



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
KATHY MOLLOY PREVISICH, PLANNING DIRECTOR

NEGATIVE DECLARATION AND NOTICE OF DETERMINATION

I. 06-0641 1770 EL RANCHO ROAD, SANTA CRUZ APN(S): 067-191-18

Proposal to recognize the expansion of an existing home occupation into a trucking services business, to include a 320 square foot home office, potential storage for 28 different vehicles and equipment with a maximum of 15 vehicles or equipment parked on site at any one time, on-site parking for 5 of 7 business employees, a six-foot tall fence within the front yard setback, and an eight-foot tall fence within the side yard setback. The project requires an Amendment to Residential Development Permit 78-1201-U (to park a flat-bed truck and tractor on property as a home occupation) and 80-704-U (amendment to 78-1201-U to allow a 1 1/2 ton truck and brush grinder to be parked on the property) and a Residential Development Permit to increase the height of a fence from three to six feet tall in the front yard and six to eight feet tall in the side yard. The property is located on the east side of El Rancho Drive, at its intersection with Highway 17 (1770 El Rancho Road).

**ZONE DISTRICT: RA, R-1-2 Acres (Residential Special Designation: Agriculture,
Residential – 2 acre per unit)**

APPLICANT: Wayne Miller

OWNER: Robert and Sandra Kuerzel

STAFF PLANNER: Annette Olson, 454-3134

EMAIL: pln143@co.santa-cruz.ca.us

ACTION: NEGATIVE DECLARATION WITH MITIGATIONS

REVIEW PERIOD: APRIL 5, 2011 – APRIL 25, 2011

This project will be administratively considered by Environmental Planning Principal Planner.

Findings:

This project, if conditioned to comply with required mitigation measures or conditions shown below, will not have significant effect on the environment. The expected environmental impacts of the project are documented in the Initial Study on this project, attached to the original of this notice on file with the Planning Department, County of Santa Cruz, 701 Ocean Street, Santa Cruz, California.

Required Mitigation Measures or Conditions:

☐ None
☒ Are Attached

Review Period Ends: _____

Date Approved By Environmental Coordinator: _____

MATT JOHNSTON
Environmental Coordinator
(831) 454-3201

If this project is approved, complete and file this notice with the Clerk of the Board:

NOTICE OF DETERMINATION

The Final Approval of This Project was Granted by _____

on _____ No EIR was prepared under CEQA.
(Date)

THE PROJECT WAS DETERMINED TO NOT HAVE SIGNIFICANT EFFECT ON THE ENVIRONMENT.



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ENVIRONMENTAL COORDINATOR NOTICE OF INTENT TO ADOPT A PROPOSED NEGATIVE DECLARATION

Pursuant to the California Environmental Quality Act, the following projects have been reviewed by the County Environmental Coordinator to determine if they have a potential to create significant impacts to the environment and, if so, how such impacts could be solved. A negative declaration has been prepared in cases where the project is determined not to have any significant environmental impacts. An environmental impact report (EIR) will be prepared for projects, which could have a significant impact.

Public review periods are provided for these environmental documents according to the requirements of the County Environmental Review Guidelines, depending upon whether State agency review is required or whether an EIR is required. The environmental documents are available for review at the County Planning Department at 701 Ocean Street, Santa Cruz. You may also view environmental documents on the web at www.sccoplanning.com under the Planning Department menu, Agendas link. If you have questions or comments about these determinations please contact Matt Johnston of the Environmental Review staff at (831) 454-3201

The County of Santa Cruz does not discriminate on the basis of disability, and no person shall, by reason of a disability, be denied the benefits of its services, programs or activities. If you require special assistance in order to review this information, please contact Bernice Romero at (831) 454-3137 (TDD number (831) 454-2123 or (831) 763-8123) to make arrangements.

1. 06-0641 1770 EL RANCHO ROAD, SANTA CRUZ APN(S): 067-191-18

Proposal to recognize the expansion of an existing home occupation into a trucking services business, to include a 320 square foot home office, potential storage for 28 different vehicles and equipment with a maximum of 15 vehicles or equipment parked on site at any one time, on-site parking for 5 of 7 business employees, a six-foot tall fence within the front yard setback, and an eight-foot tall fence within the side yard setback. The project requires an Amendment to Residential Development Permit 78-1201-U (to park a flat-bed truck and tractor on property as a home occupation) and 80-704-U (amendment to 78-1201-U to allow a 1 1/2 ton truck and brush grinder to be parked on the property) and a Residential Development Permit to increase the height of a fence from three to six feet tall in the front yard and six to eight feet tall in the side yard. The property is located on the east side of El Rancho Drive, at its intersection with Highway 17 (1770 El Rancho Road).

**ZONE DISTRICT: RA, R-1-2 Acres (Residential Special Designation: Agriculture,
Residential – 2 acre per unit)**

APPLICANT: Wayne Miller

OWNER: Robert and Sandra Kuerzel

STAFF PLANNER: Annette Olson, 454-3134

EMAIL: pln143@co.santa-cruz.ca.us

ACTION: NEGATIVE DECLARATION WITH MITIGATIONS

REVIEW PERIOD: APRIL 5, 2011 – APRIL 25, 2011

This project will be administratively considered by Environmental Planning Principal Planner.

NAME: Kuerzel
APPLICATION: 06-0641
A.P.N: 067-191-18

NEGATIVE DECLARATION MITIGATIONS

- A. In order to ensure hydrocarbons do not reach the groundwater aquifer in this groundwater recharge area, prior to issuance of the final approval of the amendments to Permits 78-1201-U and 80-704-U, a special inspection must take place to confirm the following measures are in place:
1. At least 15 standard drip pans are available on-site to be placed under all vehicles temporarily or permanently parked on the subject parcel;
 2. Both fuel tanks are connected and serviceable to the residential unit on the subject parcel for use in home heating;
 - i. If the tanks are not connected and serviceable for home heating, they must be either connected or removed from the subject parcel prior to final approval of the amended permits.
 3. If the tanks are connected to the residential unit, the fuel nozzle shall be removed from the fuel tanks;
 4. The conditions of the permits listed above shall include a restriction that no business-related hydraulic equipment shall be operated on-site;
 5. The conditions of the permits listed above shall include a restriction that no vehicles shall be serviced on site;
 6. The applicant shall confirm an agreement to maintain the proposed silt and grease trap has been recorded on the parcel deed.
- B. In order to ensure residential neighbors are not impacted from the exhaust of large machinery, it shall be made a condition of the permits to be amended that no diesel vehicles over 10,000 pounds may idle for longer than 5 minutes on the subject parcel.



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KATHLEEN MOLLOY PREVISICH, PLANNING DIRECTOR

www.sccoplanning.com

CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) Environmental Review Initial Study

Date: 3/16/11

Application Number: 06-0641

Staff Planner: Annette Olson

I. OVERVIEW AND ENVIRONMENTAL DETERMINATION

APPLICANT: Wayne Miller

APN(s): 06719118

OWNER: Robert and Sandra Kuerzel

SUPERVISORAL DISTRICT: 1

PROJECT LOCATION: The property is located on the east side of El Rancho Drive at its intersection with Highway 17 (1770 El Rancho Road).

SUMMARY PROJECT DESCRIPTION: Proposal to recognize the expansion of an existing home occupation (general engineering contractor business), to include a 320 square foot home office, potential storage for 28 different vehicles and equipment with a maximum of 15 vehicles or equipment parked on site at any one time, on-site parking for 5 of 7 business employees, a six-foot tall fence within the front yard setback, and an eight-foot tall fence within the side yard setback. The project requires an Amendment to Residential Development Permit 78-1201-U (to park a flat bed truck and a tractor on property as a home occupation) and 80-704-U (Amendment to 78-1201-U to allow a 1 ½ ton truck and brush grinder to be parked on the property) and a Residential Development Permit to increase the height of a fence from three to six feet tall in the front yard and six to eight feet tall in the side yard.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED: 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.

- | | |
|--|---|
| <input type="checkbox"/> Geology/Soils | <input checked="" type="checkbox"/> Noise |
| <input checked="" type="checkbox"/> Hydrology/Water Supply/Water Quality | <input checked="" type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Greenhouse Gas Emissions |
| <input type="checkbox"/> Agriculture and Forestry Resources | <input type="checkbox"/> Public Services |
| <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Recreation |
| <input type="checkbox"/> Visual Resources & Aesthetics | <input type="checkbox"/> Utilities & Service Systems |
| <input type="checkbox"/> Cultural Resources | <input checked="" type="checkbox"/> Land Use and Planning |
| <input checked="" type="checkbox"/> Hazards & Hazardous Materials | <input type="checkbox"/> Population and Housing |
| <input type="checkbox"/> Transportation/Traffic | <input type="checkbox"/> Mandatory Findings of Significance |

DISCRETIONARY APPROVAL(S) BEING CONSIDERED:

- | | |
|--|---|
| <input type="checkbox"/> General Plan Amendment | <input type="checkbox"/> Coastal Development Permit |
| <input type="checkbox"/> Land Division | <input type="checkbox"/> Grading Permit |
| <input type="checkbox"/> Rezoning | <input type="checkbox"/> Riparian Exception |
| <input checked="" type="checkbox"/> Development Permit | <input type="checkbox"/> Other: |

NON-LOCAL APPROVALS


Other agencies that must issue permits or authorizations:

DETERMINATION: (To be completed by the lead agency)

On the basis of this initial evaluation:

- ☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a **NEGATIVE DECLARATION** will be prepared.
- ☒ 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 revisions in the project have been made or agreed to by the project proponent. 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.

- ☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- ☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.



Mathew Johnston
Environmental Coordinator

4/1/2011

Date

II. BACKGROUND INFORMATION

EXISTING SITE CONDITIONS

Parcel Size: 3.1 Acres

Existing Land Use: Residential, storage of personal and commercial equipment, machinery, materials and vehicles

Vegetation: Mixed evergreen forest throughout the site and along Highway 17

Slope in area affected by project: ☒ 0 - 30% ☐ 31 – 100%

Nearby Watercourse: The development area is adjacent to the riparian corridor of an un-named tributary to Carbonera Creek, identified as a salmonid stream.

Distance To: Tributary roughly follows the eastern edge of property line, or approximately 130 feet east of the top of slope.

ENVIRONMENTAL RESOURCES AND CONSTRAINTS

Water Supply Watershed: No

Groundwater Recharge: Yes

Timber or Mineral: No

Agricultural Resource: No

Fault Zone: No

Scenic Corridor: Not a mapped resource

Historic: No

Archaeology: Mapped, though Archaeological Reconnaissance Survey completed in 2002 (02-0214) did not identify any physical evidence on site. No additional requirements have been required for this project.

Noise Constraint: Project subject to General Plan Noise Element due to location adjacent to residential property

Biologically Sensitive Habitat: Yes, site mapped as containing White-rayed Pentachaeta and Zayante band-winged grasshopper. Also, site is within proximity of a tributary to Carbonera Creek, which is known to provide habitat for Steelhead salmon

Fire Hazard: No

Electric Power Lines: Yes, Along El Rancho Road

Solar Access: N/A

Solar Orientation: N/A

Hazardous Materials: The site contains two diesel gas tanks on site, on record with Environmental Health for home heating oil, though one of the tanks has a fuel nozzle attached to the exterior of the tank.

Other:

Floodplain: No

Erosion: No

Landslide: No

Liquefaction: No

SERVICES

Fire Protection: Scotts Valley Fire District
School District: Scotts Valley

Drainage District: No Zone District
Project Access: El Rancho Drive, 50
foot right-of-way
Water Supply: Well

Sewage Disposal: Septic

PLANNING POLICIES

Zone District: RA, R-1-2 Acres (Residential
Agriculture, Residential - 2 Acre per Unit)
General Plan: Carbonera Planning Area,
Rural Residential (2 1/2 Acres Per Unit)

Special Designation:

Urban Services Line: ☐ Inside ☒ Outside
Coastal Zone: ☐ Inside ☒ Outside

ENVIRONMENTAL SETTING AND SURROUNDING LAND USES:

The subject property is approximately 3 acres in size and located on the east side of El Rancho Drive at the intersection of El Rancho Drive and the northbound entrance to, and exit from, Highway 17. The subject property is surrounded by residentially-zoned and developed property to the north, south and east of the subject property. An unnamed tributary to Carbonera Creek follows the eastern and southeastern property lines.

From the eastern edge of El Rancho Drive, the property is generally flat, where existing residential and the home occupation development is located, with a gentle slope toward the south and southeast of the development area. Beyond this area, there is a steep slope in the direction of the un-named tributary to Carbonera Creek. Site runoff generally drains to the south and southeast toward the top of the slope above the creek, where an existing inlet to the tributary is located.

The development area contains an existing 3,200 square foot single family dwelling, located in the north central portion of the site. The south central portion of the site contains three existing storage buildings, approximately 240 square feet, 448 square feet (320 square foot shed and 128 square foot attached open sided storage area), and 200 square feet. The 240 square foot shed is located within the required 40-foot front yard setback area. The 448 square foot building is located along the top of the slope above the riparian corridor. The plans identify a carport, which was issued a building permit, but never constructed. The site also contains two diesel fuel tanks in the front central and central portion of the property. An approximately 72 square foot pump house is also located in the front central portion of the property, adjacent to one of the fuel tanks.

The property is surrounded by a six-foot tall fence located within the front yard setback area, and an eight-foot tall fence within the side yard setback area, located on the northern property line. This fence screens the site from the street and adjoining

property to the north.

Soil types on this site include Ben Lomond-Catelli Complex (30-75 percent slope) and Ben Lomond Felton complex (50-75 percent slope), Pfeiffer gravelly sandy loam (15-30 percent slope), which are typical of areas adjacent to drainage ways such as Carbonera Creek and well drained soils on hills and terraces, respectively.

The vegetation is comprised of mixed evergreen forest throughout the site, along Highway 17, and the riparian corridor area.

This site is mapped as a groundwater recharge area and mapped as an archaeological resource area, though an Archaeological Reconnaissance Survey completed in 2002 (02-0214) did not identify any physical evidence on site.

PROJECT BACKGROUND:

The owner originally proposed to recognize the expansion of an existing home occupation (general engineering contractor business) to include a 320 square foot home office and storage of eight business vehicles and equipment. The project was scheduled before the Zoning Administrator in a duly noticed public hearing on October 2, 2009. The Zoning Administrator's Report is attached as Attachment 2 for your review. Staff recommended denial of the project and certification that the project is exempt from the California Environmental Quality Act (CEQA), Statutory Exemption 15270, for projects subject to denial.

Following the public testimony, the Zoning Administrator indicated that a decision could not be rendered because he could not determine what was proposed by the applicant. The Zoning Administrator recommended the following:

1. Applicant to submit a narrative program statement describing the use in more detail, including each vehicle or piece of equipment proposed.
2. Applicant to submit a parking plan detailing where each vehicle or piece of equipment to be located on the site.
3. Applicant to complete a noise study.
4. Applicant to submit a storm water plan to be reviewed by Public Works Department Drainage section and Environmental Planning.
5. Applicant to provide plans detailing proposed fences to be recognized by this application.
6. Staff to complete Environmental Review of project.
7. Staff to prepare a public notice for the revised project.
8. Staff to determine the legality of existing structures on the site by property assessor records.

DETAILED PROJECT DESCRIPTION:

The owner has revised the proposal and now proposes to recognize the expansion of an existing home occupation into a trucking services business, to include a 320 square foot home office, potential storage for 28 different vehicles and equipment with a maximum of 15 vehicles or equipment parked on site at any one time, on-site employee parking for 5 of 7 business employees, a six-foot tall fence within the front yard setback area, and an eight-foot tall fence within the side yard setback area. Please see the complete program statement and equipment list (attached as Attachment 4 and 5, respectively) for more detail regarding the proposed use.

A revised site plan and equipment list identifies the number, type, general length, location of the potential 28 vehicles and equipment proposed by the use, and dimensions of the parking spaces proposed on the site. Of the 28 potential vehicles and equipment, 15 vehicles or equipment are proposed on site at any one time. The owner proposes to provide storage for a varying combination of these 28 vehicles or equipment. Thus, on any given day there could be a potentially different complement of 15 vehicles or equipment on site depending upon the particular service vehicles required by a particular client job. The applicant is proposing that the storage of any vehicles or equipment beyond the maximum 15 on site at any one time are to be located at off-site job locations; they are not proposed to be parked on the subject property. The applicant submitted a more expanded program statement and equipment list detailing the percentage of time each vehicle is expected to spend on the subject property. The program statement also notes that the hours of operation are proposed between 7 a.m. to 7 p.m. in general, with the exception that the hours will exceed standard hours of operation when emergency services are needed by the Government.

The plans also include a noise study that evaluates the impacts of the existing use on surrounding residential uses. The plans also include a drainage plan prepared by a licensed civil engineer. This plan shows that the site generally drains to an existing drainage outfall located at the southwest corner of the site. A silt and grease trap is proposed at this existing inlet.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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III. ENVIRONMENTAL REVIEW CHECKLIST

A. GEOLOGY AND SOILS

Would the project:

- | | | | | | |
|----|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| 1. | Expose people or structures to potential substantial adverse effects, including the risk of 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 based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| | B. Strong seismic ground shaking? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| | C. Seismic-related ground failure, including liquefaction? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| | D. Landslides? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 2. | Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Discussion: Following a review of mapped information and a field visit to the site, there is no indication that the development site is subject to a significant potential for damage caused by any of these hazards.

- | | Potentially
Significant
Impact | Less than
Significant
with
Mitigation
Incorporated | Less than
Significant
Impact | No Impact |
|---|--------------------------------------|--|------------------------------------|-------------------------------------|
| 3. Develop land with a slope exceeding 30%? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Discussion: There are slopes that exceed 30% on the property. However, no improvements are proposed on slopes in excess of 30%.

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| 4. Result in substantial soil erosion or the loss of topsoil? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: This project does not involve the grading, drainage improvements, excavation or construction of additional buildings that involve disturbance to the top soil. The site contains existing base rock in the area of the storage yard area, but would be subject to limited erosion given this surface protection.

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 5. Be located on expansive soil, as defined in Section 1802.3.2 of the California Building Code (2007), creating substantial risks to life or property? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: There is no indication that the development site is subject to substantial risk caused by 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 where sewers are not available? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: No new septic systems are proposed. The project has an existing septic system already and is not proposing to provide additional septic services for the proposed use. Environmental Health reviewed this proposal and found that the existing onsite sewage disposal system appears adequate to serve the expected infrequent use by 6 or less employees who work off-site. The program statement (item #1) indicates that employees only park on-site to carpool to a job site and do not work on-site. Therefore, the existing septic system is adequate for the proposed dwelling and home occupation.

- | | | | | |
|-------------------------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 7. Result in coastal cliff erosion? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|-------------------------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: The proposed project is not located in the vicinity of a coastal cliff or bluff; and therefore, would not contribute to coastal cliff erosion.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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B. HYDROLOGY, WATER SUPPLY, AND WATER QUALITY

Would the project:

- | | | | | | |
|----|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 1. | Place development within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|----|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: According to the Federal Emergency Management Agency (FEMA) National Flood Insurance Rate Map, dated March 2, 2006, no portion of the project site lies within a 100-year flood hazard area.

- | | | | | | |
|----|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 2. | Place within a 100-year flood hazard area structures which would impede or redirect flood flows? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|----|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: According to the Federal Emergency Management Agency (FEMA) National Flood Insurance Rate Map, dated March 2, 2006, no portion of the project site lies within a 100-year flood hazard area.

- | | | | | | |
|----|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 3. | Be inundated by a seiche, tsunami, or mudflow? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 4. | Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Discussion: The project is located within in a mapped groundwater recharge area. The project currently relies on a private well for water supply. The project does not involve the use of water for the proposed storage of vehicles and, thus, will not deplete groundwater supplies. Also, the project does not involve the construction of additional buildings or imperious area and will not reduce the potential recharge of the aquifer.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
5. Substantially degrade a public or private water supply? (Including the contribution of urban contaminants, nutrient enrichments, or other agricultural chemicals or seawater intrusion).	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion: The property is located in a rural area where properties obtain their water from wells. This property is also mapped as a primary groundwater recharge area. Areas designated as groundwater recharge areas provide unique soil conditions and underlying geologic formations for the percolation of rainfall and runoff into the groundwater basin. The site is currently in a natural condition, with exception that the parking area contains base rock throughout the parking area where the vehicles and equipment are stored. This material is a pervious material that allows the percolation of water. These site conditions and groundwater area facilitate runoff discharged from the site to travel either directly or indirectly into the soil via percolation into the groundwater basin to the private water supply or via site drainage into the tributary to Carbonera Creek.

Runoff from this project could contain petrochemical-based contaminants that could be leaked or spilled from vehicles and equipment stored on-site. This could occur from vehicles and heavy equipment that leak fuel, oil, antifreeze or other petrochemical pollutants. The site also includes two fuel tanks, identified as home heating fuel tanks, one of which provides a vehicle-style fuel nozzle located on the exterior of the tank, which poses a potential threat.

To mitigate against the potential for petrochemicals to infiltrate the soil, drip pans shall be required under every business-related vehicle and no on-site maintenance shall be allowed. In addition, no business-related hydraulic equipment shall be operated on-site since hydraulic systems rely on large quantities of petrochemical fluids to facilitate machinery operation and if a hydraulic system were to rupture, a large amount of petrochemicals would be released. The vehicle-style fuel nozzle would be required to be removed to preclude the possibility of fuel spilling from the nozzle or entirely remove the tank if it is not connected to the house for heating as the property owner has stated.

Finally, the project contains a drainage plan by Richard A. Wadsworth of Mid Coast Engineers that would provide for a water quality treatment unit to clean the runoff before it leaves the property. No change in the existing topography is proposed, so the existing runoff pattern would remain with the addition of the treatment facility. A maintenance agreement is required as a condition of approval to insure that the facility is properly maintained and operating as designed.

This approach to mitigating the potential for pollutants to percolate into the groundwater, balances the requirements of the County's General Plan to facilitate on-site percolation of stormwater (Policy 5.8.4) with the protection of groundwater recharge areas from pollutants (Policy 5.8.3).

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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6. Degrade septic system functioning? ☐ ☐ ☐ ☒

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

7. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding, on- or off-site? ☐ ☐ ☒ ☐

Discussion: The proposed project is located adjacent to a tributary to Carbonera Creek. From the eastern edge of El Rancho Drive, the property is generally flat, where the development is located, with a gentle slope toward the south and southeast of the development area. Beyond this area, there is a steep slope in the direction of the unnamed tributary to Carbonera Creek.

Site runoff generally drains to the south and southeast toward the top of the slope above the creek, where an existing inlet is located. The project is not proposing to alter the existing overall drainage pattern of the site or increase impervious surface area, though a silt and grease trap is proposed in the inlet. Therefore, the project is unlikely to result in an increase in runoff as a result of the project since there is no proposed impervious surface area.

The Public Works Department (DPW) has required that the project demonstrate how runoff will be controlled and directed to the proposed water quality treatment unit and to demonstrate that the sump area below the outlet pipe is adequately sized for the tributary watershed. The plans have not been approved. The project must meet the Public Works' requirements prior to final approval to insure that these issues are adequately addressed so that overflow does not occur and/or damage to the tributary channel does not occur.

8. Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems, or provide substantial additional sources of polluted runoff? ☐ ☐ ☒ ☐

Discussion: The project proposes storage of heavy contractor's vehicles and equipment and has the potential to create a substantial additional source of polluted runoff from spills, leakage, lubricants, etc.

The plans provide a drainage plan prepared by the civil engineer. DPW has reviewed

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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and approved the proposed drainage plan. This includes a water quality treatment unit. As required by DPW, a cross section detail has been provided of the treatment unit in compliance with design criteria and the sump area below the outlet has been determined to be adequately sized for the tributary watershed. Also, DPW requires a recorded maintenance agreement for the proposed water quality treatment unit.

These improvements included in the plans reduce this impact to less than significant.

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|-----|---|--------------------------|-------------------------------------|--------------------------|-------------------------------------|
| 9. | Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 10. | Otherwise substantially degrade water quality? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Discussion: As discussed in B.5 above, the business-related vehicles and the fuel tanks with a vehicle-style handle have the potential to leak petrochemicals which, because the parcel is mapped as being within a groundwater recharge area, has the potential to impact water quality. To mitigate this, the property shall be required to place drip pans under every business-related vehicle; no business-related hydraulic equipment shall be operated on-site; no maintenance of business-related vehicles shall be allowed; a silt and grease trap, and a plan for its maintenance, shall be required; the vehicle-style handle shall be removed from the fuel tanks; and, by special inspection, the fuel tanks shall either be confirmed to serve the dwelling or they shall be removed from the property.

C. BIOLOGICAL RESOURCES

Would the project:

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|----|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| 1. | Have a substantial adverse effect, either directly or through habitat modifications, 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|----|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: According to the California Natural Diversity Data Base (CNDDB), maintained by the California Department of Fish and Game, there are two known special status plants or animal species in the site vicinity. The site is mapped as containing White-rayed Pentachaeta and Zayante band-winged grasshopper. However, there were no special status species observed in the project area.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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The site is already disturbed and does not provide suitable habitat for these species, so it is unlikely that any special status plant or animal species occur in the area.

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| 2. | Have a substantial adverse effect on any riparian habitat or sensitive natural community identified in local or regional plans, policies, regulations (e.g., wetland, native grassland, special forests, intertidal zone, etc.) or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|----|---|--------------------------|-------------------------------------|--------------------------|--------------------------|

Discussion: The site is within proximity of a tributary to Carbonera Creek, which is known to provide habitat for Steelhead salmon. The project provides a proposed silt and grease trap at the existing inlet to this tributary. Provided that a mitigation measure is included for maintenance of this silt and grease unit, this project should not result in significant impacts to Carbonera Creek or to steelhead habitat.

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|----|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 3. | Interfere substantially 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|----|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: 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.

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|----|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 4. | Produce nighttime lighting that would substantially illuminate wildlife habitats? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|----|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: The development area is adjacent to a riparian corridor, which could be adversely affected by a new or additional source of light that is not adequately deflected or minimized. The project does not propose any site lighting and should not result in impacts to wildlife habitat.

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
5.	Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6.	Conflict with any local policies or ordinances protecting biological resources (such as the Sensitive Habitat Ordinance, Riparian and Wetland Protection Ordinance, and the Significant Tree Protection Ordinance)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion: The project complies with required setbacks for riparian areas and will not conflict with any local policies or ordinances.

7.	Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Discussion: The proposed project would not conflict with the provisions of any adopted Habitat Conservation Plan Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. Therefore, no impact would occur.

D. AGRICULTURE AND FOREST RESOURCES

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
1. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion: The project site does not contain any lands designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency. In addition, the project does not contain Farmland of Local Importance. Therefore, no Prime Farmland, Unique Farmland, Farmland of Statewide or Farmland of Local Importance would be converted to a non-agricultural use. No impact would occur from project implementation.

2. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Discussion: The project site is zoned Residential, which is not considered to be an agricultural zone. Additionally, the project site's land is not under a Williamson Act Contract. Therefore, the project does not conflict with existing zoning for agricultural use, or a Williamson Act Contract. No impact is anticipated.

3. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Discussion: The project is not adjacent to land designated as Timber Resource.

4. Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Discussion: No forest land occurs on the project site or in the immediate vicinity. No impact is anticipated.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
5. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion: The project site and surrounding area within a radius of 2 miles does not contain any lands designated as Prime Farmland, Unique Farmland, Farmland of Statewide Importance or Farmland of Local Importance as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency. Therefore, no Prime Farmland, Unique Farmland, Farmland of Statewide, or Farmland of Local Importance would be converted to a non-agricultural use. In addition, the project site does contain mixed evergreen forest. However, no alterations to this area are proposed by this project. Therefore, no impacts are anticipated.

E. MINERAL RESOURCES

Would the project:

1. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Discussion: The site does not contain any known mineral resources that would be of value to the region and the residents of the state. Therefore, no impact is anticipated from project implementation.

2. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Discussion: The project site is zoned R-1-2 and Residential Agriculture, which is not considered to be an Extractive Use Zone (M-3) nor does it have a Land Use Designation with a Quarry Designation Overlay (Q) (County of Santa Cruz 1994). Therefore, no potentially significant loss of availability of a known mineral resource of locally important mineral resource recovery (extraction) site delineated on a local general plan, specific plan or other land use plan would occur as a result of this project.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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F. VISUAL RESOURCES AND AESTHETICS

Would the project:

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|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 1. Have an adverse effect on a scenic vista? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: The project will not directly impact any public scenic resources, as designated in the County's General Plan (1994), or obstruct any public views of these visual resources.

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|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| 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 within a state scenic highway? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: The project site is located alongside El Rancho Road, which is located adjacent to Highway 17, a County designated scenic road. However, the project proposes to recognize an existing 6 foot rock wall located across the property frontage. This wall screens the existing use from views of the roadway and is an attractive improvement to the corridor. Therefore, the impacts of this wall will be less than significant to the view shed.

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| 3. Substantially 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 ridgeline? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: The existing visual setting is rural residential in character. The subject property is approximately 3 acres in size and surrounded by three large residential properties to the north, east, and south. The project proposes fencing/walls to ensure that the use is not visible from surrounding neighbors so that it will fit into this setting.

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|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 4. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
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Discussion: The project does not propose site lighting and therefore will not create an incremental increase in night lighting.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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G. CULTURAL RESOURCES

Would the project:

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| 1. | Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines Section 15064.5? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|----|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: The existing structure(s) on the property is/are not designated as a historic resource on any federal, state or local inventory.

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|----|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| 2. | Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|----|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: An Archaeological Reconnaissance Survey completed in 2002 (02-0214) did not identify any physical evidence on site. Thus, no archeological resources have been identified in the project area. However, 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.

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|----|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| 3. | Disturb any human remains, including those interred outside of formal cemeteries? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|----|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: 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 the Native American Heritage Commission shall be notified. 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.

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| 4. | Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|----|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: No paleontological resource or site or unique geologic feature are

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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identified in the area.

H. HAZARDS AND HAZARDOUS MATERIALS

Would the project:

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|---|--------------------------|-------------------------------------|--------------------------|--------------------------|
| 1. Create a significant hazard to the public or the environment as a result of the routine transport, use or disposal of hazardous materials? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|-------------------------------------|--------------------------|--------------------------|

Discussion: The site contains two fuel tanks that are identified as home heating tanks and the owner has indicated that these tanks are not used by the proposed business. However, at least one of these tanks contains a vehicle fuel nozzle attached to the exterior of the tank, presumably used for fueling vehicles and equipment. This may cause a potentially significant hazard to the environment as a result of potential spills and site contamination as a result of the use. The project should include a mitigation measure requiring removal of this nozzle to ensure that vehicle fueling does not occur as a result of this project, and, by special inspection, the fuel tanks shall either be confirmed to serve the dwelling for heating or they shall be removed from the property.

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|---|--------------------------|-------------------------------------|--------------------------|--------------------------|
| 2. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|-------------------------------------|--------------------------|--------------------------|

Discussion: The project provides storage for vehicles and equipment as well as two fuel tanks on the site. As discussed in B.5 above, the vehicles have the potential to leak petrochemicals. Since the subject parcel is mapped as being primary groundwater recharge, there is the potential that these petrochemicals could negatively affect the groundwater. To mitigate this, the property owner shall be required to place drip pans under every business-related vehicle; no business-related hydraulic equipment shall be operated on-site; no maintenance of business-related vehicles shall be allowed; a silt and grease trap, and a plan for its maintenance, shall be required; and the vehicle-style handle shall be removed from the fuel tanks.

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|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 3. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 4. 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 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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result, would it create a significant hazard to the public or the environment?

Discussion: The project site is not included on the 4/19/2010 list of hazardous sites in Santa Cruz County compiled pursuant to the specified code.

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| 5. | For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 6. | For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 7. | Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 8. | Expose people to electro-magnetic fields associated with electrical transmission lines? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 9. | Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Discussion: The project does not involve any proposed buildings that would require fire safety protection devices or fire safety code requirements.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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I. TRANSPORTATION/TRAFFIC

Would the project:

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|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| 1. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: The project will create a small incremental increase in traffic on nearby roads and intersections. However, given the small number of new trips created by the project (20 trips daily), this increase is considered less than significant. Further, the increase will not cause the Level of Service at any nearby intersection to drop below Level of Service D. Business-related vehicles will not be allowed to drive on El Rancho Road and will, instead, be required to use Highway 17, the entrance and exit to which is located directly across El Rancho Road from the subject property.

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| 2. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
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Discussion: See I.1 above.

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|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| 3. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
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Discussion: See I.1 above.

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|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 4. Result in inadequate emergency access? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
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Discussion: The project's existing road access meets County standards and has previously been approved by the local fire agency or California Department of Forestry, as appropriate.

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| 5. Cause an increase in parking demand which cannot be accommodated by existing parking facilities? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Discussion: The project can meet the required number of parking spaces on site and therefore can be accommodated by the site.

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|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 6. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
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Discussion: The proposed project would comply with current road requirements to prevent potential hazards to motorists, bicyclists, and/or pedestrians.

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|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| 7. Exceed, either individually (the project alone) or cumulatively (the project combined with other development), a level of service standard established by the County General Plan for designated intersections, roads or highways? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: See response H-1 above.

J. NOISE

Would the project result in:

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|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| 1. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: A noise study (Attachment 7) was submitted for the proposed project. The conclusions of the report indicate that the project will not result in an increase in the existing noise environment because the surrounding ambient levels exceed those proposed by the project. As a result, the project complies with the noise element of the General Plan.

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| 2. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
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Discussion: See J.1.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
3. Exposure of persons to or generation of noise levels in excess of standards established in the General Plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion: See J.1.

4. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Discussion: See J.1

5. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

K. AIR QUALITY

Where available, the significance criteria established by the Monterey Bay Unified Air Pollution Control District (MBUAPCD) may be relied upon to make the following determinations. Would the project:

1. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Discussion: 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 [NO_x]), and dust.

Given the modest amount of new traffic that will be generated by the project there is no indication that new emissions of VOCs or NO_x will exceed MBUAPCD thresholds for these pollutants and therefore there will not be a significant contribution to an existing

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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air quality violation.

However, comments, attached as Attachment 6, from the Monterey Bay Unified Pollution Control District have identified a potential impact, given the proximity of the property to established residences, and recommend that the project should include State Anti-Idling Regulations to ensure that diesel exhaust does not become a nuisance for nearby residences. This recommendation applies to any diesel powered vehicle or equipment over 10,000 pounds and prohibits idling for longer than five minutes.

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| 2. | Conflict with or obstruct implementation of the applicable air quality plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
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Discussion: The project will not conflict with or obstruct implementation of the regional air quality plan. See K-1 above.

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|----|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| 3. | Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
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Discussion: See K-1 above.

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| 4. | Expose sensitive receptors to substantial pollutant concentrations? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|----|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: See K-1 above.

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| 5. | Create objectionable odors affecting a substantial number of people? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|----|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: See K-1 above.

L. GREENHOUSE GAS EMISSIONS

Would the project:

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|----|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| 1. | Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|----|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: The proposed project, like all development, is responsible for an incremental increase in green house gas emissions by usage of fossil fuels during the on-going operation of the vehicles and equipment.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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At this time, Santa Cruz County is in the process of developing a Climate Action Plan (CAP) intended to establish specific emission reduction goals and necessary actions to reduce greenhouse gas levels to pre-1990 levels as required under SB 375 legislation. Until the CAP is completed, there are no specific standards or criteria to apply to this project. However, the project is proposed adjacent to Highway 17, which will reduce emissions. Also, the project will be required to comply with the Regional Air Quality Control Board emissions requirements for vehicles and equipment involved in the project. No idling for longer than five minutes shall be allowed (see K-1 above).

- | | | | | | |
|----|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| 2. | Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|----|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: See Item L.1 above.

M. PUBLIC SERVICES

Would the project:

- | | | | | | |
|----|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| 1. | Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b. | Police protection? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c. | Schools? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d. | Parks or other recreational activities? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e. | Other public facilities; including the maintenance of roads? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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N. RECREATION

Would the project:

- | | | | | | |
|----|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 1. | Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|----|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: There is no proposed increase in habitable space.

- | | | | | | |
|----|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 2. | Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|----|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: See N.1. above.

O. UTILITIES AND SERVICE SYSTEMS

Would the project:

- | | | | | | |
|----|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| 1. | Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|----|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: The project includes a proposed drainage plan. DPW has reviewed the drainage information and have not determined that downstream storm facilities are adequate to handle the drainage associated with the project (Attachment 6). Notwithstanding these comments, the project is not proposing any increase in impervious surface area and should not result in the need to construct new or expanded facilities. However, it is possible that the existing inlet may require work to handle existing conditions nonetheless. The owner would be required to comply with the drainage requirements of Public Works to ensure that significant impacts do not occur.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
2. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion: The project will rely on an individual well for water supply. Public water delivery facilities will not have to be expanded.

The project is also served by an existing on-site sewage disposal system. Environmental Health has required that a septic approval be obtained to ensure that the system can adequately accommodate the proposed employees. This has not been obtained at this point, though environmental health staff has indicated that occasional use of the existing facilities will only create a light demand on the system and that the existing system should probably be adequate to accommodate the project.

3. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Discussion: The project's wastewater flows will not violate any wastewater treatment standards.

4. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Discussion: The project does not propose to use water for the project and therefore this is not an issue for this project.

5. Result in determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
7. Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

P. LAND USE AND PLANNING

Would the project:

1. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Discussion: General Plan Objectives 5.8a and b provide policies to protect groundwater. In order to comply with General Plan Policies regarding primary groundwater recharge areas, the property owner shall be required to place drip pans under every business-related vehicle; no business-related hydraulic equipment shall be operated on-site; no maintenance of business-related vehicles shall be allowed; a silt and grease trap, and a plan for its maintenance, shall be required; and the existing vehicle-style handle shall be removed from the fuel tanks or, if a special inspection indicates that the fuel tanks are not connected to the house, they shall be required to be removed from the property. With these mitigations, the project will be in compliance with the County's policies to protect groundwater recharge areas.

2. Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Discussion:

3. Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Discussion: The project will not include any element that would physically divide an established community.

Q. POPULATION AND HOUSING

Would the project:

1. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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infrastructure)?

Discussion: The proposed project would not induce substantial population growth in an area because the project does not propose any physical or regulatory change that would remove a restriction to or encourage population growth in an area including, but limited to the following: new or extended infrastructure or public facilities; new commercial or industrial facilities; large-scale residential development; accelerated conversion of homes to commercial or multi-family use; or regulatory changes including General Plan amendments, specific plan amendments, zone reclassifications, sewer or water annexations; or LAFCO annexation actions.

The proposed project would not extend the road or increase its capacity.

- | | | | | | |
|----|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 2. | Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|----|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: The proposed project would not displace any existing housing since the site of proposed work does not involve the demolition of existing housing.

- | | | | | | |
|----|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 3. | Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|----|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: The proposed project would not displace a substantial number of people since the proposed project does not involve the demolition of existing housing.

R. MANDATORY FINDINGS OF SIGNIFICANCE

	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant Impact	No Impact
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, reduce the number or restrict the range of a rare or endangered plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion: 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, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory were considered in the response to each question in Section III of this Initial Study. Resources that have been evaluated as significant would be potentially impacted by the project, particularly groundwater resources. However, mitigations have been included that clearly reduce these effects to a level below significance. These mitigations include a requirement to place drip pans under every business-related vehicle; to prohibit operation of business-related hydraulic equipment on-site; to prohibit the maintenance of business-related vehicles on-site; the requirement to provide a silt and grease trap, and a plan for its maintenance; and the removal of the existing vehicle-style handle from the fuel tanks. As a result of this evaluation, there is no substantial evidence that, after mitigation, significant effects associated with this project would result. Therefore, this project has been determined not to meet this Mandatory Finding of Significance.

- | | Potentially
Significant
Impact | Less than
Significant
with
Mitigation | Less than
Significant
Impact | No
Impact |
|--|--------------------------------------|--|------------------------------------|--------------------------|
| 2. 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, the effects of other current projects, and the effects of probable future projects)? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Discussion: In addition to project specific impacts, this evaluation considered the projects potential for incremental effects that are cumulatively considerable. As a result of this evaluation, there were determined to be potentially significant cumulative effects related to groundwater pollution. However, mitigation has been included that clearly reduces these cumulative effects to a level below significance. These mitigations include a requirement to place drip pans under every business-related vehicle; to prohibit operation of business-related hydraulic equipment on-site; to prohibit the maintenance of business-related vehicles on-site; the requirement to provide a silt and grease trap, and a plan for its maintenance; and the removal of the existing vehicle-style handle from the fuel tanks. As a result of this evaluation, there is no substantial evidence that, after mitigation, there are cumulative effects associated with this project. Therefore, this project has been determined not to meet this Mandatory Finding of Significance.

- | | Potentially
Significant
Impact | Less than
Significant
with
Mitigation | Less than
Significant
Impact | No
Impact |
|---|--------------------------------------|--|------------------------------------|--------------------------|
| 3. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Discussion: In the evaluation of environmental impacts in this Initial Study, the potential for adverse direct or indirect impacts to human beings were considered in the response to specific questions in Section III. Hazards and Hazardous Materials, Hydrology and Water Quality. As a result of this evaluation, there were determined to be potentially significant effects to human beings related to the following: the potential of pollutants entering the groundwater. However, mitigation has been included that clearly reduces these effects to a level below significance. These mitigations include a requirement to place drip pans under every business-related vehicle; to prohibit operation of business-related hydraulic equipment on-site; to prohibit the maintenance of business-related vehicles on-site; the requirement to provide a silt and grease trap, and a plan for its maintenance; and the removal of the existing vehicle-style handle from the fuel tanks. As a result of this evaluation, there is no substantial evidence that, after mitigation, there are adverse effects to human beings associated with this project. Therefore, this project has been determined not to meet this Mandatory Finding of Significance.

IV. TECHNICAL REVIEW CHECKLIST

	<u>REQUIRED</u>	<u>DATE COMPLETED</u>
Agricultural Policy Advisory Commission (APAC) Review	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	_____
Archaeological Review	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	2002 _____
Biotic Report/Assessment	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	_____
Geologic Hazards Assessment (GHA)	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	_____
Geologic Report	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	_____
Geotechnical (Soils) Report	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	_____
Riparian Pre-Site	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	_____
Septic Lot Check	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	_____
Other: Noise	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	2010 _____

V. REFERENCES USED IN THE COMPLETION OF THIS ENVIRONMENTAL REVIEW INITIAL STUDY

County of Santa Cruz 1994.

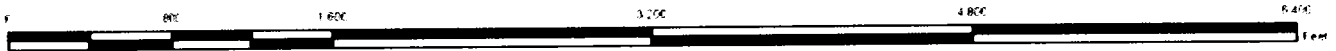
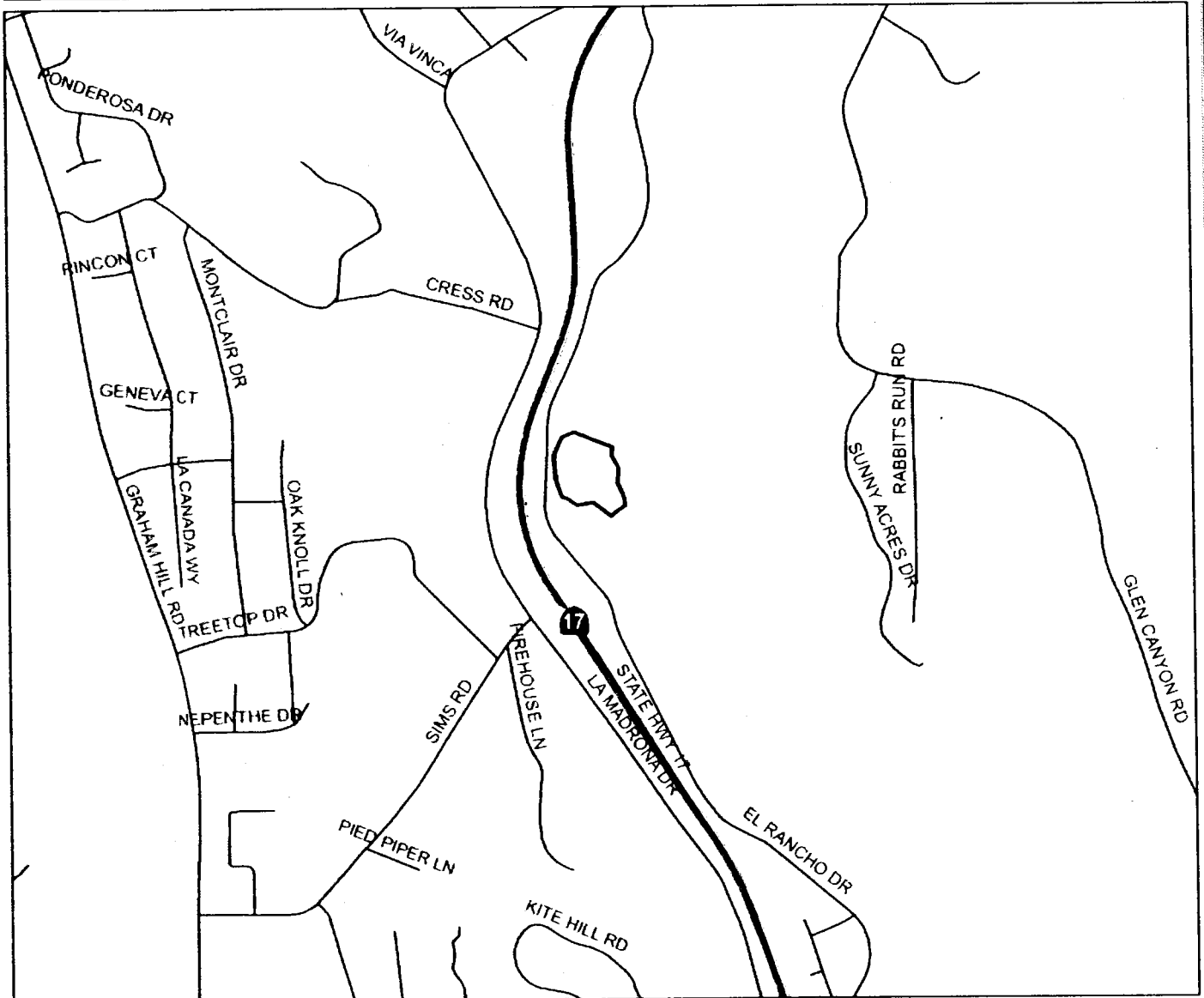
1994 General Plan for the County of Santa Cruz, California. Adopted by the Board of Supervisors on May 24, 1994, and certified by the California Coastal Commission on December 15, 1994.

VI. ATTACHMENTS





1. Vicinity Map, Map of Zoning Districts; Map of General Plan Designations; and Assessors Parcel Map.
2. The Zoning Administrator's Staff Report excerpt dated October 2, 2009.
3. Project Plans: 2 sheets prepared by Wayne Miller, "Site Plan-One" (showing parking plan) dated January 21, 2010, and "Site Plan-One-D" dated October 16, 2007; 1 sheet, "Stormwater Management Plan" by Richard A. Wadsworth of Mid Coast Engineers, dated 1/26/10, and one sheet of drainage calculations.
4. Program Statement, undated
5. Equipment List, dated February 1, 2010
6. Discretionary Application Comments, dated May 12, 2010
7. Noise Study, prepared by Edward L. Pack Associates, Inc., dated February 1, 2010

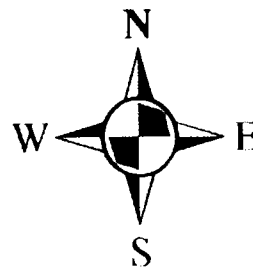


Location Map



Legend

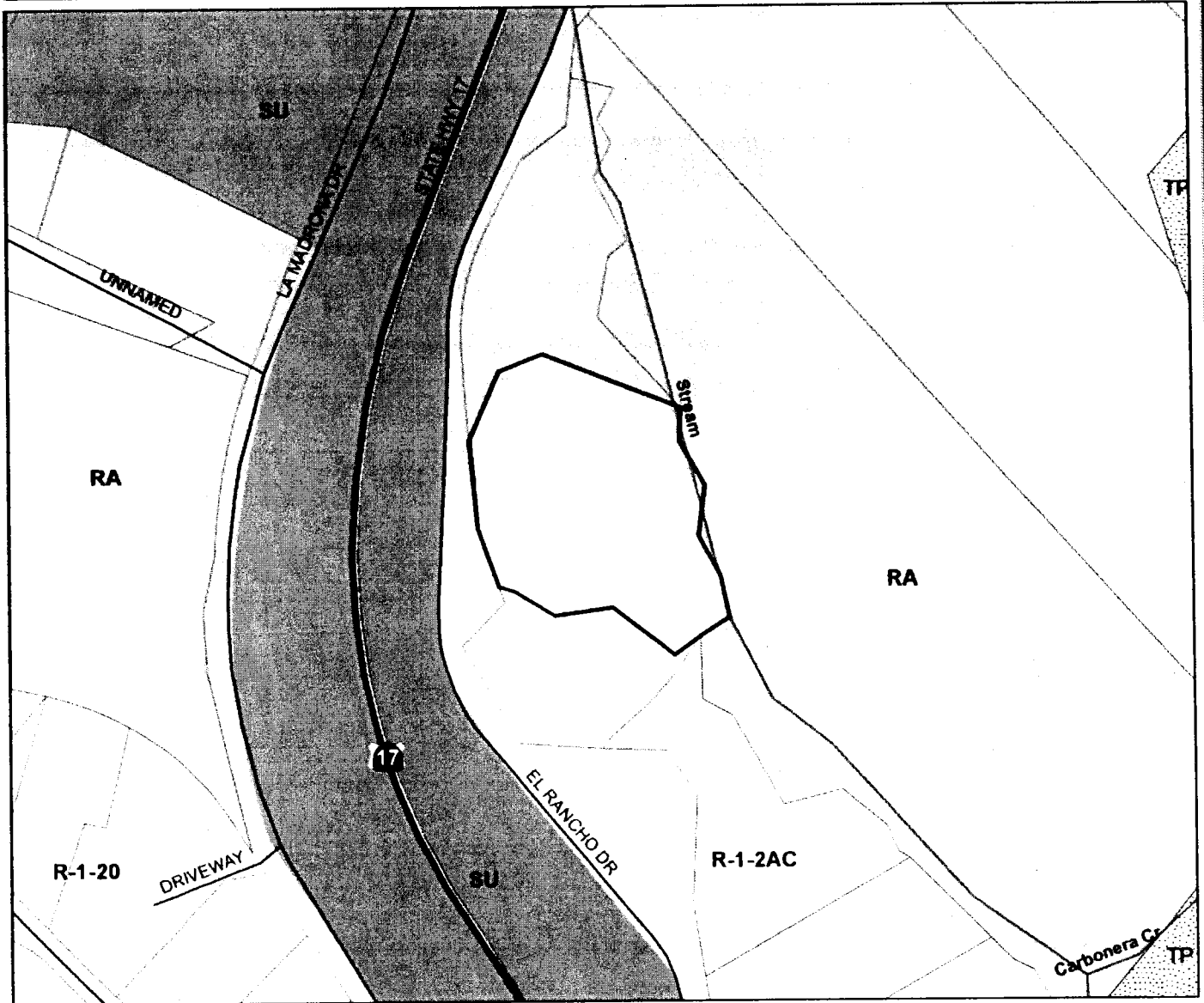
-  APN 067-191-18
-  Streets
-  Assessors Parcels
-  State Highways



Map Created by
County of Santa Cruz
Planning Department
November 2006

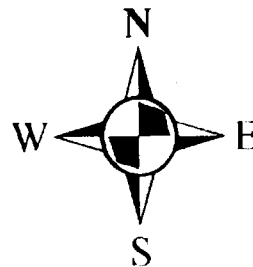


Zoning Map



Legend

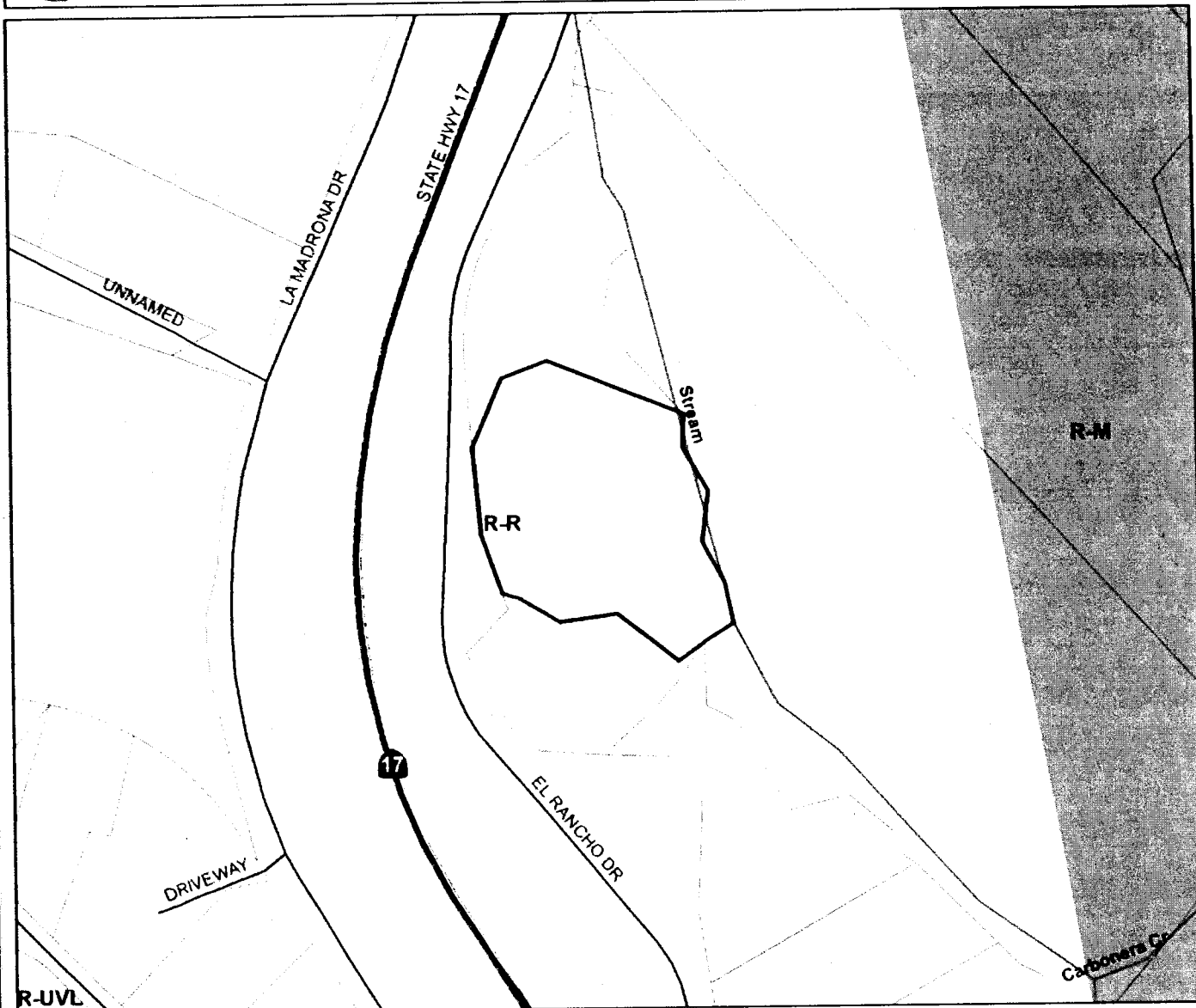
- APN 067-191-18
- Assessors Parcels
- INTERMITTENT STREAM
- PERENNIAL STREAM
- Streets
- State Highways
- RESIDENTIAL-SINGLE FAMILY (R-1)
- AGRICULTURE RESIDENTIAL (RA)
- SPECIAL USE (SU)
- TIMBER PRODUCTION (TP)










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November 2006

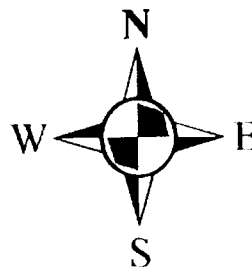


General Plan Designation Map

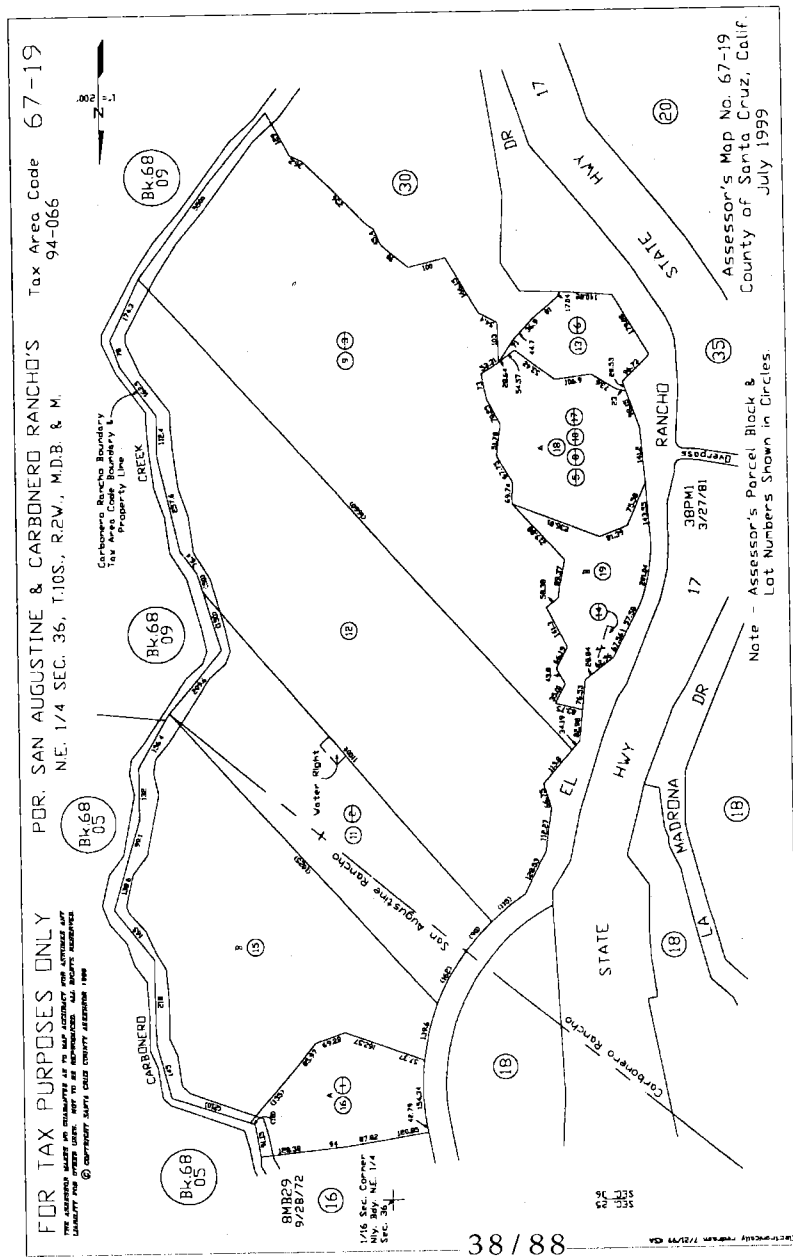


Legend

-  APN 067-191-18
-  Assessors Parcels
-  Streets
-  State Highways
-  PERENNIAL STREAM
-  Residential-Rural (R-R)
-  Residential-Mountain (R-M)



Map Created by
County of Santa Cruz
Planning Department
November 2006





Staff Report to the Zoning Administrator

Application Number: **06-0641**

Applicant: Wayne Miller
Owner: Robert and Sandra Kuerzel
APN: 067-191-18

Agenda Date: 10/02/09
Agenda Item #: 4
Time: After 10:00 a.m.

Project Description: Proposal to recognize the expansion of an existing home occupation into a grading and paving services business to include a 320 square foot home office and storage of eight business vehicles and equipment. The project requires an Amendment to Residential Development Permit 78-1201-U (to park a flat bed truck and a tractor on property as a home occupation) and 80-704-U (Amendment to 78-1201-U to allow a 1 ½ ton truck and brush grinder to be parked on the property).

Location: Property located on the east side of El Rancho Drive at its intersection with Highway 17 (1770 El Rancho Road).

Supervisory District: 1st District (District Supervisor: John Leopold)

Permits Required: Amendment to Residential Development Permit 80-704-U and 78-1201-U
Technical Reviews: None

Staff Recommendation:

- Certification that the proposal is exempt from further Environmental Review under the California Environmental Quality Act.
- Denial of Application 06-0641, based on the attached findings.

Exhibits

- | | | | |
|----|----------------------------------|----|-----------------------------------|
| A. | Project plans | I. | Home Occupation Regulations |
| B. | Findings | | County Code Section 13.10.556 |
| C. | Assessor's, Location, Zoning and | | Outdoor Storage of Personal |
| | General Plan Maps | | Property and Materials |
| D. | CEQA Determination | J. | County Code Section 13.10.554 (d) |
| E. | Comments & Correspondence | | Standards for Off-Street Parking |
| F. | Use Permit/Code Compliance | | Facilities |
| | History | K. | Site Photos |
| G. | General Plan Home Occupation | | |
| | Policies | | |
| H. | County Code Section 13.10.613 | | |

Parcel Information

Parcel Size: 3.1 Acres
Existing Land Use - Parcel: Residential, storage of personal and commercial equipment, machinery, materials and vehicles
Existing Land Use - Surrounding: Residential
Project Access: El Rancho Drive, 50 foot right-of-way
Planning Area: Carbonera
Land Use Designation: Rural Residential (2 1/2 Acres Per Unit)
Zone District: RA, R-1-2 Acres (Residential Agriculture, Residential - 2 Acre per Unit)
Coastal Zone: ☐ Inside ☒ Outside
Appealable to Calif. Coastal Comm. ☐ Yes ☒ No

Environmental Information

Geologic Hazards: Not mapped/no physical evidence on site
Soils: Soils types typical of areas adjacent to drainage ways such as Carbonera Creek and includes Ben Lomond-Catelli Complex (30-75 percent slope) and Ben Lomond Felton complex (50-75 percent slope), and well drained soils on hills and terraces including Pfeiffer gravelly sandy loam (15-30 percent slope)
Fire Hazard: Not a mapped constraint
Slopes: The site is almost flat in the building and development area, but generally slopes from the northwest to the southeast toward an unnamed tributary of Carbonera Creek. Beyond the development area the site slopes steeply down to the southeast toward the tributary.
Env. Sen. Habitat: The development area is adjacent to the riparian corridor of a tributary to Carbonera Creek, a salmonid stream.
Grading: No grading proposed
Tree Removal: No trees proposed to be removed
Scenic: Not a mapped resource
Drainage: Natural drainage, the site drains to the south and southeast toward Carbonera Creek
Archeology: Mapped, though Archaeological Reconnaissance Survey completed in 2002 (02-0214) did not identify any physical evidence on site. No additional requirements have been required for this project.

Services Information

Urban/Rural Services Line: ☐ Inside ☒ Outside
Water Supply: Well
Sewage Disposal: Septic System
Fire District: Scotts Valley Fire District
Drainage District: Natural

History

The attached use permit and code compliance history (Exhibit F) provides a full list of all use permits and compliance history on this site. It includes Use Permit 80-704-U, which allowed an amendment to 78-1201-U (Use Permit to park a flat-bed truck and tractor on property as a home occupation) to substitute a 1/1/2 ton truck and a brush grinder for the truck and tractor to be parked on the property as a home occupation.

On June 17, 2005, the property was cited with a code violation of Zoning Regulations, Violation of the Home Occupation Permit 80-704-U and Construction without permits. The site houses E & S Trucking, a paving and grading services business, which includes numerous business vehicles and equipment and outdoor storage of business materials. Through code compliance violation protest meetings, the code violations were clarified to include "violation of zoning regulations and Permit 80-704-U, equipment and vehicles in excess of those allowed." The property owner was required to amend Use Permit 80-704-U to recognize the grading and paving services business to include storage of business vehicles and equipment related to the property owner's E&S Trucking business.

Photo documentation of the code violation conditions and current site conditions is attached as Exhibit K.

Project Setting

The subject property is approximately 3 acres in size and located on the east side of El Rancho Drive at the intersection of El Rancho Drive and the northbound entrance to and exit from Highway 17. The subject property is surrounded by residentially zoned property on all other sides. Residences are located immediately to the north, south and east of the subject property. An un-named tributary to Carbonera Creek follows the eastern and southeastern property lines.

Adjacent to El Rancho Drive the property is generally flat with a slight slope to the southeast at the edge of a steep slope above the riparian corridor and creek. Site runoff generally drains to the south and southeast toward the top of the slope above the creek. The tributary drains into Carbonera Creek, which is a Salmonid stream.

The property contains an existing 3,200 square foot single family dwelling, located in the north central portion of the site, with the lower 320 square feet of floor area of the dwelling dedicated to the home occupation. The south central portion of the site contains three existing storage buildings, approximately 240 square feet, 448 square feet (320 square foot shed and 128 square foot attached open sided storage area), and 200 square feet. The 240 square foot shed is located within the required 40-foot front yard setback area and was not constructed with a building permit. The 448 square foot building is located along the top of the slope above the riparian corridor. This structure was issued a building permit, 142454, in 2005, though the permit was never finalized. The 200 square foot shed was not constructed with a building permit. The plans identify a carport, which was issued a building permit, but never constructed. The site also contains two diesel fuel tanks in the front central and central portion of the property. An approximately 72 square foot pump house is also located in the front central portion of the property, adjacent to one of the fuel tanks.

The property is surrounded by a fence, approximately 9 feet in height and runs along the front property line area adjacent to the property entrance and northern property. This screens the site from the street and adjoining property to the north.

Project Description

The applicant is proposing to amend Commercial Development Permit 80-704-U and 78-1201-U to recognize expansion of the home occupation business into a grading and paving services business, which includes a 320 square foot home office, and storage of eight business vehicles and equipment related to the property owner's E&S Trucking business.

The program statement contained on the site plan describes the project scope as follows:

1. Home office within 20 percent of floor area of residence. No employees or clients on site.
2. On site storage buildings for private use only. No manufacturing or fabricating on premises. No business materials stored on site.
3. Parking for eight (8) business vehicles and pieces of equipment, and parking for six (6) private personal vehicles and equipment not used for the business. The business vehicles and equipment include a Cat grader, Cat excavator, Case skip loader, Gilcrest paver, Dynapac roller, International dump truck, Peterbuilt dump truck, and a water truck. The personal vehicles or equipment include a Ford Truck, 8 x 28 foot moving trailer, 580 Case tractor, towable air compressor, and two utility trailers.
4. All commercial vehicles to be used off site only
5. No employee or client parking proposed. All employees park at job sites.
6. Facility screened by trees, landscaping, natural topography, and an existing wood fence up to 9 feet tall. Existing landscape screening to be maintained.
7. Hours of operation for moving equipment are between 7 a.m. and 7 p.m. weekdays, with exception of emergency circumstances.
8. Trips in and out of the site vary. The average number of trips is less than one per day. Equipment repaired and serviced in the field.
9. No business traffic will use El Rancho Drive except to Highway 17 north and south entry points.

Zoning & General Plan Consistency

The subject property is located in a split residential zoning, Residential Agriculture and R-1-2 Acres (Residential Agriculture, Residential - 2 Acre per Unit) zone district, and designated RR (Rural Residential) by the General Plan. The Residential Use Chart contained in County Code Section 13.10.323 allows home occupations provided that the home occupation is consistent with the Home Occupation Regulations contained in County Code Section 13.10.613 and consistent with the purposes of the residential zone district.

Home Occupation Regulations

The General Plan encourages “appropriate small businesses conducted as home occupations, provided that they are compatible with surrounding residential land uses.” The General Plan and Zoning Ordinance Section 13.10.700-H define home occupation to mean “an accessory use of a dwelling unit for gainful employment involving the manufacture, provision, or sale of goods and services performed by the full-time inhabitant of the unit.” Accessory is further defined by the General Plan to mean “any use which is secondary or subordinate to the principal or main use of a property and which clearly does not change the character of the main use. The general plan directs the regulation of home occupation by means of the home occupation ordinance.

Pursuant to County Code Section 13.10.613 (a) and (b), the purposes of the home occupation ordinance are to allow residential properties to “carry on limited, income-producing activities on their residential property” while also “protecting nearby residential properties from potential adverse effects of the allowed activity by not allowing home occupations that would create excessive noise, traffic, public expense or any nuisance.” In addition, the proposed scale of the home occupation must not affect the character of the surrounding residential neighborhood. “Limited” has been interpreted to refer to the scale of the use rather than the income producing potential of the use. This is supported by the objective 2.20 of the General Plan to encourage “appropriate small businesses” as home occupations where they are compatible with surrounding residential uses. The emphasis of County Code Section 13.10.613 and 13.10.700-H (home occupation definition) is on small scale, low intensity use to be conducted in the dwelling, or an accessory structure, and conducted by the resident of the dwelling. However, provision is made in the home occupation regulations for uses of greater intensity if approved by the Zoning Administrator at a public hearing. This is a discretionary approval. However, the General Plan Policy 2.20.2 also requires relocation of home occupations to a commercial or industrial area, as appropriate, when the use expands to the extent that they significantly impact adjacent residential uses.

Identification of Personal Materials versus Business Materials

There is a question about whether all six of the vehicles identified as personal, non business vehicles are correctly placed in that category. The tractor, moving trailer, towable air compressor, and two storage trailers and all material storage, considered together, are more typically associated with business use. If these pieces of equipment are associated with the business, County Code section 13.10.613 applies (Exhibit H). If the vehicles are considered to be personal and unrelated to the business, then County Code section 13.10.556(a) 2 applies (Exhibit A and I). Discussion of the importance of this distinction follows.

In addition, various building materials are stored in the yard, taking up more than 8000 – 10,000 sq. ft of space (as shown on the plans and in site photos dated 2009, attached as Exhibit K), which are also characterized by the applicant as personal materials. These materials, which include a Porta Potty, stored rocks, I beams, gravel supplies, etc., are items typically associated with a contracting business and are not typically stockpiled for personal use.

Need for Additional Information Regarding Operations

The project statement indicates that the only use proposed is vehicle storage. No detailed information is provided regarding business operation. This presents questions regarding the functional needs and operation of the business, given that the scope of the business currently operating on the site is larger than the one that is proposed. An understanding about how the use operates can only be inferred; a more detailed program statement is necessary. This would include the type and size of grading and paving jobs that are served by the business with more information regarding the size/capacity of the vehicles and equipment. What types of materials are required for the grading and paving activities? The site currently stores rocks, gravel, a steel drum, wheel barrows, wood, wood stakes, porta potty, etc. Where will materials that are required for the on-going maintenance of the vehicles and equipment be stored? And, how are the vehicles and equipment maintained on the job site if the tools and lubricants are not stored on site? Where do employees park the vehicles they leave behind when moving equipment to job sites? A more complete explanation of the business operation is necessary beyond the program statement provided on the plans.

Another consideration that has not been thoroughly addressed is the amount and type of hazardous materials used in the paving business and where these types of materials are stored, if not on the property. Such materials typically include lubricants and oil, oil screening materials, vehicle fuel, and vehicle and equipment maintenance tools. There are also two fuel tanks on site, which the plans identify as back up home heating oil for the residence. One had a fuel nozzle and extension hose. Planning Department Building Plan Check staff state that the California Building Code requires a direct connection between the fuel tank and the heating unit in the dwelling, which would not require a fuel nozzle for dispensing fuel. The issue of fuel storage on site requires additional clarification.

Scale of the Business Activity

Currently the site contains more vehicles and material storage than the program statement indicates will be needed for the business, as it would operate in the future under this permit. Staff estimates there are between 15 and 20 vehicles/pieces of equipment in total, depending upon whether some attached equipment is counted separately or together. (This number includes five of the six identified as personal vehicles or equipment.) In addition, the site contains a large area, upwards of 8,000 to 10,000 square feet, dedicated to material storage.

This number and type of vehicles and equipment on the site, and the storage of material suggests a scale of operation that is larger than the "limited, incoming producing activity" described by the Home Occupation regulations, which is an accessory and subordinate use, described in General Plan Glossary. Coupled with the lack of information that would clarify the scope of the activity, the scale of the occupation cannot be described as fitting within the General Plan concept of Home Occupation.

Outdoor Storage of Personal Materials

County Code Section 13.10.556 (a) (2) (outdoor storage of personal vehicles and materials) regulates the storage of personal materials and vehicles. This section allows the outdoor storage of construction or commercial equipment, machinery, chemicals, or materials on the property. This code section is clarified by Glenda Hill in her letter of September 8, 2005, attached as Exhibit E (comments and correspondence), following the code violation protest meeting with the applicant's attorney, Jonathan Wittwer. She concluded that this code section was not intended to supersede the Home Occupation regulations enumerated under County Code Section 13.10.613(b)(2), which regulate the outdoor storage, operations or activity associated with a home occupation unless a Level V Use Approval is obtained, and that the storage of commercial construction equipment and materials only applies to equipment for use on residential property.

Thus, there is no storage of identified personal property noted in the program statement related to the residential use, with possible exception of the Ford truck. As enumerated in the County Code Section 13.10.554, the storage of personal operable vehicles, such as the Ford truck, may be parked within no more than 50 percent of the front yard setback area or allowed within the side or rear yards provided that they are screened from view. The Ford truck is parked beyond the side yard setback and is not visible from the adjacent residential use and thus meets the regulations.

Employee Parking/Vehicle/Equipment Parking

Employee parking is not proposed on the site plan or in the program statement. However, the applicant has indicated that employees do park on site so that stored vehicles can be moved to their respective construction sites. Current site photos during a recent site visit show three vehicles parked adjacent to the residence. The owner confirmed that these vehicles were employee vehicles. It is not clear why the plans do not call out employee parking if it is needed for the business. The project plans previously showed employee parking and have since been revised to eliminate parking. The current plan is unrealistic to the operation of the proposed use if the business does indeed rely on employees. A detailed parking plan was requested on December 8, 2006 and has not been provided. Spaces are required to be identified, numbered, and dimensioned on the plans. Individual turnaround requirements must be provided. These can vary depending upon the size of the vehicle or equipment.

Hours of Operation/Noise

The General Plan Noise Environment Objective 6.9 is to "promote land uses which are compatible with each other and with the existing and future noise environment" and to "prevent new noise sources from increasing the existing noise levels above acceptable standards and eliminate or reduce noise from existing objectionable noise sources."

Staff has received considerable, but varied neighborhood input regarding noise concerns. Please see attached correspondence. Proposed hours of operation are between 7 a.m. and 7 p.m. daily, with unspecified emergency hours of operation. The location of the site adjacent to Highway 17

creates a certain amount of background noise that may mask the proposed use. Nonetheless, engines idling, the movement of vehicles and equipment and back-up beepers, including the loading and unloading of equipment from hauling equipment and the “emergency” hours of operation may have noise impacts. However, this is not fully evident and has not been quantified thus far.

The project does not include a noise study, which would evaluate the true extent of the noise issue in this location. A noise study should include an evaluation of the proposed use as well as the emergency hours, which could occur anytime between 7 p.m. and 7 a.m. Absent such data it is not possible to conclude that the project will be in compliance with the noise standards in the General Plan.

Traffic

The program statement identifies that no business traffic will use El Rancho Drive in either direction and that all business traffic will exit Highway 17 north and enter Highway 17 south. What the applicant probably meant to say is that business traffic will exit Highway 17 north to El Rancho Drive and enter Highway 17 northbound from El Rancho Drive. Entrance to Highway 17 south requires southbound travel on El Rancho to Pasatiempo Drive and on to the southbound Highway 17 on-ramp because it is impossible to go southbound on Highway 17 immediately from the property frontage.

The program statement indicates that the average trip rate is less than one trip in and one out per day, separate from noise associated with the use. It is not anticipated that the project will generate significant traffic or affect the public streets in the vicinity because of the proximity of the highway.

Resource Protection

The site is situated at the top of the slope above a tributary to Carbonera Creek and the site drains toward the creek. Due to this site location, the applicant was required to provide a Storm Water Pollution Prevention Plan, including Best Management Practices, for drainage and operations on site. This material has not been submitted to date. A plan would provide the site topography, identification of pollutants, describe the methods of reducing pollutants, and address all the potential impacts of operating a contractor’s storage yard.

Existing Structures

Of the three existing accessory structures located on the subject parcel, two sheds do not have the benefit of a building permit. The applicant has not been able to demonstrate that a building permit was issued for these structures. One of these un-permitted sheds is located within the front yard setback area. This shed is required to be relocated beyond the front yard setback area and both are required to obtain a building permit. The third existing shed located adjacent to the top of slope has been issued a building permit and finalized. However, the carport and open sided shed storage area was issued a building permit, though the carport was never constructed and the open sided storage area never finalized. Fence plans have also not been provided. The project plans do not clearly label each parking vehicle/equipment parking space for the

business or identify the required dimensions. As one can see from the site photos, the vehicles/equipment dimensions vary widely. The lack of specific information makes it difficult to nail down the scope of the storage yard activity

Environmental Review

Projects subject to denial are exempt per the California Environmental Quality Act (CEQA), Statutory Exemption 15270. In order for the project to be approved, the decision maker must redirect the project to Environmental Review, which would consider environmental impacts under CEQA.

Conclusion

It has been established that there is no prohibition against a contractor storage yard being permitted as a home occupation. The question is whether the findings for approval can be made for any particular contractor yard in any particular location. The analysis must consider whether the type of business that E and S Trucking is, a grading and paving contractor operation, is a good fit in this particular neighborhood, and then further whether the specific characteristics of E and S Trucking, such as the number and type of vehicles and the time and manner in which they are used, are a good fit. In addition, we must consider whether the use is limited enough in scope to meet the primary intent of the General Plan and Zoning Ordinance to allow "accessory use of a dwelling unit for gainful employment". The question is one of balance: there are aspects of the property that make it a suitable site, such as the close access to Highway 17, which minimizes the length of local road traveled by heavy equipment, and the good visual screening of the equipment, as well as aspects that make it a poor fit, such as the prevailing quiet, rural feel and the location of the Carbonera Creek tributary immediately below the equipment storage area.

The setting is rural residential. There is a quiet, country feel even with the proximity of Highway 17. The issue of noise is related to equipment and use. Large engines, truck brakes, back up beepers, work associated with towing and trailoring, all create noise impact. Proposed business hours include early morning hours and uncontrolled hours during emergencies. Even though the average number of trips in/out per day is projected to be very small, this type of noise is generally incompatible with a quiet residential area. There are also complaints of noise on file. In the absence of a noise study that documents the type and timing of noise and any mitigating effect of background noise from Highway 17, this type of commercial noise is considered to be incompatible with the residential surroundings.

The equipment, building/grading materials and oil drums are stored on a flat terrace, immediately upslope from a tributary to Carbonera Creek. The surface of the terrace slopes to the creek. There is an informal system of drainage control, but no formal means to contain drainage that could become contaminated with oil, gasoline, or other fluid that could be accidentally released from stored vehicles and equipment. Absent a formal plan that includes some type of filtering, the storage of heavy mechanical equipment that has historically been kept on site is not compatible with the riparian resource at the edge of the terrace.

Lastly, we return to the question of balance. It is possible that a contractor yard storage business that was small enough and had adequate environmental safeguard would be a compatible use that

fits into the standards for home occupation on this property. For example, a flatbed truck and brush grinder is currently permitted. However, experience has shown that limits on type and number of equipment, hours of use and type of noise generated are very difficult to enforce. At this time, the scope of the storage yard is beyond that for which positive findings can be made.

Staff Recommendation

- **DENIAL** of Application Number **06-0641**, based on the attached findings and conditions.

Supplementary reports and information referred to in this report are on file and available for viewing at the Santa Cruz County Planning Department, and are hereby made a part of the administrative record for the proposed project.

The County Code and General Plan, as well as hearing agendas and additional information are available online at: www.co.santa-cruz.ca.us

Report Prepared By: Sheila McDaniel
Santa Cruz County Planning Department
701 Ocean Street, 4th Floor
Santa Cruz CA 95060
Phone Number: (831) 454-3439
E-mail: sheila.mcdaniel@co.santa-cruz.ca.us



Development Permit Findings

1. That the proposed location of the project and the conditions under which it would be operated or maintained will not be detrimental to the health, safety, or welfare of persons residing or working in the neighborhood or the general public, and will not result in inefficient or wasteful use of energy, and will not be materially injurious to properties or improvements in the vicinity.

County Code Section 16.30 (Riparian Corridor and Wetland Protection) and General Plan Policies 5.7.1 (Impacts from New Development on Water Quality), 5.7.4 (Control of Surface Runoff), 5.7.5 (Protecting Riparian Corridors and Coastal Lagoons) require that environmental protection be provided to riparian corridors and to maintain water quality. Equipment, building/grading materials and oil drums are currently stored on a flat terrace, immediately upslope from a tributary to Carbonera Creek, which is a salmonid stream. The surface of the terrace slopes to the creek. There is an informal system of drainage control, but no formal means to contain drainage that could become contaminated with oil, gasoline, or other fluid that could be accidentally released from stored equipment. On April 4, 2007, the applicant was required to provide a Storm Water Pollution Prevention Plan (SWPPP) by the Planning Department to address drainage requirements. In correspondence dated October 22, 2007, the applicant's attorney refused to provide this information. Absent a formal plan that includes some type of filtering, a finding that the storage of heavy mechanical equipment and materials on site is compatible with the riparian resource at the edge of the terrace and that will not be detrimental to health, safety or welfare or injurious to property cannot be made; and

The application lacks specific information about the type and scale of jobs that will be serviced by the storage yard. Without a clear picture of the operational needs of the business any potential health and safety impacts cannot be adequately assessed; and

A number of vehicles and equipment, identified as personal vehicles and equipment, as well as contractor materials are subject to the home occupation regulations, which have not been addressed in the program statement properly. Specifically, what are identified as personal vehicles are not associated with an on-going residential or residential agricultural use on the property. And, while the program statement identifies that material storage will not be provided for the business the site contains an approximately 8,000 to 10,000 square foot area dedicated to contractor materials. Also, the program statement does not provide detail regarding what emergency hours of operation entails. Significantly more information, including but not limited to the business operation, necessary storage of materials and location of storage for the business operation, required maintenance and fueling needs of the business and how these issues will be addressed, is necessary to determine whether the project may be detrimental to the health, safety, or welfare of persons or injurious to property.

2. That the proposed location of the project and the conditions under which it would be operated or maintained will be consistent with all pertinent County ordinances and the purpose of the zone district in which the site is located.

This finding cannot be made, in that the proposed location of the use and the conditions under

which it would be operated or maintained will not be consistent with all pertinent County ordinances and the purpose of the RA, R-1-2 Acres (Residential Agriculture, Residential - 2 Acre per Unit) zone district as follows:

Pursuant to County Code Section 13.10.613 (a) and (b), the purposes of the home occupation ordinance are to allow residential properties to “carry on limited, income-producing activities on their residential property” while also “protecting nearby residential properties from potential adverse effects of the allowed activity by not allowing home occupations that would create excessive noise, traffic, public expense or any nuisance.” This code section goes on to say that the proposed scale of the home occupation must not affect the character of the surrounding residential neighborhood. “Limited” has been interpreted to refer to the scale of the use rather than the income producing potential of the use. The emphasis of County Code Section 13.10.613 and 13.10.700-H (home occupation definition) is on small scale, low intensity use to be conducted in the dwelling, or an accessory structure, and conducted by the resident of the dwelling. Based on the information provided in the plans and evaluation of the current business operation, the intensity of the proposed use exceeds the intent of the ordinance to limit home occupations to small-scale businesses within the residential zone district in that storage of fifteen to twenty contractor vehicles and an 8,000 to 10,000 square foot material storage yard are clearly not limited in scope; and

The vehicles and equipment, including oil screening equipment, building/grading materials and 50-gallon drums are currently stored on a flat terrace, immediately upslope from a tributary to Carbonera Creek, a salmonid stream. The surface of the terrace slopes to the creek. There is an informal system of drainage control, but no formal means to contain drainage that could become contaminated with oil, gasoline, or other fluid that could be accidentally released from stored equipment. On April 4, 2007, the applicant was required to provide a Storm Water Pollution Prevention Plan (SWPPP) by the Planning Department to address drainage requirements. In correspondence dated October 22, 2007, the applicant’s attorney declined to provide this information. Absent a formal plan that includes some type of filtering, the storage of heavy mechanical equipment on site cannot be found to be compatible with riparian resource protection requirements of Chapter 16.30 of the County Code; and,

The unpermitted shed is located approximately 20 feet from the property line where 40 feet is required.

3. That the proposed use is consistent with all elements of the County General Plan and with any specific plan which has been adopted for the area.

This finding cannot be made, in that the General Plan encourages “appropriate small businesses conducted as home occupations, provided that they are compatible with surrounding residential land uses.” The General Plan and Zoning Ordinance Section 13.10.700-H define home occupation to mean “an accessory use of a dwelling unit for gainful employment involving the manufacture, provision, or sale of goods and services performed by the full-time inhabitant of the unit.” Accessory is further defined by the General Plan to mean “any use which is secondary or subordinate to the principal or main use of a property and which clearly does not change the character of the main use.

The available plan, including the program statement, provides incomplete and inadequate information regarding the proposed operation and therefore a clear understanding of the proposed scope of use cannot be fully determined. For example, it is not clear how the business can be operated without employees and employee parking when employees are necessary to move the proposed equipment from the site. Based on the information provided in the plans and evaluation of the current business operation, the intensity of the proposed use exceeds the intent of the general plan to allow appropriate small business in that the proposed storage of fifteen to twenty contractor vehicles and an 8,000 to 10,000 square foot contractor material storage yard are clearly not limited in scope; and

General Plan Policies 5.7.1 (Impacts from New Development on Water Quality), 5.7.4 (Control of Surface Runoff), and 5.7.5 (Protecting Riparian Corridors and Coastal Lagoons) require that environmental protection be provided to riparian corridors and to maintain water quality. Equipment, building/grading materials and oil drums are currently stored on a flat terrace, immediately upslope from a tributary to Carbonera Creek, which is a salmonid stream. The surface of the terrace slopes to the creek. There is an informal system of drainage control, but no formal means to contain drainage that could become contaminated with oil, gasoline, or other fluid that could be accidentally released from stored equipment. On April 4, 2007, the applicant was required to provide a Storm Water Pollution Prevention Plan (SWPPP) by the Planning Department to address drainage requirements. In correspondence dated October 22, 2007, the applicant's attorney declined to provide this information. Absent a formal plan that includes some type of filtering, a finding that the storage of heavy mechanical equipment and materials on site is compatible with General Plan policies to protect water quality and riparian corridors cannot be made.

5. That the proposed project will complement and harmonize with the existing and proposed land uses in the vicinity and will be compatible with the physical design aspects, land use intensities, and dwelling unit densities of the neighborhood.

One of the intents of the residential zone district is "to protect the natural environment in compliance with the California Environmental Quality Act". The proposed use may result in impacts to the riparian corridor or water resources in a salmonid stream as a result of potential leakage of fuel, oil, and gasoline from stored equipment. On April 4, 2007, the applicant was required to provide a Storm Water Pollution Prevention Plan (SWPPP) by the Planning Department to address drainage requirements. In correspondence dated October 22, 2007, the applicant's attorney declined to provide this information. Absent a formal drainage plan that includes filtering it is not clear that riparian and water resources are being protected.



DESIGNED BY
WAYNE MILLER
P.O. BOX 1824
REDWOOD, CA 95074
(916) 724-1932

SITE PLAN
KIERZEL RESIDENCE
1770 EL RANCHO DRIVE
SANTA CRUZ, CA

27/01/01
1"=20'-0"
ONE

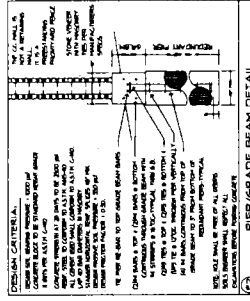
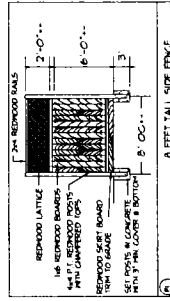
EROSION CONTROL/GRADING NOTES:

- ALL DRIVEWAY AND PARKING AREAS ARE EXISTING AND HAVE BEEN INSPECTED AND APPROVED WITH BUILDING PERMIT APPL #40564M
- DEVELOPMENT PERMIT APPL #00-043 IS TO BE MODIFIED

EROSION CONTROL NOTES:

- ALL DISTURBED SOIL TO BE CONTAINED BY APPROVED CONTAINMENT BERM
- GRADING TO BE LIMITED TO FOUNDATION & DRIVEWAY PREP
- ALL EXPOSED SOIL TO BE RE-SEEDING WITH NATIVE GRASSES AND MILDFLOWERS
- 2" MIN LAYER OF STRAIN MULCH OR EQUAL TO COVER SEEDING AREA TO BE IN PLACE BY 10/15

ALL WORK TO CONFORM TO THE 2001 CBC, JAG, CPC AND NEC AS AMENDED BY THE 2004 STATE OF CALIFORNIA CODES (CBC)



SITE STATISTICS

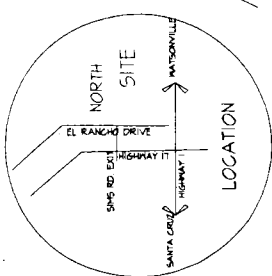
- PER ORDINANCE 84118
- 1. ZONE DISTRICT RA
 - 2. PARCEL AREA 11,170 SQFT
 - 3. NET PARCEL AREA 11,170 SQFT
 - 4. NET PARCEL AREA 11,170 SQFT
 - 5. PARCEL COVERAGE PERCENTAGE 3.3%
 - 6. HEATED AREA (FIRST FLOOR) NA
 - 7. HEATED AREA (FIRST FLOOR) 3,222 SQFT
 - 8. TOTAL HEATED AREA
 - 9. UNHEATED AREA (FIRST FLOOR) 362 SQFT
 - 10. UNHEATED AREA (FIRST FLOOR) 362 SQFT
 - 11. OTHER UNHEATED AREA 360 SQFT
 - 12. ATTIC AREA 320 SQFT
 - 13. TOTAL UNHEATED AREA 1,042 SQFT
 - 14. TOTAL UNHEATED AREA 1,042 SQFT
 - 15. TOTAL PARCEL AREA (11,170) 11,170 SQFT
 - 16. TOTAL FLOOR AREA (11,170) 11,170 SQFT
 - 17. TOTAL FLOOR AREA (11,170) 11,170 SQFT
 - 18. FLOOR AREA (11,170) 11,170 SQFT
 - 19. OFF STREET PARKING SPACES 4
 - 20. MIN REQUIRED 3

11424 SQFT TOTAL FRONT YARD SETBACK AREA
4174 SQFT TOTAL AREA OF DRIVEWAY AND PARKING PROPOSED
4174/11424 = 31% PROPOSED COVERAGE

CUT & FILL CALCULATION
TOTAL GRADING CUTS ARE PROPOSED
TOTAL FILL NO FILL IS PROPOSED

SITE 1770 EL RANCHO DRIVE
PLAN APR-06 1:41-13

EL RANCHO DRIVE



EROSION CONTROL/GRADING NOTES:

ALL DRIVEWAY AND PARKING AREAS ARE EXISTING AND HAVE BEEN INSPECTED AND APPROVED WITH BUILDING PERMIT AFL-14054048 & DEVELOPMENT PERMIT AFL-000-048
NO GRADING OR DRAINAGE IS TO BE MODIFIED.
NO INCREASE OF INTERFEROUS SURFACE IS PROPOSED

PROGRAM STATEMENT

1. THE OFFICE IS A WORK OFFICE WITH NO EMPLOYEES AND NO CLIENTS. THE OFFICE IS LESS THAN 200' OF THE AREA OF THE RESIDENCE.
2. THE STORAGE BUILDINGS ARE FOR PRIVATE USE. NO MANUFACTURING OR FABRICATING WILL BE CONDUCTED ON THE PROPERTY. ALL BUSINESS SHALL BE STORED OR STOCKPILED ON THIS SITE.
3. PARKING WILL BE PROVIDED FOR APPROXIMATELY EIGHT VEHICLES OR PIECES OF EQUIPMENT NOT INCLUDING TRAILERS. THE EQUIPMENT CURRENTLY OWNED BY THE APPLICANT IS:

CAT GRADER, CAT EXCAVATOR, CASE SKIDLOADER,
GILBERT PAVING, DYNAPAC ROLLER, INTERNATIONAL DUMP
TRUCK, FETTERBUILT DUMP TRUCK AND WATER TRUCK.
(EQUIPMENT NOT USED IN THE BUSINESS THAT IS ALWAYS
ON SITE FOR EXCLUSIVELY PERSONAL USE IS: FORD TRUCK
8'X20' MOVING TRAILER, 660 CASE TRACTOR, TOWABLE AIR
COMPRESSOR, (2) UTILITY TRAILERS.)

4. ALL EQUIPMENT AND VEHICLES WILL BE USED EXCLUSIVELY OFF SITE AND WILL ONLY BE PARKED ON SITE WHEN NOT CURRENTLY IN USE.

5. NO CLIENT OR EMPLOYEE PARKING IS PROPOSED. ALL EMPLOYEES PARK AT THE JOB SITES.

6. THE COTTAGE/VEHICLE PARKING AREA WILL BE SCREENED BY EXISTING TREES, LANDSCAPING, NATURAL TOPOGRAPHY AND SOLID WOOD FENCING IN SOME AREAS UP TO 8 FEET TALL. ALL EXISTING AND REPLACED LANDSCAPING WILL BE MAINTAINED OR REPLACED AS NEEDED WITH NATIVE AND DROUGHT RESISTANT PLANTS. SEE PHOTOS OF TREE AND SHRUB SCREENING FROM PUBLIC ROAD THAT IS EXISTING ALONG FRONT PROPERTY LINE AS SUBMITTED AND ON FILE.

7. NO COMMERCIAL OPERATIONS (MOVING EQUIPMENT) SHALL OCCUR EXCEPT BETWEEN THE HOURS OF 7 AM AND 7 PM ON WEEKDAYS. THE ONLY EXCEPTION SHALL BE DURING EMERGENCY CIRCUMSTANCES WHEN EQUIPMENT MUST BE MOVED TO THE SITE OF THE EMERGENCY.

6. TOTAL NUMBER OF TRIPS IN AND OUT OF SITE VARIES WITH THE LENGTH OF JOBS. THE AVERAGE NUMBER OF TRIPS IS LESS THAN ONE IN AND ONE OUT PER DAY. THE EQUIPMENT IS MOVED FROM ONE JOB SITE TO THE NEXT AND THE EQUIPMENT IS REPAIRED AND SERVICED IN THE FIELD.

9. NO BUSINESS TRAFFIC WILL USE EL RANCHO DRIVE IN EITHER DIRECTION. ALL BUSINESS TRAFFIC WILL EXIT HWY 17 NORTH AND ENTER HWY 17 SOUTH.

SITE STATISTICS

PER ORDINANCE 241H

1. ZONE DISTRICT: RA
2. PARCEL AREA: 1010 SQFT
3. TOTAL COVERED AREA: 1010 SQFT
4. COVERAGE BY STRUCTURES: 4004 SQFT
5. PARCEL COVERAGE PERCENTAGE: 3.96
6. HEATED AREA (FIRST FLOOR): 1A
7. HEATED AREA (SECOND FLOOR): 1B
8. HEATED AREA (THIRD FLOOR): 1222 SQFT
9. TOTAL HEATED AREA:
10. UNHEATED AREA (FIRST FLOOR): 1B2 SQFT
11. UNHEATED AREA (SECOND FLOOR): 1B3 SQFT
12. UNHEATED AREA (THIRD FLOOR): 1B4 SQFT
13. TOTAL UNHEATED AREA: 1003 SQFT
14. TOTAL COVERED PORCH: 1443 SQFT
15. TOTAL UNCOVERED PORCH: 1443 SQFT
16. TOTAL FLOOR AREA (HEATED): 4264 SQFT
17. TOTAL FLOOR AREA (UNHEATED): 1444 SQFT
18. TOTAL FLOOR AREA RATIO (TOTAL): 444 SQFT
19. STREET PAVING: 5 SPACES
20. STREET PAVING REQUIRED: 5

11424 SQFT. TOTAL FRONT
YARD SETBACK AREA

4174 SQFT. TOTAL AREA OF
DRIVEWAY AND PARKING

PROPOSED
4174/11/124- 978 5300000000

EXISTING SITE PLAN
BASED ON SURVEY BY
MID COAST ENGINEERING
12/04/2000

DRAINAGE NOTES:
ALL BASEROCKED AREA
DRAINAGE PATTERNS WERE
IN PLACE BY 1962 AND
HAVE NOT CHANGED.
THERE IS NO EVIDENCE OF
EROSION OR DRAINAGE
PROBLEMS ON THE
NEIGHBORING PARCELS OR
IN THE RIPARIAN AREA.
THE ROCKED AREA FLOWS
AWAY FROM THE TOP OF
BANK(TB) ABOVE THE
RIPARIAN BANK TOWARD
THE RECHARGE AREA.

EROSION CONTROL NOTES:
NO DISTURBED SOIL TO BE
CONTAINED BY APPROVED
CONTAINMENT BENCH.
GRADING TO BE LIMITED TO
FOUNDATION & DRIVEWAY PAVED.

ALL WORK TO CONFORM TO THE 2001 CBC,
IAC, CPC AND NEC AS AMENDED BY THE 2001
STATE OF CALIFORNIA CODES (CBC)

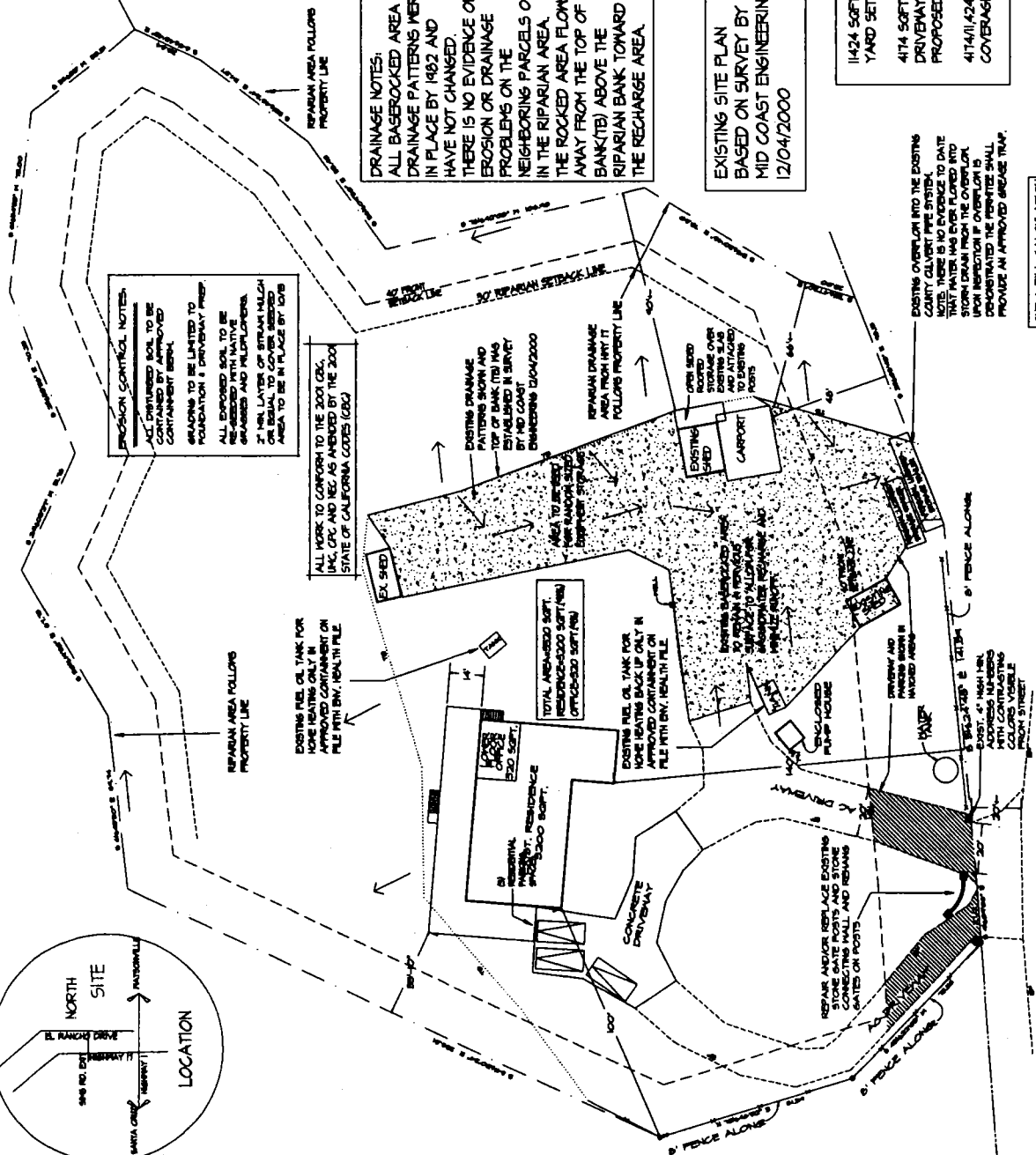
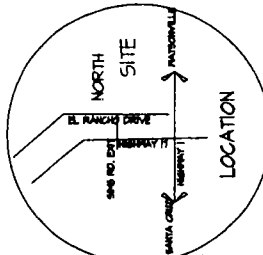
TOTAL AREA=5520 SQFT.
RESIDENCE=3200 SQFT (NEW)
OFFICE=2320 SQFT (NEW)

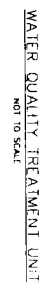
DO NOT FILL FUEL OIL TANK FOR
HOME HEATING BACK UP ONLY IN

EXISTING OVERFLOW INTO THE EXISTING COUNTY CULVERT PIPE SYSTEM.

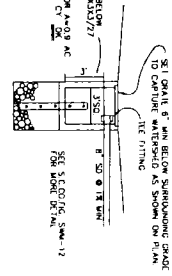
OUT & FILL CALCULATION

 SITE 1770 EL RANCHO DRIVE
 PLAN APN-067-191-18





NOT TO SCALE



HYDRAULICS
SEE SEPARATE CATALOG FOR 6 AND 8-PORT MODELS
NORMAL DEPTH AT 1.0 GPM = 2.78 FT @ 100

NORMAL UCPTM AT 1.0 DTS = 2.76 11 OK

NORMAL UCPTM AT 1.0 DTS = 2.76 11 OK

MA [L]KPHD BOUNDARY
SLOPE ABUTMENT (DRAINAGE OPENING)

FM	FBI MEMPHIS
TO	LOS ANGELES
FR	FBI OF MEMPHIS

STORMWATER MANAGEMENT PLAN FOR
PROJECT KILBURN

ROBERT E. KOENZEL	APR 067 - 191 - 18
1° = 20'	

MID COAST ENGINEERS

CIVIL ENGINEERS AND LAND SURVEYORS
20 PERMIT IN STATE A WALTONVILLE, CA 95876
3-12-10

00280 (BJ) 774-2560
O EL RANCHO DRIVE SANTA CRUZ, CA. 95061

SANTA CRUZ COUNTY 1 of 1

CIRCULAR CHANNEL ANALYSIS
NORMAL DEPTH COMPUTATION

December 8, 2009
KUERZEL SITE, EL RANCHO DRIVE
6" PE (N-12) DOWNDRAIN

=====

PROGRAM INPUT DATA:
DESCRIPTION

	VALUE
Flow Rate (cubic feet per second).....	1.0
Channel Bottom Slope (feet per foot).....	0.1000
Manning's Roughness Coefficient (n-value).....	0.0120
Channel Diameter (feet).....	0.50

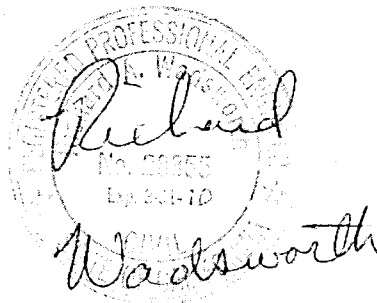
=====

PROGRAM RESULTS:
DESCRIPTION

	VALUE
Normal Depth (feet).....	0.26
Flow Velocity (feet per second).....	9.84
Froude Number (Flow is Super-Critical).....	3.848
Velocity Head (feet).....	1.50
Energy Head (feet).....	1.76
Cross-Sectional Area of Flow (square feet).....	0.10
Top Width of Flow (feet).....	0.50

=====

CIRCULAR CHANNEL ANALYSIS COMPUTER PROGRAM, Version 1.5 (c) 1986
Dodson & Associates, Inc., 7015 W. Tidwell, #107, Houston, TX 77092
(713) 895-8322. A complete program manual is available.



E & S Trucking

Edward Kuerzel dba

General Engineering Contractor License No. 713788

1770 El Rancho Dr. Santa Cruz, CA 95060 TEL:831-438-7940 FAX:831-438-8000

Program Statement:

1. The Office for managing E & S Trucking is located in the approved basement area of house. It is approx. 320 SF and represents 7.5% of the total SF of the home. There are no employees or clients that come to office.

2. Storage buildings on property are for personal use only and will remain so. No manufacturing or fabricating is or will be conducted on site. No materials used for business are stored or stockpiled on site. Nor will they be in the future.

3. Even though the business is not operated so as to require the parking of more than a few business related vehicles on site, the Site Plan included with this submittal clearly shows property will accommodate all business vehicles, equipment and trailers as well as personal vehicles, equipment and trailers. It will also accommodate five employee vehicles. There has never been more than five employee vehicles on site and that is even rare. This plan was done at the behest of County Planning. The business hires only full time employees and currently has 7 full time employees. Employees regularly either drive to job sites or are picked up at a predetermined spot for car pooling. Employees only park on site when they would be passing by Home on their way to a job and car pooling from here makes the most sense.

4. All vehicles, equipment and trailers are used exclusively off site and only on site when parked and currently not in use. All vehicles, equipment and trailers as listed on the attached **Exhibit A (Equipment List)** have never all been on site at any one time. In fact, it would be very rare for more than eight business vehicles to be parked on site at any one time and never have more than fifteen business vehicles been parked on site at any one time. The operation of the business will not result in more than fifteen business vehicles on site at any one time without prior written consent from the County Planning Department to temporarily exceed fifteen vehicles due to unusual circumstances.

5. The commercial vehicle parking area is and will remain screened by existing trees, landscaping, fencing and natural topography. All existing and future landscaping will be maintained or replace as needed with native drought resistant plants. The pictures attached as **Exhibit B** show trees and shrubs screening view of Property from existing public roads and neighboring properties.

6. No commercial operations i.e. moving vehicles or equipment shall occur except between the hours of 7 AM and 7 PM weekdays. The only exception to this is when called by a governmental agency for emergency services such as fire, floods, earthquakes or other disasters.

7. The number of trips in and out of site varies with the length of jobs and current work load. This will not increase in the future. On average it is no more than 1.6 per day and this will not increase in the future. The equipment is generally moved from job site to the next job site. The Monterey Bay Unified Air Pollution Control District Supervising Planner Jean Getchell has reviewed information sent to her via email. See, attached **Exhibit C** stating that given circumstances of level of traffic and fact that closest Neighbor is two to three hundred feet away there should not be any health hazard.

8. There is NO ON SITE FUELING, REPAIRING, WASHING OR CLEANING OF VEHICLES OR EQUIPMENT. All fueling and repairs are performed in the field or at off-site repair facilities. (see sample receipts previously provided for the latter) This will remain the case in the future.

9. Per an agreement between the KUERZEL's and some of the surrounding properties it has been agreed that business related vehicles will not use El Rancho Dr. for business related ingress or egress from the north or south. We simply exit property to North bound on ramp of Highway 17 directly across from driveway. When returning we enter property by exiting North bound Highway 17 and crossing El Rancho Dr. to property. Therefore we do not pass by any one else's property. This will remain the case in the future.

COMPLIANCE WITH THIS PROGRAM STATEMENT MAY BE MADE A CONDITION OF APPROVAL OF OUR HOME OCCUPANCY PERMIT, IF APPROVED.

E & S Trucking

Edward Kuerzel dba

General Engineering Contractor License No. 713788

1770 El Rancho Dr. Santa Cruz, CA 95060 TEL:831-438-7940 FAX:831-438-8000

February 1, 2010

Equipment List:

Categorized as follows:

- 4- Vehicles 20' and larger all diesel and 3 axle. 1 of which is the water truck that was damaged by arson, we have not decided whether we will be replacing or not.
- 4- Vehicles 20' and smaller consisting of more pick-up sized all diesel and 2 axles 1 of which was recently sold and undecided if it will be replaced.
- 3- Trailers currently stored on site usage do be determined.
- 3- Trailers from 10' in length to 30' in length used for moving various pieces of equipment.
- 1- Paver Moved to specific job and returned to storage
- 3- Smaller pieces 2 rollers and oiler moved to specific job and returned to storage.
- 6- Tractors moved from job to job and rarely in yard.
- 4- Personal trailers, tractor and chipper always here for use on property.

1. International 3 Axle Rated HP 350 10 yd. Dump truck for hauling materials from quarries to job sites and towing equipment Trailers to move equipment from site to site. Approx. 28' in length and turning radius of 20' Here Approx. 41%

2. Peterbilt 3 axle Rated HP 350 log/tractor truck for hauling logs from job sites to mill and for back up to tow equipment trailer, end dump trailer, low bed trailer and log trailer. Approx. 28' in length and turning radius of 20' Here approx. 94%

3. Log trailer here 100% 20' stored at this time.

4. Low bed trailer here 100% 30' Stored at this time.

5. End Dump trailer here 100% 30' Stored at this time

E & S Trucking

Edward Kuerzel dba

General Engineering Contractor License No. 713788

1770 El Rancho Dr. Santa Cruz, CA 95060 TEL:408-438-7940 FAX:408-438-8000

6. Chevy 3500 1 Ton Rated HP 185 service truck used for doing necessary service and maintenance work in the field. Approx. 15' in length and turning radius of 12'. here 95%
7. Chevy 4500 1 ton Rated HP 210 crew truck for transporting crew and materials from suppliers to job sites. Crew mostly picked up from parking area on Ocean St. Approx. 17' in length and turning radius of 12'. Here approx. 39% per week and taken to jobs.
8. Mack 2 Axle Rated HP 190 6 yd dump truck for hauling small quantities of materials from quarries to job sites. Approx. 15' in length and turning radius of 12'. here 10%
9. Dynaweld 2 axle Equipment trailer used to haul all equipment from job to job. Approx. 30' in length. here 10%
10. Walton 2 axle equipment trailer used to haul rollers to job. Approx. 12' in length. Here 90% of the time.
11. Cat 130G Grader Rated HP 135 Used to grade roads and building pads. Approx. 25' in length. here 1%
12. Cat 315L Excavator Rated HP 99. Used for excavation of building pads and drilling caissons. Approx. 20' in length here 5%
13. Cat D4H Bulldozer Rated HP 105 Used for grading of building pads and roads. Approx. 16' in length. here 5%
14. Cat 430D Backhoe Rated HP 97 Used for underground, septic, utility work and drilling caissons. Approx. 15' in length here 10%
15. Case 570MXT Skip loader Rated HP 75 Used for pad, driveway and finish grading. Approx. 15' in length. here 5%
16. Bomag 172PDB Soil compactor Rated HP 66 used for compacting soil and roadways on job sites. Approx. 9' in length. here 5%

E & S Trucking

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1770 El Rancho Dr. Santa Cruz, CA 95060 TEL:408-438-7940 FAX:408-438-8000

17. Bomag Asphalt roller Rated HP 18 Gas 1 ton 5' X 2.5' here 90%
18. Dynapac CC102 Asphalt roller Rated HP 26 3 ton 6'X4' here 92%
19. Gilcrest 831 Self propelled paver Rated HP 87 Approx. 10' in Length here 96%
20. Kenworth Water truck 3 axle Rated HP 335 Used for hauling water to job sites and fire fighting. here 70%
21. International Water truck 3 axle Rated HP 250 damaged by arson awaiting crime reports from Santa Cruz Sheriffs department investigators to determine evidence for possible prosecution. Approx. 25' in length. Turning radius of 20' Currently stored here 100%
22. Flatbed utility trailer Approx 10' in length. here 94%
23. Road oiler trailer here 97% 7' X 4'
24. Vermeer Brush Chipper Personal used on property for cleanup and landscape maintenance. Also used occasionally on job site when brush chipping is necessary. Approx. 10' in length here 98%
25. Case 580ck Skip Loader Personal for clean up. Approx. 12'in length. always here
26. 28' Utility van used to move children to college etc. and grand children to events etc. when necessary. Personal always here
27. 45' Utility Van used to move children to college etc. and grand children events etc. when necessary. Personal always here

C O U N T Y O F S A N T A C R U Z
DISCRETIONARY APPLICATION COMMENTS

Project Planner: Sheila Mcdaniel
Application No.: 06-0641
APN: 067-191-18

Date: May 12, 2010
Time: 08:42:46
Page: 1

Environmental Planning Completeness Comments

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

===== REVIEW ON NOVEMBER 30, 2006 BY ANDREA M KOCH =====

- 1) Project complete per Environmental Planning requirements.

Environmental Planning Miscellaneous Comments

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

===== REVIEW ON NOVEMBER 30, 2006 BY ANDREA M KOCH =====

- 1) This parcel is mapped as archaeologically sensitive. However, an archaeologic survey will NOT be required because there is no proposed expansion of existing buildings or pavement.

- 2) This parcel is mapped as Zayante band-winged grasshopper habitat. However, the soil types at this parcel are not associated with the grasshopper's presence, and the habitat at the parcel is not suitable for the grasshopper.

This parcel is also mapped as northern maritime chaparral and maritime coast range ponderosa pine forest habitat. However, regardless of whether these exist on the parcel, a biotic assessment will NOT be required because there is no proposed expansion of existing buildings or pavement.

No biotic assessments are required.

- 3) This project should be conditioned so that no chemicals or other hazardous materials may be stored outside. (They could pollute the stream.) ===== UPDATED ON DECEMBER 8, 2006 BY ANDREA M KOCH =====

- 4) No maintenance or minor repairs of the vehicles may be performed on the property. (Chemicals and vehicle fluids from maintenance and repairs may be spilled or leak out onto the driveway, where they may eventually be washed into the creek. According to Section 16.30.030 of the County Code, no toxic chemical substances may be used in riparian corridors and buffer areas.)

Code Compliance Completeness Comments

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

===== REVIEW ON NOVEMBER 15, 2006 BY KEVIN M FITZPATRICK =====

NO COMMENT

This addresses the violation. (KMF)

Code Compliance Miscellaneous Comments

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

Discretionary Comments - Continued

Project Planner: Sheila McDaniel
Application No.: 06-0641
APN: 067-191-18

Date: May 12, 2010
Time: 08:42:46
Page: 2

===== REVIEW ON NOVEMBER 15, 2006 BY KEVIN M FITZPATRICK =====

Dpw Drainage Completeness Comments

===== REVIEW ON APRIL 19, 2010 BY TRAVIS RIEBER =====
Please see miscellaneous comments

Dpw Drainage Miscellaneous Comments

===== REVIEW ON APRIL 19, 2010 BY TRAVIS RIEBER =====

1. Provide details demonstrating how runoff will be controlled and directed to the proposed water quality treatment unit. Propose any improvements needed to control and direct runoff to the proposed water quality treatment unit prior to runoff leaving the site.

2. Provide a cross section construction detail of the proposed water quality treatment unit. Demonstrate that the sump area below the outlet pipe is adequately sized for the tributary watershed.

3. A recorded maintenance agreement will be required for the proposed water quality treatment unit. Please contact the County of Santa Cruz Recorder's office for appropriate recording procedure. The maintenance agreement form can be picked up from the Public Works office or can be found online at: <http://www.dpw.co.santa-cruz.ca.us/Storm%20Water/FigureSWM25.pdf>

Please call the Dept. of Public Works, Storm Water Management Section, from 8:00 am to 12:00 noon if you have questions.

Dpw Driveway/Encroachment Completeness Comments

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

===== REVIEW ON NOVEMBER 22, 2006 BY DEBBIE F LOCATELLI =====
Existing driveways - no comments

Dpw Driveway/Encroachment Miscellaneous Comments

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

===== REVIEW ON NOVEMBER 22, 2006 BY DEBBIE F LOCATELLI =====
No comment.

Dpw Road Engineering Completeness Comments

===== REVIEW ON NOVEMBER 27, 2006 BY GREG J MARTIN =====

The plans state that 20 parking spaces are required for the contractor's operations on-site. A numbered list of the required parking spaces shall be provided on the plan view sheet. The numbered list shall include the required parking for existing residence. Since some of the vehicles are in greater in size than a normal vehicle each parking space shall be sized appropriately. Each parking space is required to be identified, numbered, and dimensioned on the plans. Individual turn-

Discretionary Comments - Continued

Project Planner: Sheila Mcdaniel
Application No.: 06-0641
APN: 067-191-18

Date: May 12, 2010
Time: 08:42:46
Page: 3

around requirements may vary for each vehicle and must be provided. Commercial access driveways are required to be 24 feet wide and paved.

Call Greg Martin at 831-454-2811 with questions. ===== UPDATED ON MARCH 15, 2007
BY GREG J MARTIN =====
NO COMMENT

Dpw Road Engineering Miscellaneous Comments

===== REVIEW ON NOVEMBER 27, 2006 BY GREG J MARTIN =====
===== UPDATED ON MARCH 15, 2007 BY GREG J MARTIN =====

Environmental Health Completeness Comments

===== REVIEW ON NOVEMBER 27, 2006 BY JIM G SAFRANEK =====
NO COMMENT
===== UPDATED ON NOVEMBER 29, 2006 BY JIM G SAFRANEK =====
===== UPDATED ON MAY 8, 2007 BY JIM G SAFRANEK =====

Environmental Health Miscellaneous Comments

===== UPDATED ON NOVEMBER 29, 2006 BY JIM G SAFRANEK ===== The applicant will need to apply for an EHS building clearance. The existing onsite sewage disposal system appears adequate to servethe expected infrequent use by 6 or less employees who work mainly offsite.
===== UPDATED ON MARCH 20, 2007 BY JIM G SAFRANEK =====
If 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.
===== UPDATED ON MAY 8, 2007 BY JIM G SAFRANEK ===== This application will be considered incomplete by EHS until the applicant receives a HazMat permit final from Rolando Charles.

Scotts Valley Fire District Completeness Comments

===== REVIEW ON NOVEMBER 30, 2006 BY MARIANNE E MARSANO =====
NO COMMENT

Scotts Valley Fire District Miscellaneous Comments

===== REVIEW ON NOVEMBER 30, 2006 BY MARIANNE E MARSANO =====
NO COMMENT



MONTEREY BAY

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

Air Pollution Control Officer
Richard A. Stedman

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

DISTRICT BOARD MEMBERS

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Monterey County

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San Benito
County

Richard Ortiz
South Monterey
County Cities

Manuel Bersemin
Santa Cruz
County Cities

March 22, 2010

Ms. Paia Levine, Principal Planner
County of Santa Cruz Planning Department
701 Ocean Street, 4th Floor
Santa Cruz, CA 95060

Sent by Facsimile to: (831) 454-2131.
Original Sent by First Class Mail.

SUBJECT: PROPOSED STORAGE OF GRADING AND PAVING VEHICLES AND
EQUIPMENT AT 1770 EL RANCHO DRIVE, SANTA CRUZ

Dear Ms. Levine:

The Air District submits the following comments for your consideration:

Storage of Eight Vehicles and Equipment

During previous review of this proposed project, the Project Applicant stated that the nearest residence was 200-300 feet from his property. The proposed level of vehicular activity should not pose a health risk to neighbors. However, certain vehicles would be subject to the State's Anti-Idling Regulation, which is specified, herein. The County should make the regulation a condition of project approval, to ensure that there are no violations of the law and no significant health impacts.

State Anti-Idling Regulation

Given the proximity of the project to established residences, the Air District suggests that the County include the State Anti-Idling Regulation as a condition of project approval, to ensure that diesel exhaust does not become a nuisance for nearby residents. Please see Title 13, California Code of Regulations, Section 2485 (c) (1) regarding idling of commercial vehicles, which follows:

California Code of Regulations

Title 13. § 2485. Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling (a) Purpose. The purpose of this airborne toxic control measure is to reduce public exposure to diesel particulate matter and other air contaminants by limiting the idling of diesel-fueled commercial motor vehicles. (b) Applicability. This section applies to diesel-fueled commercial motor vehicles that operate in the State of California with gross vehicular weight ratings of greater than 10,000 pounds that are or must be licensed for operation on highways. This

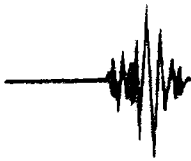
specifically includes: (1) California-based vehicles; and (2) Non-California-based vehicles. (c) Requirements. On or after February 1, 2005, the driver of any vehicle subject to this section: (1) shall not idle the vehicle's primary diesel engine for greater than 5.0 minutes at any location, except as noted in Subsection (d); and (2) shall not operate a diesel-fueled auxiliary power system (APS) to power a heater, air conditioner, or any ancillary equipment on that vehicle during sleeping or resting in a sleeper berth for greater than 5.0 minutes at any location when within 100 feet of a restricted area, except as noted in Subsection (d).

Thank you for the opportunity to review the document.

Sincerely,



Jean Getchell
Supervising Planner
Planning and Air Monitoring Division



EDWARD L. PACK ASSOCIATES, INC.

1975 HAMILTON AVENUE
SUITE 26
SAN JOSE, CA 95125

Acoustical Consultants

TEL: 408-371-1195
FAX: 408-371-1196
www.packassociates.com

February 1, 2010
Project No. 42-002

Jonathan Wittwer, Esq.
The Law Offices of Wittwer & Parkin, LLP
147 South River Street
Suite 221
Santa Cruz, CA 95060

Subject: Noise Assessment Study of Equipment Operations, E&S Trucking, 1770
El Rancho Drive, Santa Cruz County

Dear Mr. Wittwer:

This report presents the results of a noise assessment study of equipment operations at the E&S Trucking facility at 1770 El Rancho Drive in Santa Cruz County. The noise exposures and noise levels presented herein were evaluated against the standards of the County of Santa Cruz Noise Element, Ref. (a), and County of Santa Cruz County Code, Ref. (b). The purpose of the analysis was to determine the noise exposures and noise level impacts from the facility operations to the adjacent residential land uses. The results of the analysis reveal that the trucking and equipment moving operational noise exposures (24-hour average), the short-term average (L_{eq}) and maximum (L_{max}) noise are in compliance with the Noise Element standards and are below the existing ambient noise levels. Sounds generated by the facility, therefore, would not be considered noisy and are in compliance with the Home Occupation limits of the Santa Cruz County Code Zoning Ordinance.

Section I of this report contains a summary of our findings. Subsequent sections contain site and operational descriptions, analyses and evaluations. Appendices A and B, attached, contain the list of references, descriptions of the standards, definitions of the terminology and descriptions of the acoustical instrumentation used for the field survey.

I. Summary of Findings

The findings presented below were evaluated against the standards of the County of Santa Cruz Noise Element, which utilizes the Day-Night Level (DNL) noise descriptor to define acceptable noise exposures for noise sensitive land uses. The DNL is a 24-hour time-weighted average descriptor commonly used to describe community noise environments. The standards specify a limit of 60 decibels (dB) DNL at residential land uses.

The Noise Element also restricts noise from stationary sources (in contrast to transportation sources) at commercial facilities. The Noise Element limits short-term noise levels from operations and activity at the facility to 70 dBA maximum (L_{max}) and 50 dBA hourly average (L_{eq}). However, if the existing ambient level exceeds the allowable level, the allowable level shall be raised to the ambient level. As the ambient sound levels at the three surrounding property lines vary due to the varying distances to Highway 17, the noise limits applied to the E&S Trucking operations vary accordingly. The ambient noise levels at the north property line during the morning and afternoon operational hours of the facility are as low as 65 dBA L_{eq} and 78 dBA L_{max} . The ambient noise levels at the east property line are as low as 50 dBA L_{eq} and 58 dBA L_{max} . The ambient noise levels at the south property line are as low as 56 dBA L_{eq} and 66 dBA L_{max} . The imposed sound limits are:

<u>North PL</u>	<u>East PL</u>	<u>South PL</u>
78 dBA L_{max}	68 dBA L_{max}	70 dBA L_{max}
65 dBA L_{eq}	50 dBA L_{eq}	56 dBA L_{eq}

Note that the County of Santa Cruz Noise Ordinance (not to be confused with the Noise Element) is a curfew ordinance which limits noise annoyance between 10:00 p.m. and 8:00 a.m. for sources within 100 ft. of a sleeping space, but does not quantify noise limits. Because the adjacent property sleeping spaces are more than 100 ft. away, the Noise Ordinance standards do not apply.

The Home Occupation limits of the Santa Cruz County Zoning Code state that noise shall be contained within the site boundary. The Zoning Code does not quantify noise limits nor does it define "noise" with regard to uses associated with home occupation. The term "noise", by definition, is subjective and is defined as unwanted sound. The difficulty with using this type of limit is that one must determine if a sound source is noisy. Noisiness is characterized by the level of the sound, the type of sound and the natural or background environment in which the sound occurs.

If the sound at issue is out of character with the environment, quantitative limit applied is usually on the order of 10 dB below the "average ambient" (L_{eq}) conditions. If the sound is out of character and contains distinct frequency components that are especially irritating, a quantifiable limit of 10 dB below the "quiet ambient" (L_{90}) is applied. If the sound at issue is typical of the environment and is distinguishable by careful listening or sensitive acoustical equipment, the quantifiable limit is usually at or up to 3 dB above the "average ambient" level at the time of occurrence. If the sound at issue is typical of the environment but is easily noticeable, the quantifiable limit is usually at or 3 dB below the "average ambient" level at the time of occurrence.

Because the only sounds generally audible at the property boundaries of the facility site are those of the trucks entering and exiting the site at the driveway to the site off of El Rancho Drive, the sound source(s) at issue are similar in nature to trucks traveling on Highway 17 and a limit of at the ambient level would be applicable. The property line to the north is the only property boundary where these sounds are audible.

The aerial photo below depicts the approximate property line (plane) locations and the locations of the 24-hour noise measurements.

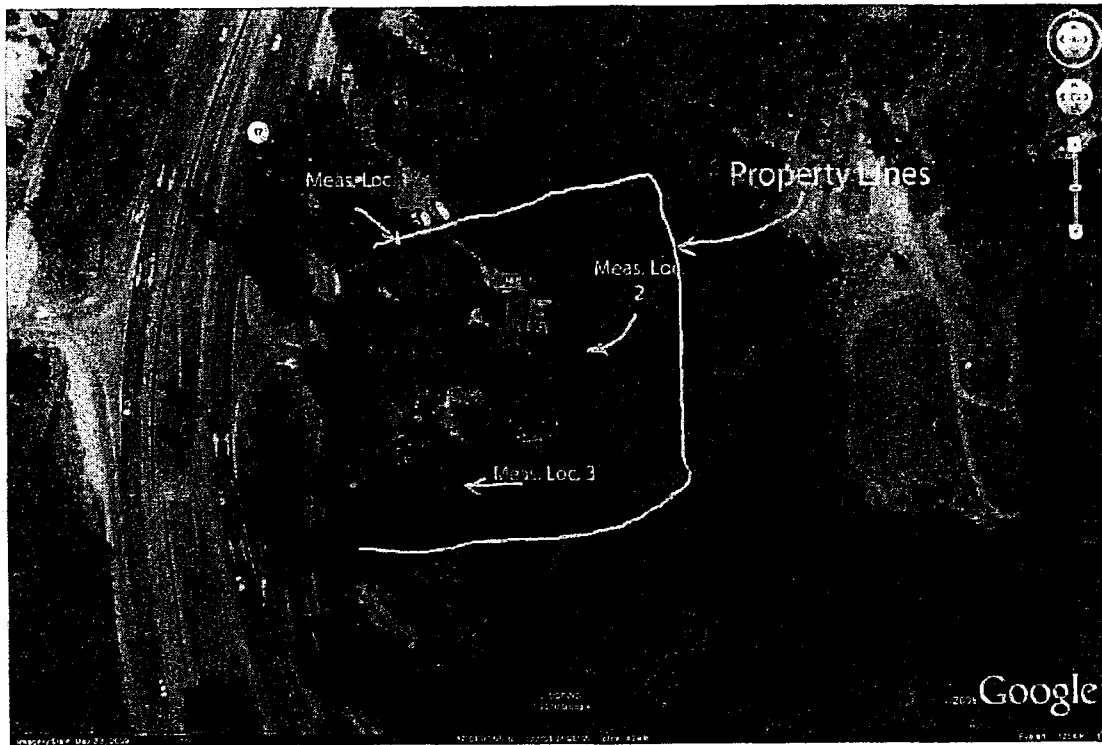


Table I, below, provides the existing noise exposures (dB DNL) and noise levels (average ambient in dBA L_{eq} during the 7:00 a.m. and 4:00 p.m. hours) at the measurement locations and extrapolated to the nearest property plane (property line) locations, the E&S Trucking facility generated noise levels and noise exposures, and the effect of the trucking facility on the existing noise environment.

TABLE 1					
Noise Exposure and Noise Level Analysis					
Location	Dist. To Hwy 17	DNL and L_{eq} 's	Effect of topography		Measured or Calculated
(1) North PL	225 ft.	67 83.3 7:00 a.m. 78.3 4:00 p.m.	0		Measured
(2) East Side of House	430 ft.	54 52.5 7:00 a.m. 52.2 4:00 p.m.	-9 dB		Measured
(3) South Side of Yard	325 ft.	58 73.3 7:00 a.m. 65.1 4:00 p.m.	-7 dB		Measured
Prop. Plane to East	540 ft.	52 50.5 7:00 a.m. 50.2 4:00 p.m.	-9 dB		Calculated
Prop. Plane to South	275 ft.	59 74.3 7:00 a.m. 66.1 4:00 p.m.	-8 dB		Calculated
Project-Generated Noise Levels @ N PL		Duration	Source L_{max}	Source L_{eq}	Hourly $L_{eq(h)}$
Truck w/Trailer	Entering Site	26 seconds	67.2 dBA	64.7 dBA	43.3 dBA
Truck w/Trailer	Exiting Site	20 seconds	68.4 dBA	66.8 dBA	44.3 dBA
Yard Activity	$L_{eq(h)}$ @ North PL	$L_{eq(h)}$ @ East PL		$L_{eq(h)}$ @ South PL	
Constant 30 min.	60	51		59	
Hourly $L_{eq(h)}$	57	48		56	
Truck Passby	44	na		na	
Proj. Gen DNL	46	37		45	
Ambient	67	52		59	
Total	67	52		59	
Δ dB	0	0		0	

As shown above, the sound levels generated by E&S Trucking are within the limits of the Santa Cruz County Noise Element standards. In addition, the operational noise exposures at the property lines are below the existing ambient noise exposures by more than 10 decibels and are barely audible. Therefore, sound emitted by trucking operations on the site would not be considered noise. The E&S Trucking operations do not add to the existing noise environments in the area. Per CEQA guidelines, the facility does not add substantially to the ambient noise environment, thus, the facility creates no noise impacts to the adjacent residence.

Noise mitigation measures will not be required.

II. Site and Operational Descriptions

The E&S Trucking facility is located at 1770 El Rancho Drive in Santa Cruz County. The area is just south of the City of Scotts Valley and is immediately adjacent to Highway (State Route) 17. El Rancho Drive is a frontage road to the freeway. On and off ramps to and from Highway 17 northbound lanes are directly across El Rancho Drive from the facility driveway.

Surrounding land uses are residential to the north, east and south. El Rancho Drive and Highway 17 are adjacent to the west. The property lines to the east (Clarke residence) and south (Velasquez residence) are located along the creek beds between the properties. The property line to the north (Coley residence) contains a good neighbor fence where the two properties are approximately at-grade with each other. The driveway to the residence on the site runs along the north property boundary while the driveway used for the E&S Trucking facility veers off to the south immediately upon entering the site. The driveway is approximately 35 ft. from the property line.

The equipment yard is located approximately 225 ft. from the north property line and approximately 6 ft. below the property line grade, approximately 310-370 ft. from the east property line and 140 ft. from the south property line.

The facility is primarily a storage site for grading, paving and timber equipment. Most of the heavy equipment stays on the various job sites and are not stored on the facility site. Below is a list of equipment with the approximate amount of time the items are at the facility, as provided by E&S Trucking, Ref. (c).

TABLE II			
E&S Trucking Equipment List			
Item	Time on Site	Item	Time on Site
10 yd Dump Truck	41%	Cat 430D Backhoe	10%
Log Truck	94%	Case 570 Skiploader	5%
Log Trailer	Stored on Site	Bomag Soil Compactor	5%
Low Bed Trailer	Stored on Site	Bomag Asphalt Roller	90%
End Dump Trailer	Stored on Site	Dynapac Asphalt Roller	92%
Chevy 3500 Truck	95%	Gilcrest paver	96%
Chevy 4500 Truck	39%	Kenworth Water Truck	70%
6 yd. Dump Truck	10%	Int'l Water Truck	Stored on Site
Dynaweld Trailer	10%	Utility Trailer	94%
Walton Trailer	90%	Road Oiler Trailer	97%
Cat. 130G Grader	1%	Brush Chipper	98%
Cat. 315L Excavator	5%	Case 580 Skip Loader	100% Personal
Cat D4H Bulldozer	5%		

The primary sound source is the diesel truck and low bed trailer that brings a backhoe or bulldozer onto or out of the site up to once per day. Operations in the yard are limited to loading of equipment onto or off of the trailers, which requires driving the heavy equipment onto or off of the trailers. The sound sources, therefore, are the engines of these items of equipment.

III. Analysis of the Noise Levels

A. Existing Noise Levels

To determine the existing noise exposure at the site, continuous recordings of the sound levels were made at three locations. Location 1 was along the north property line near the entrance driveway that is most noise impacted by E&S Trucking operations. Location 2 was at the rear of the home on the site, at-grade and approximately 140 ft. from the center of the yard. Location 3 was at the southerly edge of the yard area, approximately at-grade and approximately 75 ft. from the center of the yard. The noise level data measurements were made on January 14-15, 2010 and were recorded and processed using Larson-Davis LDL 812 Precision Integrating Sound Level Meters. The meters yield, by direct readout, a series of descriptors of the sound levels versus time, as described in Appendix B, and included the L_2 , L_8 , L_{25} , and L_{50} , i.e., those levels exceeded for 2%, 8%, 25%, and 50% of the time. Also measured were the maximum and minimum levels and the continuous equivalent-energy levels (L_{eq}), which are used to calculate the DNL. The measured L_{eq} 's are shown in the data table in Appendix C.

As shown in the data tables, the L_{eq} 's at measurement Location 1, the north property line, ranged from 60.9 to 65.9 dBA during the daytime and from 52.9 to 64.5 dBA at night. During the daytime hours of 7:00 a.m. to 5:00 p.m., the L_{eq} 's ranged from 64.7 to 65.9 dBA.

At measurement Location 2, east side of the Kuerzel home, the L_{eq} 's ranged from 48.3 to 55.7 dBA during the daytime and from 42.5 to 50.8 dBA at night. During the daytime hours of 7:00 a.m. to 5:00 p.m., the L_{eq} 's ranged from 51.6 to 55.7 dBA.

At measurement Location 3, the south side of the equipment yard, the L_{eq} 's ranged from 51.6 to 57.1 dBA during the daytime and from 46.5 to 54.1 dBA at night. During the daytime hours of 7:00 a.m. to 5:00 p.m., the L_{eq} 's ranged from 55.0 to 57.1 dBA.

B. Project-Generated Noise Levels

To determine the noise levels of equipment operations at the E&S Trucking facility, noise level measurements of individual major noise generating operations were made on Friday January 15, 2010, using a Larson Davis LDL 812 Precision Integrating Sound Level Meter and a Larson Davis 2900 Real Time Analyzer. Noise level measurements of the diesel truck and trailer with the bulldozer entering and exiting the site were made at measurement Location 1 contemporaneously with the 24 hour measurements.

Attempts were made to measure yard activity at measurement Location 1, however, the noise level were too low in comparison to Highway 17 traffic noise to record. Thus, the noise measurements of loading and unloading the bulldozer, operating the power roller, operating the backhoe, and operating the 1-ton truck were made close to the equipment where freeway noise did not influence the data. The measured noise levels were then extrapolated to the three property plane locations to the north, east and south, respectively. The results of this analysis are shown in Table III, below.

During the unloading of the bulldozer and likewise, other heavy equipment from the trailer, a single "clank" sound can be heard at the property line to the south. This sound is due to a "pop" of the bulldozer track and occurs for less than 1 second. The track pop is not audible to the north property line and may be slightly audible to the east. Although this sound is slightly higher than the average ambient sound level at the south property line, the duration of the sound is extremely short and would go unnoticed unless one was listening carefully. Other very short duration sounds (L_{max}) that are part of the normal background environment range from 65.3 to 77.7 dBA at this location. This singular sound, which was the only sound measured to be higher than the average ambient at any given property boundary location, does not significantly affect the noise environment.

TABLE III

Noise Levels of Individual Equipment Operations, dBA L_{max}

Operation	Sound Level	Dist. (ft.)	Dist. To North PL	Sound Level @ North PL	Ambient	Dist. To East PL	Sound Level @ East PL	Ambient	Dist. To South PL	Sound Level @ South PL	Ambient
Bulldozer Unload											
Engine on trailer	63	81	225	54	65-66	350	50	53-55	140	58	56-58
Trailer "track pop"	64	81	225	55		365	51		140	59	
Engine off trailer	59	81	225	50		370	46		140	54	
Other Equipment											
Power roller	67	25	175	50	65-66	310	45	53-55	130	53	56-58
Backhoe	67	30	190	51		310	47		120	55	
1-ton truck	57	40	190	43		310	39		120	47	
Truck exit @ North PL	68	30	30	68							

IV. Evaluations of the Noise Exposures and Noise Levels

A. Existing Noise Exposures

To determine the existing noise exposures at the property boundaries, the DNL's for the survey locations were calculated by decibel averaging of the L_{eq} 's as they apply to the daily time periods of the DNL index. The DNL is a 24-hour noise descriptor that uses the measured L_{eq} values to calculate a 24-hour time-weighted average noise exposure. The formula used to calculate the DNL's is described in Appendix B. The results of the calculations are shown in Appendix C.

The noise exposure at measurement Location 1, the Coley residence property line to the north and 225 ft. from the centerline of Highway 17 was calculated to be 67 dB DNL.

The noise exposure at measurement Location 2, behind the Kuerzel residence to the east of the equipment yard and 430 ft. from the centerline of Highway 17, was calculated to be 54 dB DNL. At the property plane of the Clarke residence to the east and 540 ft. from the centerline of Highway 17, the noise exposure was calculated to be 52 dB DNL.

The noise exposure at measurement Location 3, the south side of the equipment yard and 325 ft. from the centerline of Highway 17, was calculated to be 58 dB DNL. At the property plane of the Velasquez residence to the south of the site and 275 ft. from the centerline of Highway 17, the noise exposure was calculated to be 59 dB DNL.

These noise exposures include normal operations and activity at the E&S Trucking facility.

B. Project-Generated Noise Exposures

The project-generated noise exposures were calculated by using the yard activity noise level data shown in Table III, totaling the various sound sources and extrapolating these activities over a 30 minute period twice per day: from 7:30 to 8:00 a.m. and from 4:30 – 5:00 p.m. This represents a worst-case scenario as not all of the listed equipment is typically utilized and the preparation and leaving the site often takes less than 30 minutes. The sound levels of the truck and trailer at the north property line exiting the site in the morning and entering the site in the afternoon were then added to the yard activity sound levels.

- The 30-minute L_{eq} at the north property line of yard activity was calculated to be 60 dBA. The hourly L_{eq} was calculated to be 57 dBA. The hourly L_{eq} 's of the truck/trailer exiting and entering site were calculated to be 45 and 44 dBA, respectively. The combined $L_{eq(h)}$ at the north property line was 57 dBA. The DNL was then calculated to be 46 dB. The ambient DNL was measured to be 67 dB at this location. Thus, the E&S Trucking operations do not affect the ambient noise environment.
- The 30-minute L_{eq} at the east property line of yard activity was calculated to be 51 dBA. The hourly L_{eq} was calculated to be 48 dBA. The truck/trailer exiting and entering site were not included at this location as this source is not audible. The DNL was then calculated to be 37 dB. The ambient DNL was calculated (from the Location 2 data) to be 54 dB at this location. Thus, the E&S Trucking operations do not affect the ambient noise environment.

- The 30-minute L_{eq} at the south property line of yard activity was calculated to be 59 dBA. The hourly L_{eq} was calculated to be 56 dBA. The truck/trailer exiting and entering site were not included at this location as this source is not audible. The DNL was then calculated to be 45 dB. The ambient DNL was calculated (from the Location 3 data) to be 58 dB at this location. Thus, the E&S Trucking operations do not affect the ambient noise environment.

As shown above, the project-generated noise exposures are within the 60 dB DNL limit of the Santa Cruz County Noise Element, and do not significantly add to the background noise environment. Mitigation measures will not be required.

C. Noise Levels

The project-generated noise levels at the residential property lines to the north, east and south were calculated using the data shown in Table III. As described in the previous section, the total operational L_{eq} at the north property line was calculated to be 57 dBA $L_{eq(h)}$. The maximum sound level was measured to be 68 dBA L_{max} . Thus, the noise levels at the most impacted north property line location are within the 65 dBA L_{eq} and 78 dBA L_{max} limits of the Santa Cruz County Noise Element standards.

The total operational L_{eq} at the east property line was calculated to be 48 dBA $L_{eq(h)}$. The maximum sound level was calculated to be 51 dBA L_{max} . Thus, the operational noise levels are within the 50 dBA L_{eq} and 70 dBA L_{max} limits of the Santa Cruz County Noise Element standards.

The total operational L_{eq} at the south property line was calculated to be 56 dBA $L_{eq(h)}$. The maximum sound level was calculated to be 61 dBA L_{max} . Thus, the operational noise levels are within the 56 dBA L_{eq} and 70 dBA L_{max} limits of the Santa Cruz County Noise Element standards.

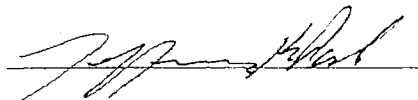
Sound emission levels from the facility are below the normal ambient sound levels at the property boundaries and are barely detectable, if at all, given the high noise levels generated by Highway 17 traffic sources. Sound associated with the facility operations that are audible at the property boundaries are similar in nature (truck engine sound), but lower in level, than truck noise from Highway 17 sources. Since operations of the facility's trucks are not distinctly distinguishable from trucks on Highway 17 (other than the difference in sound because of the truck speed differential), the E&S Trucking operations would not be considered noisy or a nuisance to the neighbor to the north. Therefore, it is our professional opinion that the E&S Trucking facility operations are within the limits of the Santa Cruz County Zoning Ordinance Home Occupation limits.

As shown by the above evaluations, noise or sound from the E&S Trucking facility is within the limits of the standards. Noise mitigation measures will not be required

This report presents the results of a noise assessment study of operations and activities at the E&S Trucking facility at 1770 El Rancho Drive in Santa Cruz County. The study findings are based on field measurements and other data and are correct to the best of our knowledge. However, changes in the operational scenarios, operational hours, noise regulations or other changes beyond our control may result in future noise levels different than those reported herein. If you have any questions or would like an elaboration on this report, please call me.

Sincerely,

EDWARD L. PACK ASSOC., INC.

A handwritten signature in dark ink, appearing to read "Jeffrey K. Pack", is written over a horizontal line.

Jeffrey K. Pack
President

Attachment: Appendices A, B and C

Appendix A

References:

- (a) Santa Cruz County General Plan, Santa Cruz County, Department of County Planning and Building, December 19, 1994
- (b) Santa Cruz County Code, Title 13 "Planning and Zoning Regulations", Chapter 13.10 Zoning Regulations, Part VI, Article I, Section 13.10.613 "Home Occupations", Current Through August 4, 2009
- (c) Information on E&S Trucking Equipment and Operations Provided Mr. Ed Kuerzel, E&S Trucking, by email to Edward L. Pack Associates, Inc., January 12, 2010

APPENDIX B

Noise Standards, Terminology, Instrumentation,

1. Noise Standards

A. Santa Cruz County "Noise Element" Standards

The noise section of the Santa Cruz County General Plan, adopted December 19, 1994, identifies an exterior limit of 60 dB Day-Night Level (DNL) at outdoor living or recreation areas of residential developments, as shown in Figure 6-1 under Policy 6.9.1. This standard applies at the property line of residential areas impacted by transportation related noise sources.

Figure 6-2 identifies limits on maximum allowable noise exposure for stationary noise sources under Policy 9.6.4 "Commercial and Industrial Development".

	Daytime*	Nighttime*
	<u>7 AM to 10 PM</u>	<u>10 PM to 7 AM</u>
Hourly L_{eq} - average hourly noise level, dB	50	45
Maximum Level, dB	70	65
Maximum Level dB - Impulsive Noise	65	60

*Allowable levels shall be raised to the ambient levels where the existing ambient levels exceed the allowable levels. Allowable levels shall be reduced 5 dB if the ambient hourly L_{eq} is at least 10 dB lower than the allowable level.

At interior living spaces of residential area, the standards established an interior limit of 45 dB DNL for noise levels due to exterior sources.

2. Terminology

A. Day-Night Level (DNL)

Noise levels utilized in the standards are described in terms of the Day-Night Level (DNL). The DNL rating is determined by the cumulative noise exposures occurring over a 24-hour day in terms of A-Weighted sound energy. The 24-hour day is divided into two subperiods for the DNL index, i.e., the daytime period from 7:00 a.m. to 10:00 p.m., and the nighttime period from 10:00 p.m. to 7:00 a.m. A 10 dBA weighting factor is applied (added) to the noise levels occurring during the nighttime period to account for the greater sensitivity of people to noise during these hours. The DNL is calculated from the measured L_{eq} in accordance with the following mathematical formula:

$$DNL = [(L_d + 10 \log_{10} 15) \& (L_n + 10 + 10 \log_{10} 9)] - 10 \log_{10} 24$$

Where:

- L_d = L_{eq} for the daytime (7:00 a.m. to 10:00 p.m.)
- L_n = L_{eq} for the nighttime (10:00 p.m. to 7:00 a.m.)
- 24 indicates the 24-hour period
- & denotes decibel addition.

B. A-Weighted Sound Level

The decibel measure of the sound level utilizing the "A" weighted network of a sound level meter is referred to as "dBA". The "A" weighting is the accepted standard weighting system used when noise is measured and recorded for the purpose of determining total noise levels and conducting statistical analyses of the environment so that the output correlates well with the response of the human ear.

3. Instrumentation

The on-site field measurement data were acquired by the use of one or more of the sound analyzer listed below. The instrumentation provides a direct readout of the L exceedance statistical levels including the equivalent-energy level (L_{eq}). Input to the meters was provided by microphones extended to a height of 5 ft. above the ground. The "A" weighting network and the "Fast" response setting of the meters were used in conformance with the applicable standards. The Larson-Davis meters were factory modified to conform with the Type 1 performance standards of ANSI S1.4. All instrumentation was acoustically calibrated before and after field tests to assure accuracy.

Bruel & Kjaer 2231 Precision Integrating Sound Level Meter

Larson Davis LDL 812 Precision Integrating Sound Level Meter

Larson Davis 2900 Real Time Analyzer

APPENDIX C

Noise Measurement Data and Calculation Tables

DNL CALCULATIONS

CLIENT: WITTWER PARKIN
 FILE: 42-002
 PROJECT: E & S TRUCKING
 DATE: 1/14-15/2010
 SOURCE: EXISTING TOTAL

LOCATION 1 COLEY PROPERTY LINE			
Dist. To Source 225 ft. to Hwy 17			
TIME	Leq	10 ^{Leq} /10	
7:00 AM	65.9	3890451.4	
8:00 AM	65.7	3715352.3	
9:00 AM	65.3	3388441.6	
10:00 AM	65.2	3311311.2	
11:00 AM	64.7	2951209.2	
12:00 PM	64.8	3019951.7	
1:00 PM	64.8	3019951.7	
2:00 PM	64.9	3090295.4	
3:00 PM	65.5	3548133.9	
4:00 PM	65.2	3311311.2	
5:00 PM	64.8	3019951.7	
6:00 PM	64.0	2511886.4	
7:00 PM	62.7	1862087.1	
8:00 PM	61.2	1318256.7	
9:00 PM	60.9	1230268.8	SUM= 43188861
10:00 PM	58.9	776247.1	Ld= 64.6
11:00 PM	58.1	645654.2	
12:00 AM	55.4	346736.9	
1:00 AM	54.6	288403.2	
2:00 AM	52.9	194984.5	
3:00 AM	54.5	281838.3	
4:00 AM	58.1	645654.2	
5:00 AM	61.5	1412537.5	
6:00 AM	64.5	2818382.9	SUM= 7410439
		1.0	Ld= 59.2
		1.0	
	Daytime Level=	76.4	
	Nighttime Level=	78.7	
	DNL=	67	
	24-Hour Leq=	63.2	

DNL CALCULATIONS

CLIENT: WITTWER PARKIN
 FILE: 42-002
 PROJECT: E & S TRUCKING
 DATE: 1/14-15/2010
 SOURCE: EXISTING TOTAL

LOCATION 2		BEHIND HOME TO EAST	
Dist. To Source		430 ft. to Hwy 17	
TIME	Leq	$10^{Leq/10}$	
7:00 AM	52.5	177827.9	
8:00 AM	52.6	181970.1	
9:00 AM	51.9	154881.7	
10:00 AM	51.8	151356.1	
11:00 AM	52.2	165958.7	
12:00 PM	51.6	144544.0	
1:00 PM	52.0	158489.3	
2:00 PM	52.0	158489.3	
3:00 PM	55.7	371535.2	
4:00 PM	52.6	181134.0	
5:00 PM	51.9	154881.7	
6:00 PM	51.4	138038.4	
7:00 PM	50.1	102329.3	
8:00 PM	48.6	72443.6	
9:00 PM	48.3	67608.3	SUM= 2381488
10:00 PM	46.7	46773.5	Ld= 52.0
11:00 PM	46.6	45708.8	
12:00 AM	44.1	25704.0	
1:00 AM	43.6	22908.7	
2:00 AM	42.5	17782.8	
3:00 AM	43.0	19952.6	
4:00 AM	45.5	35481.3	
5:00 AM	48.3	67608.3	
6:00 AM	50.8	120226.4	SUM= 402146
		1.0	Ld= 46.5
		1.0	
	Daytime Level=	63.8	
	Nighttime Level=	66.0	
	DNL=	54	
	24-Hour Leq=	50.6	

DNL CALCULATIONS

CLIENT: WITTWER PARKIN
 FILE: 42-002
 PROJECT: E & S TRUCKING
 DATE: 1/14-15/2010
 SOURCE: EXISTING TOTAL

LOCATION 3 YARD BOUNDARY TO SOUTH		
Dist. To Source 325 ft. to Hwy 17		
TIME	Leq	10 ^{Leq} /10
7:00 AM	55.7	371535.2
8:00 AM	55.6	363078.1
9:00 AM	55.0	316227.8
10:00 AM	55.1	323593.7
11:00 AM	55.8	380189.4
12:00 PM	55.1	323593.7
1:00 PM	55.5	354813.4
2:00 PM	55.7	371535.2
3:00 PM	57.1	512861.4
4:00 PM	56.0	398107.2
5:00 PM	55.4	346736.9
6:00 PM	54.4	275422.9
7:00 PM	53.3	213796.2
8:00 PM	52.0	158489.3
9:00 PM	51.6	144544.0 SUM=
10:00 PM	50.2	104712.9 Ld=
11:00 PM	49.5	89125.1
12:00 AM	47.8	60256.0
1:00 AM	47.6	57544.0
2:00 AM	46.5	44668.4
3:00 AM	47.1	51286.1
4:00 AM	49.0	79432.8
5:00 AM	51.5	141253.8
6:00 AM	54.1	257039.6 SUM=
		1.0 Ld=
		1.0
	Daytime Level=	66.9
	Nighttime Level=	69.4
	DNL=	58
	24-Hour Leq=	53.8

4854524
55.1

885319
49.9