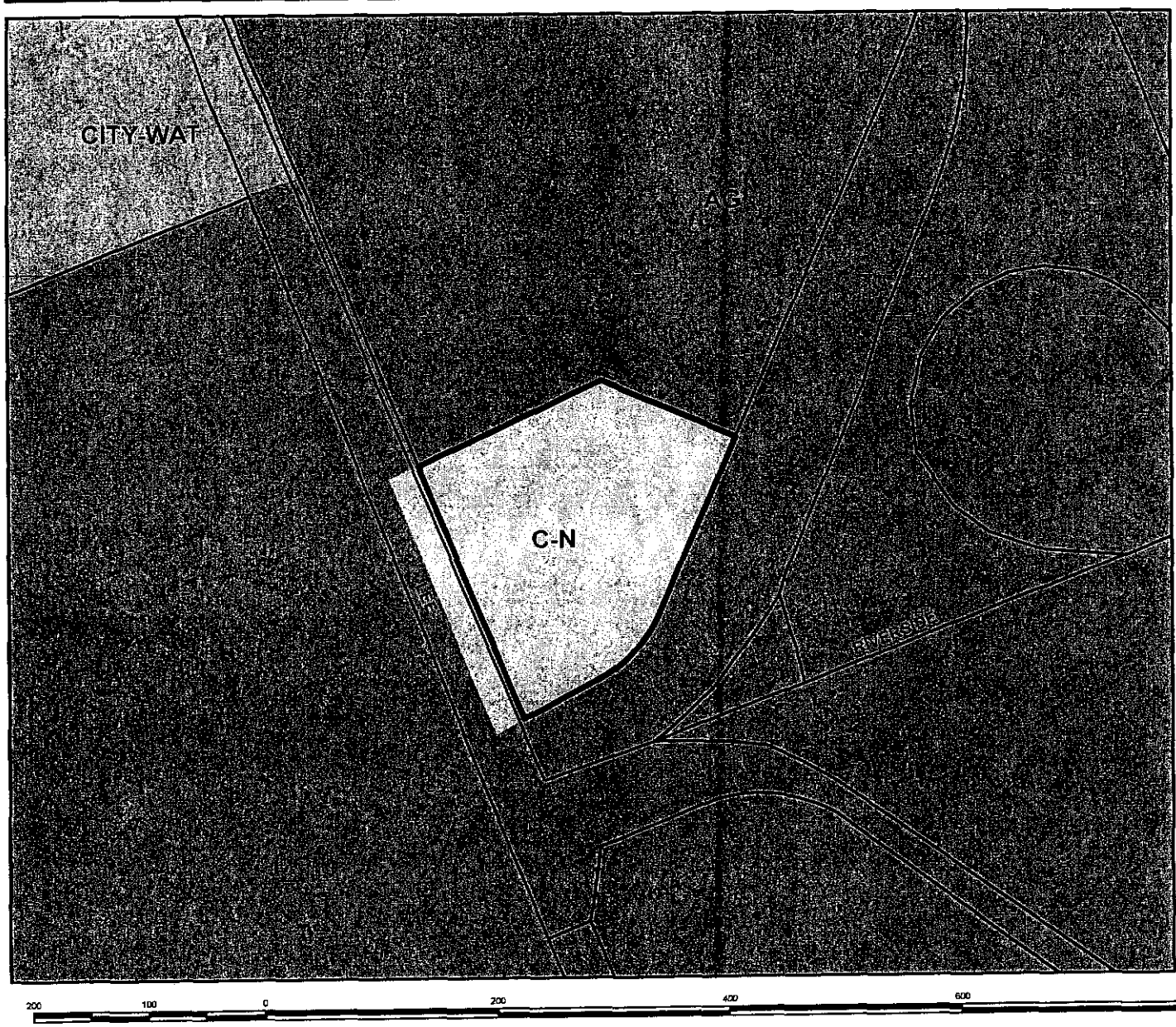
Map Created by
County of Santa Cruz
Planning Department
March 2009

General Plan Designation Map



LEGEND

- APN: 052-271-03
- Assessors Parcels
- Streets
- WATSONVILLE
- Commercial-Neighborhood
- Agriculture

N
W E
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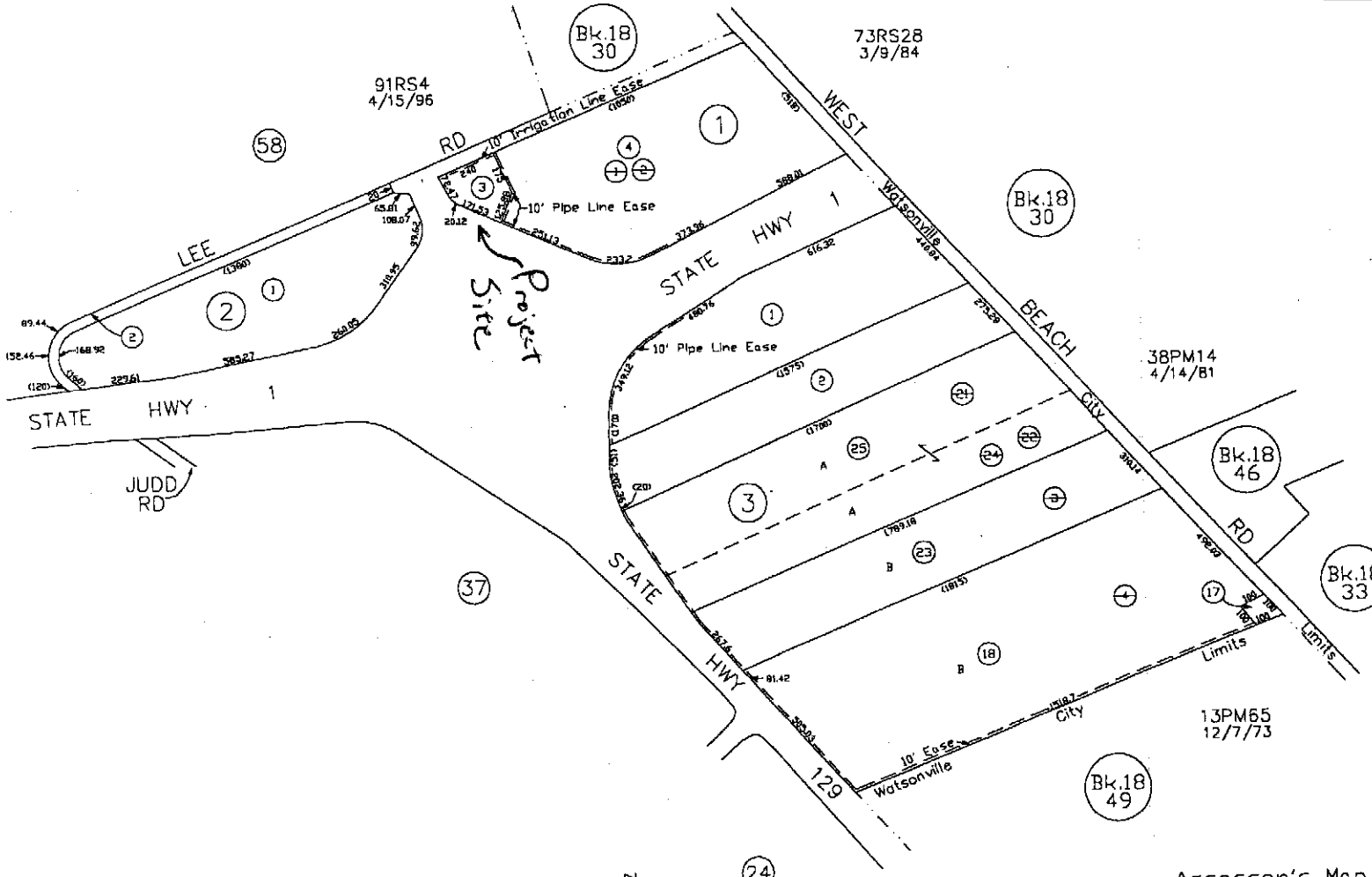
Map Created by
County of Santa Cruz
Planning Department
March 2009

FOR TAX PURPOSES ONLY

POR. RANCHO BOLSA DEL PAJARO
SECS. 8 & 17, T.12S., R.2E., M.D.B. & M.

Tax Area Code
69-262

52-27



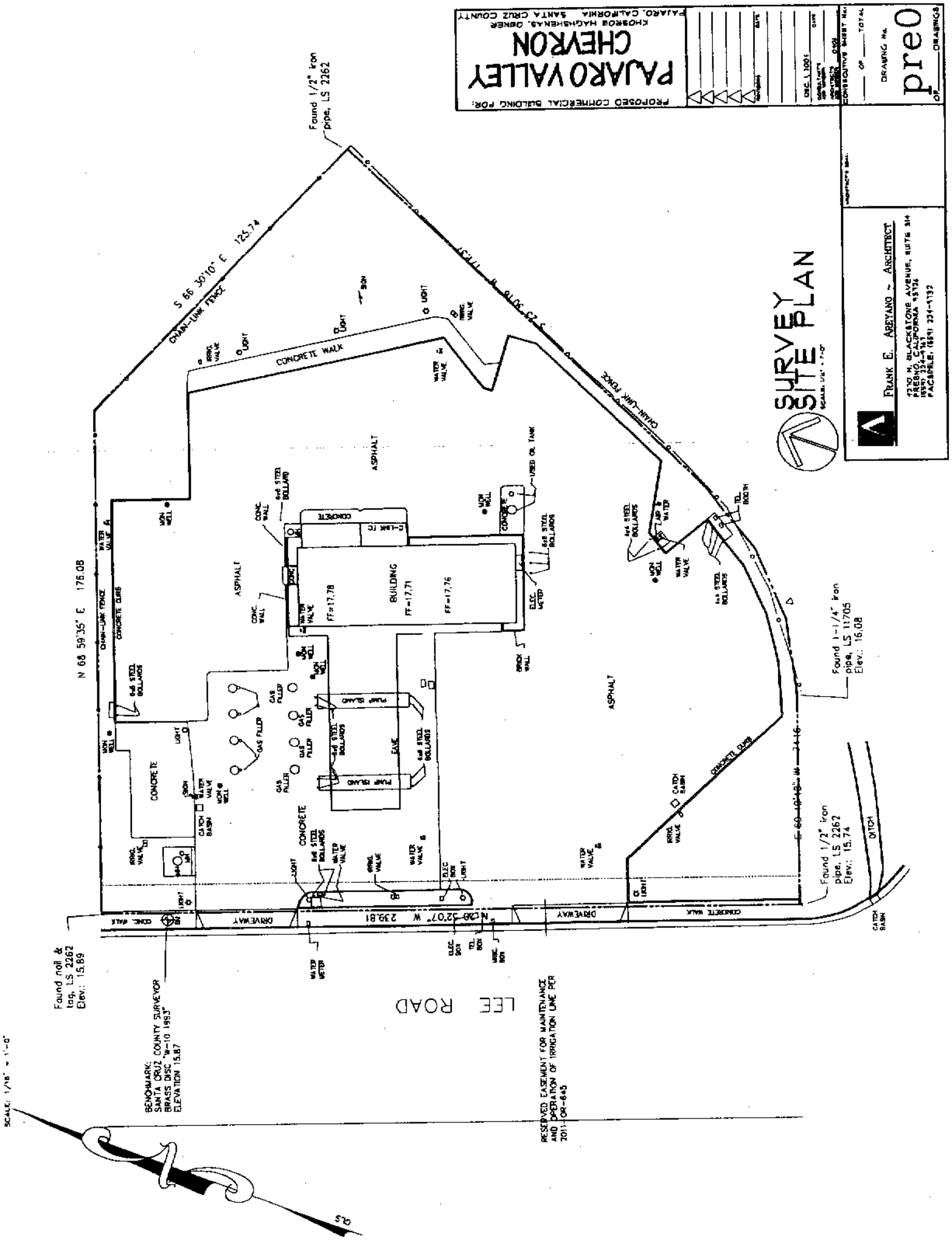
Note - Assessor's Parcel & Block Numbers are Shown in Circles.

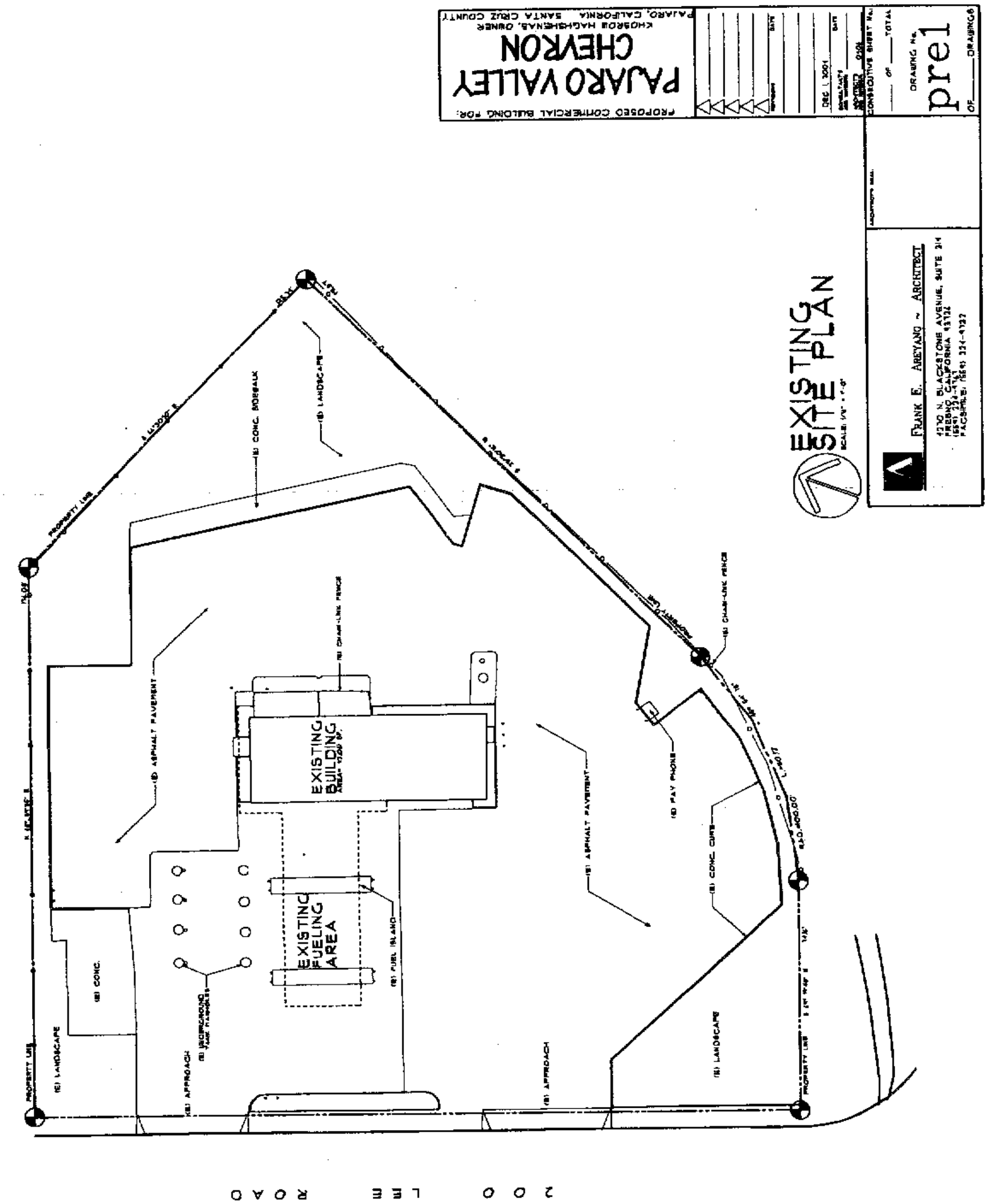
Assessor's Map No. 52-27
County of Santa Cruz, Calif.
Aug. 2000

27177

Exhibit 2

Electronically redrawn 8/12/00 KSA
Rev. 6/12/01 min changed page nos.)


PROPOSED COMMERCIAL BUILDING FOR:
PAJARO VALLEY
CHEVRON
KHOSROW HAGHSHENAS, OWNER
PAJARO, CALIFORNIA SANTA CRUZ COUNTY
DEC. 1, 2001
CONSECUTIVE SHEET No.
TOTAL
DRAWING No.
pre0
DRAWINGS
SURVEY
SITE PLAN
FRANK E. AREYANO - ARCHITECT
4270 N. BLACKSTONE AVENUE, SUITE 314
FRESNO, CALIFORNIA 93726
Found 1/2" iron pipe, LS 2262
S 66 30'10" E 125.74
CHAIN-LINK FENCE
CONCRETE WALK
N 68 59'35" E 176.08
CONCRETE CURB
ASPHALT
BUILDING
FF=17.78
FF=17.71
FF=17.76
PUMP ISLAND
GAS FILLER
6x6 STEEL BOLLARDS
CONCRETE
USED OIL TANK
TEL BOOTH
Found 1-1/4" iron pipe, LS 11705 Elev.: 16.08
Found 1/2" iron pipe, LS 2262 Elev.: 15.74
DITCH
CATCH BASIN
DRIVEWAY
CONCRETE WALK
N 20 32'07" W 239.81
LEE ROAD
Found nail & tag, LS 2262 Elev.: 15.89
BENCHMARK:
SANTA CRUZ COUNTY SURVEYOR
BRASS DISC "W-10 1993"
ELEVATION 15.87
RESERVED EASEMENT FOR MAINTENANCE AND OPERATION OF IRRIGATION LINE PER 2011-OR-645
SCALE: 1/16" = 1'-0"


PROPOSED COMMERCIAL BUILDING FOR:
PAJARO VALLEY CHEVRON
PAJARO, CALIFORNIA SANTA CRUZ COUNTY
EXISTING SITE PLAN
EXISTING BUILDING
EXISTING FUELING AREA
200 LEE ROAD
prel

GENERAL NOTES:

NO USES OF LAND, BUILDING OR STRUCTURES OTHER THAN THOSE SPECIFICALLY APPROVED PURSUANT TO THIS SITE PLAN SHALL BE PERMITTED. OUTDOOR SALES & DISPLAY AREAS ARE NOT PERMITTED AS PART OF THIS APPLICATION.

ALL SURVEY MONUMENTS WITHIN THE AREA OF CONSTRUCTION SHALL BE PRESERVED OR RESET BY A REGISTERED CIVIL ENGINEER OR A LICENSED LAND SURVEYOR.

NO STRUCTURES OF ANY KIND MAY BE INSTALLED OR MAINTAINED WITHIN THE REQUIRED LANDSCAPE SETBACK AREA. NO EXPOSED UTILITY BOXES, TRANSFORMERS, METERS, PIPING (EXCEPTING THE BACKFLOW PREVENTION DEVICE), ETC. ARE ALLOWED TO BE LOCATED IN THE LANDSCAPE AREAS OR SETBACKS OR ON THE STREET FRONTAGE OF THE BUILDING. THE BACKFLOW PREVENTION DEVICE SHALL BE SCREENED BY LANDSCAPING OR OTHER SUCH MEANS AS MAY BE APPROVED.

TREES SHALL BE MAINTAINED IN GOOD HEALTH. HOWEVER, TREES MAY NOT BE TRIMMED OR PRUNED TO REDUCE THE NATURAL HEIGHT OR OVERALL CROWN OF THE TREE, EXCEPT AS NECESSARY FOR THE HEALTH OF THE TREE & PUBLIC SAFETY, OR AS MAY OTHERWISE BE APPROVED BY THE DEVELOPMENT DEPT.

LANDSCAPING MUST BE IN PLACE BEFORE ISSUANCE OF THE CERTIFICATE OF OCCUPANCY.

TEMPORARY FENCES TO SECURE PROJECTS UNDER CONSTRUCTION ARE ALLOWED. ANY TEMPORARY FENCE SHALL BE SECURED & CONSTRUCTED TO PREVENT OVERTURNING DUE TO WIND, VANDALISM, &/OR CASUAL CONTACT BY THE GENERAL PUBLIC. THE CONSTRUCTION SHALL BE PERFORMED IN SUCH A MANNER AS TO MINIMIZE ANY POTENTIAL SAFETY HAZARD WHICH MAY OCCUR AS A RESULT OF IMPROPER FENCE INSTALLATION OR DAMAGE TO THE FENCE.

ALL HANDICAPPED STALLS SHALL BE MARKED W/ THE INTERNATIONAL SYMBOL OF SPACES & A WARNING THAT VEHICLES IN VIOLATION OF SECTION 10-101 OF THE MUNICIPAL CODE SHALL BE TOWED AWAY. THE INTERNATIONAL SYMBOL & TOW-AWAY WARNING SHALL BE POSTED CONSPICUOUSLY ON 7'-0" POLES.

ALL HANDICAPPED PARKING STALLS SHALL BE PLACED ADJACENT TO FACILITY ACCESS RAMPS OR IN STRATEGIC AREAS WHERE THE HANDICAPPED SHALL NOT HAVE TO WHEEL OR WALK BEHIND PARKED VEHICLES WHILE TRAVELING TO OR FROM HANDICAPPED PARKING STALLS & RAMPS.

LIGHTING WHERE PROVIDED TO ILLUMINATE PARKING, SALES OR DISPLAY AREAS SHALL BE HOODED & SO ARRANGED & CONTROLLED SO AS NOT TO CAUSE A NUISANCE EITHER TO HIGHWAY TRAFFIC OR TO THE LIVING ENVIRONMENT. THE AMOUNT OF LIGHT SHALL BE PROVIDED ACCORDING TO THE STANDARDS OF THE DEPARTMENT OF PUBLIC WORKS.

ALL CONSTRUCTION WORK ON THIS PROJECT IS SUBJECT TO INTERRUPTION IF THE ROAD SYSTEM BECOMES IMPASSIBLE FOR FIRE APPARATUS DUE TO RAIN OR OTHER OBSTACLES.

(2)-WORKING DAYS BEFORE COMMENCING WITH EXCAVATION OPERATIONS WITHIN THE STREET RIGHT-OF-WAY &/OR UTILITY EASEMENTS, ALL EXISTING UNDERGROUND FACILITIES SHALL HAVE BEEN LOCATED BY UNDERGROUND SERVICES ALERT (U.S.A.) CALL 1-800-642-2444.

THE OVERALL BUILDING SITE SHALL HAVE A MINIMUM SLOPE OF 0.5% IN ALL AREAS TO AN APPROVED DRAINAGE FACILITY.

THE SLOPE GRADIENT AWAY FROM THE BUILDING PAD SHALL BE 5% OR MORE FOR A MINIMUM DISTANCE OF 5'-0" OR AS LIMITED BY THE PROPERTY LINES. OPERATION OF THE USE SHALL BE IN COMPLIANCE W/ ALL STATE & CITY CODES.

THESE PLANS ARE IN COMPLIANCE W/ CALIFORNIA BUILDING & FIRE CODES (2001) AS AMENDED BY THE AUTHORITY HAVING JURISDICTION.

THE JOB COPIES OF THE BUILDING & FIRE SYSTEMS PLANS & PERMITS MUST BE ON-SITE DURING INSPECTIONS.

THE BUILDING SHALL BE PROTECTED BY AN APPROVED AUTOMATIC FIRE SPRINKLER SYSTEM COMPLYING W/ THE CURRENTLY ADOPTED EDITION OF N.F.P.A. 13 & CHAPTER 35 OF THE CALIFORNIA BUILDING CODE & ADOPTED STANDARDS OF THE AUTHORITY HAVING JURISDICTION.

AN UNDERGROUND FIRE PROTECTION SYSTEM WORKING DRAWINGS SHALL BE PREPARED BY THE DESIGNER/INSTALLER. THE PLANS SHALL COMPLY W/ THE UNDERGROUND FIRE PROTECTION SYSTEM INSTALLATION POLICY HANDOUT.

BUILDING NUMBERS SHALL BE PROVIDED. NUMBERS SHALL BE A MINIMUM OF 4" IN HEIGHT ON A CONTRASTING BACKGROUND & VISIBLE FROM THE STREET. ADDITIONAL NUMBERS SHALL BE INSTALLED ON A DIRECTIONAL SIGN @ THE DRIVEWAY & STREET.

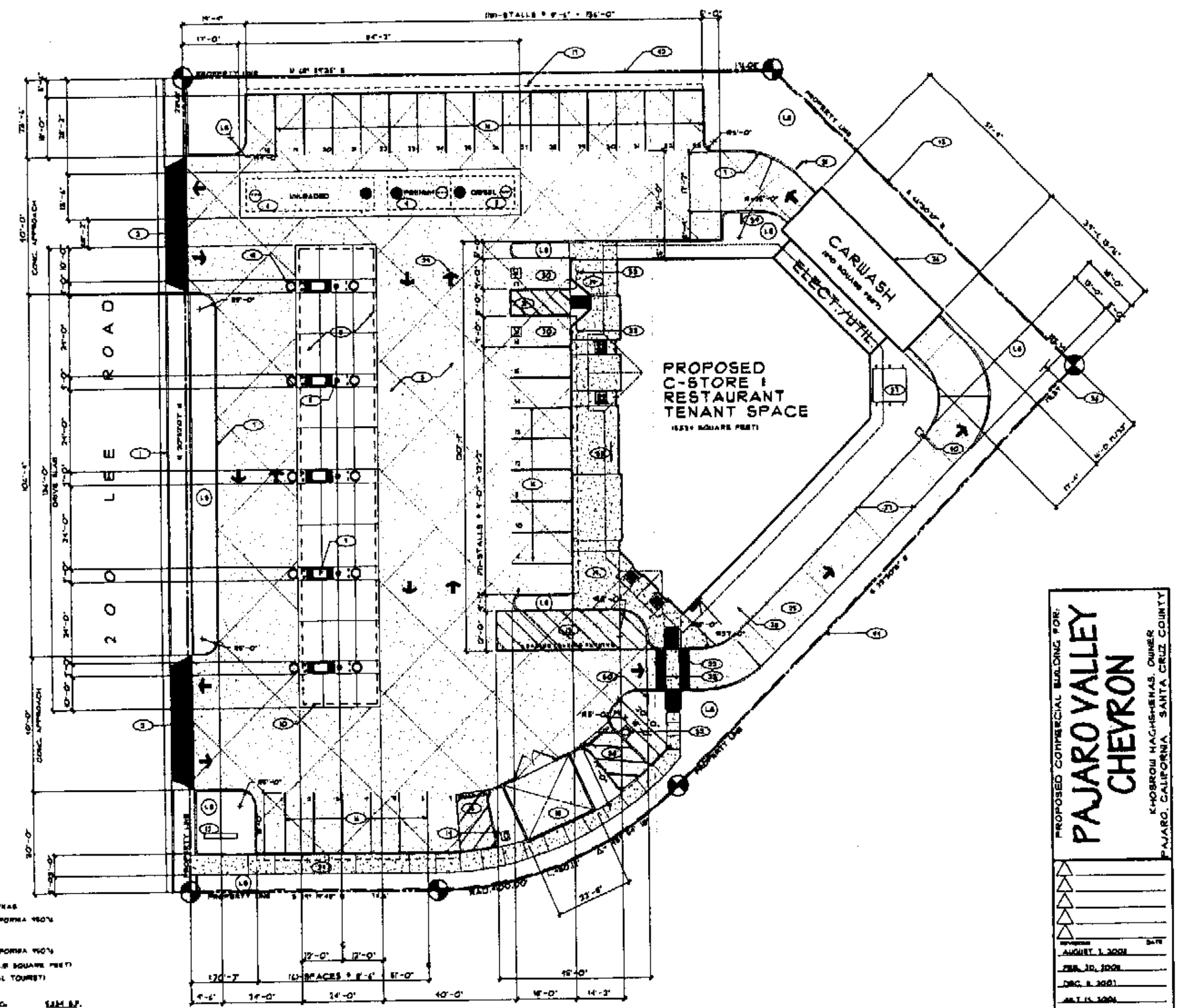
THE ROOF COVERING SHALL BE NO LESS THAN A CLASS "B" RATED ROOF.

KEY NOTES:

1. NEW CONC. CURBS, GUTTERS & SIDEWALK IN ACCORDANCE W/ COUNTY OF SANTA CRUZ P.W. STANDARDS.
2. NEW CONC. APPROACH PER SANTA CRUZ COUNTY P.W. STANDARDS.
3. CONCRETE SURFACING W/ CONTROL JOINTING & INTEGRAL COLOR.
4. 10,000 GALLON UNDERGROUND STORAGE TANK FOR PREMIUM PRODUCT.
5. 10,000 GALLON UNDERGROUND STORAGE TANK FOR DIESEL PRODUCT.
6. 10,000 GALLON UNDERGROUND STORAGE TANK FOR UNLEADED PRODUCT.
7. CONTINUOUS 6" WIDE x 6" HIGH CONCRETE CURB @ PERIMETER OF ALL TRAFFIC AREAS.
8. 6" THICK MINIMUM CONCRETE SLAB @ FUELING AREA.
9. FUEL DISPENSER (TYPICAL).
10. DRIP LINE OF CANOPY ROOF ABOVE.
11. CANOPY COLUMN (TYPICAL).
12. TENTATIVE LOCATION OF DUAL FACED (4)-PRODUCT PRICE & TENANT ILLUMINATED MONUMENT SIGNAGE.
13. LOADING ZONE W/ 4" WIDE WHITE DIAGONAL STRIPING @ 3'-0" O.C. & "LOADING ZONE - NO PARKING" IN WHITE PAINTED LETTERS 12" HIGH.
14. AIR/WATER STATION W/ CONC. PAD.
15. AIR/WATER STATION ZONE W/ 4" WIDE WHITE DIAGONAL STRIPING @ 3'-0" O.C. W/ "NO PARKING" IN WHITE PAINTED LETTERS 12" HIGH.
16. 4" WIDE STRIPE 18'-0" LONG PAINTED WHITE (TYPICAL).
17. 2'-0" BUMPER OVERHANG.
18. 6'-0" TALL C.M.U. TRASH YARD ENCLOSURE W/ STEEL GATES.
19. 6" THICK CONCRETE SALKWAY W/ HEAVY SALT FINISH.
30. VAN ACCESSIBLE HANDICAP PARKING STALL W/ 3'-0" SQUARE INTERNATIONAL SYMBOL.
31. PASSENGER UNLOADING AREA W/ BLUE 4" WIDE DIAGONAL STRIPING @ 3'-0" O.C.
32. ACCESSIBLE CURB CUT W/ MAX. 1:12 SLOPE W/ TRUNCATED DOMES @ TOP OF RAMP.
33. 4'-0" WIDE PATH OF TRAVEL FOR HANDICAP ACCESSIBILITY W/ 3'-0" WIDE TRUNCATED WARNING DOMES ON EACH SIDE.
34. 4'-0" MINIMUM WIDE CONC. SIDEWALK & ACCESSIBLE PATH OF TRAVEL FROM PUBLIC R.O.W.
35. 6" THICK CONCRETE CAR-WASH LANE.
36. DRIVE-THRU CAR WASH BUILDING.
37. 6" HIGH MINIMUM CONCRETE CURB @ EACH SIDE OF CAR WASH LANE.
38. TENTATIVE GAS METERS LOCATION.
39. TRAFFIC DIRECTIONAL ARROWS.
40. NON-ILLUMINATED "CAR-WASH ENTRANCE" SIGN.
41. NON-ILLUMINATED "THANK YOU" SIGN.
42. CONC. CURB MOUNTED VACUUM CLEANER (1)-TOTAL.
43. HANDICAP PARKING SIGN.
44. ACCESSIBLE CURB CUT W/ MAX. 1:12 SLOPE W/ TRUNCATED DOMES @ TOP OF RAMP.
45. BIKE RACK, (TYP. OF 2 TOTAL).
46. FREEWAY SIGN (RELOCATED EXISTING).
47. TENTATIVE POLE TRANSFORMER LOCATION.
48. PARKING STALL FOR VACUUMING.
49. NON-ILLUMINATED "EXIT ONLY" SIGN.
40. CARD READER & INTERCOM.
41. 4x4 CONC. PLANTER.
42. NEW 6'-0" TALL SOLID WOOD FENCE @ PROPERTY LINE.
43. NEW 4'-0" TALL SOLID WOOD FENCE @ PROPERTY LINE.
44. EXISTING 4'-0" TALL CHAIN LINK FENCE TO REMAIN.

SITE STATISTICS:

PROPERTY OWNER:	KHOSROW HAGHSHENAS 300 LEE ROAD WATSONVILLE, CALIFORNIA 95076	
ASSESSOR'S PARCEL NUMBER:	052-27-02	
PROPERTY ADDRESS:	300 LEE ROAD WATSONVILLE, CALIFORNIA 95076	
PROPERTY AREA:	40.96 ACRES (41,368 SQUARE FEET)	
PROPERTY ZONED:	"CT-4" (COMMERCIAL TOURIST)	
ALLOWABLE HEIGHT:	35'-0" MAXIMUM	
PROPOSED BUILDING AREAS:	PROPOSED BUILDING:	5,224 S.F.
	PROPOSED ELEC./ UTILITY:	226 S.F.
	PROPOSED CARWASH:	840 S.F.
	TOTAL BUILDING AREA:	6,290 S.F. SUBTOTAL
PASSENGER/DIESEL VEHICLE CANOPY AREA:		3,240 S.F. SUBTOTAL
	TOTAL AREA:	9,530 SQUARE FEET
ALLOWABLE LOT COVERAGE:	50%	
ACTUAL LOT COVERAGE:	5,896 SQUARE FEET (14.3%)	
REQUIRED PARKING RATIO:	(1)-STALL PER 200 SQ. FT. NET CONVENIENCE STORE AREA	
PARKING PROVIDED:	(1)-STALL PER 100 SQ. FT. NET RESTAURANT AREA	
CONVENIENCE STORE:	(1,238 S.F.) - (110 S.F. STORAGE) / 200 S.F. = 7 STALLS	
RESTAURANT:	(3,730 S.F.) - (25% OF TOTAL S.F. (10 S.F. STORAGE) / 100 S.F. = 25 STALLS	
EMPLOYEES:	(6)-EMPLOYEES x 1/3 = 2 STALLS	
	(33)-TOTAL PARKING STALLS NEEDED	
	(36)-TOTAL PARKING STALLS PROVIDED	



(LS) = LANDSCAPE STRIP

SITE PLAN

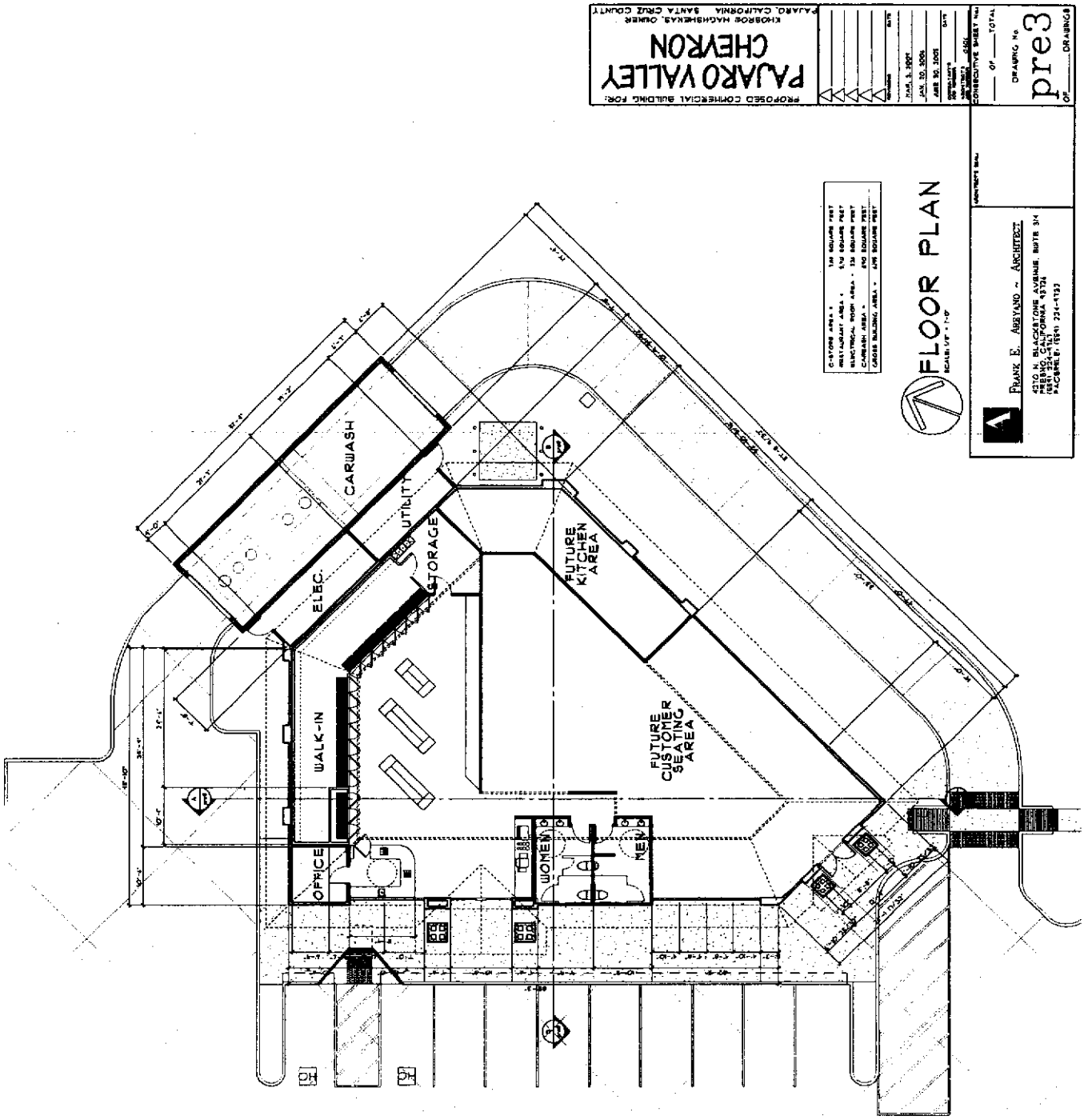
SCALE: 1/16" = 1'-0"

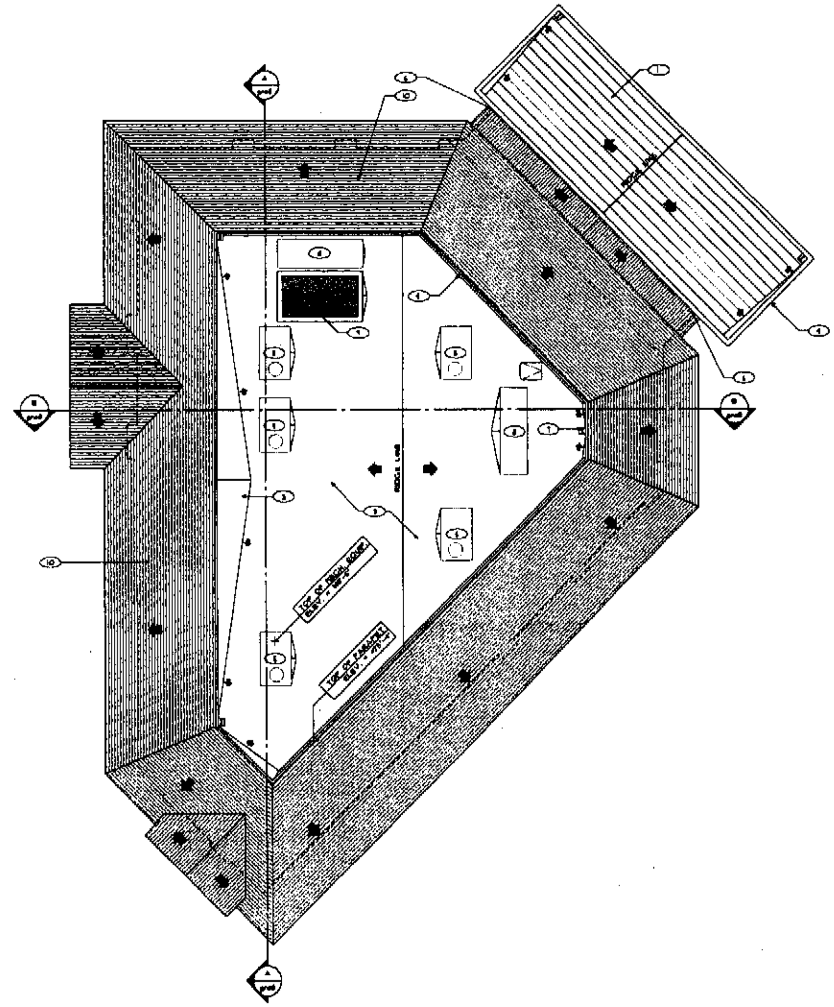
FRANK E. AREYANO ~ ARCHITECT
4270 N. BLACKSTONE AVENUE, SUITE 314
FRESNO, CALIFORNIA 93726
(559) 224-9767
FACSIMILE: (559) 224-9792

PROPOSED COMMERCIAL BUILDING FOR:
PAJARO VALLEY CHEVRON
KHOSROW HAGHSHENAS, OWNER
PAJARO, CALIFORNIA   SANTA CRUZ COUNTY

REVISIONS	DATE
AUGUST 1, 2001	
FEB. 20, 2002	
DEC. 5, 2003	
JULY 15, 2004	
AUG. 8, 2005	
JUNE 30, 2006	

CONSULTANT'S JOB NUMBER
ARCHITECT'S JOB NUMBER 0101
ARCHITECT'S SEAL
CONSECUTIVE SHEET No.
___ OF ___ TOTAL
DRAWING No.
pre2
OF ___ DRAWINGS


PROPOSED COMMERCIAL BUILDING FOR:
PAJARO VALLEY CHEVRON
KHOSROW HAGHSHENAS, OWNER
PAJARO, CALIFORNIA SANTA CRUZ COUNTY
FLOOR PLAN
FRANK E. ABBYAND ~ ARCHITECT
CARWASH
UTILITY
ELEC.
STORAGE
FUTURE KITCHEN AREA
FUTURE CUSTOMER SEATING AREA
WALK-IN
OFFICE
WOMEN
MEN
DRAWING No
pre3



KEY NOTES:

1. STANDING SEAM METAL ROOF.
2. BUILT-UP ROOFING CLASS "B" ASSEMBLY.
3. BUILT-UP ROOFING w/ PLYWOOD CRICKET.
4. 24 GAUGE GALV. SHEET METAL FLASHING w/ PARAPETS.
5. HVAC EQUIPMENT PLATFORM.
6. 24 GA. GALVANIZED SHEET METAL FLASHING @ ALL ROOF/WALL INTERSECTIONS.
7. DOWNSPOUTS & OVERFLOW INLETS.
8. COOLER/FREEZER EQUIPMENT PLATFORM.
9. SKYLIGHT.
10. CONC. TILE SHAKE ROOF.

GENERAL NOTES:

BUILT-UP ROOF COVERING SYSTEM SHALL BE A CLASS "C" ASSEMBLY & SHALL BE INSTALLED IN ACCORDANCE w/ THE WRITTEN INSTRUCTIONS OF THE ROOFING MANUFACTURER.

ALL MATERIAL SHALL BE DELIVERED IN PACKAGES BEARING THE MANUFACTURER'S LABEL OR IDENTIFYING MARK.

EACH PACKAGE OF BUILT-UP ROOFING PLY MATERIALS SHALL BEAR THE LABEL OF AN APPROVED AGENCY HAVING A SERVICE FOR THE INSPECTION OF MATERIAL & FINISHED PRODUCTS DURING MANUFACTURE.

ASPHALT SHALL BE DELIVERED IN CARTONS INDICATING THE NAME OF THE MANUFACTURER, THE FLASH POINT & THE TYPE OF PRODUCT.

BUILT-UP ROOFING SHALL BE APPLIED IN ACCORDANCE w/ THE MANUFACTURER'S INSTRUCTIONS & TABLES [illegible] THRU [illegible] OF THE 2001 C.B.C.

AT THE JUNCTURE OF THE ROOF & VERTICAL SURFACES, FLASHING & COUNTER FLASHING SHALL BE PROVIDED PER THE ROOFING MANUFACTURER'S INSTRUCTIONS & WHEN OF METAL, SHALL NOT BE LESS THAN 26 GAUGE CORROSION RESISTANT METAL.

DO NOT PERMIT TRAFFIC w/ FINISHED ROOF SURFACE.

FIREBLOCKING SHALL BE PROVIDED IN ALL CONCEALED SPACES OF STUD WALLS & PARTITIONS, INCLUDING FURRED SPACES, @ THE CEILING & FLOOR LEVELS & @ 10'-0" INTERVALS BOTH VERTICAL & HORIZONTAL. AT ALL INTERCONNECTIONS BETWEEN CONCEALED VERTICAL & HORIZONTAL SPACES SUCH AS [illegible] SOFFITS, DROP CEILINGS & COVE CEILINGS. IN OPENINGS AROUND VENTS, PIPES, DUCTS & CHIMNEY CHASES FOR FACTORY-BUILT CHIMNEYS.

DRAFTSTOPS SHALL BE INSTALLED IN THE ATTICS, MANSARD, OVERHANGS, FALSE FRONTS SET OUT FROM WALLS & SIMILAR CONCEALED SPACES OF THE BUILDING SO THAT THE AREA BETWEEN DRAFTSTOPS DOES NOT EXCEED [illegible] SQUARE FEET & THE GREATEST HORIZONTAL DIMENSION DOES NOT EXCEED [illegible].

ROOF DRAINAGE PLAN

SCALE: 1/8" = 1'-0"

PROPOSED COMMERCIAL BUILDING FOR:

PAJARO VALLEY CHEVRON

KHOSROW HAGHSHENAS, OWNER
PAJARO, CALIFORNIA SANTA CRUZ COUNTY

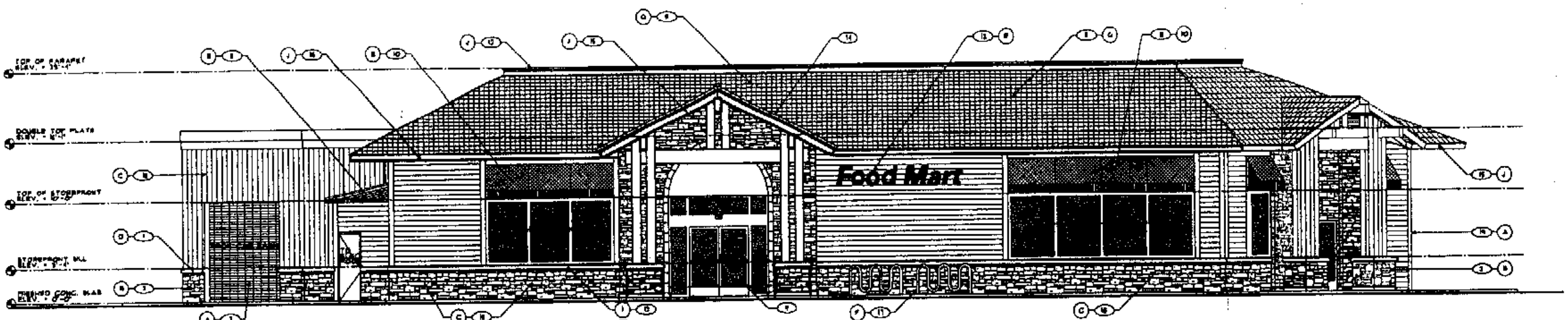
REVISIONS	DATE
AUGUST 1, 2004	
JULY 14, 2004	
JUNE 30, 2004	

FRANK E. AREVANO ~ ARCHITECT
4270 N. BLACKSTONE AVENUE, SUITE 314
FRESNO, CALIFORNIA 93726
(559) 224-9767
FACSIMILE: (559) 224-9132

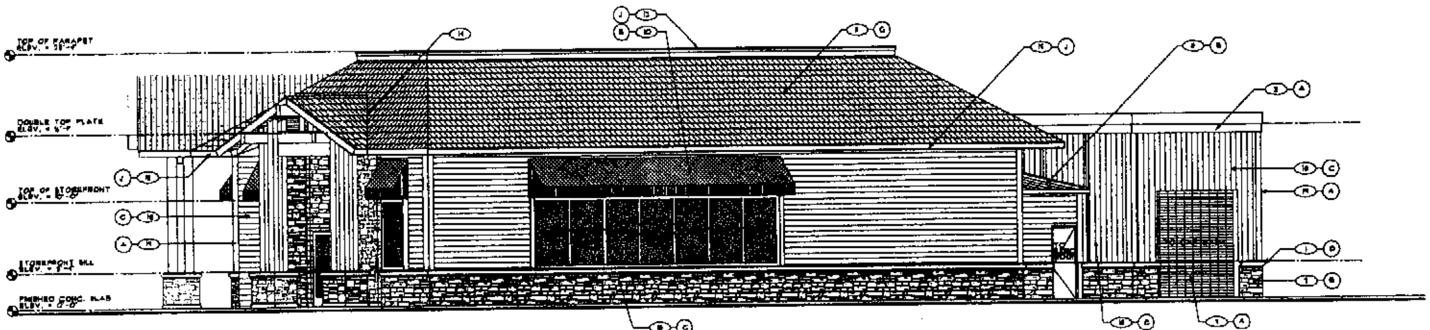
ARCHITECT'S SEAL:

CONSECUTIVE SHEET No.
____ OF ____ TOTAL

DRAWING No.
pre4
OF ____ DRAWINGS



FRONT ELEVATION



RIGHT ELEVATION

COLOR SELECTIONS:

- (A) P.P.G. ... 'CHEVRON OFF-WHITE'.
- (B) 'CULTURED STONE' VENEER IN ONYX BROWN CAROLINA LEDGESTONE.
- (C) 1-HO 'CHEVRON HAVANA CREAM'.
- (D) 'CULTURED STONE' WATERTABLE + SILL IN TAUPE ...
- (E) 'CHEVRON BLUE'.
- (F) ALUMINUM MILL FINISH.
- (G) ... BLEND ...
- (H) 1-HO 'CHEVRON ZEPHER HILL'.
- (J) DARK BROWN.

KEY NOTES:

1. CULTURED STONE VENEER SILL CAP & SIDE.
2. CULTURED STONE VENEER.
3. 24 GA. SHEET METAL PARAPET COPING w/ 2x10 FOAM TRIM.
4.
5. 2x4 ALUMINUM STOREFRONT GLAZING SYSTEM.
6.
7. STEEL ROLL-UP DOOR w/ CARWASH ENTRANCE & EXIT OPENINGS.
8. 16" WIDE STANDING SEAM METAL ROOFING.
9. INSTALL FLOOD BARRIERS @ EACH DOOR LOCATION TO ALLOW THE BUILDING TO BE FLOOD PROOFED TO A HEIGHT OF 12" ABOVE FINISHED SLAB ELEVATION.
10. CANVAS AWNING w/ 12" FASCIA w/ ALUMINUM FRAME.
11. CONCRETE TILE ROOFING.
12. 24 GA. GALV. SHEET METAL COPING w/ PARAPET CAP OF ROOF WELL PERIMETER.
13. 2'-2" TALL INTERNALLY ILLUMINATED INDIVIDUAL LETTERS.
14. CLOSED VALLEY FLASHING @ ALL ROOF VALLEYS.
15. 2x10 FASCIA BOARD.
16. 4" WIDE FOAM TRIM w/ CEMENT PLASTER FINISH.
17. BIKE RACK.
18. HORIZONTAL FIBER CEMENT LAP SIDING w/ 4" PATTERN & WOOD GRAIN FINISH o/ ... UNDERLAYMENT w/ SOLID SHEATHING.
19. 1x4 CORNER TRIM.
20. VERTICAL FIBER CEMENT SIDING w/ 4" PATTERN & WOOD GRAIN FINISH o/ ... UNDERLAYMENT.
21. 2x4 VERTICAL BATTENS w/ SIDING.

EXTERIOR ELEVATIONS

SCALE: 1/8" = 1'-0"

FRANK E. AREVANO ~ ARCHITECT
4210 N. BLACKSTONE AVENUE, SUITE 314
FRESNO, CALIFORNIA 93726
(559) 224-4967
FACSIMILE: (559) 224-4752

PROPOSED COMMERCIAL BUILDING FOR:

PAJARO VALLEY CHEVRON

KHOSROW HAGHSHENAS, OWNER
PAJARO, CALIFORNIA SANTA CRUZ COUNTY

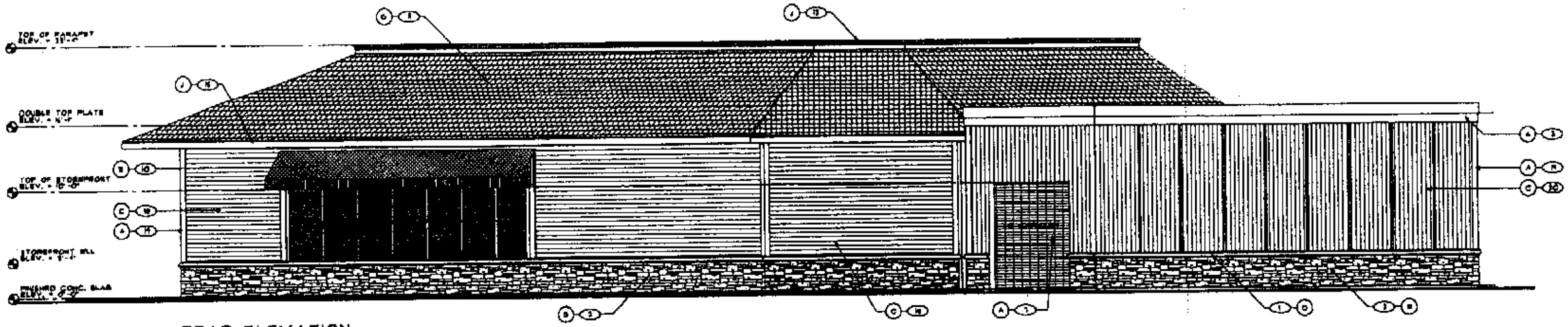
REVISIONS	DATE
AUGUST 1, 2006	
JUNE 1, 2006	
DEC. 1, 2007	
AUGUST 1, 2006	

CONSECUTIVE SHEET No.: ___ OF ___ TOTAL

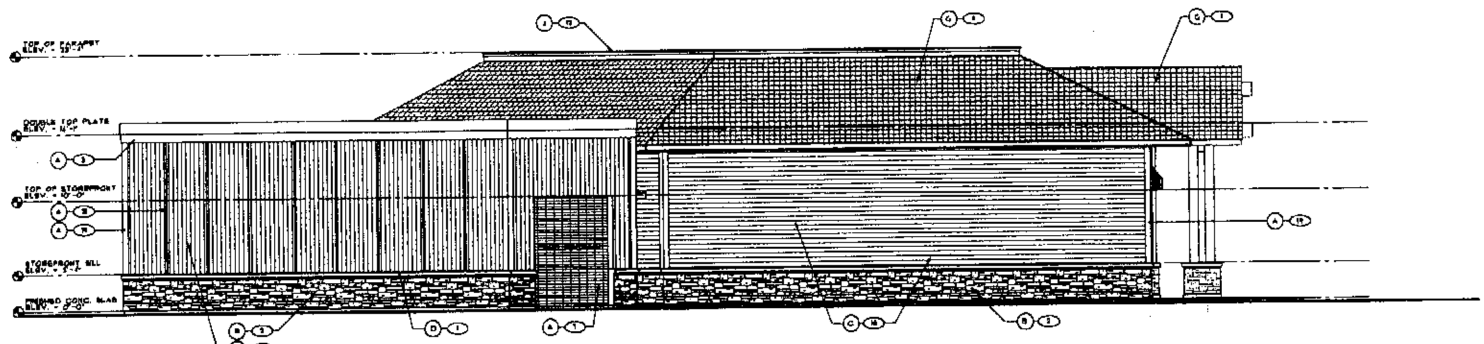
DRAWING No.

pre5

OF ___ DRAWINGS



REAR ELEVATION



LEFT ELEVATION

KEY NOTES:

1. CULTURED STONE VENEER SILL CAP 4" WIDE.
2. CULTURED STONE VENEER.
3. 3x6 RIP-SAWN WOOD CAP TRIM.
4.
5. 3x4 ALUMINUM STOREFRONT GLAZING SYSTEM.
6. 3" WIDE ALUMINUM CHANNEL SCREED w/ ALUMINUM MILL FINISH.
7. STEEL ROLL-UP DOOR w/ GARBAGE ENTRANCE & EXIT OPENINGS.
8. 16" WIDE STANDING SEAM METAL ROOFING.
9. INSTALL FLOOD BARRIERS @ EACH DOOR LOCATION TO ALLOW THE BUILDING TO BE FLOOD PROOFED TO A HEIGHT OF 1' ABOVE FINISHED SLAB ELEVATION.
10. CANVAS AWNING w/ 12" FASCIA w/ ALUMINUM FRAME.
11. CONCRETE TILE ROOFING.
12. 24 GA. GALV. SHEET METAL COPING w/ PARAPET CAP OF ROOF WELL & PERIMETER.
13. 2'-2" TALL INTERNALLY ILLUMINATED INDIVIDUAL LETTERS.
14. CLOSED VALLEY FLASHING @ ALL ROOF VALLEYS.
15. 3x6 FASCIA BOARD.
16. 6" WIDE FOAM TRIM w/ CEMENT PLASTER FINISH.
17. BIKE RACK.
18. HORIZONTAL FIBER CEMENT LAP SIDING w/ 4" PATTERN & WOOD GRAIN FINISH w/B.F. UNDERLAYMENT w/ SOLID SHEATHING.
19. 1x CORNER TRIM.
20. VERTICAL FIBER CEMENT SIDING w/ 4" PATTERN & WOOD GRAIN FINISH w/B.F. UNDERLAYMENT.
21. 1x4 VERTICAL BATTENS w/ SIDING.

COLOR SELECTIONS:

- (A) P.P.G. "CHEVRON OFF-WHITE".
- (B) "CULTURED STONE" VENEER IN ONYX BROWN CAROLINA LEDGESTONE.
- (C) P.P.G. "CHEVRON HAVANA CREAM".
- (D) "CULTURED STONE" WATERTABLE & SILL IN TAUPE.
- (E) "CHEVRON BLUE".
- (F) ALUMINUM MILL FINISH.
- (G) HOMER/LIFE/TILE/SIENNA BLEND.
- (H) "CHEVRON ZEPHER HILL".
- (J) DARK BROWN.

EXTERIOR ELEVATIONS

SCALE: 3/16" = 1'-0"

FRANK E. AREVANO ~ ARCHITECT
4270 N. BLACKSTONE AVENUE, SUITE 314
FRESNO, CALIFORNIA 93726
(559) 224-9761
FACSIMILE: (559) 224-9732

PROPOSED COMMERCIAL BUILDING FOR:
PAJARO VALLEY CHEVRON
KHOSROS HAGHSHENAS, OWNER
PAJARO, CALIFORNIA SANTA CRUZ COUNTY

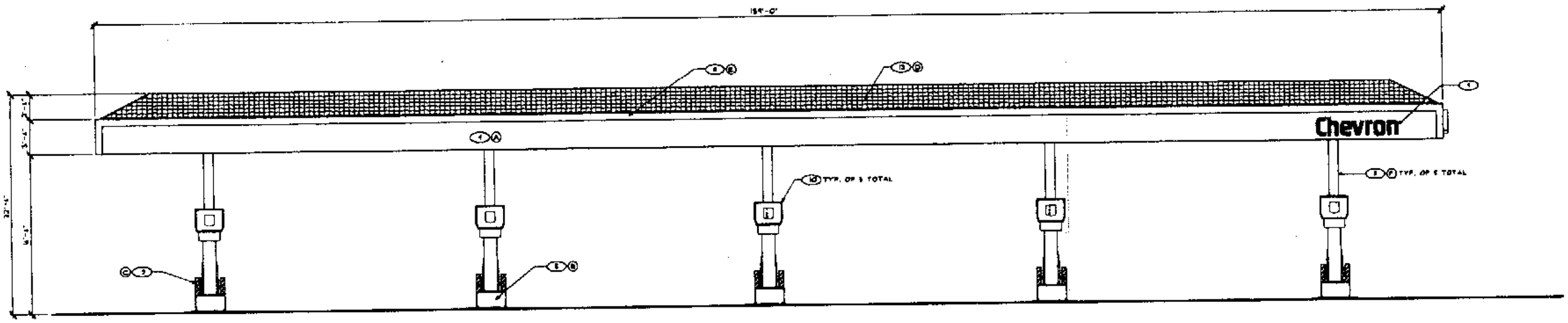
REVISIONS: AUGUST 7, 2006	DATE
JUNE 1, 2006	
DEC. 5, 2001	
JULY 11, 2001	
JUNE 30, 2006	

CONSECUTIVE SHEET No. ____ OF ____ TOTAL

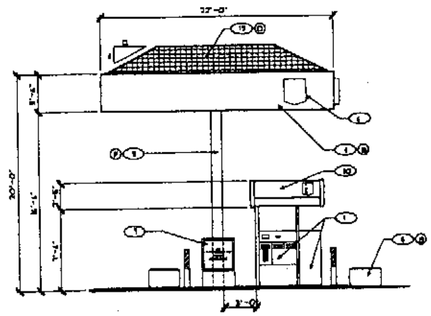
DRAWING No.

pre6

OF ____ DRAWINGS



EAST/WEST ELEVATION (LEE ROAD)



NORTH/SOUTH ELEVATION

KEY NOTES:

1. MULTI-PRODUCT DISPENSER W/ INTERCOMS & VALET.
2. 6" SQUARE STEEL PIPE BOLLARD.
3. TUBE STEEL COLUMN.
4. METAL FASCIA.
5. 36" ROUND CONC. PLANTER 30" TALL.
6. PLACARD MOUNTED INTERNALLY ILLUMINATED LOGO.
7. P.O.S. DISPLAY SIGN (NON-ILLUMINATED).
8. 8" WIDE CORPORATE IMAGING.
9. ILLUMINATED SIGNAGE - WHITE ACRYLIC FACE W/ BLUE SIDES
10. ILLUMINATED SPANNER.
11. 12" SQUARE STEEL COLUMN.
12. CONCRETE TILE ROOFING.

COLOR LEGEND:

- (A) "CHEVRON BLUE"
- (B) CHEVRON "WHITE"
- (C) CHEVRON WHITE W/ REFLECTIVE DIAGONAL STRIPES
- (D) ROOF TILE
- (E) CHEVRON "LIGHT GRAY"
- (F) CHEVRON "DARK GRAY"

CANOPY ELEVATIONS

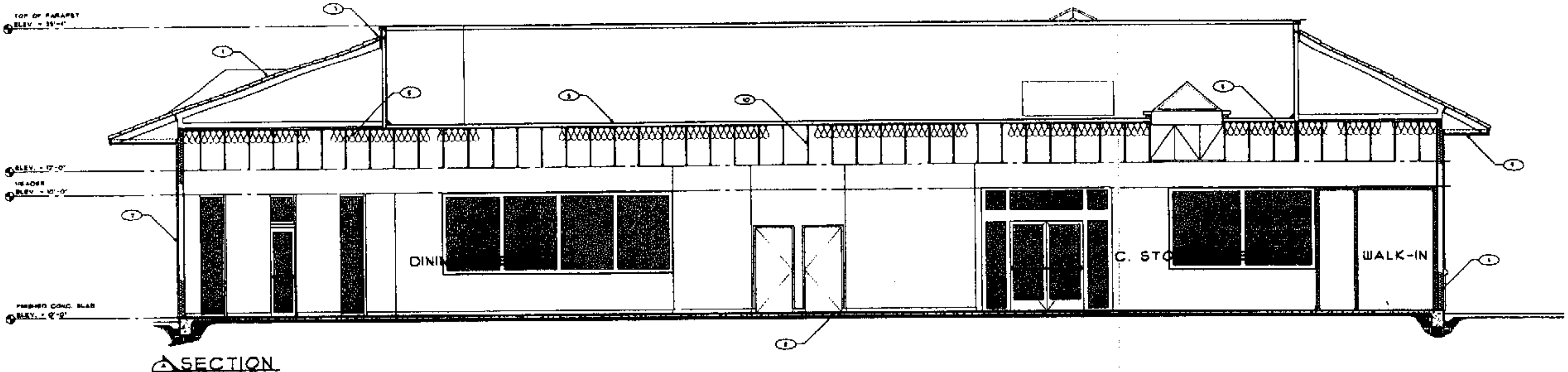
SCALE: 1/16" = 1'-0"

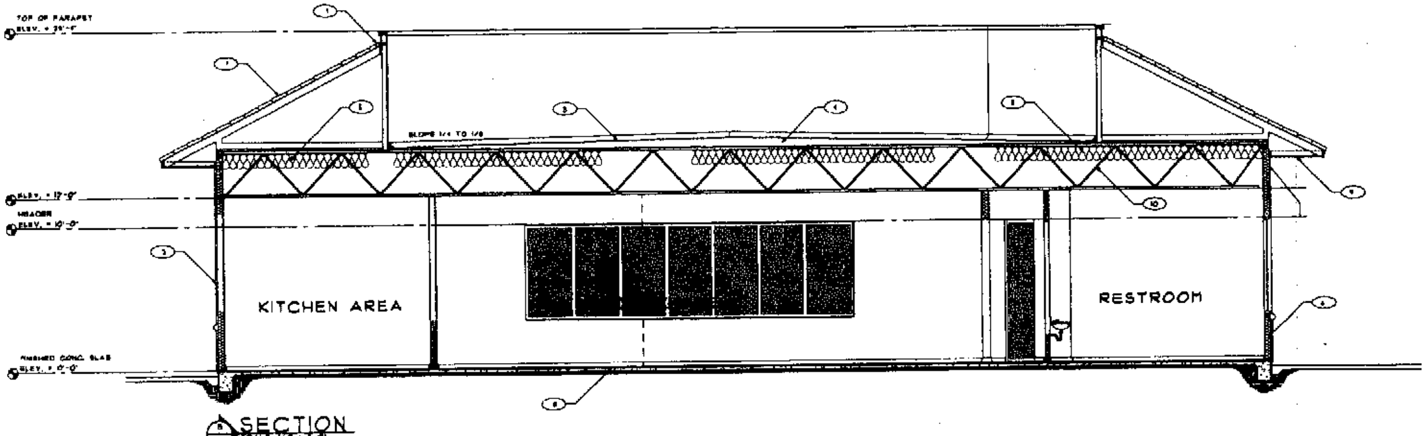
FRANK E. AREVANO - ARCHITECT
4710 N. BLACKSTONE AVENUE, SUITE 314
FRESNO, CALIFORNIA 93726
(559) 224-4747
FACSIMILE: (559) 224-4732

PROPOSED COMMERCIAL BUILDING FOR:
PAJARO VALLEY CHEVRON
KHOSROW HAGHSHENAS, OWNER
PAJARO, CALIFORNIA SANTA CRUZ COUNTY

REVISIONS / DATE
JAN. 10, 2006
AUG. 8, 2005
APRIL 30, 2005

CONSECUTIVE SHEET No.
___ OF ___ TOTAL
DRAWING No.
pre7
OF ___ DRAWINGS





KEY NOTES:

1. CONCRETE ROOF TILES 1"x 13-3/8" @ 3" MINIMUM HEADLAP.
2. 7/8" THICK (3)-COAT STUCCO SYSTEM - CEMENT PLASTER FINISH w/ SAND TEXTURED FINISH.
3. BUILT-UP ROOF COVERING CLASS "C" ASPHALT w/ 5/8" PLYWOOD ROOF DECK w/ OPEN-WEB TRUSSES @ 24" O.C. (MAX.)
4. TAPERED FESCO FOAM INSULATION PANEL.
5. R-30 ATTIC INSULATION @ OVERSIDE OF ROOF SHEATHING.
6. R-13 FIBERGLASS BATT INSULATION @ STUD WALLS.
7. 10 GA. GALV. SHEET METAL FLASHING @ ALL ROOF/WALL INTERSECTIONS.
8. CONC. SLAB w/ AGGREGATE FILL.
9. CEMENT PLASTER FINISH @ CONTINUOUS SOFFIT.
10. OPEN-WEB TRUSSES BY "TRUSS-JOIST" 3'-0" DEEP TJ/LG @ 24".

PROVIDE FIRE BLOCKING IN CONCEALED SPACES BOTH VERTICALLY & HORIZONTALLY @ 10'-0" MAX. PER C.B.C. 708.2 INCLUDING WALL & CEILING/SOFFIT

CROSS SECTIONS

SCALE: 1/4" = 1'-0"

FRANK E. AREYANO ~ ARCHITECT
4270 N. BLACKSTONE AVENUE, SUITE 314
FRESNO, CALIFORNIA 93726
(559) 224-9761
FACSIMILE: (559) 224-9132

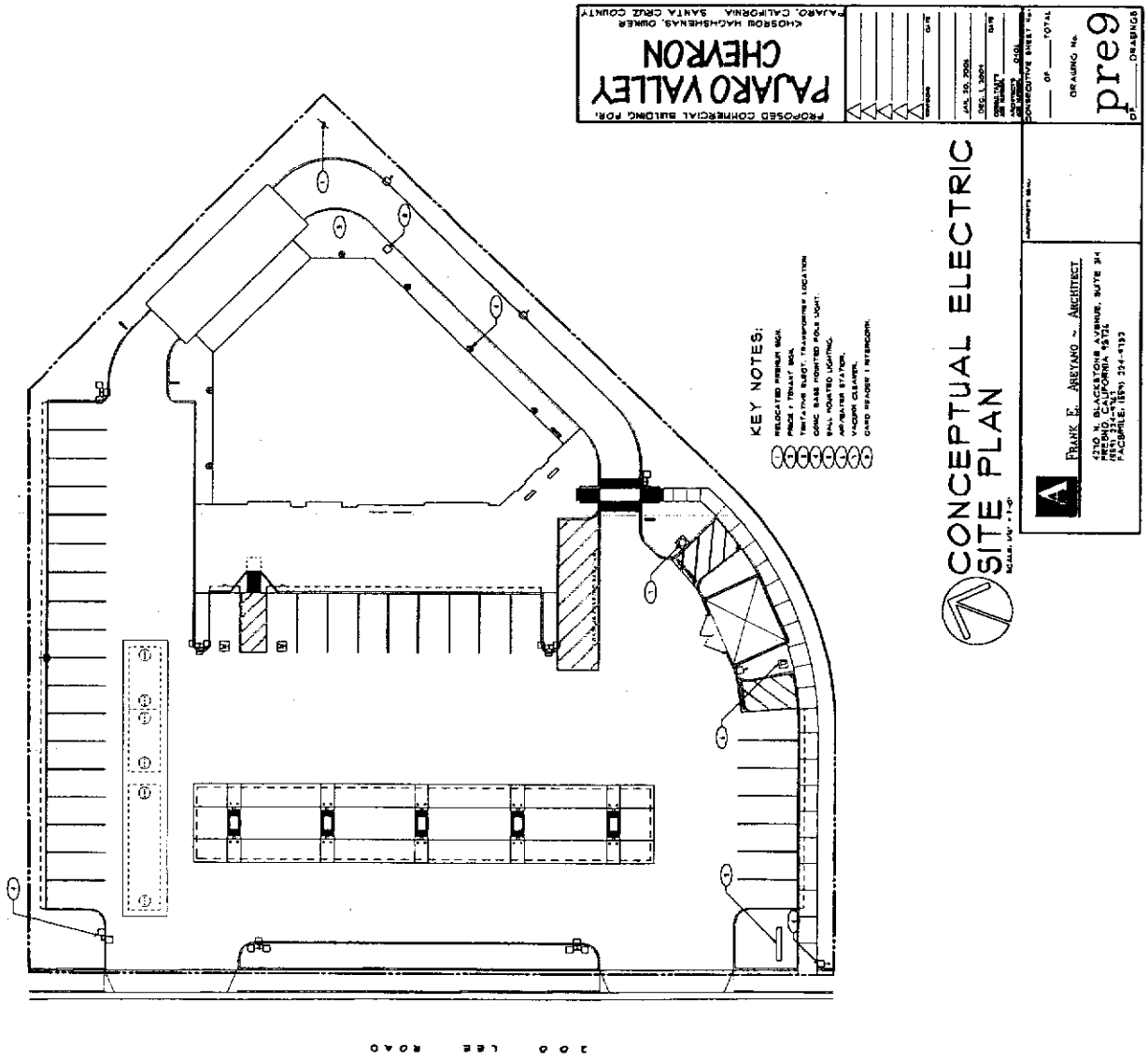
ARCHITECT'S SEAL

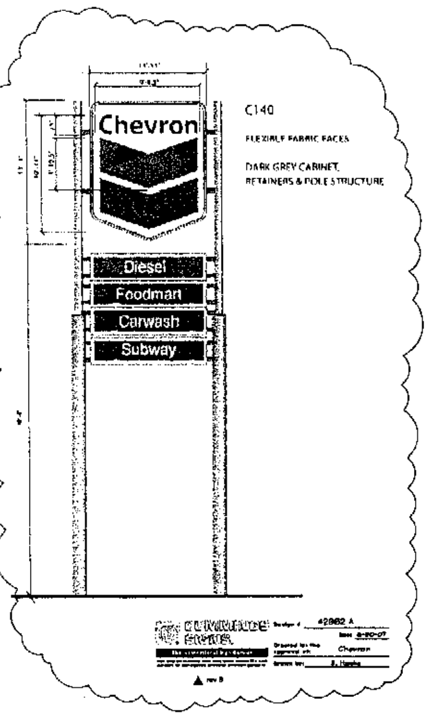
PROPOSED COMMERCIAL BUILDING FOR:
PAJARO VALLEY CHEVRON
KHOSROW HAGHSHENAS, OWNER
PAJARO, CALIFORNIA SANTA CRUZ COUNTY

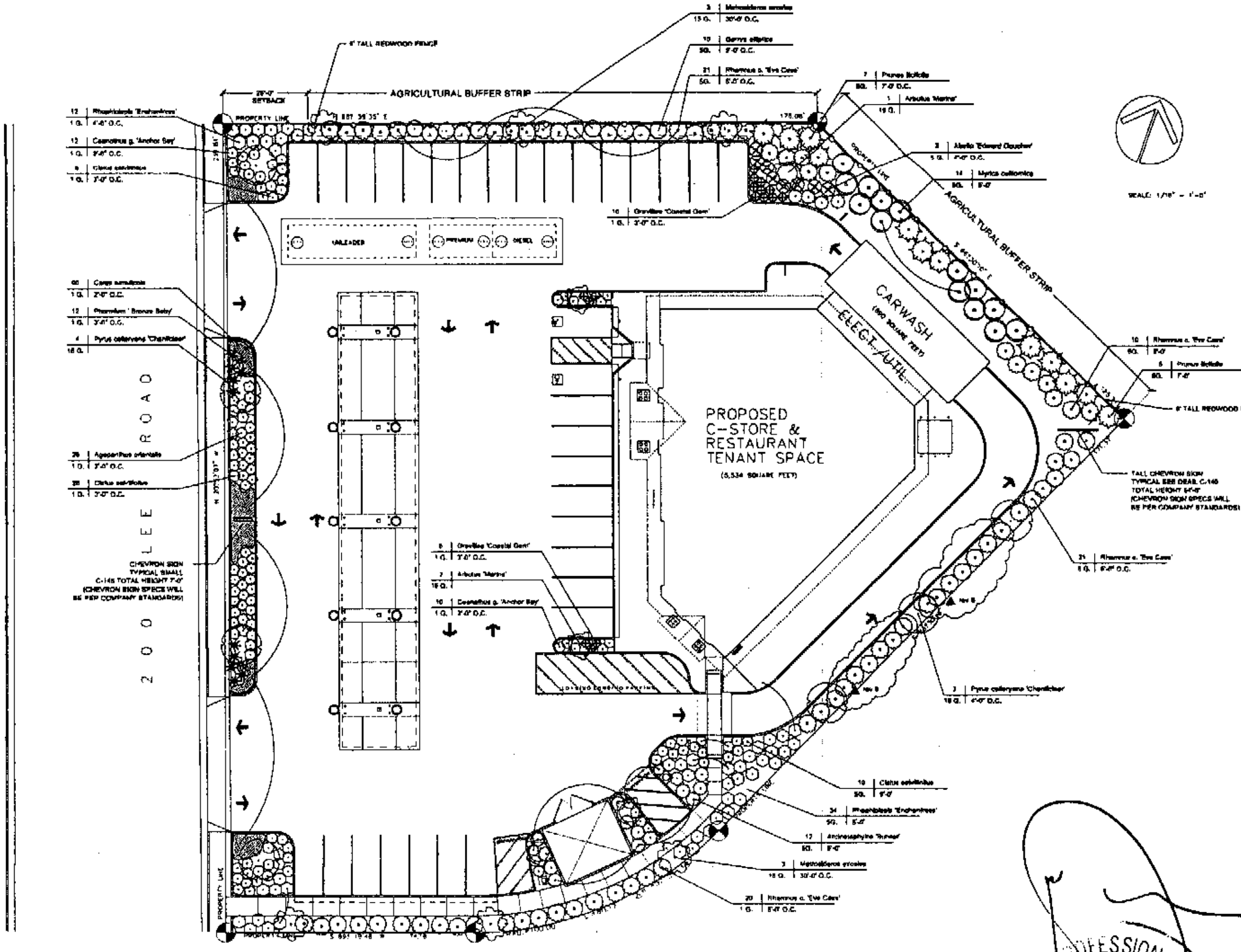
REVISIONS DATE

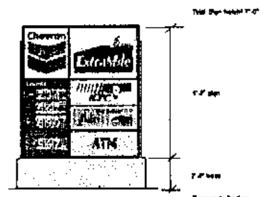
JUNE 30, 2005
DATE
CONSULTANTS
ARCHITECTS 0401

CONSECUTIVE SHEET No.
___ OF ___ TOTAL
DRAWING No.
pre8
OF ___ DRAWINGS


PROPOSED COMMERCIAL BUILDING FOR:
PAJARO VALLEY CHEVRON
CHOSROU HACHSHENAS, OWNER
PAJARO, CALIFORNIA SANTA CRUZ COUNTY
KEY NOTES:
1
2
3
4
5
6
7
CONCEPTUAL ELECTRIC SITE PLAN
FRANK E. AREVANO ~ ARCHITECT
4570 N. BLACKSTONE AVENUE, SUITE 3H
FRESNO, CALIFORNIA 93726
(559) 224-4747
FACSIMILE: (559) 224-4193
DRAWING No.
pre9
DRAWINGS
100 LEE ROAD







Type	Size	Width	Height	Border Width	Area (sq. ft.)
C-45	Full	6' - 3"	4' - 8"	2"	29.2

HWAY SIGN
C-140 Chevron sign 11'-11" x 12'-8".
Total sq footage 150 sq ft

Pole height is 40'-0"

Total Sign Height is 54'-0" (H)

4 SMALL SIGN BELOW THE CHEVRON SIGN.
EACH IS 11'-11" x 2'-8" total sq footage of the each small sign to be 32 sq ft p)

These 4 signs are: CAR WASH
DIESEL
FOOD MART
SUBWAY

STREET SIGN
C-45 FULL, the sign is 6'-3" (W) x 4'-8" (H),
total sq ft 30 sq ft
Total sign height is 7'-0" (H)

PLANTING NOTES:
CONTRACTOR SHALL BE RESPONSIBLE FOR ALL FINE GRADING IN ALL LANDSCAPE AREAS.

ALL PLANT MATERIAL SHALL BE APPROVED BY THE OWNER'S REPRESENTATIVE PRIOR TO INSTALLATION.

FINAL LOCATION OF ALL PLANT MATERIALS SHALL BE SUBJECT TO THE REPRESENTATIVE PRIOR TO INSTALLATION.

CONTRACTOR TO DRILL HOLES THRU HARDPAN FOR ALL TREE INSTALLATION.

SHREDDED FIR BARK 2" IN DEPTH SHALL BE PLACED IN ALL SHRUB AREAS AFTER PLANTING.

ALL PLANT MATERIALS TO RECEIVE AGRIFORM FERTILIZER TABLETS. FOLLOW DIRECTIONS AS GIVEN BY MANUFACTURER

PLANTING PIT MIX TO CONSIST OF 1/3 ORGANIC AMENDMENT AND 2/3 OF NATIVE SOIL.

THE CONTRACTOR SHALL MAINTAIN THE PROJECT FOR 90 DAYS OR AS REQUESTED BY THE OWNER. ALL PLANT MATERIAL TO BE GUARANTEED FOR ONE YEAR AFTER THE BEGINNING OF THE MAINTENANCE PERIOD.

PAJARO VALLEY CHEVRON PLANT LIST

BOTANICAL NAME	COMMON NAME	SIZE	QUANTITY	NOTES
Abelia grandiflora 'Edward Goucher'	Glossy Abelia	5 G	8	
Agapanthus orientalis (Blue Flowers)	Lily-of-the-Nile	1 G	24	
Arbutus 'Marina'	Marina	15 G	5	
Arctostaphylos 'Sunset'	Manzanita	1 G	17	
Carex tumulicola	Berkeley Sedge	1 G	66	
Ceanothus g. 'Anchor Bay'	Anchor Bay Ceanothus	1 G	54	
Cistus salvifolius	Sageleaf Rockrose	1 G	42	
Coleonema pulchrum	Purple Breath of Heaven	5 G	22	
Garrya elliptica	Coast Silktassel	5 G	16	AGRICULTURAL BUFFER
Grevillea lanigera 'Coastal Gem'	Coastal Gem Grevillea	1 G	16	
Metrosideros excelsa	New Zealand Christmas Tree	15 G	8	
Myrica californica	Pacific Wax Myrtle	5 G	14	AGRICULTURAL BUFFER
Phormium tenax 'Bronze Baby'	Bronze Baby Flax	1 G	12	
Prunus ilicifolia ilicifolia	Hollyleaf Cherry	5 G	12	AGRICULTURAL BUFFER
Pyrus calleryana 'Chanticleer'	Chanticleer Pear	15 G	3	
Rhamnus californica 'Eve Case'	Coffeeberry	5 G	73	
Rhaphiolepis indica 'Enchantress'	India Hawthorn 'Enchantress'	1 G	[illegible]	

REGISTERED PROFESSIONAL ENGINEER
ALI M. OSKOOROUCHI
LIC. # C62004
CIVIL
STATE OF CALIFORNIA

Renewal date
Sept 30, 2009

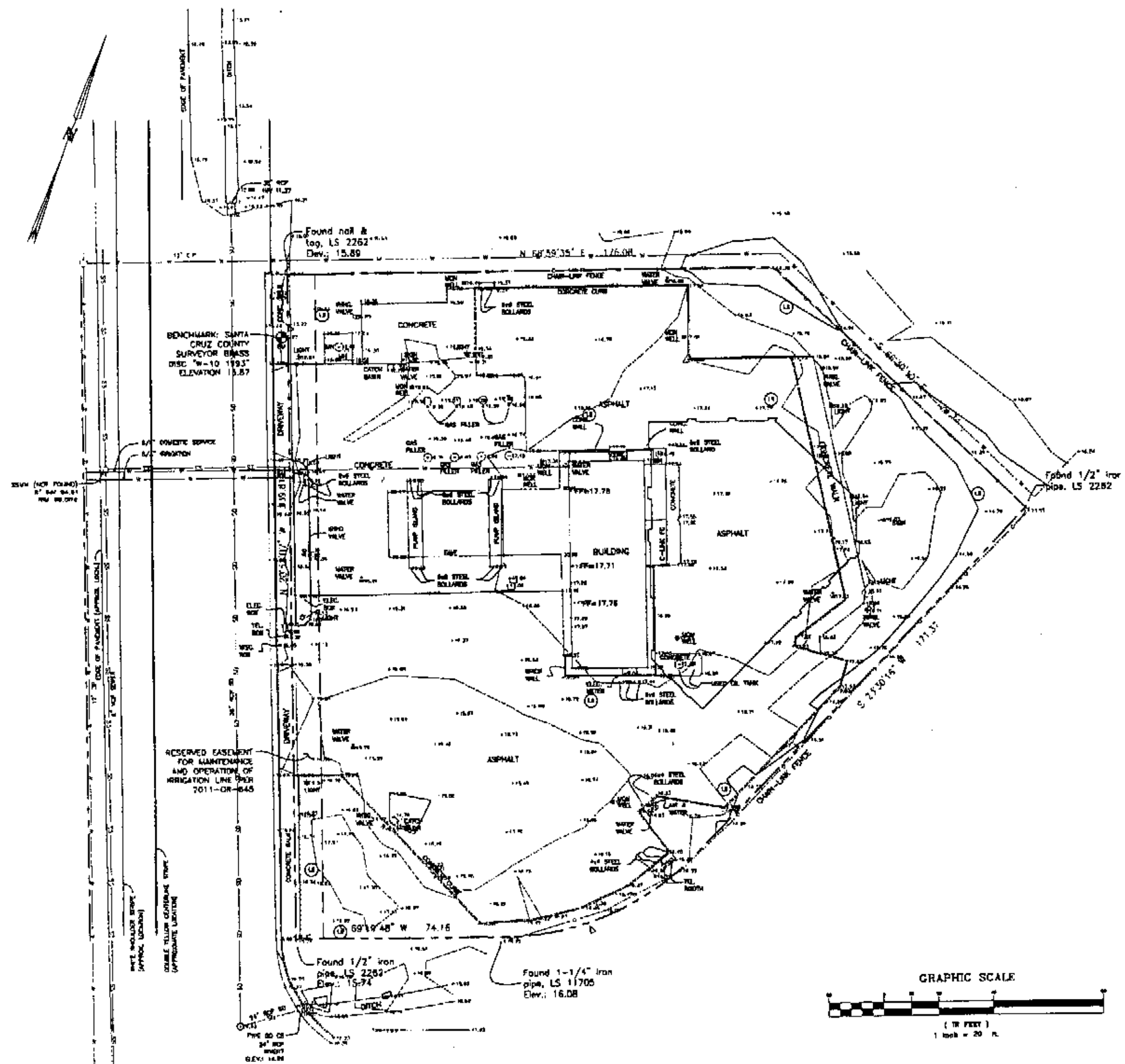
REVISIONS

ALI M. OSKOOROUCHI, Ph.D., C.E.
GEOTECHNICAL ENGINEER
POST OFFICE BOX 66245 SCOTTS VALLEY, CA95067
http://www.aliask.com/ (831) 325-1048 P.E. C62004 G.E.2594

PAJARO VALLEY CHEVRON
PAJARO, CA

SIGN AND LANDSCAPE

PROJECT SM-01-08
DATE JANUARY 30 2009
SCALE 1/16" = 1'-0"
DRAWN BY MPY
CHECKED BY AMO
SHEET C-1
OF SHEETS



TOPOGRAPHIC SURVEY

THE TOPOGRAPHIC SURVEY USED WAS PERFORMED BY [illegible] LAND SURVEYORS, DATE UNKNOWN

BENCHMARK

THE BASIS OF ELEVATIONS FOR THIS MAP IS A COUNTY OF SANTA CRUZ BRASS MONUMENT "W-10 1993", ELEVATION 15.87, LOCATED IN THE SIDEWALK ADJACENT TO THE NORTHWESTERLY CORNER OF PARCEL [illegible]-271-03.

ABBREVIATIONS

AC	ASPHALT CONCRETE	REINF	REINFORCEMENT
AGG	AGGREGATE	RIM	RIM ELEVATION
BLDG	BUILDING	S=	SLOPE
BW	BACK OF WALL	SD	STORM DRAIN
CB	CATCH BASIN	SDCO	STORM DRAIN CLEANOUT
CONC	CONCRETE	SSCO	SANITARY SEWER CLEANOUT
DTL	DETAIL	STA	STATION
DWGS	DRAWINGS	SQ	SQUARE
EX	EXISTING	TC	TOP OF CURB
(E)	EXISTING	TD	TOP OF DIKE
ELEC	ELECTRICAL	TW	TOP OF WALL
EP	EDGE OF PAVEMENT	TYP	TYPICAL
FF	FINISH FLOOR		
FG	FINISH GRADE		
FL	FLOWLINE		
FW	FACE OF WALL		
GR	GRATE		
HI-PT	HIGH POINT		
INV	INVERT		
LF	LINEAR FEET		
MAX	MAXIMUM		
MIN	MINIMUM		
(N)	NEW		
N.T.S.	NOT TO SCALE		
(P)	PROPOSED		
PVMT	PAVEMENT		

LEGEND

[illegible]

SHEET INDEX

C1	EXISTING CONDITIONS
C2	GRADING PLAN
C3	DRAINAGE & UTILITIES PLAN
C4	MISCELLANEOUS DETAILS
C5	EROSION CONTROL PLAN

DISCLAIMER

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APN [illegible]-271-03

REVISED

2 — REVISED 1-[illegible]-09 PER COUNTY COMMENTS
1 — REVISED 10-13-08 PER COUNTY COMMENTS

BOWMAN & WILLIAMS
CONSULTING CIVIL ENGINEERS
1011 CEDAR STREET
SANTA CRUZ, CA [illegible]
([illegible]) 426-[illegible]

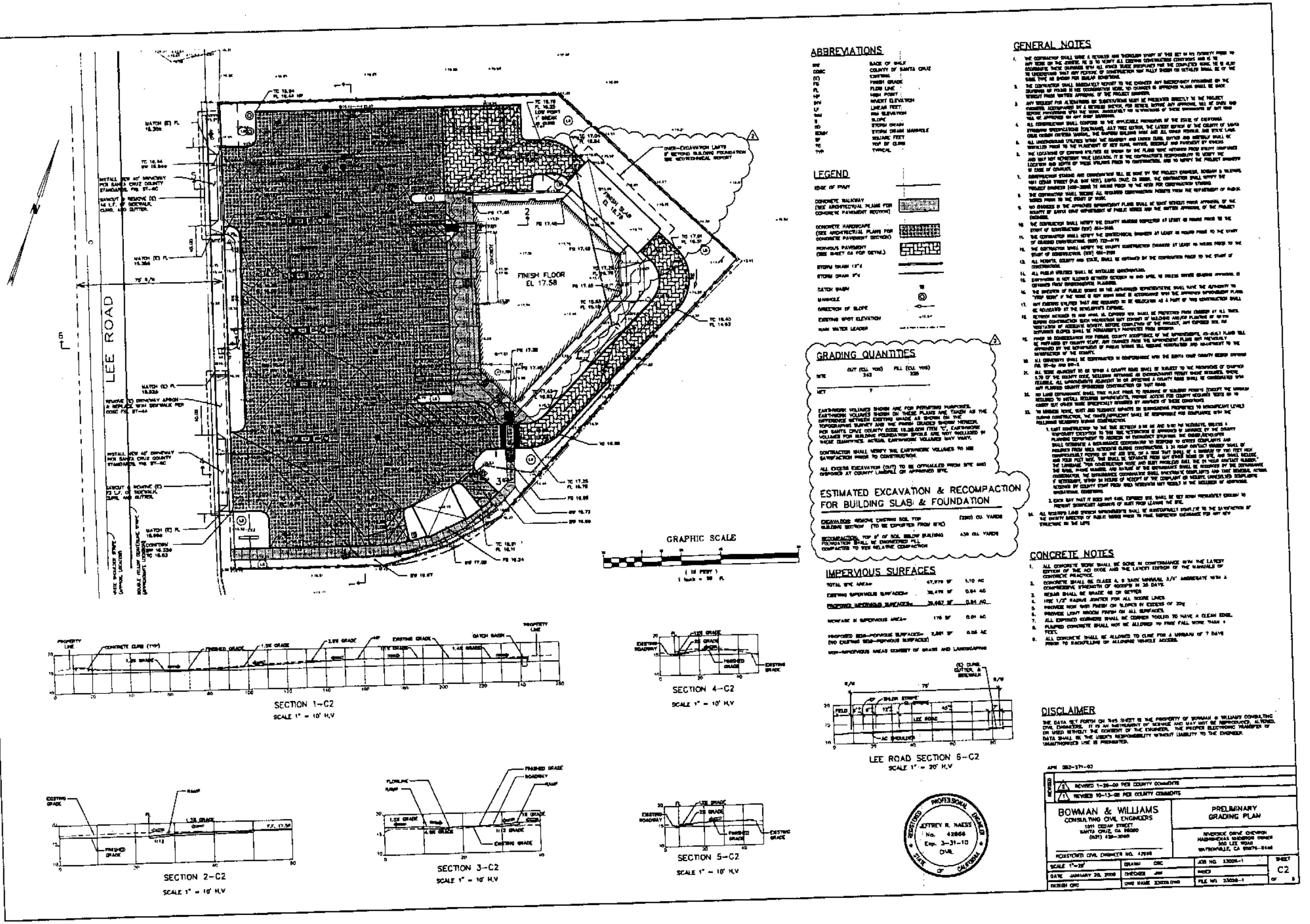
REGISTERED CIVIL ENGINEER NO. 42886

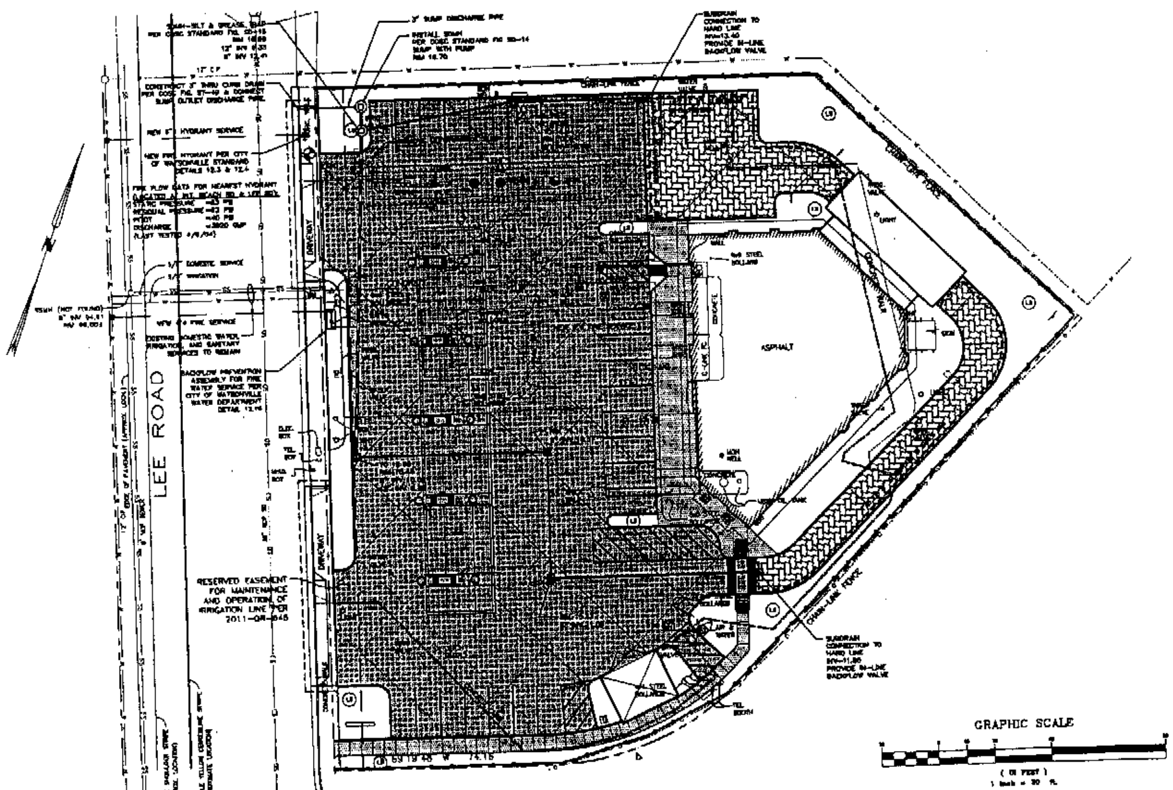
PROFESSIONAL ENGINEER — JEFFREY R. NAESS — No. 42886 — Exp. 3-31-10 — CIVIL — STATE OF CALIFORNIA

EXISTING CONDITIONS

RIVERSIDE DRIVE CHEVRON
[illegible] OWNER
200 LEE ROAD
WATSONVILLE, CA [illegible]

SCALE 1"=20'	DRAWN CRC	JOB NO. 23028-1	SHEET C1
DATE JANUARY 2[illegible], 2008	CHECKED JRN	INDEX	OF 5
DESIGN CRC	DWG NAME [illegible]	FILE NO. 23028-1	


LEE ROAD
FINISH FLOOR
EL 17.58
FINISH SLAB
EL 16.78
GRAPHIC SCALE
ABBREVIATIONS
LEGEND
GRADING QUANTITIES
ESTIMATED EXCAVATION & RECOMPACTION FOR BUILDING SLAB & FOUNDATION
IMPERVIOUS SURFACES
GENERAL NOTES
CONCRETE NOTES
DISCLAIMER
SECTION 1-C2
SCALE 1" = 10' H,V
SECTION 2-C2
SCALE 1" = 10' H,V
SECTION 3-C2
SCALE 1" = 10' H,V
SECTION 4-C2
SCALE 1" = 10' H,V
SECTION 5-C2
SCALE 1" = 10' H,V
LEE ROAD SECTION 6-C2
SCALE 1" = 20' H,V
REVISED 1-20-09 PER COUNTY COMMENTS
REVISED 10-13-08 PER COUNTY COMMENTS
BOWMAN & WILLIAMS
CONSULTING CIVIL ENGINEERS
PRELIMINARY
GRADING PLAN
SCALE 1"=20'
DATE JANUARY 20, 2009
JOB NO. 13028-1
SHEET
C2



CITY OF WATSONVILLE WATER DEPARTMENT NOTES

SANTA CRUZ COUNTY SANITATION DISTRICT NOTES

ABBREVIATIONS

LEGEND

TECHNICAL SPECIFICATIONS

STORM DRAIN NOTES

UNDERGROUND NOTES

1. ALL KNOWN EXISTING UTILITY LINES ARE SHOWN FOR INFORMATION ONLY AND HAVE COME FROM VARIOUS SOURCES OF RELIABILITY. VAULT LOCATIONS AND ORIGINAL DESIGN DRAWINGS HAVE BEEN USED TO DETERMINE UTILITY LOCATIONS SHOWN HEREON. CONTRACTOR SHALL EXERCISE ALL NECESSARY CAUTION TO AVOID DAMAGE TO ANY EXISTING UTILITIES OR FACILITIES TO REMAIN IN PLACE, WHETHER OR NOT SUCH LINES OR FACILITIES ARE SHOWN ON THESE PLANS, AND SHALL BEAR FULL RESPONSIBILITY FOR ANY DAMAGE THERETO. CONTRACTOR IS ADVISED TO CONTACT A UNDERGROUND SERVICE LOCATOR FOR MARKING UNDERGROUND LINES PRIOR TO BEGINNING WORK. THE PROJECT INSPECTOR SHALL BE PRESENT WHILE THE UNDERGROUND SERVICE LOCATOR IS ONSITE.
2. MATERIALS FOR PIPE, STORM WATER INLETS, AND CLEANOUTS AND INSTALLATION PROCEDURES SHALL BE IN ACCORDANCE WITH APPLICABLE UBC AND CPC SECTIONS, AND THESE PLANS AND DETAILS SHOWN HEREON. SANITARY SEWER PIPE DESIGNATED "SS" SHALL BE PVC OR SDR 26 BELL AND SPIGOT GASKET, SMOOTH INTERIOR PIPE OR APPROVED EQUAL. STORM DRAIN PIPE DESIGNATED "SD" SHALL BE PVC OR SDR 26 BELL AND SPIGOT GASKET, SMOOTH INTERIOR PIPE OR APPROVED EQUAL.
4. ALL DRAINAGE PIPE SHALL BE SHIPPED, STORED AND INSTALLED PER THE PIPE MANUFACTURERS RECOMMENDATIONS.
5. ALL CONCRETE DRAINAGE INLETS CALLED OUT ON THE PLANS SHALL BE CHRISTY BRAND PRECAST CONCRETE OR THE EQUIVALENT. ALL STRUCTURES SHALL BE STORED, HANDLED AND INSTALLED PER THE MANUFACTURERS RECOMMENDATION. ALL GRATES IN PAVEMENT AREAS SHALL BE ADA COMPLIANT.
6. ALL CONCRETE DRAINAGE INLETS CALLED OUT ON THE PLANS SHALL HAVE A STANDARD RATED FRAME.
7. STORM DRAIN TRENCH BACKFILL SHALL CONFORM TO COUNTY OF SANTA CRUZ STANDARD SPECIFICATIONS SECTION AND THE DETAILS SHOWN HEREON. JETTING OF BACKFILL MATERIALS TO ACHIEVE COMPACTION IS NOT ALLOWED.
8. ANY TRENCHING OR DIGGING UNDER TREE CANOPIES SHALL BE DONE BY HAND IN ORDER TO PREVENT DAMAGE TO ROOTS. ROOTS THAT REQUIRE REMOVAL SHALL BE CUT CLEANLY WITH HAND TOOLS. USE WHITE LATEX PAINT ON CUTS GREATER THAN 3" IN DIAMETER.

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REGISTERED PROFESSIONAL ENGINEER — JEFFREY K. NAESS — No. 42666 — Exp. 3-31-10 — CIVIL — STATE OF CALIFORNIA

APN 082-371-03

REVISED	
2	REVISED 1-28-08 PER COUNTY COMMENTS
1	REVISED 10-13-08 PER COUNTY COMMENTS

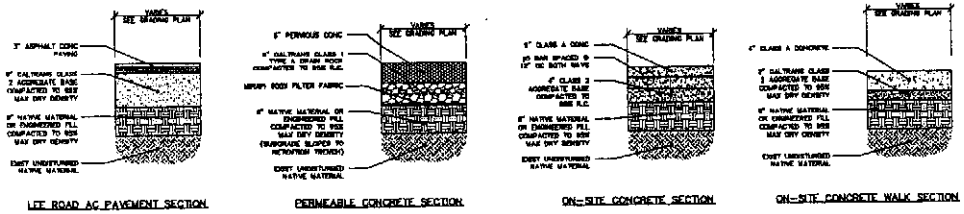
BOWMAN & WILLIAMS
CONSULTING CIVIL ENGINEERS
1011 CEDAR STREET
SANTA CRUZ, CA 95060
(831) 426-3560

REGISTERED CIVIL ENGINEER NO. 47686

PRELIMINARY DRAINAGE & UTILITY PLAN

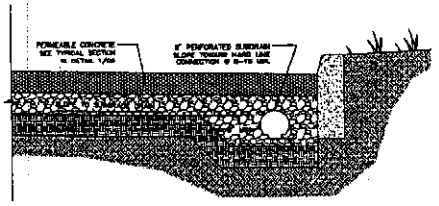
RIVERSIDE DRIVE CHEVRON
HADIDHENAS KHOSROW OWNER
200 LEE ROAD
WATSONVILLE, CA 95076-9446

SCALE 1"=20'	DRAWN CRC	JOB NO. 33029-1	SHEET C3
DATE JANUARY 26, 2008	CHECKED JPH	INDEX	
DESIGN CRC	DWG NAME 33029.DWG	FILE NO. 33029-1	OF 5



1/C4 TYPICAL PAVEMENT SECTIONS

SCALE: 3/4"=1'-0"



2/C4 PERMEABLE CONCRETE DRAINAGE SYSTEM

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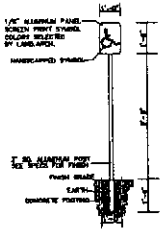
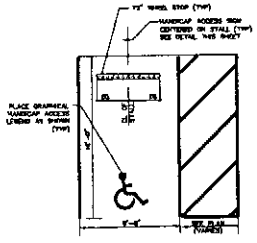


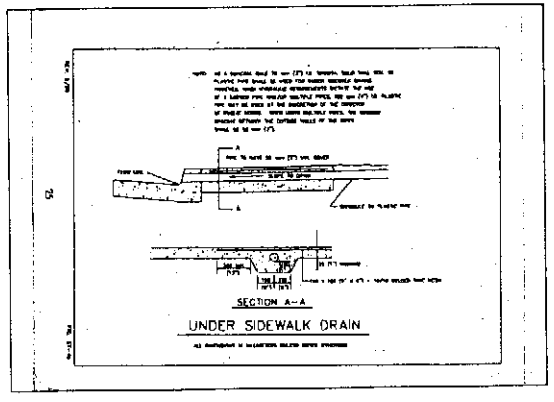
HANDICAP ACCESS SIGN DETAIL



HANDICAP PARKING STALL STRIPING DETAIL

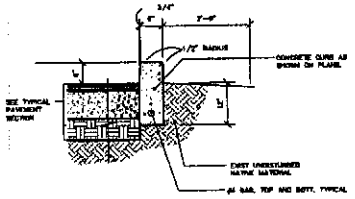
3/C4 HANDICAP PARKING STALL

SCALE: 1/2"=1'-0"



4/C4 SIDEWALK THRU-CURB DRAIN

SCALE: NTS



5/C4 TYPICAL CONCRETE CURB

SCALE: N.T.S.

DISCLAIMER

REGISTERED PROFESSIONAL ENGINEER JEFFREY R. HAEUSS No. 42666 Exp. 3-31-10 CIVIL STATE OF CALIFORNIA

APN: 062-171-03

REVISED 1-29-09 PER COUNTY COMMENTS

REVISED 10-13-08 PER COUNTY COMMENTS

BOWMAN & WILLIAMS
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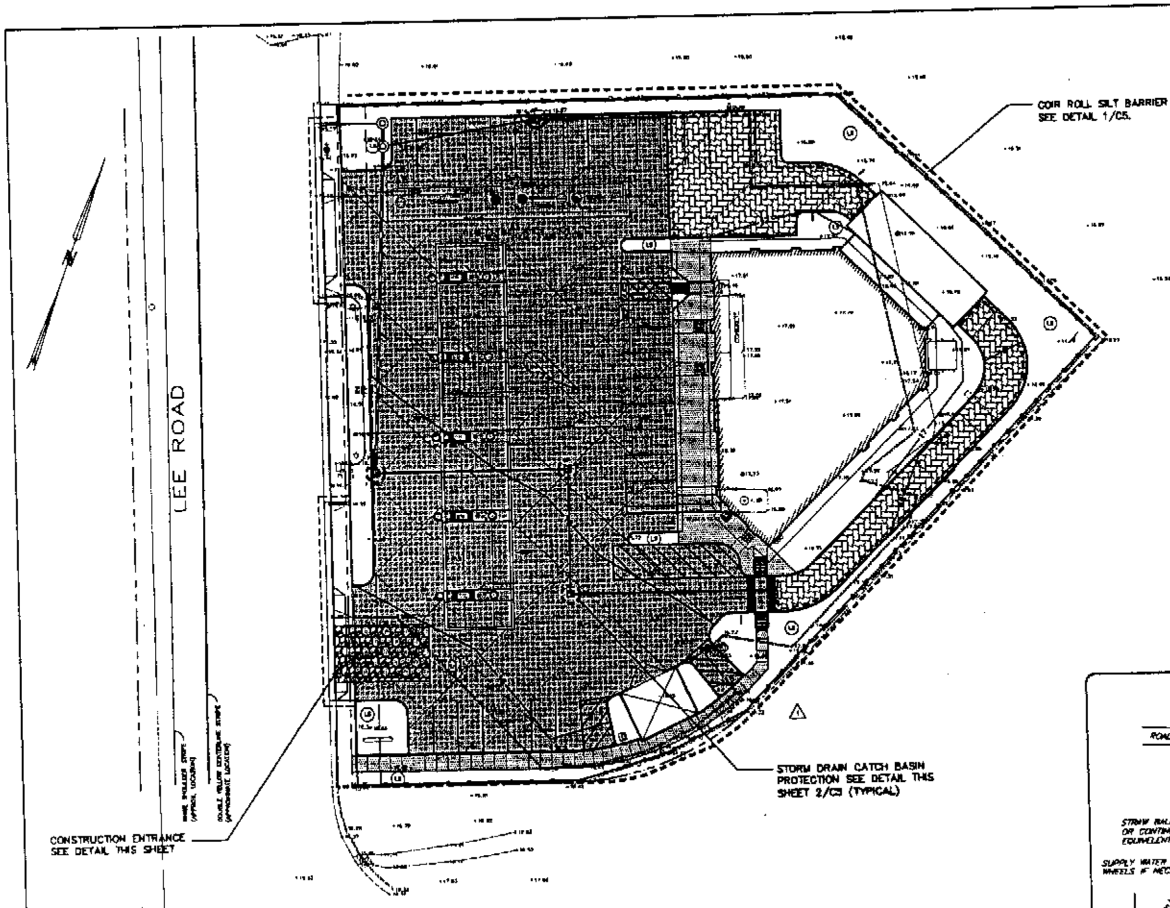
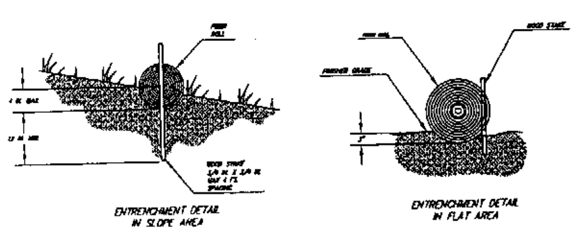
REGISTERED CIVIL ENGINEER NO. 42666

MISCELLANEOUS DETAILS

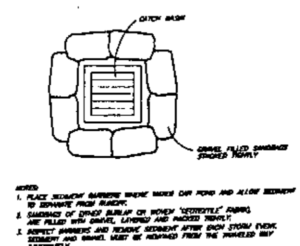
APACHEE DRIVE SUBDIVISION
MARIANI-MAS SUBDIVISION OWNER
300 LEE ROAD
WATSONVILLE, CA 95076-9446

SCALE 1"=20'	DRAWN CRC	JOB NO. 33003-1	SHEET C4
DATE JANUARY 30, 2008	CHECKED JRH	INDEX	
DESIGN CRC	DWG NAME 33003.DWG	FILE NO. 33003-1	OF 8

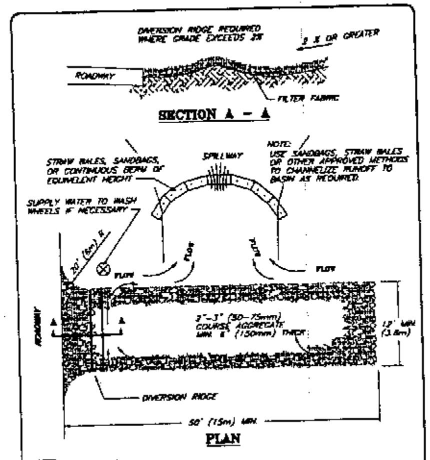




1
C5
FIBER/COIR ROLL SILT BARRIER
SCALE: 1"=1'-0"



2
C5
GRAVEL BAG CB PROTECTION
SCALE: NTS



NOTES:
1. THE ENTRANCE SHALL BE MAINTAINED IN A CONDITION THAT WILL PREVENT TRACKING OR FLOWING OF SEDIMENT ONTO PUBLIC RIGHT-OF-WAYS. THIS MAY REQUIRE TOP DRESSING, REPAIR AND/OR CLEANOUT OF ANY MEASURES USED TO TRAP SEDIMENT.
2. WHEN NECESSARY, WHEELS SHALL BE CLEANED PRIOR TO ENTRANCE ONTO PUBLIC RIGHT-OF-WAY.
3. WHEN WASHING IS REQUIRED, IT SHALL BE DONE ON AN AREA STABLIZED WITH CRUSHED STONE THAT DRAINS INTO AN APPROVED SEDIMENT TRAP OR SEDIMENT BASIN.

TEMPORARY
GRAVEL
CONSTRUCTION
ENTRANCE/EXIT

TEMPORARY EROSION CONTROL MEASURES

1. NO LAND CLEARING, GRADING, OR EXCAVATION SHALL BE DONE BETWEEN OCTOBER 15TH AND APRIL 15TH. ANY DEVIATION FROM THIS CONDITION REQUIRES REVIEW AND APPROVAL OF A SEPARATE WINTER EROSION CONTROL PLAN BY ENVIRONMENTAL PLANNING PRIOR TO BEGINNING SUCH CONSTRUCTION. THE DEVELOPER SHALL BE RESPONSIBLE FOR IMPLEMENTING AND MAINTAINING SITE EROSION CONTROL AT ALL TIMES.
2. EROSION IS TO BE CONTROLLED AT ALL TIMES ALTHOUGH SPECIFIC MEASURES SHOWN ARE TO BE IMPLEMENTED AT A MINIMUM BETWEEN OCTOBER 15TH AND APRIL 15TH. BETWEEN OCTOBER 15TH AND APRIL 15TH HAY BALES, FILTER BERMS, SILT FENCES OR OTHER MEANS SHALL BE EMPLOYED TO PREVENT SEDIMENT FROM LEAVING THE SITE OR ENTERING ANY WATERCOURSE.
3. RUNOFF FROM THE CONSTRUCTION SITE MUST NOT BE ALLOWED TO FLOW OVER ANY FILL SLOPES.
4. RUNOFF SHALL BE DIRECTED TOWARDS THE NEAREST CATCH BASIN WITH TEMPORARY EARTHEN BERMS.
5. SILT BARRIERS SHALL BE CONSTRUCTED ALONG THE BOTTOM OF ALL GRADED SLOPES.
6. CATCH BASINS SHALL BE ENCIRCLED BY A SILT BARRIER ON ALL FOUR SIDES. USE GRAVEL FILLED SANDBAGS OR STRAW BALE INLET BARRIER. PROVIDE FILTER FABRIC UNDER INLET GRATE.
7. ON ALL FINISH GRADED SLOPES, ON- AND OFF-SITE, EXPOSED DURING CONSTRUCTION ACTIVITIES, IF NOT PERMANENTLY LANDSCAPED PER PLAN, SHALL BE PROTECTED BY MULCHING AND/OR PLANTING OF THE FOLLOWING SEE APPROVED EROSION CONTROL MIX AT A RATE OF 36 LBS PER ACRE.

SEED TYPE	SEED APPLICATION RATE
BLANDO BROME	17.5 LB PER ACRE
ROSE CLOVER (PELLET INOCULATED)	12.5 LB PER ACRE
CREEPING RED FESCUE	6 LB PER ACRE
ZORRO ANNUAL FESCUE	TRACE
WILDFLOWERS	TRACE

LEGEND

FIBER/COIR ROLL OR SILT FENCE

HAY BALES

JEFFREY R. NACSS
No. 42686
Exp. 3-31-10
CIVIL
STATE OF CALIFORNIA
REGISTERED PROFESSIONAL ENGINEER

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APN 052-271-43

REVISED
2 REVISED 1-29-08 PER COUNTY COMMENTS
1 REVISED 10-13-08 PER COUNTY COMMENTS

BOWMAN & WILLIAMS
CONSULTING CIVIL ENGINEERS

REGISTERED CIVIL ENGINEER NO.

PRLIMINARY
EROSION CONTROL PLAN

RIVERSIDE DRIVE CHEVRON
LEE ROAD

SCALE 1" = 20'	DRAWN CRC	JOB NO. 23029-1	SHEET C5
DATE JANUARY 20, 2008	CHECKED		
DESIGN CRC	DWG NAME	FILE NO. 23029-1	

FOUNDATION & SOIL INVESTIGATIONS
(CBC 2007)

Proposed Remodeling and Addition(s) to the Existing Facility at 200 Lee Road, Watsonville, CA 95076

September 15, 2008

Prepared for:

Mr. Khosrow Haghshenas
Pajaro Valley Chevron
200 Lee Road
Watsonville, CA 95076

Prepared By:

Ali M. Oskoorouchi, Ph.D., P.E., G.E.
P.O. Box 66245 Scotts Valley, CA, 95067
Ph: (831) 325-1048
FAX: (866)716-4785
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Project KH-01-08

Exhibit 3

Mr. Khosrow Haghshenas
Pajaro Valley Chevron
200 Lee Road
Watsonville, CA 95076

INTRODUCTION

We are pleased to present this report summarizing the results of our geotechnical investigation for the proposed remodeling and addition(s) to the existing facility. The property is located at 200 Lee Road, Watsonville, California. The purpose of this Geotechnical Investigation is to provide soil data based on California Building Code, CBC 2007, for Project Architect and Structural Engineer of the project to better locate the proposed new buildings & facilities and to provide soil data to design their foundation system. In addition, the proposed geotechnical report will provide soil data for possible retaining walls, or any slabs-on-grade, and driveway pavement design within the same subject site.

The site is a rather flat terrain, and is approximately 1.0 acre in area, the footprint area of the existing single-story building at the site (to be demolished) is approximately 2,061 sq ft. with an existing Fueling area to be demolished and remodeled. The proposed new C-Store & Restaurant include an approximately 5,534 sq ft (single-story) building, and an attached car wash facility of approximately 890 sq ft in area. Please refer to the Vicinity Map (Figure 1) within the Appendix "A" for the general location of the site.

INFORMATION PROVIDED

Existing and proposed site plans of the subject site were provided to us by the Owner. (See Figure 2, Appendix "A").

SCOPE OF WORK

Our scope of work is limited to the following:

Under the responsible charge of a California Licensed Geotechnical Engineer:

1. Review of available geologic and geotechnical information pertaining to the site.

2. Exploration, sampling, and classification of soils by excavating three (3) exploratory boreholes to the required depth per CBC 2007, one to depth of 40 feet, to address liquefaction potential. Soil samples were obtained at the expected depth of the footings, followed by one sample for every 5 feet of drilling.

3. Laboratory testing of selected soil samples to determine their relevant engineering properties.

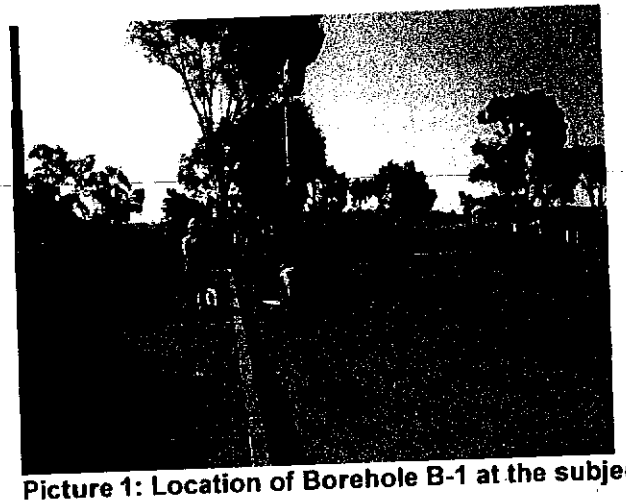
4. Compilation and analysis of collected field and laboratory data, and comparison of the collected laboratory data with other (available to us) projects in the area.

5. Preparation of Four (4) wet-stamped soil reports presenting our findings and recommendations for the appropriate type of foundation for the new construction, recommendations, providing soil data for design of possible retaining wall, utility trenches, slabs-on-grade and pavement design. The final report includes the results of lab tests indicating the soil profile encountered and a site plan showing the boreholes locations.

FINDINGS

Existing Site Conditions

The site is a rather flat terrain (see Pictures 1 to 3 for existing site conditions and location of boreholes).



Picture 1: Location of Borehole B-1 at the subject site

Pictures 2 & 3: Location of Borehole B-2 at the subject site

Laboratory Investigation

A limited number of field and laboratory classification tests were chosen and performed on samples obtained from boreholes 1, 2, and 3, to assist in classifying the surface and subsurface soils, which could then be related to allowable bearing capacities, compressibility and other geotechnical design criteria. Laboratory tests performed during our investigations included the following: Dry Density, Moisture Density, Percent Passing #200 Sieves, Gradation tests, and Atterberg Limits.

Surface Soil Conditions

Based on our present soil investigations, the project site has a surface stratum of gray to dark gray Lean Clay with Sand soft to medium, with traces of organic materials at very shallow depths. The plasticity index of the surface soil indicates a low expansion potential. This layer extend to up to 12 feet

The description of these soils and their approximate depths could be found on the Boring Logs in Appendix "A". The logs depict soil conditions at the locations and on the date the holes were drilled.

Subsurface Soil Conditions

Based on the present soil investigation, underlying the surface soils, up to a depth of 27 feet, are soft gray, olive to light brown Lean Clay. Underlying this stratum of soil, up to a depth of plus 42 feet are dark gray to blue Sandy Lean Clay, and Clayey Sand and poorly graded Sand. Ground water table was encountered at 5 feet 8 inches below ground at borehole #1, and 6 feet 4 inches below ground at borehole #2, during present investigation.

Materials encountered during the present subsurface exploration are described on the appended Test Boring Logs. The logs depict subsurface conditions at the locations and on the date the borings were drilled. Subsurface conditions at other locations might be different. Stratification lines shown on the logs represent the approximate boundaries between soil types; the actual transitions from one soil type to another may be gradual.

Seismic Considerations

a. The parcel is located within the seismically active Bay Area Region and has been classified by CBC 2007 as Seismic Region 1. It might be subject to severe ground shaking.

b. Known active or potentially active faults nearest to the site include: the Zayante-Vergeles Fault, 5.3 km, the San Andreas (1906) Fault, 9.6 km, the Sargent Fault, 15.6 km, and the Monterey Bay - Tularcitos Fault, 22.4 km.

c. The site is likely to be shaken by earthquakes of approximate magnitude 8.0 (similar to the "San Francisco: earthquake of 1906), with an average recurrence interval between 138 to 188 years along the North coast segment of the San Andreas Fault. Also, earthquakes of magnitude 6 to 7 are likely along many of the faults within the Bay area.

d. The potential for liquefaction or lateral spreading to occur on the property is considered low to moderate due to the soil type, ground water conditions, and fine grain (binder) contents within depths affected by foundation system.

Seismic hazards can be divided into two general categories: hazards due to a ground rupture and hazards due to a ground shaking. Since no known active or potentially active faults cross the site, the risk of earthquake-induced ground rupture occurring across the property is considered low.

Should a major earthquake occur with an epicentral location close to the site, ground shaking at the site will be severe. The effects of the ground shaking on the proposed additions, future planned structures and other improvements can be reduced by earthquake resistant design in accordance with the latest edition of the California Building Code (CBC). If the 2007 version of the CBC is utilized for seismic design, the recommendations of the "2007" CBC Design Considerations" section of this report should be followed.

CONCLUSIONS AND RECOMMENDATIONS

From a geotechnical engineering viewpoint, the site we studied is suitable for the proposed development provided the recommendations in this report are closely followed.

Our recommendations are presented as guidelines to be used by project planners and designers for the project. These recommendations have been prepared assuming that we will be commissioned to review project grading and design, and to observe and test during earthwork operations on-site. This additional opportunity to examine the site will allow us to compare subsurface conditions exposed during construction with those encountered during this investigation.

Site Preparation, Grading and Compaction

Prior to grading, the site should be cleared of obstructions and deleterious material such as abandoned utility lines (if present). Debris and materials arising from clearing and removal operations should be properly disposed of off-site.

Surface vegetation at the site should be stripped, and removed. Soil containing more than 2% organic matter by weight, should be considered organic. For planning purposes, assume a depth of 2 inches for stripping of surface vegetation and organic material. The actual stripping depth should be determined by the Geotechnical Engineer in the field at the time of stripping.

Structural fill should be placed on firm native material that has been approved by the Geotechnical Engineer. Loose material should be removed before placement of structural fill. The depth of fill should be determined by the Geotechnical Engineer at the time of construction.

For fills (if any) with the vertical height in excess of 5 feet, intermediate **benches** must be provided. Any man-made new cut and fill slopes should have gradients no steeper than 2:1 (horizontal to vertical) for slopes up to twelve (12) feet high. Slope stability analysis will be required for slopes and cuts with more than twelve (12) feet in height. Finished cut and fill slope areas should be protected from erosion as soon as possible after construction. Please refer to the section "Surface Drainage" for additional recommendations.

Prior to placement of fill, the soil surface must be scarified a minimum of 8 inches, moisture-conditioned, and re-compacted to a minimum 92 percent relative compaction based on ASTM D1557-00 Test Procedure.

Structural fill should be placed and water-conditioned in lifts not exceeding 8 inches in thickness (before compaction). Structural fill should be compacted to at least 95 percent relative compaction, based on the ASTM D1557-00 Test Procedure.

Sub-excavation of at least 24 inches below the proposed footings and 18 inches below the slabs-on-grade, and backfilling with Caltrans Class II, or non-plastic materials approved by the Geotechnical Engineer of the project, is required to avoid differential movements of the soil.

Pavement Section Recommendations

We have provided pavement section recommendations for Traffic Indexes of 4.0, and 6.0, for the subject site. The actual traffic index should be specified by the design professional; alternative pavement sections can be developed on request.

Based on our past experience with similar sites (for pavement design), we recommend minimum pavement sections as described below in Table 1. The native subgrade soil must be scarified a minimum of 12 inches, moisture-conditioned to approximately +3% on the wet side of the optimum, and re-compacted to a minimum 92 percent relative compaction based on ASTM D1557-00 Test Procedure, prior to placement of base rock materials.

Table 1. Recommended Pavement Sections

TRAFFIC INDEX	ASPHALTIC CONCRETE (INCHES)	CLASS 2 AGGREGATE BASE (INCHES)	TOTAL THICKNESS (INCHES)
4.0	2.5	12.5	15.0
6.0	3.0	17.0	20.0

All aggregate bases should be compacted to a relative compaction of at least 95 percent, based on the ASTM D1557-00 Test Procedure.

CBC 2007 Site Characterization

Based on CBC 2007, we classify the site of proposed improvements as follows:

Site Class	D-defined as a stiff soil profile with shear velocities between 600 to 1200 ft/sec or SPT 15 < N < 50 or 1000 < Su < 2000 psf in the top 100 feet.
Seismic Source	San Andreas (1906) Fault (Type A)
Seismic region	Region 1 (Zone 4)

Based on above, the seismic hazard spectra is as showed in appendix A.

Conventional Shallow Footings

The following recommendations apply to buildings of wood, steel or concrete construction limited to a height of no more than two stories. Should planned development differ from these assumed conditions, we should be notified to determine if additional investigation is warranted.

The proposed new addition to the existing structures may be supported by perimeter conventional continuous strip footings and structural grade beams or slabs as outlined herein. In addition, a minimum of 24 inches of local soil underneath the footings must be sub-excavated and backfilled with Caltrans Class II, AB. The engineered fill should be compacted to at least 95 percent relative compaction, based on the ASTM D1557-00 Test Procedure. The perimeter footings should have a minimum depth of 18 inches below the lowest adjacent grade, or the depth of existing footings, whichever is larger, with a minimum width of 15 inches. The footings may be designed to impose pressures up to 2000 pounds per square foot on foundation soils, from dead plus normal live loading. This value may be increased by one-third for wind or seismic loading. Using these criteria, total and differential settlements are expected to be less than 1.0 and 0.75 inches respectively. To improve the foundation capabilities to resist possible differential settlement and

minimize potential damages due to liquefaction (during and after earthquake), it is strongly recommended interconnecting the strip footings (Grid System) approximately every 12 feet (or less). The Grid System should have the same section as the strip footings.

Concrete should be placed in footing excavations that have been kept moist, prior to concrete pour. They also should be kept free from water, loose or soft soil or debris.

The Geotechnical Engineer of the Project must be present on site to observe foundation excavation and the minimum required depth of the footings, prior to placing steel reinforcing.

Drilled Piers

The following recommendations apply to buildings of wood, steel or concrete construction limited to a height of no more than two stories. Should planned development differ from these assumed conditions, we should be notified to determine if additional investigation is warranted.

The proposed new addition structures may be supported by drilled pier and grade beam system. Drilled piers should be at least 15" in diameter, and must be a minimum of 12 feet deep, or 3 feet into firm native material. We recommend a minimum spacing of 3.0 times diameters of the piers, center to center, and the maximum to be determined by the Structural Engineer of the Project.

Caissons (pier excavations) should not vary more than 1 percent from vertical. Passive soil pressure against the sides of drilled piers may be taken as equivalent to the pressure exerted by a fluid weighing 200 pounds per cubic foot (ultimate).

Based on our limited field and laboratory testing during this investigation, it is our engineering judgment that the piers may be designed to impose an allowable skin friction value of 250 pounds per square foot (psf), assuming that the upper two feet of skin friction is disregarded and an allowable end bearing capacity of 500 psf from dead plus normal live loading. This value may be increased by one-third for wind or seismic loading. To improve side friction, we recommend removal of the casings (if used) in place, and to improve end bearing, we recommend removal of at least 12 inches of native soil from the bottom and backfilling with Caltrans Class II, AB. Also a geotechnical engineer prior to placing formwork and steel reinforcing should observe all drilled piers.

We recommend; Grade beams to be a minimum of 15" wide, and should be reinforced per ACI most current Code; at each drilled pier-grade beam connection, a minimum of two of the drilled pier rebars to be bent into the grade beam for a minimum of 15". Excavation of the proposed drilled piers, where located next to existing footing, shall take place after safe and appropriate shoring of the existing building (to be designed by others).

Concrete should be placed in drilled excavations that have been kept moist by capping the holes after drilling, and spray of water, if needed, prior to concrete pour. They also should be kept free from water, loose or soft soil or debris.

The Geotechnical Engineer of the Project must be present on site to observe drilling and the minimum required depth of the drilled holes, prior to placing steel reinforcing.

Concrete Slabs-on Grade

Slab-on-grade areas should have the top 18 inches sub-excavated, backfilled with Caltrans Class II AB, or non-plastic materials approved by the Geotechnical Engineer of Record, and re-compacted per following specifications. To improve bearing capacity, and reduce possible floor dampness, the following steps must be taken:

- A minimum 18 inch section of Caltrans Class II Aggregate Base should be placed immediately over the compacted soil sub-grade
- Next, a minimum 4 inch section of capillary break material should be placed on top of the Caltrans Class II Aggregate Base. Capillary break material should be free-draining, clean 3/4-inch crushed gravel (or Drain Rock).
- Next a vapor barrier is recommended to further reduce floor dampness. The type of vapor barrier should be specified by the design engineer, but if visqueen or similar material is to be utilized, it should have a minimum thickness of 10 mils.
- Finally, the vapor barrier should be covered by a 2-inch sand cushion to protect the membrane and to aid in curing of the concrete.

If joints exist between the footings and slabs, we recommend 30 pound felt to be used as a separator between the edges of slabs-on-grade and footing areas.

Retaining Walls

Retaining walls should be designed using the following geotechnical design parameters presented below:

Coefficient of Friction = 0.25

Table 1 – Active, Passive, and At-rest Retaining Wall Equivalent Fluid Pressure

Back slope Gradient (H:V)	Active Equivalent Fluid Pressure (pcf)	Passive Equivalent Fluid Pressure (pcf)	At-rest Equivalent Fluid Pressure (pcf)
Level	39	250	47
3:1	47		
2:1	55		
1.7:1	60		

These values are for non-seismic conditions and are based on the assumption that the wall backfill will be adequately drained. Active pressure should be used for walls where horizontal movement at the top of the wall is not restricted. At-rest pressure should be used to design walls with movement restricted at the top, such as basement walls and walls structurally connected at the top. Passive pressure is ultimate value, and minimum wall displacement is assumed.

A zone of drainage material at least 12 inches wide should be placed on the backfill side of the retaining wall. The drainage material should be extending from the bottom of the wall (minimum of 18" below lowest adjacent finished grade) to within 12" of the top of the wall. The upper 12" of the backfill above the drainage material should consist of clayey soils. The drainage material should be Class 1 Permeable material complying with Section 68 of Caltrans Standard Specification, latest edition, or ¾ " to 1- ½ ", clean, durable coarse aggregate. The drainage material should be encapsulated by a high quality filter fabric such as Mirafi Filter weave 700 (or equivalent). Refer to Figure 6 within Appendix "A" for a typical retaining wall drain detail.

To account for seismic loading, a horizontal load equal to 15 H^2 pounds/horizontal foot, should be applied at 0.6 H above wall base (where H is the height of the wall). If the retaining wall is to support fill rather than a native cut slope, compaction surcharges should be incorporated into the wall design. We need to be contacted for additional lateral pressure loads due to compaction equipment.

Water should be collected by Schedule 40 perforated PVC pipe placed 4 inches from the bottom of the drainage material. Perforations (3/8 inch diameter) should be made in two rows at the end of a 120 degree arc, at 3 inches center, placed downward. The pipe should be sloped behind the wall at approximately 2%. Water collected in the retaining wall drain system should be carried in closed conduit and discharged away from the residence at the end of the closed conduit.

Utility Trenches

The sidewalls of trenches constructed in these materials will be prone to sudden collapse (for trenches deeper than 4 feet) unless they are properly shored and braced or laid back at an appropriate angle. Project designers should make a clear note of this fact in the project specifications and on the project plans and should draw attention to contractors and particularly the underground contractor, to the need to properly shore and brace or lay back the side walls of trenches.

All work should comply with the State of California Construction Safety Orders for "Excavations, Trenches, and Earthwork".

For the purpose of this section of the report, backfill is defined as material placed in a trench starting 1 foot above the pipe, and bedding is all material placed in a trench below the backfill.

Unless concrete bedding is required around utility pipes, free draining sand should be used as bedding. Sand bedding should be compacted to at least 90 percent relative compaction based on ASTM Test Procedure D1557-00, or to the degree of compaction specified by the utility designer.

Approved import sand should be used as utility trench backfill. Backfill in trenches located under and adjacent to structural fill, foundations, concrete slabs and pavements should be placed in horizontal layers no more than 8 inches thick. Each layer of imported trench backfill should be water conditioned and compacted to at least 95 percent relative compaction, if it is underneath the pavement area. Compaction of backfill by water jetting should not be permitted.

We recommend that within three feet of the structure foundation, a clayey material or control density fill (CDF) be used for the trench backfill and bedding, to seal the trench and prevent a conduit for water to enter beneath the structure foundation.

Surface Drainage

Surface drainage gradients should be planned to prevent ponding and to promote drainage of surface water away from structure foundations, slabs, edges of pavements and sidewalks, toward suitable collection and discharge facilities. We recommend that within 10 feet of the perimeter foundations, the ground surface be sloped at least 5 percent away from the structure.

Building roof eaves should have rain gutters, with outlets from the down spouts provided with adequate capacity to carry the storm water away from the structure to reduce the possibility of soil saturation and erosion by cobble blankets or other suitable measures.

Post-Report Geotechnical Services

We recommend our company be commissioned to provide the following services:

1) Review project grading and foundation plans during project design.
2) Observe, test and advise during site preparation, grading and compaction.
3) Observe foundation excavation for drilled piers (continuously, per CBC 2007) and conventional shallow footings.

4) Observe, test and advise during backfilling and compaction of on-site utility trenches.
5) Observe, test and advise during slab-on-grade pavement sub-base and aggregate base construction.

LIMITATIONS

Changes in project design will render our recommendations invalid unless our staff reviews such changes and our specific recommendations are modified accordingly.

Our recommendations have been made in accordance with the principles and practices generally employed by the geotechnical engineering profession. This is in lieu of all other warranties, express or implied.

Subsurface exploration of any site is necessarily confined to selected locations and conditions may, and often do vary between and around these locations. If varied conditions are encountered during construction, additional exploration, testing and construction modification may be required. To compare the generalized site conditions assumed in this report with those found on the site at the time of construction, all earthwork and associated operations should be observed and tested by our field representative.

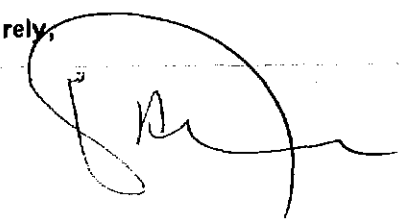
This report is issued with the understanding that it is the responsibility of the Owner, or his representative, to ensure that the information and recommendations contained within this report are called to the attention of the Architects and Engineers for the project and incorporated into the plans, and that the necessary steps are taken to ensure that the Contractors and Subcontractors carry out such recommendations in the field.

The findings of this report are valid as of the present date. However, changes in the conditions of the property could occur with the passage of time, whether they are due to natural processes or the works of man, on this or adjacent properties. In addition, changes in applicable or appropriate standards occur, whether they result from legislation or the broadening of knowledge. Accordingly, the findings of this report may be invalidated, wholly or partially, by changes outside our control. This report should be reviewed in light of future planned construction and then current applicable codes.

Any person concerned with this project who observes conditions or features of the site or the surrounding areas that are different from those described in this report should report them immediately to us and the owner for evaluation.

If you should have any questions, or if we can be of any further assistance, please do not hesitate to contact us at (831) 325-1048.

Sincerely,



Ali M. Oskoorouchi, Ph.D., P.E., G.E.
Geotechnical Engineer of Project
C62004
GE 2594
Renewal Date 9/30/2009

Ali M. Oskoorouchi
Ph.D., P.E., G.E.
P.O. Box 66245
Scotts Valley, CA, 95067
Ph: (831) 325-1048
Fax: (866) 716-4785
aliosk@aliosk.com

June 23, 2009

Mr. Khosrow Haghshenas
Pajaro Valley Chevron
200 Lee Road
Watsonville, CA 95076

Subject: **Plan Review Letter**
Proposed Remodeling and Addition(s)
Located at 200 Lee Road
Watsonville, California
APN 052-271-03

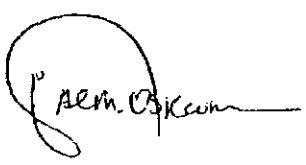
Dear Mr. Khosrow Haghshenas:

In response to your inquiry and *authorization*, we have *completed* our plan review of the plans provided by Bowman & Williams Consulting Civil Engineers. The purpose of our review was to determine if the plans and *designs were in* substantial conformance with the recommendations of the Geotechnical Investigation for Pajaro Valley Chevron dated September 15, 2008 (Soil Report # KH-01-08).

A total of 5 sheets were provided and reviewed. These are C1, Existing Conditions; C2, *Preliminary* Grading Plan; C3, Preliminary Drainage and Utility Plan; C4, Miscellaneous Details; C5, Preliminary Erosion Control Plan; dated 1/20/06, *all* revision 6/15/09 except C2 that has been revised on 6/23/09.

Based on this review, *it is our professional* opinion that the drawings, plans and designs that we have reviewed and as stated above, are in substantial conformance with the recommendations of the Geotechnical Investigation for this project as stated above. Please let us know if we can be of any further assistance.

Sincerely Yours,



Ali M. Oskoorouchi, Ph.D., P.E., G.E.
State of California Licensed Civil and Geotechnical Engineer
C62004
GE2594
Renewal Date: 9/30/2009

COUNTY OF SANTA CRUZ

PLANNING DEPARTMENT
701 OCEAN STREET, 4TH FLOOR, SANTA CRUZ, CA 95060
(831) 454-2580 FAX: (831) 454-2131 TDD: (831) 454-2123
TOM BURNS, PLANNING DIRECTOR

April 6, 2009

Geoff Scurfield
144 Cutter Dr.
Watsonville, CA 95076

Subject: **Review of Foundation and Soils Investigation by Ali M. Oskoorouchi, dated September 15, 2008; "Response to Review of Geotechnical Investigation", dated March 6, 2009**
Project #: KH-01-08, APN: 052-271-03, Application #: 08-0480

Dear Mr. Scurfield,

The purpose of this letter is to inform you that the Planning Department has found the subject report acceptable for the discretionary review of Application 08-0480. Although the report is sufficient to determine the feasibility of the proposed project, additional information will be required prior to building permit issuance to more accurately define foundation design parameters. With regard to liquefaction, our assessment of the site is as follows:

This site is in an area mapped as having a high potential for liquefaction, and is characterized by strata of alluvial deposits of varying susceptibility to liquefaction-induced settlement. The subsurface information presented in the subject report is based on boring samples taken every five feet, while it has been demonstrated that potentially liquefiable strata may be present in thicknesses less than five feet, and may have been missed using this sampling technique.

As a condition of approval for Application 08-0480, the applicant must provide a quantitative assessment of liquefaction-induced settlement at the site based on continuous subsurface data derived from Cone Penetration Testing prior to building permit approval. Please contact the undersigned at (831)454-5121 (Carolyn Banti) or (831)454-3175 (Joe Hanna) to discuss the number and location tests required prior to performing the work.

Sincerely,

Carolyn Banti, PE
Associate Civil Engineer

Joe Hanna, CEG 1313
County Geologist

cc: Randall Adams, Project Planner
Khosrow Haghshenas, Owner
Ali M. Oskoorouchi

Exhibit 4

COUNTY OF SANTA CRUZ

PLANNING DEPARTMENT
701 OCEAN STREET, SUITE 310, SANTA CRUZ, CA 95060
(831) 454-2580 FAX: (831) 454-2131 TDD: (831) 454-2123
TOM BURNS, DIRECTOR

February 5, 2009

Geoff Scurfield
144 Cutter Drive
Watsonville, CA 95076

Subject: GEOLOGIC HAZARDS ASSESSMENT
APN: **052-271-03**
LOCATION: **200 Lee Road**
PERMIT APPLICATION NUMBER: **08-0480**
OWNER: Khosrow Haghshenas

Dear Mr. Scurfield,

We have recently conducted a site inspection of the parcel referenced above where you propose to demolish an existing gas station and construct a replacement gas station with a convience store, restaurant, car wash, and associated improvements (figure1). This inspection was completed to assess the property for possible flood hazards due to its proximity to the Watsonville Slough and Pajaro River. The purpose of this letter is to briefly describe our site observations, outline permit conditions with respect to geologic planning issues and to complete the hazards assessment for this property.

The subject parcel is located near the Watsonville Slough and the Pajaro River. Published maps on file with the Planning Department indicate that the parcel is within this stream's federally-designated 100-year flood zone AO. Flood depths of 1 to 3 feet (usually sheet flow on sloping terrain); average depths determined to be one foot above grade (figure 2).

Enclosed copies of the federal flood maps indicate the flood hazard boundaries in this area and the approximate parcel location (figures 2 and 3). The flood hazard maps delineate the extent of flooding which is anticipated during a 100-year flood, an event with a one percent chance of occurring in any given year. Flooding to an approximate level of one foot above grade is anticipated to occur once every hundred years on the basis of this mapping. However, this does not preclude flooding from occurring due to events smaller in magnitude than the 100-year flood or for the "100-year flood" from occurring two years in a row. For your information, no historic flooding event, including the record events of 1955, 1982 and 1998 has resulted in 100-year flood levels for any of the streams monitored in Santa Cruz County.

The flood hazard maps for the County were recently revised by the federal government due to the County's participation in the National Flood Insurance Program. This

Exhibit 5

program enables property owners to obtain insurance coverage for flood damage to residential and commercial structures and their contents. In return for making flood insurance available, the federal government requires that the County's land use regulations be consistent with federal standards for construction activities in areas where potential flood hazards are identified on the maps.

Therefore, to comply with federal floodplain management requirements as well as section 16.10 of the County Code (Geologic Hazards Ordinance) and to receive approval for the proposed project with respect to geologic planning issues, the following conditions must be met:

1. No development activity may occur within the floodway.

2. The entire structure must be elevated or floodproofed above the level of flooding anticipated during the 100-year flood event. At this site elevation or floodproofing to an elevation of at least one foot above grade must occur.

3. The following items must be completed to meet elevation requirements for non-habitable (commercial) structures:

   a. The building plans must indicate the elevation of the lowest finished floor relative to mean sea level and native grade prior to issuance of a development permit; and

   b. Compliance with the elevation requirement must be certified in writing on an Elevation Certificate by a registered professional engineer, architect or surveyor prior to the final inspection of the structure.

4. For all new construction and substantial improvements, the fully enclosed areas below the lowest floor that are subject to flooding shall be designed to automatically equalize hydrostatic flood forces on exterior walls by allowing for the entry and exit of floodwaters.

5. Designs for meeting this requirement must either be certified by a registered professional engineer or architect; or meet or exceed the following minimum criteria:

   a. EITHER a minimum of two openings having a total net area of not less than one square inch for every square foot of enclosed area subject to flooding shall be provided. The bottom of all openings shall be no higher than one foot above grade. The openings may be equipped with screens, louvers, valves or other coverings or devices, provided that they permit the automatic entry and exit of floodwaters; OR

   b. Be certified to comply with a local floodproofing standard approved by the Federal Insurance Administration (see below for floodproofing option).

6. Non-residential structures shall be floodproofed if elevation above the 100-year flood plain is not feasible. Floodproofed structures shall meet the following criteria:

   a. The structure and elements that function as apart of the structure such as a furnace or hot water heater must be floodproofed so that below the level indicated above, the structure is watertight with walls substantially impermeable to the passage of water.

   b. The structure must be capable of resisting hydrostatic and hydrodynamic loads and effects of buoyancy; and

   c. The building plans must indicate the specific floodproofing measures which have been designed for the structure and the elevation relative to mean sea level and native grade to which these floodproofing measures will be constructed before the building permit can be approved by the Environmental and Technical Review Section of the Planning Department. The plans must be certified by a registered professional architect or engineer.

7. After the building plans are approved, an Elevation/Floodproofing Certificate will be mailed to the property owner. A state-registered engineer or licensed architect must complete this certificate by indicating the elevation to which floodproofing was achieved before a final building inspection of the structure can occur.

8. New septic systems and leachfields shall not be located within the 100-year floodplain. No expansion of existing septic systems or leachfields shall be allowed within the 100-year floodplain.

9. The placement of fill shall be allowed only when necessary. The amount allowed will not exceed 50 cubic yards and only as part of a permitted development and only if it can be demonstrated through environmental review that the fill will not have cumulative adverse impacts.

10. The enclosed Declaration form acknowledging a possible flood hazard to the parcel must be completed prior to issuance of a building permit.

It is important to note that if your project cannot meet these minimum federal requirements, or if the project has already been constructed and an "as built" permit has or will be applied for to correct a violation, a permit may not be able to be approved.

We have also reviewed the soils report submitted with this application ("Proposed Remodeling and Addition(s) to the Existing Facility at 200 Lee Road", Oskoorouchi, 9/15/08). The report has not been accepted; comments regarding report deficiencies are described below:

- The subsurface conditions shown in the investigation differ significantly from those reported in the environmental assessment prepared for this parcel ("Additional Site Assessment Report and Third Quarter 2008 Groundwater Monitoring and Sampling Results", SAIC, 10/8/08). The conditions reported in the report show potentially liquefiable soils at more shallow depths. Additional investigation is required to substantiate the determination that liquefaction will not impact the proposed development. Due to potential stratification of soils, Cone Penetration Testing is strongly recommended. (Please note that the conventional foundation recommendations on page 6 of the report provide mitigations to minimize potential damages due to liquefaction, which does not appear to be consistent with other sections of the report.)

- The Standard Penetration Test (SPT) blow counts for this site do not appear to be consistent with the reported "Site Class D" designation. Please provide additional data to justify this designation or revise the site class.

- Pier recommendations provided in the report state that piers should be embedded a minimum of 12-feet, or 3-feet into "firm native material". Please provide an estimated depth to firm material or revise the recommendation.

If you have any questions concerning the assessment of this property for flood hazards or the permit conditions described above, please call me at 454-3162. If you have questions regarding the soils report review, please call Carolyn Banti at 454-5121. Questions regarding insurance coverage under the National Flood Insurance Program should be directed to an insurance agent.

Sincerely,

JESSICA DEGRASSI
Resource Planner
Environmental Planning

JOE HANNA
County Geologist
CEG #1313

CAROLYN BANTI
Associate Civil Engineer
Environmental Planning

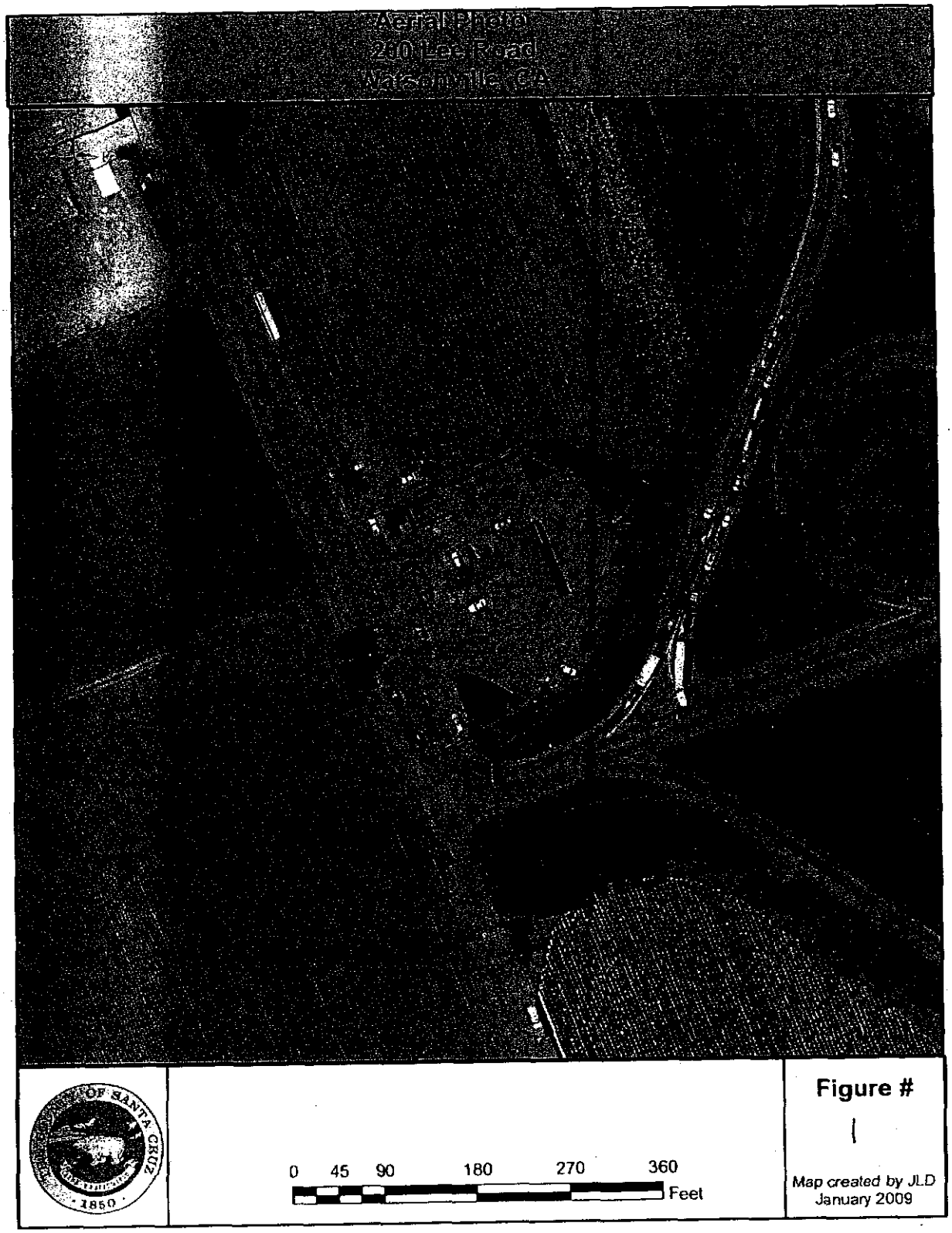
Geoff Scurfield
January 29, 2009

2/5/09
Date

FOR: CLAUDIA SLATER
Principal Planner
Environmental Planning

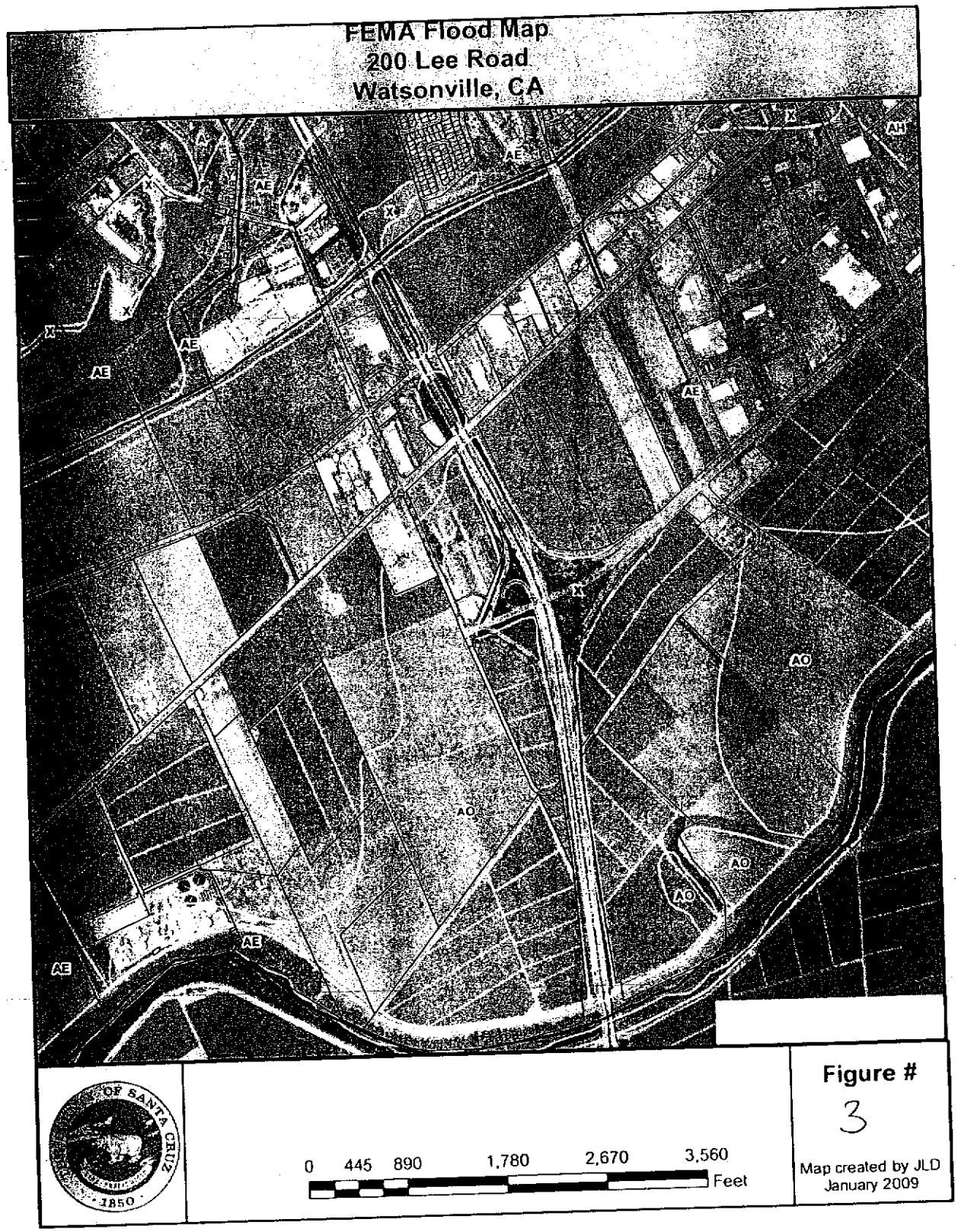
Enclosure(s)

cc: GHA File
Randall Adams, Planner


Aerial Photo
200 Lee Road
Watsonville, CA
0 45 90 180 270 360
Feet
Figure #
1
Map created by JLD
January 2009

Geoff Scurfield
January 29, 2009

Geoff Scurfield
January 29, 2009



BOWMAN & WILLIAMS
CONSULTING CIVIL ENGINEERS
A CALIFORNIA CORPORATION
1011 CEDAR • PO BOX 1621 • SANTA CRUZ, CA 95061-1621
PHONE (831) 426-3560 FAX (831) 426-9182 www.bowmanandwilliams.com

HYDROLOGY AND STORMWATER DETENTION CALCULATIONS

FOR

RIVERSIDE DRIVE CHEVRON ADDITION & SITE IMPROVEMENTS

LOCATED IN

WATSONVILLE
COUNTY OF SANTA CRUZ
CALIFORNIA

JANUARY 20, 2006
REVISED: OCTOBER 10, 2008
REVISED: JANUARY 29, 2009
REVISED: June 15, 2009

BASIS OF DESIGN:

1. County of Santa Cruz Design Criteria.
2. ASCE Manual of Engineering Practice No. 37
3. City of Watsonville Storm Drainage Master Plan
4. Project Drawings

Exhibit 6

1.0 INTRODUCTION

The proposed project will improve the existing Riverside Drive Chevron, parcel number 052-271-03. The scope of the project will include expanding and modifying the paved parking and driveway areas, increasing the size of the main building – allowing for multiple occupants, the addition of a carwash, and the relocation of pump islands. Project improvements encompass an area of approximately 1.10 acres. The project site is shown on the vicinity map attached to this report.

2.0 METHOD OF ANALYSIS

- The Rational Formula (shown below) is used to estimate peak runoff rates.

$$Q = C_a C i_a i A$$

Where:

Q= Estimated Peak Runoff from site (cfs)
C_a= Antecedent Moisture Factor (Unitless)
C= Runoff Coefficient (Unitless)
i_a= Rainfall Intensity Adjustment Factor (Unitless)
i= Rainfall Intensity (in/hr)
A= Area of Site (Acres)

- Precipitation data/runoff coefficients are obtained from the Santa Cruz County Design Criteria Manual. Precipitation intensity is based upon the P60 Isopleth for Santa Cruz County (see attached map).

3.0 SYSTEM EVALUATION

- Included in this report are spreadsheets for the 10 year return period showing the estimated peak runoff rates from the site for current and post development conditions.

- The runoff values shown in the spreadsheets are calculated using the Rational Formula. Values for C are found in The County of Santa Cruz Design Criteria, a copy of these values is attached to this report.

- Antecedent Moisture factors (C_a) for the Rational formula are found in The County of Santa Cruz Design Criteria, a copy of these values is attached to this report. C_a is 1.0 for the 2, 5, and 10-year events, and C_a is 1.1 for the 25-year event.

- The rainfall intensities are taken from the IDF curve, which is attached to this report. These intensities are for the 10-year event. The value for Ia is 1.0 for the 2, 5, & 10 year events, and 1.2 for the 25 year event.

4.0 SUMMARY

The table below shows the estimated peak flows and detention for the site drainage system.

DRAINAGE AND DETENTION SUMMARY	
DRAINAGE ITEM	QUANTITY
10-YEAR PRE DEVELOPMENT FLOW (CFS)	1.62
10-YEAR POST DEVELOPMENT FLOW (CFS)	1.64
25-YEAR PRE DEVELOPMENT FLOW (CFS)	2.14
25-YEAR POST DEVELOPMENT FLOW (CFS)	2.16
DETENTION STORAGE REQUIRED (CF)	71
DETENTION STORAGE PROVIDED (CF)	453

5.0 DESCRIPTION OF DOWNSTREAM DRAINAGE

The site drains primarily west towards Lee Road. The gutter in Lee Road running along the project frontage is directed into a channel running North Along Lee Road. The channel (trapezoidal, approximately 6' wide by 3' deep) carries all of the drainage for the site north along Lee Road. The swale in Lee Road is directed to a 24" HDPE culvert with a concrete headwall labeled SDH1297 on the City of Watsonville drainage inventory, located at the southeast corner of the intersection of Lee Road and Beach Street. The 24" culvert directs stormwater North into the City of Watsonville Storm Drainage System, starting at manhole SDM 5025. From there a 36" RCP storm drain conveys City Drainage north, then at SDI 1028 the 36" RCP turns west, running parallel to the Union Pacific Railroad Right-of-Way. The City system outlets through culvert SDH 1294 into an agricultural drainage swale (Trapezoidal, approximately 20' wide by 6' deep). The swale runs west along the railroad right-of way, connecting to Watsonville Slough. From said connection point, Watsonville Slough runs southwest and empties to the Pajaro Lagoon at the mouth of the Pajaro River. The Pajaro Lagoon connects to the Monterey Bay.

Some small vegetated areas around the south and east perimeter of the site currently drain southeast to the existing drainage channel adjacent to the Highway 1 Riverside Drive Exit. The drainage channel connects to an existing GO storm drain inlet. This inlet drains through an 24" RCP to a manhole in Lee Road and from there to a 33" RCP which outlets to the existing swale in Lee Road described in the previous paragraph.

In response to drainage comments dated March 26, 2009 the site drainage outlet will be reconfigured from a pumped thru-curb drain in the existing condition to a pumped direct connection to a new manhole located on Lee road. Per the drainage comments, the existing 33" RCP pipe was analyzed for capacity, the calculations are now included in the report. The existing swale along Lee Road has a flowline elevation higher than the outlet of the 33" RCP, (the 33" system must back up before outleting at a higher level), the system has been modeled using a 24" diameter (effective area) pipe in order to accurately reflect this condition. The calculations show that all inlets and manholes in the street will maintain 8" minimum freeboard per Drainage Criteria Section D Note 8, and that overall this proposed connection will have a minimal impact on the existing system.

This paragraph cites the City of Watsonville Storm Drainage Master Plan, prepared by James M. Montgomery Consulting Engineers, Dated July 1980. The Master Plan includes the project site area in its analysis, the project site is located within the Watsonville Slough Drainage Basin. The Master Plan notes no capacity problems associated with the Swale in Lee Road or the culvert connecting to the City drainage system. The Master Plan did note surface drainage issues at the intersection of Lee Road and West Beach Street, however these issues appear to have been since resolved with street and drainage improvements to the intersection. The Master Plan identifies the existing 36" RCP storm drain running north on Lee Road and west along the Railroad Right of Way as having sufficient capacity. The slough itself is identified as having sufficient capacity for a 25-year storm. It is noted in the report that there are some areas where the slough overtops certain roadways when the 25-year event is exceeded, and states that this is the normal function of the slough.

6.0 CONCLUSIONS

The proposed improvements will not significantly change the existing drainage patterns. Some unpaved areas currently draining southeast will be directed directly to Lee road bypassing the Riverside Drive Exit drainage channel. These areas will be paved with semi-pervious pavement to store excess storm water and allow for delay time as would be provided in pre-development by the Riverside Drive Exit Swale.

The proposed improvements to the site constitute a slight increase to the site imperviousness. This increase will be mitigated through the use of pervious pavement drainage systems, sized to detain the excess runoff created by the new impervious surfaces, (the calculations assume the semi-pervious surfaces to be impervious for the purposes of detention sizing). The rock storage layer beneath the proposed semi-pervious surfaces will provide more than 6 times the required detention storage volume based on a 10-year storm event. The proposed pervious pavement drainage systems will be located in the east portion of the

site away from the underground gas tanks, and will have backflow valves attached at the connection points to the hard lines to prevent any accidental spills into the on-site catch basins from contaminating the pervious pavement drainage system.

It is our opinion that the proposed improvements will not cause adverse downstream effects.

Environmental Planning Completeness Comments

========= REVIEW ON NOVEMBER 24, 2008 BY ROBERT S LOVELAND =========

1. A "Flood Geological Hazards Assessment" needs to be completed for this project. Please pay for this assessment at the Zoning Counter of the Planning Department and have it added to this application.

2. The soils report submitted has been received and is currently under review. NOTE: The soils report can not be completely approved until the "Flood Geological Hazards Assessment" has been completed.

3. The soils report identifies that the over-excavation/recompaction earthwork will need to be completed as part of this project. Please provide this volume of earthwork seperately under "Grading Quantities" on Sheet C2. NOTE: Please submit all grading calculations from Bowman & Williams for verification. ========= UPDATED ON MARCH 26, 2009 BY ROBERT S LOVELAND =========

Items 1 & 3 above have been addressed.

NOTE TO PLANNER: My understanding is that Item 2 above will be addressed by Carolyn. ========= UPDATED ON MARCH 27, 2009 BY CAROLYN I BANTI =========

++ Completeness ++ Soils and Grading ++ Second Review ++

We have received a copy of the "Response to Review of Geotechnical Investigation" by Ali Askoorouchi, dated March 6, 2009. We have reviewed this document and a response letter is in process. County issued comments outlined in our forthcoming response letter must be addressed prior to building permit issuance. Acceptance of the soils report has been moved to "Miscellaneous Comments/Conditions of Approval" section.

Environmental Planning Miscellaneous Comments

========= REVIEW ON NOVEMBER 24, 2008 BY ROBERT S LOVELAND =========

Conditions of Approval:

1. Submit a "Plan Review Letter" from the project geotechnical engineer prior to building permit issuance.

2. The project architect or civil engineer must complete the following federal Emergency Management Agency (FEMA) document prior to building permit approval: "Flood Proofing Certificate for Non-Residential Structures (FEMA Form 81-65)" and submit to Environmental Planning for review.

3. Submit the "Declaration of Geologic Hazards Document" that was provided in the "Geologic Hazards Assessment" (Permit Application Number: 08-0480). Must be submitted prior to building permit issuance.

4. All non-residential structures shall be floodproofed so that below an elevation

one foot higher than the one-hundred year flood level, the structure is watertight with walls substantially impermeable to the passage of water based on structural designs, specifications and plans developed or reviewed by a registered professional engineer or architect (Section 16.10.070 (vii) (A)).

5. All non-residential structures be capable of resisting hydrostatic and hydrodynamic loads and effects of buoyancy (Section 16.10.070 (vii) (B)).

6. All non-residential structures shall be certified by a registered professional engineer or architect that floodproofing standards and requirements have been complied with; the certification shall indicate the elevation to which floodproofing was achieved prior to a final building inspection (Section 16.10.070 (vii) (C)).
========= UPDATED ON MARCH 27, 2009 BY CAROLYN I BANTI =========

7. Please address all soils report review comments and incorporate final mitigations into the project design.

8. Submit two copies of the soils report and addendum(s) along with the building permit application.

Dpw Drainage Completeness Comments

LATEST COMMENTS HAVE **NOT YET** BEEN SENT TO PLANNER FOR THIS AGENCY

========= REVIEW ON NOVEMBER 22, 2008 BY LOUISE B DION =========

Application with civil plans revised October 13, 2008 and Storm Drain System Analysis Report & Calculations revised October 10, 2008 by Bowman and Williams, and correspondence from Architect Frank E. Areyano, dated July 24, 2006 have been received.

This application was previously submitted as application #05-0629. The following completeness comments outstanding from that application are:

1) This development is within the Pajaro River floodplain. Please show that the finish floor elevations have provided 300 mm freeboard from the Q100 or flood of record flow for the convenience store / restaurant. In addition to FEMA and County Code regulations, this development is subject to the County of Santa Cruz Design Criteria (latest edition was approved by the County Board of Supervisors in June 2006). See Section D of Stormwater Management for reference of previous comments. Furthermore, elevation of non-residential structures above the 100-year flood level is also required by County Code, Section 16.10.070. Per the Code, floodproofing is only allowed when elevation is not feasible.

In addition to comments made under discretionary application #05-0629 we have the following additional comments:

1) Please provide a letter of approval from the geotechnical engineer addressing the feasibility of using permeable pavement at the site.

2) How much runoff is received onsite from upslope properties and how is this runoff

to be controlled? Show (quantitatively, if necessary) that the proposed drainage plan is adequate in this respect.

3) Provide the flow rate for the propose 3- flow thru curb drain. What is the capacity of the existing gutter for 10 and 25 year storm?

4) Please provide a complete assessment of downstream impacts identifying capacity restrictions downstream system receiving site runoff and identify the ultimate water body receiving this flow. While the system in the vicinity has been partially described in the report, restrictions and the complete flow path have not been completely assessed.

5) While complete review of drainage calculations will be performed during building permit review please conceptually describe the mechanism proposed to control release to predevelopment rates. Calculations supporting the method of control must be submitted during the building permit application stage.

Because this application is incomplete in addressing County requirements, resulting revisions and additions will necessitate further review comment and possibly different or additional requirements.

All resubmittals shall be made through the Planning Department. Materials left with Public Works will not be processed or returned.

The Dept. of Public Works, Stormwater Management Section, is available to answer any questions in person from 8:00 am to 12:00 noon.

If you have questions, please contact me at 831-233-8083.

========= UPDATED ON MARCH 26, 2009 BY LOUISE B DION =========
Application with civil plans dated 1/29/09, correspondence dates 1/30/2009 and Hydrology and Storm Detention Calculations by Bowman and Williams have been received.

Please address the following:

Prior item 1) Incomplete. Will the "Flood Geological Hazards Assessment" be completed during the discretionary permit application? If not review of this item will be deferred until the building permit application stage. However doing so may lead to design changes as a resultof additional drainage review comments. It is preferable that we review this information as part of the discretionary permit application.

Prior item 2) Incomplete. Correspondence from geotechnical engineer was not included in the submittal.

Prior item 3) Incomplete. It is our understanding that the existing site topography

requires pumping off storm runoff. If pumping is the only solution for the proposed drainage design then the drainage water should not be discharged through the curb drain but should be connected directly to storm drain pipe. It must also be demonstrated that the capacity of the existing 36- RCP can accommodate this additional runoff. Please describe the overflow path in the event of larger storm events. Since water does not drain from the site without pumping, will runoff from larger storm events requiring pumping as well? Does the existing 36 inch pipe have sufficient capacity for this?

Prior item 4) Incomplete. The 1980 City of Watsonville Storm Drainage Masterplan Table 3-1 indicates RCP pipe diameters which are less than the 36- RCP shown on the plans. Did the Masterplan recommend upsizing pipe sections 181-184? The excerpts provided are for existing conditions. What build out conditions were assumed in the Masterplan which indicated that th current system has sufficient capacity for 25 year storms? Do the build out assumptions correspond to actual present day build out for the drainage system downstream of the project site? Does the Masterplan indicate flooding occurs for all storm events greater than 25 years?

Because this application is incomplete in addressing County requirements, resulting revisions and additions will necessitate further review comment and possibly different or additional requirements.

All resubmittals shall be made through the Planning Department. Materials left with Public Works will not be processed or returned.

The Dept. of Public Works, Stormwater Management Section, is available to answer any questions in person from 8:00 am to 12:00 noon.

If you have questions, please contact me at 831-233-8083.

========= UPDATED ON AUGUST 15, 2009 BY LOUISE B DION =========

Application with revised civil plans, Hydrology and Stormater Detention Calculations, and corrrespondence from Bowman and Williams, Consulting Civil Engineers, dates 6/15/09 have been received.

Our concerns regarding feasibility for proposed drainage system have been addressed and the application is deemed complete with respect to the discretionary permit application stage. Detailed review of drainage system design and calculations will occur during the building permit application stage.

Please see miscellaneous comments for additional guidance.

Dpw Drainage Miscellaneous Comments

LATEST COMMENTS HAVE **NOT YET** BEEN SENT TO PLANNER FOR THIS AGENCY

========= REVIEW ON NOVEMBER 22, 2008 BY LOUISE B DION =========
Miscellaneous comments to be addressed during building permit application:

1. Provide recorded maintenance agreement for the the permeable pavement. Include maintenance recommendations and identify who is responsible for maintenance on the final plans. The agreement shall also provide wording to the effect that future resurfacing of pervious with impermeable material is not permissible.

2. Please provide measures for preventing debris from entering the detention facilities in order to minimize future clogging and maintenance.

3. Describe how all trash and storage areas are designed to prevent storm water pollution. Please note on the plans a provision for permanent bold markings at each inlet that reads: "NO DUMPING - DRAINS TO BAY".

4. A drainage impact fee will be assessed on the net increase in impervious area. The fees are currently $1.00 per square foot, and are assessed upon permit issuance. Reduced fees are assessed for semi-pervious surfacing to offset costs and encourage more extensive use of these materials.

Dpw Road Engineering Completeness Comments

LATEST COMMENTS HAVE **NOT YET** BEEN SENT TO PLANNER FOR THIS AGENCY

========= REVIEW ON NOVEMBER 14, 2008 BY GREG J MARTIN =========
No comment on discretionary. Additional details required for building permit. Greg Martin 831-454-2811 Building permit:ADA sidewalk behind ramp ========= UPDATED ON NOVEMBER 21, 2008 BY GREG J MARTIN =========

Dpw Road Engineering Miscellaneous Comments

LATEST COMMENTS HAVE **NOT YET** BEEN SENT TO PLANNER FOR THIS AGENCY

========= REVIEW ON NOVEMBER 14, 2008 BY GREG J MARTIN =========
========= UPDATED ON NOVEMBER 21, 2008 BY GREG J MARTIN =========

Environmental Health Completeness Comments

========= REVIEW ON NOVEMBER 17, 2008 BY JIM G SAFRANEK =========
NO COMMENT

Environmental Health Miscellaneous Comments

========= REVIEW ON NOVEMBER 17, 2008 BY JIM G SAFRANEK =========
Hazardous materials or hazardous waste are to be used, stored or generated on site, contact the appropriate Hazardous Material Inspector in Environmental Health at 454-2022 to determine if a permit is required.Complete before Building Permit approval.
Applicant must obtain approval for an Environmental Health Plan Review prior to submittal of building plans. Applicant must obtain Environ- mental Health Plan Check approval, a construction inspection final and a Food Establishment Health Permit prior to opening. Contact A. Strader a Food Establishment Health Permit prior to opening. Contact A. Strader of Environmental Health at 454-2741.Complete before Building Permi t approval.

Cal Dept of Forestry/County Fire Completeness Comm

LATEST COMMENTS HAVE **NOT YET** BEEN SENT TO PLANNER FOR THIS AGENCY

========= REVIEW ON DECEMBER 2, 2008 BY COLLEEN L BAXTER =========
DEPARTMENT NAME:CALFIRE/SANTA CRUZ COUNTY FIRE
Have the DESIGNER add the appropriate NOTES and DETAILS showing this information on the plans and RESUBMIT, with an annotated copy of this letter:
Note on the plans that these plans are in compliance with California Building and Fire Codes (2007) as amended by the authority having jurisdiction.
The job copies of the building and fire systems plans and permits must be onsite during inspections.
NOTE on the plans the OCCUPANCY CLASSIFICATION, BUILDING CONSTRUCTION TYPE/FIRE RATING and SPRINKERED or NONSPRINKERED as determined by the building offical and outlined in Part IV of the California Building Code, e.g. R-3, Type V-N, Sprinklered.
Note on these plans the occupancy load of each area. Show where the occupancy load signs will be posted.
FIRE FLOW requirements for the subject property are 1500GPM. Note on the plans the REQUIRED and AVAILABLE FIRE FLOW. The AVAILABLE FIRE FLOW information can be obtained from the water company.
SHOW on the plans a public fire hydrant, meeting the minimum required fire flow for the building, within 150 feet of any portion of the building. This information can be obtained from the water company.
Fire hydrant shall be painted in accordance with the state of California Health and Safety Code. See authority having jurisdiction.
A minimum fire flow 1500 GPM is required from 1 hydrant located within 200___ feet.
NOTE on the plans that the building shall be protected by an approved automatic fire sprinkler system complying with the currently adopted edition of NFPA 13___ and Chapter 35 of California Building Code and adopted standards of the authority having jurisdiction.
NOTE that the designer/installer shall submit three (3) sets of plans and calcula-

tions for the underground and overhead Residential Automatic Fire Sprinkler System to this agency for approval. Installation shall follow our guide sheet.
NOTE on the plans that an UNDERGROUND FIRE PROTECTION SYSTEM WORKING DRAWING must be prepared by the designer/installer. The plans shall comply with the UNDERGROUND FIRE PROTECTION SYSTEM INSTALLATION POLICY HANDOUT.
Building numbers shall be provided. Numbers shall be a minimum of 4 inches in height on a contrasting background and visible from the street, additional numbers shall be installed on a directional sign at the property driveway and street.
Plan check is based upon plans submitted to this office. Any changes or alterations shall be re-submitted for review prior to construction.
72 hour minimum notice is required prior to any inspection and/or test.
Note: As a condition of submittal of these plans, the submitter, designer and installer certify that these plans and details comply with the applicable Specifications, Standards, Codes and Ordinances, agree that they are solely responsible for compliance with applicable Specifications, Standards, Codes and Ordinances, and further agree to correct any deficiencies noted by this review, subsequent review, inspection or other source, and, to hold harmless and without prejudice, the reviewing agency.
The automatic fire sprinkler system shall be monitored by a remote or central station monitoring company. Separate plans and permits are required.

The fire sprinkler system shall be installed in the store as well as the car wash and fueling canopy. Separate plans and permits are required.

The fire department connection (FDC) shall be within 40 feet of a fire hydrant meeting the water flow requirements. The FDC is to be a minimum of 50 feet and no more than 200' from the building.

Cal Dept of Forestry/County Fire Miscellaneous Com

LATEST COMMENTS HAVE **NOT YET** BEEN SENT TO PLANNER FOR THIS AGENCY

========= REVIEW ON DECEMBER 2, 2008 BY COLLEEN L BAXTER =========

9/17/2009

40 West Lake Ave, 550 Rodriguez St	WAT	Radcliff School Expansion	5	L			Study
5 Lakeview Rd.	WAT	Western Farm Service/Crop Prod	4	R			Nitrate
475 Lakeview Rd.	WAT	Shikuma Bros., Inc.	4	L			Gasoline
320 Larita Dr.	BL	John & Hilda Gallaghan	1	L			Chemicals
Larkin Valley Rd	WAT	Xanthus Landfill/Granite Const	5	R			HC/WO/M
1141 Laurel Ave.	FEL	County Bank & Trust	1	L			Drug Lab
3 Laurel Glen Rd.	SOQ	Casalegno's Market	3	L		12/5/2000	Gasoline
16925 Laurel Rd.	LG	Rick Sharp Residence	1	L			Gasoline
Laurel St.	SC	Laurel Street Bridge Project	2	L			Organic
100 Laurel St.	SC	Shell Station	2	L	5/3/1995	12/19/1994	Gasoline
21 Laurel St at Blackburn St	SC	Salvation Army Project	2	L	6/28/2000	9/4/2002	Oil
101 Lee Rd.	WAT	Former Chevron #1001267	5	R			Gas/D/MtBE
103 Lee Rd.	WAT	Coast Oil	5	L			Gasoline
103 Lee Rd.	WAT	G.N. Renn/TOSCO Bulk Plant	5	R			D/MtBE
104 Lee Rd.	WAT	G.W. Davis, Inc.	5	L			HC
120 Lee Rd.	WAT	Berman Steel	5	L			Gasoline
200 Lee Rd. & Hwy 1	WAT	Chevron Station #9-1927	5	R			Gas/MtBE
110 Lindberg St.	SC	Wilson Bro./Lindberg St Prop	2	L			PNA's
784 Lockhart Gulch Rd.	SV	David Hunter	1	L		1/20/1995	Gasoline
240 Locust St. Refer to 135 Walker ST.	WAT	Cal Spray	5	L			Poison
2750 Lode St.	SC	East Cliff Trans Pump Station	3	R			D/MtBE

7 5 / 7 7

Exhibit 8

MONTEREY BAY
Unified Air Pollution Control District
serving Monterey, San Benito, and Santa Cruz counties

AIR POLLUTION CONTROL OFFICER
Douglas Quetin

24580 Silver Cloud Court • Monterey, California 93940 • 831/647-9411 • FAX 831/647-8501

November 17, 2008

Mr. Randall Adams
County of Santa Cruz
Planning Department
701 Ocean Street, 4th Floor
Santa Cruz, CA 95060

Sent Electronically To:
pln515@co.santa-cruz.ca.us
Original Sent By First Class Mail

SUBJECT: COMMENT – DEMOLITION OF GAS STATION AT 200 LEE ROAD, WATSONVILLE; AND CONSTRUCTION OF REPLACEMENT GAS STATION CONVENIENCE STORE, RESTAURANT, CAR WASH, ETC.

Dear Mr. Adams:

The Air District submits the following comments for your consideration:

Demolition of Gas Station
The demolition of the gas station will require a demolition permit from the Air District. Please contact Mike Sheehan in the District's Compliance Division to discuss requirements.

Air District Rule 439, Building Removals
The demolition is also subject to Rule 439, Building Removals. I have attached a copy for your reference.

Thank you for the opportunity to review the document.

Sincerely,

Jean Getchell
Supervising Planner
Planning and Air Monitoring Division

cc: Mike Sheehan, Compliance Division

Attachment: Rule 439

Exhibit 9

September 3, 2008

Geoff Scurfield
Scurfield Construction
144 Cutter Drive
Watsonville, CA 95076

SUBJECT: WATER AND SEWER AVAILABILITY AT 200 LEE ROAD

Dear Mr. Scurfield:

Please be advised that the City of Watsonville currently provides water and sewer service to the existing gas station at 200 Lee Road. Changes or upgrades to the current water service would require completion and submittal of a water service application to the City of Watsonville, and payment of any applicable connection, and construction fees. In addition, sewer connection fees will be required or evidence that they have been paid for the connection to the City's sewer collection system located in Lee Road.

This letter is not a guarantee of water or sewer availability. The provision of water and sewer service is determined by the Watsonville City Council. Please contact me at (831) 768-3076 if you have any questions or concerns.

Sincerely,

Tom Sharp
Senior Engineering Associate
Community Development Department

Exhibit 10