

Staff Report to the Planning Commission

Application Number: 04-0294

Applicant: Abbas Haghshenas **Agenda Date:** November 9,2005

Owner: Abbas Haghshenas Agenda Item #: ||
APN: 032-051-36 Time: After 9:00 a.m.

Project Description: Proposal to remove two structures and to construct a 25,435 sq. ft. mixed-use building containing two commercial condominium units, seventeen residential condominium units, and a common area with related parking and landscaping, including the construction of residential carports within the required 15-foot rear setback.

Location: Portola Drive (at 40" Street), Santa Cruz

Supervisoral District: First District (District Supervisor: Janet K. Beautz)

Permits Required: Commercial Development Permit, Coastal Development Permit, Subdivision, Master Occupancy Program and a Variance.

Staff Recommendation:

- Approval of Application 04-0294, based on the attached findings and conditions,
- Certification of the Mitigated Negative Declaration as complying with the requirements of the California Environmental Quality Act

Exhibits

- A. Project plans F. Petition from neighbors and letters in
- B. Findings support of the project
- C. ConditionsD. Urban Designer's memorandumG. Pleasure Point Area Commercial Plan
- E. Initial Study with Negative Declaration mitigations

Parcel Information

Parcel Size: 52,620 sq. ft. (1.2 acres)

Existing Land Use - Parcel: Commercial
Existing Land Use - Surrounding: Commercial
Project Access: Planning Area: Live Oak

Land Use Designation:

Zone District:

C-2 (Community Commercial)

C-2 (Community commercial)

X Inside __ Outside

X Yes __ No

Environmental Information

Geologic Hazards: Not mapped/no physical evidence on site

Soils: N/A

Fire Hazard: Not a mapped constraint

Slopes: N/A

Env. Sen. Habitat: Not mapped/no physical evidence on site

Grading: No grading proposed

Tree Removal: Four trees proposed to be removed (in poor hearth – see below)

Scenic: Not a mapped resource

Drainage: Drainage report prepared by Dunbar and Craig (see Initial Study)
Traffic: Traffic report prepared Huang Po Associates (see Initial Study)

Roads: Existing roads adequate

Parks: Existing park facilities adequate

Archeology: Not mapped/no physical evidence on site

Services Information

Urban/Rural Services Line: _X_ Inside __ Outside

Water Supply: City of Santa Cmz Water Department Sewage Disposal: Santa Cmz County Sanitation District

Fire District: Central Fire Protection District

Drainage District: Zone 5

Project Description

The applicant requests approval to construct a two-story mixed-use building. The lower floor would be comprised of one commercial condominium with office and retail space, to be leased to individual tenants, and would also include the parking areas, landscaping and other site improvements. The upper floor would consist of seventeen residential condominiums with private outdoor space, a shared open walkway, and one additional office condominium. Of the seventeen residential units, twelve *are* proposed with two bedrooms and five with one bedroom. The proposed building would front on Portola Drive, with parking behind the structure to minimize the impact of pavement and parked vehicles. The proposed building would have variation in wall plane, roofline, and architectural treatment to create a sense of human scale and pedestrian interest. The second story is stepped back from the first floor for a majority of the façade, and there are recessed areas on the lower floor.

The primary access to the development would be from Portola Drive, with emergency access to 40th Avenue. Landscaping has been provided, both for the parking area (one tree for each 2.3 parking spaces) and along the Portola Drive frontage. A total of 106 parking spaces would be provided, of which **69** would be standard size, 32 would be compact and 5 would be accessible. The proposed Master Occupancy Program would limit uses to those with lower parking requirements, such as retail and office **as** opposed to restaurants, for example.

Project Setting & Surroundings

The project is on the north side Portola Drive, one block west from the intersection of 41^{st} Avenue, in the Live *Oak* Planning Area. The subject parcel is approximately $1\frac{1}{4}$ acre in area and the topography is generally flat. The parcel is surrounded by Community Commercial (C-2) zoning on the south, east and west. A mobile home park, zoned Multiple Residential (RM-3-MH) is located to the north of the subject parcel. There is a mixture of uses on the surrounding commercially zoned properties, including retail, restaurant, office, and auto services. There is also a new mixed-use commercial/residential development on the corner of 41^{st} Avenue and Portola Drive, with retail, office and restaurant uses below and apartments above.

There have been a variety of uses on the parcel, under the prior owner, including a chiropractic office, an automobile detail business, and storage of boats and recreational vehicles. None of those uses was permitted, and there is an active Code Compliance investigation on the parcel. The proposed use would remove the unpermitted uses and structures, thus rectifying the violation.

Zoning Consistency

The subject property is a 52,620 sq. ft. (1.2 acre) lot. The parcel is zoned C-2 (Exhibit F), and retail sales, personal services, restaurants and other commercial uses are allowed in that zone district. The proposed uses are outlined in the Master Occupancy Program (Sheet A-A, Exhibit A) and limit proposed uses to those with lower parking demand.

The proposed improvements are consistent with the development standards for the C-2 district, as they relate to front, side, rear setbacks and height, with the exception of the rear setback to the residential carports, for which a Variance is proposed, and a small portion of the upper floor (Unit 210 balcony) that is cantilevered into the setback. A condition of approval has been included to remove this minor encroachment. Site standards, as they relate to the proposed project, are as follows:

SITE DEVELOPMENT STANDARDS TABLE

	C-2 Standards	Proposed Project
Front yard setback:	10 feet	10'-0''
Side yard setback:	0	4 feet (East) / 26 feet (West)
Rear Yard setback :	0	62'-0" (to main building)
	(15 ft. for residential component)	(5'-6" to residential for carports- see discussion below)
Building Height:	35 feet maximum	32'-6"
Parking	106 (with 10% reduction)	106

General Plan Consistency

The General Plan designation for the parcel on which the building is located is Community Commercial or C-C, and the C-2 zoning is consistent with this designation. This designation is intended to provide well designed centers of concentrated commercial use accommodating a mix of activities serving the general shopping, service and office needs of community-wide market areas.

The proposed retail center will be consistent with this designation, as it is in an area designated for this type of use, and will not represent an increase in the intensity of use that would have a negative impact on surrounding development.

General Plan policy 2.14.6 requires that compatibility to adjacent uses be ensured through the Development Permit process by regulating signage, landscaping, on-site circulation, parking, drainage, site and building design, and traffic patterns. The proposed project has undergone extensive review by Development Review, Environmental Planning, the Department of Public Works and the County Redevelopment Agency to assure that these factors have been considered and addressed. Driveway location, design and on-site traffic patterns will minimize hazards for vehicles and pedestrians. The bulk and scale of the proposed building are appropriate for a community-serving commercial building. Although the project design does differ from other development in the immediate area, adjacent properties carry similar zoning designations and many are vacant or have significant additional development potential. Because the proposed project is consistent with the adopted Pleasure Point Commercial Area Plan (Exhibit G), future new development in the area will be similar to the proposed project with visible storefronts or outdoor use areas at or near the sidewalk. Consistency with General Plan Chapter 8, Community Design, is further discussed under "Design Review."

General Plan Policies 3.21.3 and 3.21.4 require that new development project mitigate impacts on transportation facilities through system improvements and/or transportation impact fees. The applicant has proposed frontage improvements consistent with the adopted plan line for Portola Drive and consistent with the existing improvements installed by the County Redevelopment Agency. In addition, the development is subject to Transportation Improvement Area (TIA) fees based on the number of new vehicle trips attributable to the proposed use.

Setback Variance and Fence Height Exceptions

The required setback from a commercial (C-2) district structure to a residential (R) zone district is thirty feet, when there is no residential component to the project. For mixed-use developments, however, the residential portion is to be developed according to development standards of Urban High Residential, per County Code Section 13.10.332, which would correspond to a Zoning designation of RM-I.4 to RM-4. The rear setback for that zone district is 15-feet. The applicant is proposing to locate carports and a trash enclosure within this 15-foot setback, with a setback from the property line of approximately five feet, six inches. Because the trash enclosure is uncovered and is, essentially, a six-foot high fence, it is not subject to setback requirements. The residential carports are, however, covered and are subject to setback. Because the proposed carports will help to mitigate the impacts of noise and car headlights on the adjacent residential development, findings for approval of a Variance to the 15-foot setback have been included. Should the Commission feel that the findings are not justified in this case, the carports can be removed from the plan as only structures are subject to required setbacks, not uncovered parking

A six-foot high fence is allowed on the property line outside of the front setback. During a neighborhood meeting, an adjacent residential neighbor to the west requested an eight-foot high fence along her rear property line. Because the higher fence would be adjacent to the trash enclosure, this request is reasonable, and the higher fence has been incorporated into the project plans.

Parking and Circulation

Project plans indicate that a total of 104 parking spaces would be required for the proposed development. Independent calculations by staff, however, indicate that the total requirement would actually be 106 spaces: 65 for the commercialuses (12,842 square feet at 1 space/200 square feet); 30 for the two bedroom units (2.5 spaces per unit/12 units); 10 for the one bedroom units (2 spaces per unit/5 units); and 8 guest parking spaces (20% of therequired 40 residential spaces). Additionally, the project is eligible for a shared parking reduction of 10% (7 spaces) for the commercial uses, as there will be a minimum of three independent property users; two commercial uses downstairs and one upstairs. The applicant has proposed a total of 106 spaces, of which 40% may be compact and five are required to be accessible. As proposed, approximately 30% of the total required spaces would be designated as compact spaces and five accessible spaces are provided, all with accessible path of travel to the building. The majority of the compact spaces are, however, larger than required by the County Code, as they are 8.5 feet by 16 feet, where 7.5 feet by 16 feet would be allowed.

The residential parking is separate from and reserved for use by only the residential units, although additional guest parking, above that required, will be available after business hours for the commercial uses. Although not included in the parking analysis, there is also on-street parking available on Portola Drive.

Access to the parking areas is provided on the western parcel boundary, with secondary access provided onto 40" Avenue in case of emergency. Although the applicant did investigate the possibility of a driveway onto 40^{th} Avenue, it was determined that the street is sub-standard and could not handle the additional trips generated by the project.

Coastal Design Issues and Local Coastal Program Consistency

Coastal design criteria require that development be sited, designed and landscaped to be visually compatible with the character of surrounding areas; that grading, earth moving and removal of major vegetation be minimized; and that landscaping be compatible with the surrounding vegetation and be suitable to the climate, soil and ecological characteristics of the area. Additional coastal development criteria address ridgeline development, which is not applicable to the project site.

The proposed building is located in a commercial area and has been designed to be compatible with the character of surrounding development. Although there is no common architectural style in the area, the Pleasure Point Commercial Area Plan, prepared by the County Redevelopment Agency, calls for all new development to reinforce the scale, size and pedestrian orientation of the district. New buildings should be located at or near the sidewalk, or should incorporate public areas in the front of the building. Although the Pleasure Point Commercial Area Plan is not a part of the Local Coastal Program, it does express the intent of the Board of Supervisors to guide development in a commercial area that is currently in transition with several undeveloped and under developed sites. This offers an opportunity to enhance the overall commercial district and to provide more pedestrian oriented shops and other services, which will be available to both local residents and visitors.

Because the site is relatively flat, only minor grading or earth moving would be required, and all major, mature vegetation will be retained, with the exception of four of the six existing cypress trees located in the on-site parking area. The four trees that will be removed are in poor health and will

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be replaced with a combination of coastal live *oaks* and Myoporum, an excellent screening combination for the coastal climate.

The project site is not located between the shoreline and the first public road and is not identified as a priority acquisition site in the County's Local Coastal Program. Consequently, the proposed project will not interfere with public access to the beach, ocean, or other nearby body of water.

Design Review

Commercial projects are reviewed under Chapter 13.11 (Site, Architectural and Landscape Design Review) of the County Code. This project has been reviewed by the County Urban Designer (See Exhibit D). A primary purpose of the Design Review ordinance, as defined by General Plan Objective 8.1, is to achieve functional high quality development through design review policies that recognize the diverse characteristics of the area, maintain design creativity, and preserve and enhance the visual fabric of the community. Because the proposed project is subject to design review, the applicant has submitted architectural photomontages showing the existing street and neighboring building with the new building superimposed in the photo. Architectural plans are included as part of Exhibit "A", which also includes the site plan and landscape plan.

The proposed building design has been designed to retain the existing small building scale by breaking down the mass of the building into five segments. The building is designed enfronting on Portola Drive, with parking behind. This minimizes the impact of pavement and parked vehicles. There is sufficient variation in wall plane, roofline, and architectural treatment to create a sense of human scale and significant pedestrian interest, which is consistent with commercial development along 41st Avenue to the east. The second story is stepped back from the first floor for the majority of the building and there are recessed areas on the lower floor to provide additional visual interest. Should the Commission determine that the project does not adequately address the goals of the Pleasure Point Commercial Area Plan by complementing the mass and scale of surrounding development, it may be possible to redesign the front façade and still maintain the basic project concept.

Access to the parking areas is from Portola Drive. Sufficient landscaping is provided in the parking area to meet requirements of one tree for each five parking spaces. A total of 49 trees are proposed for 114 parking spaces, or one tree for every 2.3 spaces. Fourteen of the trees located in the parking area are proposed to be 24-inch box sized, which exceeds the requirement that 25% of the trees be at least that large. Additional landscaping is also proposed along the Portola Drive.

Frontage improvements on Portola Avenue (curb, gutter, sidewalk and landscaping) have been completed by the County Redevelopment Agency. Although pedestrian improvements exist on Portola Avenue, engineered improvement plans will be required for the proposed renovation, to assure that accessibility requirements can be met and that proposed improvements are consistent with the improvements recently installed by the Redevelopment Agency.

The applicant has designed the parking to include significant landscaping, both trees and shrubs, and has proposed wood fencing surrounding the parking area to reduce the impact on adjacent residential development. The proposed configuration of parking and landscaping would create a visual buffer and the restriction of parking in the rear of the parcel to residents only would reduce

the impact of commercial parking on neighboring uses.

Traffic and Transportation Issues

The proposed project would result in an increase in the existing traffic load on local streets. To assess this impact, a traffic report was prepared by Huang Po Consultants, and revised on April 20, 2005. This report determined that approximately 589 vehicle trips would be generated by the proposed project, a net increase of 507 trips above the total existing 82 trips generated by uses currently on-site. Of the 507 new trips, 19 would be generated during the AM peak and 27 new trips would be generated during the PM peak. The impact of the new traffic was evaluated for two intersections in the immediate project area; Portola Drive and 38" Avenue and Ponola Drive and 41st Avenue. Both of these intersections currently operate a Level of Service (LOS) "C" or better and the additional traffic generated will not result in reduced LOS. Analysis by the traffic engineer indicates that the project will increase the average delay at 38" and 41st Avenues less than 0.5 seconds.

Further analysis for cumulative conditions, based on a 2% growth rate for the next 20 years indicates that, at that time, both of the intersections would operate at unacceptable levels of service both with and without the proposed project. However, for cumulative conditions, analysis assuming the installation of a traffic signal at both intersections indicated that the signals would improve the level of service to C or better. The County General Plan, Policy 3.12.1, establishes LOS "C" as the objective and LOS "D" as the minimum acceptable level of service. The proposed project will contribute to the mitigation of the "bigger picture" improvements in the form of Transportation Improvement Area (TIA) fees, which are designated for road improvements within the Live *Oak* Transportation Improvement area.

Drainage

Bowman and Williams, Civil Engineers, completed a Drainage Analysis, revised on June 7,2005, that was reviewed and accepted by the Stormwater Management Section of the County of Santa Cruz Department of Public Works. The proposed drainage system has a series of catch basins along the northern and western property lines. These catch basins will connect to an existing 18" diameter reinforced concrete storm sewer pipe that runs along Portola Drive. According to the County of Santa Cruz Master Drainage Plan, the downstream storm sewer pipe is 36" in diameter, which is over-capacity for a IO-year storm, although the next downstream pipe is 42" in diameter and has capacity for up to a 50-year storm.

To mitigate any drainage problems that could result from the over-capacity downstream drainage, and to be consistent with County Design Criteria, a storage volume of 224 cubic feet is required to limit runoff from the proposed development to pre-development rates. An off-line storm sewer detention system has been included in the project plans (Sheet C-1, Exhibit A) to detain additional stormwater, with **an** outlet control structure to limit runoff to pre-development rates. By utilizing detention and controlling the outflow to current rates, the effect of the proposed improvements on downstream properties will be negligible.

Affordable Housing Obligation

The proposed project is subject to the County's Affordable Housing Requirements pursuant to County Code Chapter 17.10, which requires that a minimum of 15% of the dwelling units be affordable. The affordable requirement is based on the proposed total of seventeen units, or a 2.55 unit total affordable obligation. The applicant is proposing the payment of an in-lieu fee, with an alternative that would designate Units 213 (one bedroom) and 216 (two bedroom) as affordable units and payment of an in-lieu fee for the additional .55 units. Staff is recommending that the two affordable units be built on site, to increase the availability of affordable, for sale housing in this area.

Section 17.10.032(a)(3) of the County Code, however, requires that the average bedroom count in the affordable units not be less than the average bedroom count in the market rate units of the project. As proposed, the average number of bedrooms in the fifteen market rate units would be 1.7, while the average number of bedrooms in the proposed two affordable units would be 1.5. In order to achieve consistency with the provisions of the County's Affordable Housing Ordinance, it is recommended that the applicant designate two, two-bedroom units as the affordable units and pay the in-lieu fee for the additional .55 unit. The in-lieu fee is based on the average market price of the market rate units, as established in the County's Affordable Housing Guidelines.

Pleasure Point Commercial Area Plan

The Santa Cruz County Redevelopment Agency prepared a plan for the merchants, property owners and residents of the Pleasure Point area. This plan focused on the revitalization of the commercial district on 41st Avenue, Portola Drive, and the intersection of the two streets. The Santa Cruz County Redevelopment Agency Board of Directors approved this plan on August 15, 1995.

In the section titled "Key Opportunity Sites and New Commercial Construction," the site of this application is discussed directly and indirectly. Among the primary points are those:

- All new development, on any site in the pleasure Point commercial area, should be designed to reinforce the scale, size and pedestrian orientation of the district
- New or remodeled buildings should be located at or near he sidewalk.
- Parking should be located to the rear of the parcels and should be well marked.
- No one style of architecture is common to the area, but design elements should be carefully planned to enhance the overall district, and to improve the general image.

Staffbelieves that the proposed project is in conformance with the adopted Pleasure Point Commercial Area Plan. The complete Pleasure Point Commercial Area Plan is included as Exhibit G.

Environmental Review

Environmental review has been required for the proposed project per the requirements of the California Environmental Quality Act (CEQA). The project was reviewed by the County's Environmental Coordinator on September 12, 2005. A preliminary determination to issue a Negative Declaration with Mitigations (Exhibit J) was made on September 19,2005. The mandatory public comment period expired on October 19,2005, with no comments received.

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The environmental review process focused on the potential impacts of the project in the areas of drainage and compliance with the soils report. The environmental review process generated two mitigation measures, which addressed the quality of drainage by requiring silt and grease traps and providing monitoring, and requiring that the final plans be revised to reflect the recommendations of the geotechnical report. These mitigation measures have been included as conditions of approval.

Conclusion

As proposed and conditioned, the project is consistent with all applicable codes and policies of the Zoning Ordinance and General Plan/LCP. Please see Exhibit "B" ("Findings") for a complete listing of findings and evidence related to the above discussion.

Staff Recommendation

- APPROVAL of Application Number 04-0294, based on the attached findings and conditions.
- Certification of the Mitigated Negative Declaration as complying with the requirements of the California Environmental Quality Act.

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 .

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Coastal Development Permit Findings

1. That the project is a use allowed in one of the basic zone districts, other than the Special Use (SU) district, listed in section 13.10.170(d) as consistent with the General Plan and Local Coastal Program LUP designation.

This finding can be made: in that the property is zoned C-2 (Community Commercial), a designation that allows commercial and mixed commercial and residential uses. The proposed mixed-use project is a conditionally allowed use within the zone district, consistent with the site's (C-C) Community Commercial General Plan designation. The Master Occupancy Program will restrict the types of uses to those that would not generate additional parking demand.

2. That the project does not conflict with any existing easement or development restrictions such as public access: utility, or open space easements.

This finding can be made, in that the proposal does not conflict with any existing easement or development restriction such as public access; utility. or open space easements in that no such easements or restrictions are known to encumber the project site.

3. That the project is consistent with the design criteria and special use standards and conditions of this chapter pursuant to section 13.20.130 et seq.

The proposed mixed use project and subdivision is consistent with the design criteria and special use standards and conditions of County Code Section 13.20.130 et seq., in that the project minimizes grading and is visually compatible with the character of the surrounding commercial area. The project site is an infill project within the Urban Services Line and is not visible from any beaches.

The proposed building is located in a commercial area and has been designed to be compatible with the character of surrounding development. Although there is no common architectural style in the area, the Pleasure Point Commercial Area plan, prepared by the County Redevelopment Agency, calls for all new development to reinforce the scale, size and pedestrian orientation of the district. New buildings should be located at or near the sidewalk, or should incorporate public areas in the front of the building. Although the Pleasure Point Commercial Area Plan is not a part of the Local Coastal Program, it does express the intent of the Board of Supervisors to guide development in a commercial area that is currently in transition with several undeveloped and under developed sites. This offers an opportunity to enhance the overall commercial district and to provide more pedestrian oriented shops and other services, which will be available to both local residents and visitors.

4. That the project conforms with the public access, recreation, and visitor-serving policies, standards and maps of the General Pian and Local Coastal Program land use plan, specifically Chapter 2: figure 2.5 and Chapter 7, and, as to any development between and nearest public road and the sea or the shoreline of any body of water located within the coastal zone, such development is in conformity with the public access and public recreation policies of Chapter 3 of the Coastal Act commencing with section 30200.

The project site is not located in the appealable area between the shoreline and the first through public road. Consequently, the proposed addition will not interfere with public access to the beach, ocean, or any nearby body of water, In addition, the project site is not identified as a priority acquisition site in the County Local Coastal Program, and is not designated for public recreation or visitor serving facilities. The commercial uses in the project will, however, have the potential to provide services to both local residents and visitors.

5. That the proposed development is in conformity with the certified local coastal program.

This finding can be made, in that the structure is sited and designed to be Visually compatible, in scale with, and integrated with the character of the surrounding neighborhood. Additionally, commercial uses are allowed uses in the C-2 (Community Commercial) zone district of the area, as well as the General Plan and Local Coastal Program land use designation. Developed parcels in the area contain non-conforming single-family dwellings, a mobile home park and commercial structures, with a variety of commercial uses, Size and architectural styles vary widely in the area, and the design submitted is not inconsistent with the existing range. The project site is an infill project within the Urban Services Line and has been designed to complement and enhance the existing commercial uses in the vicinity.

The proposed building is located in a commercial area and has been designed to be compatible with the character of surrounding development. Although there is no common architectural style in the area, the Pleasure Point Commercial Area Plan, prepared by the County Redevelopment Agency, calls for all new development to reinforce the scale, size and pedestrian orientation of the district. New buildings should be located at or near the sidewalk, or should incorporate public areas in the front of the building. Although the Pleasure Point Commercial Area Plan is not a part of the Local Coastal Program, it does express the intent of the Board of Supervisors to guide development in a commercial area that is currently in transition with several undeveloped and under developed sites. This offers an opportunity to enhance the overall commercial district and to provide more pedestrian oriented shops and other services, which will be available to both local residents and visitors.

Commercial 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.

The location of the proposed project, and the conditions under which it would be operated or maintained, will not be detrimental to the health, safety, or welfare ofpersons residing or working in the neighborhood or the general public, will not result in inefficient or wasteful use of energy, and will not be materially injurious to properties or improvements in the vicinity. The project is located in an area designated for a wide variety of commercial use and is not encumbered by physical constraints which would prohibit development. Construction will comply with prevailing building technology, the Uniform Building Code, and the County Building ordinance to insure the optimum in safety and the conservation of energy and resources. The circulation for traffic entering and exiting the project has been designed to be safe for the existing traffic flow on Portola Drive. The project, as proposed, will not be detrimental to surrounding properties and improvements.

Adequate conditions of approval have been included to reduce impacts from construction related noise. A condition of approval has been included to limit all construction-related activity to the time between 800 A.M. and 5:00 P.M., weekdays, to reduce construction noise impact on nearby residential development.

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 can be made: in that the proposed location of the mixed use development. and the conditions under which it would be operated or maintained will be consistent with all pertinent County ordinances and the purpose of the C-2 (Community Commercial) zone district in that the primary use of the property will be professional and administrative offices and residential above ground floor retail, which are allowed in that zone district. The proposed uses are outlined in the Master Occupancy Program (Sheet A-A, Exhibit A) and limit proposed uses to those with lower parking demand.

The proposed improvements are consistent with the development standards for the C-2 district, as they relate to front, side, rear setbacks and height, with the exception of the rear setback to the residential carports, for which a Variance is proposed, and a small portion of the upper floor (Unit 210 balcony) that is cantilevered into the setback. A condition of approval has been included to remove this minor encroachment.

The total parking requirement, per County Code Section 13.10.552, is 106 spaces: 65 for the commercial uses (12,842 square feet at 1 space/200 square feet); 30 for the two bedroom units (2.5 spaces per unit/12 units); 10 for the one bedroom units (2 spaces per unit/5 units); and 8 guest parking spaces (20% of the required 40 residential spaces). Additionally, the project is

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eligible for a shared parking reduction of 10% (7 spaces) for the commercial uses, as there will be a minimum of three independent property users; two commercial uses downstairs and one upstairs. The applicant has proposed a total of 106 spaces, of which 40% may be compact and five are required to be accessible. As proposed, approximately 30% of the total required spaces would be designated as compact spaces and five accessible spaces are provided, all with accessible path of travel to the building, The majority of the compact spaces are, however, larger than required by the County Cude, as they are 8.5 feet by 16 feet, where 7.5 feet by 16 feet would be allowed.

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 can be made, in that the proposed commercial use is consistent with the use and density requirements specified for the Community Commercial (C-C) land use designation in the County General Plan.

General Plan policy 2.14.6 requires that compatibility to adjacent uses be ensured through the Development Permit process by regulating signage, landscaping, on-site circulation, parking, drainage, site and building design, and traffic patterns. The proposed project has undergone extensive review by Development Review, Environmental Planning, the Department of Public Works and the County Redevelopment Agency to assure that these factors have been considered and addressed. Driveway location, design and on-site traffic patterns will minimize hazards for vehicles and pedestrians. The bulk and scale of the proposed building are appropriate for a community-serving commercial building. Although the project design does differ from other development in the immediate area, adjacent properties carry similar zoning designations and many are vacant or have significant additional development potential. Because **the** proposed project is consistent with the adopted Pleasure Point Commercial Area Plan (Exhibit G), future new development in the area will be similar to the proposed project with visible storefronts or outdoor use areas at or near the sidewalk. Consistency with General Plan Chapter 8, Community Design, is further discussed under "Design Review."

General Plan Policies 3.21.3 and 3.21.4 require that new development project mitigate impacts on transportation facilities through system improvements and/or transportation impact fees. The applicant has proposed frontage improvements consistent with the adopted plan line for Portola Drive and consistent with the existing improvements installed by the County Redevelopment Agency. In addition, the development is subject to Transportation Improvement Area (TIA) fees based on the number of new vehicle trips attributable to the proposed use.

The proposed project will not adversely impact the light, solar opportunities, air, and/or open space available to other structures or properties, and meets all current site and development standards for the zone district as specified in Policy 8.1.3 (Residential Site and Development Standards Ordinance), in that the mixed-use project will not adversely shade adjacent properties, and will meet current setbacks for the zone district that ensure access to light, air, and open space in the neighborhood.

The proposed project will not be improperly proportioned to the parcel size or the character of

the neighborhood as specified in General Plan Policy 8.6.1 (Maintaining a Relationship Between Structure and Parcel Sizes), in that the proposed mixed use project, with approval of the associated Variance, will comply with the site standards for the C-2 zone district (including setbacks, height, and number of stories) and will result in a structure consistent with a design that could be approved on any similarly sized lot in the vicinity.

A specific plan has not been adopted for this portion of the County, however the Pleasure Point Commercial Area Plan was prepared by the County of Santa Cruz Redevelopment Agency has been adopted by the Board of Supervisors, The project conforms to the recommendations of the report.

4. That the proposed use will not overload utilities and will not generate more than the acceptable level of traffic on the streets in the vicinity.

This finding can be made, in that proposed uses have been analyzed in a traffic study, which was prepared by Huang Po Associates and reviewed by the County of Santa Cruz Department of Public Works. This report determined that approximately 589 vehicle trips would be generated by the proposed project, a net increase of 507 trips above the total existing 82 trips generated by uses currently on-site. Of the 507 new trips, 19 would be generated during the AM peak and 27 new trips would be generated during the PM peak. The impact of the new traffic was evaluated for two intersections in the immediate project area; Portola Drive and 38" Avenue and Portola Drive and 41st Avenue. Both of these intersections currently operate a Level of Service (LOS) "C" or better and the additional traffic generated will not result in reduced LOS. Analysis by the traffic engineer indicates that the project will increase the average delay at 38" and 41st Avenues less than 0.5 seconds.

Further analysis for cumulative conditions, based on a 2% growth rate for the next 20 years indicates that, at that time, both of the intersections would operate at unacceptable levels of service both with and without the proposed project. However, for cumulative conditions, analysis assuming the installation of a traffic signal at both intersections indicated that the signals would improve the level of service to C or better. The County General Plan, Policy 3.12.1, establishes LOS "C" as the objective and LOS "D as the minimum acceptable level of service. The proposed project will contribute to the mitigation of the "bigger picture" improvements in the form of Transportation Improvement Area (TIA) fees, which are designated for road improvements within the Live *Oak* Transportation Improvement area.

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.

This finding can be made: in that the proposed structure is located in a mixed neighborhood containing a variety of architectural styles, and the proposed mixed use project is consistent with the land use intensity and density of the neighborhood. The design of the proposed project will complement and harmonize with the existing and proposed uses in the vicinity. The bulk and scale of the proposed building are appropriate for a community serving commercial area. Although there is no common architectural style in the area, the Pleasure Point Commercial Area Plan, prepared by

the County Redevelopment Agency, calls for all new development to reinforce the scale, size and pedestrian orientation of the district. New buildings should be located at or near the sidewalk, or should incorporate public areas in the front of the building. The Pleasure Point Commercial Area Plan expresses the intent of the Board of Supervisors to guide development in a commercial area that is currently in transition with several undeveloped and under developed sites. This offers an opportunity to enhance the overall commercial district and to provide more pedestrian oriented shops and other services, which will be available to both local residents and visitors

Because the proposed use will not generate excessive traffic or noise, it will be compatible with the existing land use intensities in the neighborhood.

6. The proposed development project is consistent with the Design Standards and Guidelines (sections 13.11.070 through 13.11.076), and any other applicable requirements of this chapter

This finding can be made, in that the proposed structure will be of an appropriate scale and type of design that will enhance the aesthetic qualities of the surrounding properties and will not reduce or visually impact available open space in the surrounding area.

Commercial projects are reviewed under Chapter 13.11 (Site, Architectural and Landscape Design Review) of the County Code. This project has been reviewed by the County Urban Designer (See Exhibit O). A primary purpose of the Design Review ordinance, as defined by General Plan Objective 8.1, is to achieve functional high quality development through design review policies that recognize the diverse characteristics of the area, maintain design creativity, and preserve and enhance the visual fabric of the community. Because the proposed project is subject to design review, the applicant has submitted architectural photomontages showing the existing street and neighboring building with the new building superimposed in the photo. Architectural plans are included as part of Exhibit "A", which also includes the site plan and landscape plan.

The proposed building design has been designed to retain the existing small building scale by breaking down the mass of the building into five segments. The building is designed enfronting on Portola Drive, with parking behind. This minimizes the impact of pavement and parked vehicles. There is sufficient variation in wall plane, roofline, and architectural treatment to create a sense of human scale and significant pedestrian interest, which is consistent with commercial development along 41st Avenue to the east. The second story is stepped back from the first floor for the majority of the building and there are recessed areas on the lower floor to provide additional visual interest.

Access to the parking areas is from Portola Drive. Sufficient landscaping is provided in the parking area to meet requirements of one tree for each five parking spaces. A total of 49 trees are proposed for 114 parking spaces, or one tree for every 2.3 spaces. Fourteen of the trees located in the parking area are proposed to be 24-inch box sized, which exceeds the requirement that 25% of the trees be at least that large. Additional landscaping is also proposed along the Portola Drive frontage.

Frontage improvements on Portola Avenue (curb, gutter, sidewalk and landscaping) have been completed by the County Redevelopment Agency. Although pedestrian improvements exist on Portola Avenue, engineered improvement plans will be required for the proposed renovation, to assure that accessibility requirements can be met and that proposed improvements are consistent with the improvements recently installed by the Redevelopment Agency.

The applicant has designed the parking to include significant landscaping, both trees and shrubs, and has proposed wood fencing surrounding the parking area to reduce the impact on adjacent residential development. The proposed configuration of parking and landscaping would create a visual buffer and the restriction of parking in the rear of the parcel to residents only would reduce the impact of commercial parking on neighboring uses

Variance Findings

1. That because of special circumstances applicable to the property, including size, shape, topography, location, and surrounding existing structures, the strict application of the Zoning Ordinance deprives such property of privileges enjoyed by other property in the vicinity and under identical zoning classification.

The special circumstances applicable to this parcel relate to the depth and configuration of the parcel, the location of the mobile homes on the adjacent parcel to the north and related County regulations that affect the placement of structures on the subject parcel. The required setback from a commercial (C-2) district structure to a residential (R) zone district is thirty feet, when there is no residential component to the project. For mixed-use developments, however, the residential portion is to be developed according to development standards of Urban High Residential, per County Code Section 13.10.332. which would correspond to a Zoning designation of RM-1.4 to RM-4. The rear setback for that zone district is 15-feet. The applicant is proposing to locate carports and a trash enclosure within this 15-foot setback, with a setback from the property line of approximately five feet, six inches. Because the trash enclosure is uncovered and is. essentially, a six-foot high fence, it is not subject to setback requirements. The residential carports are, however, covered and are subject to setback. The subject parcel is essentially a square shape, and the Pleasure Point Commercial Area Plan, which specifically addresses this parcel, encourages new commercial structures to be located near the sidewalk, with parking in the rear. County Code Section 13.11.074 also requires that site design minimize the visual impact of pavement and parked vehicles and encourages the siting of buildings toward the front or middle portion of the lot and parking to the rear or site, where appropriate. The proposed development is consistent with those stated goals, and all of the parking is located behind the proposed structure. Parking is not subject to the same setback requirements as are structures, however, so either the residential or commercial parking, without the carports, would be allowed in the location proposed. There is an existing mobile home park directly to the north that would be subject to light from car headlights and noise if no structures were provided to moderate these impacts. County Code Section 13.11.072 notes that reasonable protection for adjacent properties from noise may be achieved by several methods, including site planning, building siting and building orientation.

2. That the granting of such variance will be in harmony with the general intent and purpose of zoning objectives and will not be materially detrimental to public health, safety or welfare or injurious to property or improvements in the vicinity.

The intent of the County Code is to separate residential districts from more intense commercial development. The required setback from a commercial (C-2) district structure to a residential (R) zone district is thirty feet, when there is no residential component to the project. For mixed-use developments, however, the residential portion is to be developed according to development standards of Urban High Residential, per County Code Section 13.10.332, which would correspond to a Zoning designation of RM-1.4 to RM-4. The rear

setback for that zone district is 15-feet. Because the proposed carports will help to mitigate the impacts of noise and car headlights on the adjacent residential development the proposed variance would be in harmony with the general intent of the zoning ordinance to mitigate the effects of commercial activities on residential properties. County Code Section 13.11.072 notes that reasonable protection for adjacent properties from noise may be achieved by several methods, including site planning, building siting and building orientation.

3. That the granting of such variance shall not constitute a grant of special privileges inconsistent with the limitations upon other properties in the vicinity and zone in which such is situated.

The granting of the variance to the required south side yard setback and allowed sign area will not constitute a grant of special privileges inconsistent with the limitations on other properties in the vicinity. The subject parcel is essentially a square shape, and the Pleasure Point Commercial Area Plan, which specifically addresses this parcel, encourages new commercial structures to be located near the sidewalk? with parking in the rear. County Code Section 13.11.074 also requires that site design minimize the visual impact of pavement and parked vehicles and encourages the siting of buildings toward the front or middle portion of the lot and parking to the rear or site, where appropriate. The proposed development is consistent with those stated goals, and all of the parking is located behind the proposed structure. Parking is not subject to the same setback requirements as are structures, however, so either the residential or commercial parking, without the carports, would be allowed in the location proposed. There is an existing mobile home park directly to the north that would be subject to light from car headlights and noise if no structures were provided to moderate these impacts. County Code Section 13.11.072 notes that reasonable protection for adjacent properties from noise may be achieved by several methods, including site planning, building siting and building orientation. Any other commercial mixed use project subject to similar circumstances, including applicable County ordinances and policies, would be considered for a similar exception.

Subdivision Findings

1 That the proposed subdivision meets all requirements or conditions of the subdivision ordinance and the state subdivision map act.

The proposed division of land meets all requirements and conditions of the County Subdivision Ordinance and the State Map Act in that the project meets all of the technical requirements of the Subdivision Ordinance and is consistent with the County General Plan and the Zoning Ordinance as set forth in the findings below.

2. That the subdivision, its design, and its improvements are consistent with the General Plan, and the area general plan or specific plan, if any.

The project is consistent with the General Plan in that the full range of urban services is available and will be extended to the building, including municipal water and sewer service. The land division is on an existing street, and no improvements are needed to provide satisfactory access to the project, with the exception of new driveway access from Portola Drive. The proposed land division is similar to the pattern and density of surrounding development, is near commercial shopping facilities and recreational opportunities, and will have adequate and safe vehicular access.

The land division. as conditioned, will be consistent with the General Plan regarding infill development in that the proposed development will be consistent with the pattern of the surrounding development, and the design of the project is consistent with the character of the surrounding buildings. The land division is not in a hazardous or environmentally sensitive area and protects natural resources by providing residential development in an area designated for this type and density of development.

3. That the proposed subdivision complies with zoning ordinance provisions as to uses of land, lot sizes and dimensions and any other applicable regulations.

The proposed division of land complies with the zoning ordinance provisions as to uses of land, lot sizes and dimensions and other applicable regulations in that the proposed building will be consistent with the zoning standards found in County Code Section 13.10.333. The proposed project complies with the development standards in the zoning ordinance as they relate to setbacks, maximum building height, and required open space, with the exception of the residential carports, for which a Variance to the required rear setback has been requested. The proposed project is also consistent with the regulations relating to mixed-use development, as the area of the residential units comprises less than 50% of the floor area of the entire development, as required by County Code Section 13.10.332.

4. That the site of the proposed subdivision is physically suitable for the type and density of development.

The site of the proposed land division is physically suitable for the type and density of development in that no challenging topography affects the site, the existing property is commonly shaped, and the proposed units offer a typical air space condominium arrangement and shape to insure development without the need for variances or site standard exceptions. No environmental constraints exist which would prevent redevelopment of the area.

5. That the design of the proposed subdivision or type of improvements will not cause substantial environmental damage nor substantially and avoidably injure fish or wildlife or their habitat.

The design of the proposed division of land and its improvements will not cause environmental damage nor substantially and avoidably injure fish or wildlife or their habitat. No mapped or observed sensitive habitats or threatened species impede development of the site as proposed.

An Initial Study was prepared and a Mitigated Negative Declaration, complying with the requirements of the California Environmental Quality Act, has been issued. Mitigation measures have been incorporated into the Conditions of Approval to assure that the project will not have a negative effect on the environment.

6. That the proposed subdivision or type of improvements will not cause serious public health problems.

The proposed division of land or its improvements will not cause serious public health problems in that municipal water and sewer are available to serve the proposed project, and these services will be extended to serve the new residential units.

7. That the design of the proposed subdivision or type of improvements will not conflict with easements, acquired by the public at large, for access through, or use of property within the proposed subdivision.

The design of the proposed division of land and its improvements will not conflict with public easements for access in that no easements *are* known to encumber the property. Access will be from Portola Drive, a public street.

8. That the design of the proposed subdivision provides, to the extent feasible, for future passive or natural heating or cooling opportunities.

The design of the proposed division of land provides to the fullest extent possible, the ability to use passive and natural heating and cooling in that the majority of the roof will be flat and will be able to accommodate solar panels for water heating and/or electric generation.

Conditions of Approval

Land Division, Commercial Development Permit and Variance 04-0294

Tract No.: 1494

Applicant: Abbas Haghshenas

Property Owner: Abbas Haghshenas

Assessor's Parcel Number(s): 032-051-36

Property Address and Location: North side of Portola Drive, 100 feet west of 40th Avenue.

(3911 Portola Drive)

Planning Area: Live Oak

Exhibits:

A. Project plans prepared by A Plus (sheets A-A, C1, A-1 through A-6, L-1, T-1, T-2), dated August 1, 2005.

Traffic Study prepared by Pang Ho Associates, dated February 18,2005.

Drainage Analysis prepared by Bowman & Williams, dated February 28,2005 (with revisions dated April 21,2005 and June 7,2005).

This permit authorizes the construction of a two-story structure containing offices and/or retail uses, with associated parking and landscaping on the lower level and seventeen condominium units with private outdoor space, common walkways, elevators and stairs and an office condominium space on the upper level.

- I. Prior to exercising any rights granted by this Approval, the owner shall:
 - A. Sign, date and return one copy of the Approval to indicate acceptance and agreement with the conditions thereof, and
 - B. Pay a Negative Declaration De Minimis fee of \$25 to the Clerk of the Board of the County of Santa Cruz as required by the California Department of Fish and Game mitigation fees program.

- II. A Final Map for this land division must be recorded prior to the expiration date of the tentative map and prior to sale, lease or financing of any new lots. The Final Map shall be submitted to the County Surveyor (Department of Public Works) for review and approval prior to recordation. No improvements, including, without limitation, grading and vegetation removal, shall be done prior to recording the Final Map unless such improvements are allowable on the parcel as a whole (prior to approval of the land division). The Final Map shall meet the following requirements:
 - A. The Final Map shall be in general conformance with the approved Tentative Map and shall conform to the conditions contained herein. All other State and County laws relating to improvement of the property, or affecting public health and safety shall remain fully applicable.
 - B. This land division shall result in no more than seventeen (17) new residential condominium parcels, two (2) commercial condominium parcels and associated common area parcels. A statement shall be included that the common area parcels are for shared common areas, landscaping, road, and utilities improvements only and shall not be used for the creation of any additional residential or commercial units.
 - C. The following items shall be shown on the Final Map:
 - 1. Building envelopes, common area and/or building setback lines located according to the approved Tentative Map. The building envelopes for the perimeter of the project shall meet the minimum setbacks for the C-2 zone district of 10 for the front yard, 0 feet for yards abutting commercially zoned property, and 30 feet for yards abutting residential property, excluding the trash enclosure, which is uncovered and not subject to setback requirements, and the residential carports, for which a Variance has been granted.
 - 2. Show the net area of each lot to nearest square foot.
 - D. The following requirements shall be noted on the Final Map as items to be completed prior to obtaining a building and or demolition permit on lots created by this land division:
 - 1. Lots shall be connected for water service to the City of Santa Cruz Water District.
 - 2. Lots shall be connected for sewer service to Santa Cruz County Sanitation District. All regulations and conditions of the Sanitation District shall be met.
 - 3. Prior to demolition of any structures on the subject parcel, all required clearances and permits shall be obtained from the Monterey bay Unified Air Pollution Control District and a Demolition Permit shall be obtained from the County of Santa Cruz.
 - 4. All future construction on the lots shall conform to the Architectural Floor Plans

and Elevations, and the Perspective Drawing as stated or depicted in Exhibits "A" (except as noted below) and shall also meet the following additional conditions:

- a. Identify finish of exterior materials and color of roof covering for Planning Department approval. Any color boards must be in 8.5" x 11" format.
- b. Submit a sign program for the proposed commercial development which complies with the requirements of the County Code regarding signs in the C-2 zone district.
- c. Include details showing compliance with fire department requirements.
- d. In order to ensure that impacts from geotechnical hazards are less than significant, prior to the issuance of any building permit, the applicant shall revise the plans to reflect all the recommendations of the geotechnical report (American Soil Testing, 2005).
- e. Show all rooftop equipment and any screening required to minimize visual impacts.
- f. All rooftop mechanical and electrical equipment shall be designed to be an integral part of the building design, and shall be screened.
- g. Utility equipment such as electrical and gas meters, electrical panels, and junction boxes shall not be located on exterior wall elevations facing streets unless screened from streets and building entries using architectural screens, walls, fences, and/or plant material.
- h. The balcony on the unit shown on Exhibit "A" as No. 210 shall be modified such that it does not encroach into the required ten-foot front setback.
- 5. A final Landscape Plan for the entire site specifying the species, their size, and irrigation plans and meet the following criteria and must conform to all water conservation requirement of the Soquel Creek Water District water conservation regulations:
 - a Turf Limitation. Turf area shall not exceed 25 percent of the total landscaped area. Turf area shall be of low to moderate water-using varieties, such as tall or dwarf fescue.
 - b. Plant Selection. At least 80 percent of the plant materials selected for non-turf areas (equivalent to 60 percent of the total landscaped area) shall be well-suited to the climate of the region and require minimal water once established (drought tolerant). Native plants are encouraged. Up to

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20 percent of the plant materials in non-turf areas (equivalent to 15 percent of the total landscaped area), need not be drought tolerant, provided they are grouped together and can be imgated separately.

- C. Soil Conditioning. In new planting areas, soil shall be tilled to a depth of 6 inches and amended with six cubic yards of organic material per 1,000 square feet to promote infiltration and water retention. After planting, a minimum of 2 inches of mulch shall be applied to all non-turf areas to retain moisture, reduce evaporation and inhibit weed growth.
- d. Imgation Management. All required landscaping shall be provided with an adequate, permanent and nearby source of water which shall be applied by an installed imgation, or where feasible, a drip imgation system. Irrigation systems shall be designed to avoid runoff, over-spray, low head drainage, or other similar conditions where water flows onto adjacent property, non-irrigated areas, walks, roadways or structures.
- e. The irrigation plan and an irrigation schedule for the established landscape shall be submitted with the building permit applications. The imgation plan shall show the location, size and type of components of the imgation system, the point of connection to the public water supply and designation of hydrozones. The imgation schedule shall designate the timing and frequency of irrigation for each station and list the amount of water, in gallons or hundred cubic feet, recommended on a monthly and annual basis,
- f. Appropriate irrigation equipment, including the use of a separate landscape water meter, pressure regulators, automated controllers, low volume sprinkler heads, drip or bubbler imgation systems, rain shutoff devices, and other equipment shall be used to maximize the efficiency of water applied to the landscape.
- g. Plants having similar water requirements shall be grouped together in distinct hydrozones and shall be irrigated separately.
- h. Landscape impation should be scheduled between 6:00 p.m. and 11:00 a.m. to reduce evaporative water loss.
- 1. All planting shall conform to the landscape plan shown as part of Exhibit "A".
- J. Trees planted in the County right of way shall be approved by the Department of Public Works and shall be installed according to provisions of **the** County Design Criteria.
- 6. Details of a recycling facility including the following:

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- a. Commercial, industrial, institutional and multi- family residential uses shall include areas for recycling storage and collection adequate in capacity, number and distribution to serve the development where the project occurs.
- b. Access into the storage area shall be provided with adequate vertical and horizontal clearances for collection vehicles as specified by the County of Santa Cruz.
- c. Recycling Design Criteria Provisions shall be made to protect the recyclable materials from weather by covering the storage area or by the use of covered receptacles.
- d. Recycling storage areas should be adjacent to or within the same enclosures as the garbage area or at least as convenient as the location for garbage storage.
- e. Maximum distance for the storage area to be no greater than 250 feet from each living unit in a multifamily residential development.
- f. An exterior sign with the international recycling logo shall be required, including the name and phone number of the responsible person and an interior sign for the types of materials to be recycled as specified by the County of Santa Cruz Recycling Design Criteria.
- 7. All future development on the lots shall comply with the requirements of the geotechnical report prepared by American Soil Testing, dated 2005. The plans shall be modified from Exhibit "A" to reflect all of the recommendations of the Geotechnical Report.
- 8. Submit a written statement signed by an authorized representative of the school district in which the project is located confirming payment in full of all applicable developer fees and other requirements lawfully imposed by the school district in which the project is located. In the case of the Live Oak School District, the applicant/developer is advised that the development may be subject to inclusion in a Mello-Roos Community Facilities District.
- 9. Prior to any building permit issuance or ground disturbance, a detailed erosion control plan shall be reviewed and approved by the Department of Public Works and the Planning Department. Earthwork between October 15 and April 15 requires a separate winter grading approval from Environmental Planning that may or may not be granted. The erosion control plans shall identify the type of erosion control practices to be used and shall include the following:
 - a. <u>Water Quality</u>: Silt and grease traps shall be installed according to the approved improvement plans.

- b. **An** effective sediment barrier placed along the perimeter of the disturbance area and maintenance of the barrier.
- c. Spoils management that prevents loose material from clearing, excavation, and other activities from entering any drainage channel.
- 10. Any changes between the approved Tentative Map, including but not limited to the attached exhibits for architectural and landscaping plans, must be submitted for review and approval by the decision-making body. Such proposed changes will be included in a report to the decision making body to consider if they are sufficiently material to warrant consideration at a public hearing noticed in accordance with Section 18.10.223 of the County Code.
- 11. The parking area shall contain a least 106 parking spaces of which 32 parking spaces may be designed as compact spaces and appropriately marked, and 5 accessible spaces designed in accordance with Sections 13.10.550 through .560 of the County Code. All spaces shall be striped and defined by wheel stops (except for tandem spaces). Parking and circulation areas shall be surfaced with a minimum of 2 inches of asphalt concrete over 5 inches of Class II base rock or other approved equivalent surface.
- 12. All outdoor areas, parking and circulation areas shall be lighted with low-rise lighting fixtures that do not exceed 15 feet in height. The construction plans must indicate the location, intensity, and variety of all exterior lighting fixtures. All lighting must be consistent with Title 24, Part 6, California Code of Regulations, Energy EfficiencyStandards for Residential and Non-Residential Buildings. All lighting shall be directed onto the site and away from adjacent properties.
- III. Prior to recordation of the Final Map, the following requirements shall be met:
 - A. Submit a letter of certification from the Tax Collector's Office that there are no outstanding tax liabilities affecting the subject parcels.
 - B. Meet all requirements of the Santa Cruz County Sanitation District including, without limitation, the following standard conditions:
 - 1. Submit and secure approval of an engineered sewer improvement plan providing sanitary sewer service to each parcel.
 - 2. Pay all necessary bonding, deposits, and connections fees, and furnish a copy of the CC&R's to the district.
 - C. Meet all requirements of the Santa Cruz County Department of Public Works, Drainage section.

D. A Homeowners Association, or Common Interest Development association, shall be formed for maintenance of all area under common ownership including sidewalks, driveways, all landscaping, drainage structures, water lines, sewer laterals, fences, silt and grease traps and buildings. CC&R's shall be furnished to the Planning Department prior to the recordation of the final map and shall include the following, which are permit conditions:

- 1. All drainage structures, including silt and grease traps and detention facilities, shall be permanently maintained by the Homeowners Association.
- 2. <u>Water Quality</u>: Annual inspection of the silt and grease traps shall be performed and reports sent to the Drainage section of the Department of Public Works on an annual basis. Inspections shall be performed prior to October 15 each year. The expense for inspections and report preparation shall be the responsibility of the Homeowners Association.
- E. All new utilities shall be underground. All facility relocation, upgrades or installations required for utilities service to the project shall be noted on the construction plans. All preliminary engineering for such utility improvements is the responsibility of the owner/applicant. Pad-mounted transformers shall not be located in **the** front setback or in any area visible from public view unless they are completely screened by walls and/or landscaping (underground vaults may be located in the front setback). Utility equipment such as gas meters and electrical panels shall not be visible from public streets or building entries.
- F. All requirements of the Central Fire Protection District shall be met
- G. Park dedication in-lieu fees shall be paid for 25 bedrooms (assuming that two, two bedroom units will be affordable). These fees are currently \$750 per bedroom, but *are* subject to change.
- H. Child Care Development fees shall be paid for 29 bedrooms. These fees are currently \$36 per bedroom, but are subject to change.
- I. Pay the current Live *Oak* Transportation Improvement Area (TIA) fees. Currently, these fees can be calculated as follows, but are subject to change:
 - 1. The development is subject to Live Oak Transportation Improvement (TIA) fees at a rate of \$400 per daily trip-end generated by the proposed use. The traffic report indicates a net total increase of 507 trip ends resulting from the proposed development. The fee is calculated as 507 tip ends multiplied by \$400 per trip end equals \$202,800. The total TIA fee of \$202,800 is to be split evenly between transportation improvement fees and roadside improvement fees.
- J. Submit one reproducible vellum copy of the Final Map to the County Surveyor for distribution and assignment of temporary Assessor's parcel numbers and situs address.

- K. Enter into a Certification and Participation Agreement with the County of Santa Cruz to meet the Affordable Housing Requirements specified by Chapter 17.10 of and Section 13.10.391(b)(1) of the County Code, and the County Affordable Housing Guidelines. This agreement shall include the following statement:
 - 1. The developer shall provide two designated affordable two-bedroom units for sale to low or moderate income households and pay an in-lieu fee for .55 unit. The current sales price for a two bedroom unit (under the above described guidelines for a low or moderate income family) is \$231,904. This sales price assumes a certain income level and family size for each unit based on the above described guidelines, and \$150 per month Homeowners Association dues, and is subject to change.
- L. Submit and secure approval of engineered improvement plans from the Department of Public Works and the Planning Department for all roads, curbs and gutters, storm drains, erosion control, and other improvements required by the Subdivision Ordinance, noted on the attached tentative map and/or specified in these conditions of approval. A subdivision agreement backed by financial securities, per Sections 14.01.510 and 511 of the Subdivision Ordinance, shall be executed to guarantee completion of this work. Improvement plans shall meet the following requirements:
 - 1. All improvements shall be designed by a registered civil engineer and shall meet the requirements of the County of Santa Cruz Design Criteria unless otherwise indicated on the approved improvement plans. Plans shall also comply with applicable provisions of the Americans With Disabilities Act and/or Title 24 of the State Building Code.
 - 2. Complete drainage details including existing and proposed contours, plan views and centerline profiles of all driveway improvements, complete drainage calculations and all volumes of excavated and fill soils.
 - 3. <u>Water Quality</u>: Details for the installation of required silt and grease traps to filter runoff from the parking area. Submit a silt and grease trap maintenance agreement to the Department of Public Works.
- M. The project geotechnical engineer shall prepare a soil treatment plan that includes a description of the technique used for the mixing and spreading operations, site map indicating soils storage areas and the boundaries of the area to be over-excavated and treated, barriers at the perimeter of the work area and soils poles adequate to contain any material that contains lime or other treatment, and a schedule indicating the number of work days required to complete the treatment phase of the project. The plan shall be submitted for review and approval by the Planning Department.
- IV. All future construction within the property shall meet the following conditions:
 - A. Prior to any disturbance, the owner/applicant shall organize a pre-construction meeting on the site, The applicant, grading contractor, Department of Public Works Inspector and Environmental Planning staff shall participate.

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- B. All work adjacent to or within a County road shall be subject to the provisions of Chapter 9.70 of the County Code, including obtaining an encroachment permit where required. Where feasible, all improvements adjacent to or affecting a County road shall be coordinated with any planned County-sponsored construction on that road. Obtain an Encroachment Permit from the Department of Public Works for any work performed in the public right of way. All work shall be consistent with the Department of Public Works Design Criteria unlers otherwise indicated on the approved improvement plans.
- C. No land clearing, grading or excavating shall take place between October 15 and April 15 unless the Planning Director approves a separate winter erosion-control plan that may or may not be granted.
- D. No land disturbance shall take place prior to issuance of building permits (except the minimum required to install required improvements, provide access for County required tests or to carry out work required by another of these conditions).
- E. Pursuant to Sections 16.40.040 and 16.42.100 of the County Code, if at any time during site preparation, excavation, or other ground disturbance associated with this development, any artifact or other evidence of an historic archaeological resource or a Native American cultural site is discovered, the responsible persons shall immediately cease and desist from all further site excavation and notify the Sheriff-Coronerif the discovery contains human remains, or the Planning Director if the discovery contains no human remains. The procedures established in Sections 16.40.040 and 16.42.100, shall be observed.
- F. To minimize noise, dust and nuisance impacts of surrounding properties to insignificant levels during construction, the owner/applicant shall or shall have the project contractor, comply with the following measures during all construction work:
 - 1. Limit all construction to the time between 8:00 am and 5:00 pm weekdays unless a temporary exception to this time restriction is approved in advance by County Planning to address and emergency situation.
 - 2. Each day it does not rain, **wet** all exposed soil frequently enough to prevent significant amounts of dust from leaving the site.
 - 3. The applicant shall designate a disturbance coordinator and a 24-hour contact number shall be conspicuously posted on the job site. The disturbance coordinator shall record the name, phone number, and nature of all complaints received regarding the construction site. The disturbance coordinator shall investigate complaints and take remedial action, if necessary, within 24 hours of receipt of the complaint or inquiry.
- G. Construction of improvements shall comply with the requirements of the geotechnical report. The geotechnical engineer shall inspect the completed project and certify in writing that the improvements have been constructed in conformance with *the* geotechnical report.

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04-0294 032-051-36

Owner:

Abbas Haghshenas

- H. All required land division improvements shall be installed and inspected prior to final inspection clearance for any new structure on the new lots.
- I. All future development on lots created by this subdivision shall comply with the requirements set forth in Condition II.C.1, above.
- J. All signage on the subject property shall comply with the requirements of the applicable County sign ordinance.
- K. Outdoor furniture and fixtures such as lighting, free-standing signs, trellises, raised planters, benches, trash receptacles, newspaper racks, bus stops, phone booths and fencing, shall be compatible with project architecture; shall be integral elements of the building and landscape design; and shall be included in, and shown on, all site and landscape plans.
- L. In the event that future County inspections of the subject property disclose non-compliance with any Conditions of this Approval or any violation of the County Code, the owner shall pay to the County the full cost of such County inspections, including any follow-up inspections and/or necessary enforcement actions, up to and including Approval revocation.

V. Operational Conditions

- **A. Master Occupancy Program:** All change of use requests for uses allowed within the zone district shall be processed at Level 1, with the following restrictions:
 - 1. No Level 1 Change of Use shall be approved that would create a parking demand in excess of the spaces currently provided on-site.
 - 2. The Level 1 Change of Use application submittal shall include the following:
 - a. A description of the proposed use;
 - b. The area of the proposed use (in square feet) including any space proposed to be exclusively storage;
 - c. A sign plan for any proposed signage, consistent with the sign program approved for this commercial development permit.
 - **3.** The following uses are specifically prohibited:
 - a. Adult entertainment, night clubs, dance halls, game rooms, pool halls, contractor's shops, automobile repair, taxi company, Service commercial uses, recycling centers, shipping terminals, liquor store and massage parlor.
 - b. Any other uses not specifically allowed in the C-2 zone district.

B. In the event that future County inspections of the subject property disclose noncompliance with any Conditions of this approval or any violation of the County Code, the owner shall pay to the County the full cost of such County inspections, including any follow-up inspections and/or necessary enforcement actions, up to and including permit revocation.

- VI. As a condition of this development approval, the holder of this development approval ("Development Approval Holder"), is required to defend, indemnify, and hold harmless the COUNTY, its officers, employees, and agents, from and against any claim (including attorneys' fees), against the COUNTY, it officers, employees, and agents to attack, set aside, void, or annul this development approval of the COUNTY or any subsequent amendment of this development approval which is requested by the Development Approval Holder.
 - A. COUNTY shall promptly notify the Development Approval Holder of any claim, action, or proceeding against which the COUNTY seeks to be defended, indemnified, or held harmless. COUNTY shall cooperate fully in such defense. If COUNTY fails to notify the Development Approval Holder within sixty (60) days of any such claim, action, or proceeding, or fails to cooperate fully in the defense thereof, the Development Approval Holder shall not thereafter be responsible to defend, indemnify, or hold harmless the COUNTY if such failure to notify or cooperate was significantly prejudicial to the Development Approval Holder.
 - B. Nothing contained herein shall prohibit the **COUNTY** from participating in the defense of any claim, action, or proceeding if both of the following occur:
 - 1. **COUNTY** bears its own attorney's fees and costs; and
 - 2. **COUNTY** defends the action in good faith.
 - C. <u>Settlement</u>. The Development Approval Holder shall not be required to pay or perform any settlement unless such Development Approval Holder has approved the settlement. When representing the County, the Development Approval Holder shall not enter into any stipulation or settlement modifying or affecting the interpretation or validity of any of the terms or conditions of the development approval without **the** prior written consent of the County.
 - D. <u>Successors Bound</u>. "Development Approval Holder" shall include the applicant and the successor'(s) in interest, transferee(s), and assign(s) of the applicant.
 - E. Within 30 days of the issuance of this development approval, the Development Approval Holder shall record in the office of the Santa Cruz County Recorder an agreement, which incorporates the provisions of this condition, or this development approval shall become null and void.

VII. Mitigation Monitoring Program

The mitigation measures listed under this heading have been incorporated in the conditions of approval for this project in order to mitigate or avoid significant effects on the environment. As required by Section 21081.6 of the California Public Resources Code, a monitoring and reporting program for the above mitigation is hereby adopted as a condition of approval for this project. This program is specifically described following each mitigation measure listed below. The purpose of *this* monitoring is to ensure compliance with the environmental mitigations during project implementation and operation. Failure to comply with the conditions of approval, including the terms of the adopted monitoring program, may result in permit revocation pursuant to section 18.10.462 of the Santa Cruz County Code.

A. Mitigation Measure: <u>Geotechnical Hazards</u>: (Condition II.D.7)

Monitoring Program: Plans submitted for a building permit shall be modified such that they are consistent with the geotechnical report. A building permit will not he issued without a review letter from the geotechnical engineer verifying that the plans are consistent with the report.

B. Mitigation Measure: Water Quality (Conditions II.D.7, III.D.2)

Monitoring Program: To prevent project drainage discharges from carrying silt, grease, and other contaminants, prior to public hearing the applicant shall revise the plans to indicate a silt and grease trap. The trap shall be maintained by the property owner according to the following monitoring and maintenance schedule:

- a. The traps shall be inspected to determine if they need cleaning or repair prior to October 15 each year, at a minimum interval of once per year;
- b. A brief annual report shall be prepared by the trap inspector at the conclusion of each October inspection and submitted to the Drainage Section of the Department of Public Works 'within 5 days of inspection. This monitoring report shall specify any repairs that have been done or that are needed to allow the trap to function adequately.

AMENDMENTS TO THIS LAND DIVISION APPROVAL SHALL BE PROCESSED IN ACCORDANCE WITH CHAPTER 18.10 OF THE COUNTY CODE.

This Tentative Map is approved subject to the above conditions and the attached map, and expires 24 months after the 14-day appeal period. The Final map for this division, including improvement plans if required, should be submitted to the County Surveyor for checking at least 90 days prior to the expiration date and in no event later than 3 weeks prior to the expiration date.

Application #: APN: Owner:	04-0294 032-051-36 Abbas Hagbshenas		
Approval Date	»:		
Effective Date	:		
Expiration Da	te:		
Cathy Graves			e Kasparowitz
Principal Plan	ner	Develop	ment Review Planner

cc: County Surveyor

INTEROFFICE MEMO

APPLICATION NO: 04-0294 (3rd Routing)

Date September 3,2005

To: Larry Kasparowitz, Project Planner

From: Urban Designer

Re Design Reviewfor a mixed-use building at **391**1 Portola Drive, Santa Cruz (Haghshenas / owner,

applicant)

GENERAL PLAN / ZONING CODE ISSUES

Design Review Authority

13.20.130 The Coastal Zone Design Criteria are applicable to any development requiring a Coastal Zone Approval.

Design Review Standards

Evaluation Criteria	Meets criteria In code (❤)	Does not meet criteria (✓)	Urban Designer's Evaluation
Visual Compatibility	incode (*)	ontona (·)	
All new developmentshall be sited, designed and landscaped to be Visually compatible and inteyrated with the character of surrounding neighborhoodsor areas	~		<u> </u>
major vegetation shall be minimized.	~		
Developers shall be encouraged to maintain all mature trees over 6 inches in diameter except where circumstances require their removal, such as obstruction of the building site, dead or diseased trees, or nuisance species.	•		
Special landscapefeatures (rock outcroppings, prominent natural landforms, tree groupings) shall be retained.			N/A

		£1/£
Structures located near ridges shall be		N/A
sited and designed not to project		
above the ridgeline or tree canopy at		
the ridgeline		
Land divisions which would create		N/A
parcels whose only building site would		
be exposed on a ridgetop shall not be		
permitted		
Landscaping		
New or replacement vegetation shall	LU LU	Final landscape
New or replacement vegetation shall be compatible with surrounding	•	plans will be
vegetation and shall be suitable to the		reviewed by the Cit
ciimate, soil, and ecological		of Santa Cruz
characteristics of the area		Water Department.
Development shall not block views of		N/A
Development shall be sited and designed to fit the physical setting carefully so that its presence is		N/A
subordinate to the natural character of		
the site, maintaining the natural		
features (streams, major drainage,		
mature trees, dominant vegetative		
communities)		I
Screening and landscaping suitable to		NIA
the site shall be used to soften the		,
visual impact of development in the		
viewshed		
		AlfA
topography of the site with minimal		N/A
cutting, grading, or filling for		
construction Ditabased rether than flat roofs, which		NII A
Pitched, rather than flat roofs, which		NIA
are surfaced with non-reflective		
materials except for solar energy		
devices shall be encouraged		244
Natura materials and colors which		N/A
blend with the vegetative cover of the		
site shall be used, or if the structure is		
located in an existing cluster of		
buildings, colors and materials shall		
repeat or harmonize with those in the		
cluster		

Large agricultural structures	
The visual impact of large agricultural structures shall be minimized by locating the structure within or near an existing group of buildings	N/A
The visual impact of large agricultural structures shall be minimized by using materials and colors which blend with the building duster or the natural	N/A
greenhouses).	
The visual impact of large agricultural structures shall be minimized by using landscaping to screen or soften the	N/A
Feasible elimination or mitigation of unsightiy, visually disruptive or degrading elements such as junk heaps, unnatural obstructions, grading scars, or structures incompatible with the area shall be included in site development	N/A
The requirement for restoration of visually blighted areas shall be in	N/A
Materials, scale, location and orientation of signs shall harmonize with surrounding elements	N/A
Directly lighted, brightly colored, rotating, reflective, blinking, flashing or moving signs are prohibited	N/A
Illumination of signs shall be permitted only for state and county directional and informational signs, except in designated commercial and visitor serving zone districts	NIA
In the Highway 1 viewshed. except within the Davenport commercial area, only CALTRANS standard signs and public parks, or parking lot identification signs, shall be permitted to be visible from the highway. These signs shall be of natural unobtrusive materials and colors	N/A.

ach Viewsheds	 NUA
Blufftop development and landscaping (e.g., decks, patios, structures, trees, shrubs, etc.) in rural areas shall be set back from the bluff edge a sufficient distance to be out of sight from the shoreline, or if infeasible, not visually intrusive	N/A
No new permanent structures on open beaches shall be allowed, except where permitted pursuant to Chapter 16.10 (Geologic Hazards) or Chapter 16.20 (Grading Regulations)	N/A
The design of permitted structures shall minimize visual intrusion, and shall incorporate materials and finishes which harmonize with the character of the area. Natural materials are preferred	N/A

GENERAL PLAN / ZONING CODE ISSUES

Desian Review Authority

13.11.040 Projects requiring design review.

(e) All commercial remodels or new commercial construction

Evaluation	Meets criteria	Does not meet	Urban Designer's
Criteria	in code(✔)	criteria (¥)	Evaluation
Compatible Site Design			
Location and type of access to the site		1	
Building siting in terms of its location and orientation	_		
Building bulk, massing and scale	✓		
Parking location and layout	Y		
Relationship to natural site features and environmental influences	Y		
Landscaping	*	I	See comments
Streetscape relationship	/		40070
Street design and transit facilities	~		
Relationship to existing structures	~		
Natural Site Amenities and Features			
Relate to surrounding topography			N/A
Retention of natural amenities	✓		
Sittng and orientation which takes advantage of natural amenities	~		
Ridgeline protection			N/A
Views			
Protection of public viewshed	~		
Minimize impact on private views	~		
Safe and Functional Circulation			
Accessible to the disabled, pedestrians, bicycles and vehicles	~		
Solar Design and Access			
Reasonable protection for adjacent properties	~		,

Reasonable protection for currently	~	
Reasonable protection for adjacent properties	~	

Evaluation	Meets criteria	Does not meet	Urban Designer's
Criteria	In code (♥)	criteria (🗸)	Evaluation
Building silhouette	~		
Spacing between buildings	~		
Street face setbacks	V		
Character of architecture	V		
Building scale	V		
Proportion and composition of projections and recesses, doors and windows, and other features	•		
Location and treatment of entryways	~		
Finish material, texture and color	~		
Scale			
Scale is addressed on appropriate levels	V		
Design elements create a sense of human scale and pedestrian	~		
Building Articulation			
Variation in wall plane, roof line detailing, materials and siting.	ا <u>م</u> ا	1	
Solar Design			
Building design provides solar access that is reasonably protected for adjacent properties	₩ -		
Building walls and major window areas are oriented for passive solar and natural lighting.		~	

13.11.074Access, circulation and parking.

Parking	_	
Minimize the visual impact of pavement	. 4	
and parked vehides.	✓	
Parking design shall be an integral	. 4	
element of the site design.	•	
Site buildings toward the front or middle	4	
portion of the lot and parking areas to	Y	
the rear or side of the lot is encouraged		
where appropriate.		
Lighting		G 111
All site, building, security and		Suggest as Condition
landscape lighting shall be directed		of Approval
onto the site and away from adjacent	İ	
properties.		
Area lighting shall be high-pressure		Suggest as Condition
sodium vapor, metal halide,		of Approval
fluorescent, or equivalent energy-		
efficient fixtures.		
All lighted parking and circulation areas		Suggest as Condition
shall utilize low-rise light standards or		of Approval
light fixtures attached to the building.		' ' '
Light standards to a maximum height of		
15 feet are allowed.		
Building and security lighting shall be		Suggest as Condition
integrated into the building design.		of Approval
Light sources shall not be visible form		Suggestas Condition
adjacent properties.		of Approval
adjacent properties.		булфргогия
Loading areas shall be designed to not	✓	
interfere with circulation or parking, and		J
to permit trucks to fully maneuver on		
the property without backing from or		
onto a public street.		
Landscape		
A minimum of one tree for each five.	<u>.</u>	
parking spaces should be planted	▼	
along each single or double row of		
parking spaces.		
A minimum of one tree for each five	. al	
parking spaces shall be planted along	~	
rows of parking.		
Trees shall be dispersed throughout	_	
the parking lot to maximize shade and	Y	
visual relief.		
At least twenty-five percent (25%) of		
the trees required for parking lot	✓	
screening shall be 24-inch box size		
when planted; all other trees shall be		
15 gallon size or larger when planted.		

Parking Let Design		
Parking Lot Design Drivewaysbetween commercial or	ي د	
1	V	
industrial parcels shall be shared		
where appropriate.		 1 .
Avoid locating walls and fences where	V	
they block driver sight lines when		-
entering or exiting the site.		
Minimizethe number of curb cuts	J	
Dubana and all 1 and add at all adds		
Driveways shall be coordinated with	✓	
existing or planned median openings.		
Entry drives on commercial or industrial		
11000		
wses. Where an interior driveway or parking		
	✓	
area parallels the side or rear property		
line, a minimum 5-foot wide net		
landscape strip shall be provided		
between the driveway and the property		
Parking areas shall be screened form		
public streets using landscaping,	*	
berms, fences, walls, buildings, and		
other means, where appropriate.		
Bicycle parking spaces shall be	. 4	
provided as required in. They shall be	•	'
appropriately located in relation to the		
major activity area.		
		·
Reduce the visual impact and scale of	→	
It shall be an objective of landscaping	U.	
to accent the importance of driveways	▼	
from the street, frame the major		
circulation aisles, emphasize		
pedestrian pathways, and provide		
shade and screening.		
Parking lot landscaping shall be	<u> </u>	
	~	
designed to visually screen parking		
from public streets and adjacent uses.		
Parking lots shall be landscaped with	✓	
large canopy trees.	•	
A landscape strip shall be provided at	→	
the end of each parking aisle.		

		_
A minimum 5-foot wide landscape strip (to provide necessary vehicular back- out movements) shall be provided at dead-end aisles.	~	
Parking areas shall be landscaped with large canopy trees to sufficiently reduce glare and radiant heat from the asphalt and to provide visual relief from large stretches of pavement.	•	
Variation in pavement width, the use of texture and color variation is paving materials, such as stamped concrete, stone, brick, pavers, exposed aggregate, or colored concrete is encouraged in parking lots to promote pedestrian safety and to minimize the visual impact of large expanses of pavement.		
As appropriate to the site use, required landscaped areas next to parking spaces or driveways shall be protected by a minimum six-inch high curb or wheel stop, such as concrete, masonry, railroad ties, or other durable materials.		
'edestrian Travel Paths		
On-site pedestrian pathways shall be provided form street, sidewalk and parking areas to the central use area. These areas should be delineated from the parking areas by walkways, landscaping, changes in paving materials, narrowing of roadways, or other design techniques.	•	
Plansfor construction of new public facilities and remodeling of existing facilities shall incorporate both architectural barrier removal and physical building design and parking area features to achieve access for the physically disabled.		
Separations between bicycle and pedestrian circulation routes shail be utilized where appropriate.	•	



COUNTY OF SANTA CRUZ

PLANNING DEPARTMENT

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

NOTICE OF ENVIRONMENTAL REVIEW PERIOD

SANTA CRUZ COUNTY

APPLICANT: Abbas Haqshenas

APPLICATION NO .: 04-0294

APN: 032-051-36

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

XX	Neaative Declaration					
	(Your project will not have a significant impact on the environment.)					
	XX Mitigations will be attached to the Negative Declaration.					
	No mitigations will be attached.					
	Environmental Impact Report					
	(Your project may have a significant effect on the environment. An EIR must be prepared to address the potential impacts.)					

As part of the environmental review process required by the California Environmental Quality Act (CEQA), this is your opportunity to respond to the preliminary determination before it is finalized. Please contact Paia Levine, Environmental Coordinator at (831) 454-3178, if you wish to comment on the preliminary determination. Written comments will be received until 5:00 p.m. on the last day of the review period.

Review Period Ends: October 19, 2005

Lawrence Kasparowitz

Staff Planner

Phone: 454-2676

Date: September 14, 2005

NAME: Abbas Haghshenas

APPLICATION: 04-0294

A.P.N: 032-051-36

NEGATIVE DECLARATION MITIGATIONS

1. In order to ensure that impacts from geotechnical hazards are less than significant, prior to the issuance of any building permit, the applicant shall revise the plans to reflect all the recommendations of the geotechnical report (American Soil Testing, 2005).

- 2. To prevent project drainage discharges from carrying silt, grease, and other contaminants, prior to public hearing the applicant shall revise the plans to indicate a silt and grease trap. The trap shall be maintained by the property owner according to the following monitoring and maintenance schedule:
 - A. The traps shall **be** inspected to determine if they need cleaning or repair prior to October 15 each year, at a minimum interval of once per year;
 - B. A brief annual report shall be prepared by the trap inspector at the conclusion of each October inspection and submitted to the Drainage Section of the Department of Public Works within 5 days of inspection. This monitoring report shall specify any repairs that have been done or that are needed to allow the trap to function adequately.



Environmental Review Initial Study

 ${\bf Application\ Number:\ 04-0294}$

Date: September 6,2005 Staff Planner: Lawrence Kasparowitz

I. OVERVIEW AND ENVIRONMENTAL DETERMINATION

APPLICANT: Abbas Hagshenas **APN**: 032-051-36

OWNER: Abbas Hagshenas SUPERVISORAL DISTRICT: First

LOCATION: 3911 Portola Drive, Santa Cruz

SUMMARY PROJECT DESCRIPTION:

Proposal to remove two structures and to construct a 25,435 sq. ft. mixed-use building containing on the lower level; one parcel with an office/retail lease space and related parking and landscaping, and one commercial condominium parcel, seventeen residential condominium parcels and a common area located on the upper floor. Project requires a coastal development permit, land division approval, and preliminary grading approval.

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

X	Geology/Soils		Noise
X	Hydrology/Water Supply/Water Quality		Air Quality
	Biological Resources		Public Services & Utilities
	Energy & Natural Resources		Land Use, Population & Housing
	Visual Resources & Aesthetics		Cumulative Impacts
	Cultural Resources		Growth Inducement
	Hazards & Hazardous Materials		Mandatory Findings of Significance

County of Santa Cruz Planning Department 701 Ocean Street, 4th Floor, Santa Cruz CA 95060

EXHIBIT E

Environmental Review Initial **Study** Application Number: 04-0294 Page **2**

X Transportation/Traffic

Environmental Review Initial Study Application Number: 04-0294

Page 3

DISCRETIONARY APPROVAL(S) BEING CONSIDERED

General Plan Amendment	X Grading Permit
X Land Division	Riparian Exception
Rezoning	Other:
X Development Permit	
X Coastal Development Permit	
NON-LOCAL APPROVALS Other agencies that must issue permits or a California Coastal Commission	authorizations:
ENVIRONMENTAL REVIEW ACTION	
On the basis of this Initial Study and suppo	orting documents:
I find that the proposed project COUL environment, and a NEGATIVE DECLARA	
X I find that although the proposed pro- environment, there will not be a significant mitigation measures have been added to the DECLARATION will be prepared.	effect in this case because the attached
I find that the proposed project MAY hand an ENVIRONMENTAL IMPACT REPO	nave a significant effect on the environment, DRT is required.
Paia Levine	Q. /C/ C'5- Date

For: Ken Hart

Environmental Coordinator

II. BACKGROUND INFORMATION

EXISTING SITE CONDITIONS

Parcel Size: 52,620 sq, ft.

Existing Land Use: commercial, residential Vegetation: minimal urban and ruderal plants

Slope in area affected by project: X 0 - 30% ____ 31 - 100%

Nearby Watercourse: Monterey Bay

Distance To: 1,000 feet

ENVIRONMENTAL RESOURCES AND CONSTRAINTS

Groundwater Supply: none mapped Water Supply Watershed: none mapped Groundwater Recharge: none mapped Timber or Mineral: none mapped

Agricultural Resource: none mapped

Biologically Sensitive Habitat: none existing

Fire Hazard: none mapped Floodplain: none mapped

Erosion: moderately erodible soils

Landslide: none mapped

Liquefaction: none mapped Fault Zone: none mapped Scenic Corridor: none mapped

Historic: none mapped
Archaeology: none mapped
Noise Constraint: none mapped
Electric Power Lines: none
Solar Access: adequate
Solar Orientation: adequate
Hazardous Materials: none

SERVICES

Fire Protection: Central Fire Protection District

School District: Soquel

Sewage Disposal: Santa Cruz County

Sanitation District

Drainage District: Zone 5
Project Access: Portola Drive

Water Supply: City of Santa Cruz Water

Dept.

PLANNING POLICIES

Zone District: C-2

General Plan: C-C

Urban Services Line: Coastal Zone:

Special Designation: none

Outside

PROJECT SETTING AND BACKGROUND:

The project is located on the north side of Portola Drive, one block west of 41st Avenue.

X_ Inside

X Inside

This is within the Pleasure Point Commercial Plan Area.

DETAILED PROJECT DESCRIPTION:

The subject property is a 52,620 sq. ft. (1.2 acres) lot. The parcel is zoned C-2 (Exhibit F), and retail sales, personal services, restaurants and other commercial uses are allowed in that zone district.

The applicant is proposing a single, two-story building. The lower floor is comprised of office/retail space which will be leased to tenants. The upper floor consists of seventeen condominiums, private outdoor space, shared open walkway and one office condominium.

The proposed improvements are consistent with the development standards for the C-2 district, as they relate to front, side, rear setbacks and height.

The proposed building has been designed to retain the existing small building scale by breaking down the mass of the building into five segments. The materials and scale attempt to be compatible with both surrounding commercial uses and adjacent residential development. The building is designed enfronting on Portola Drive, with parking behind. This minimizes the impact of pavement and parked vehicles. There is sufficient variation in wall plane, roofline, and architectural treatment to create a sense of human scale and significant pedestrian interest. The second story is stepped back from the first floor for the majority of the building and there are recessed areas on the lower floor.

Access to the parking areas is from both Portola Drive. Sufficient landscaping is provided in the parking area to meet requirements of one tree for each five parking spaces. A total of 49 trees are proposed for 114 parking spaces, or one tree for every 2.3 spaces. 14 of the trees located in the parking area are proposed to be 24-inch box sized, which exceeds the requirement that 25% of the trees be at least that large. Additional landscaping is also proposed along the Portola Drive frontage and at the intersection of Portola Drive and 41st Avenue.

Project plans indicate that 104 parking spaces are required for the proposed uses with a 10% reduction, and 106 are shown on the plans (69 standard, 32 compact and 5 disabled). The plans show the proposed Master Occupancy Program (Sheet A-A, Attachment 5) for the site would limit new uses to those that have lower parking requirements (as opposed to restaurants, for example).

Significant
Or
Potentially
significant
Impact

Less than
Significant
with
Mitigation
Incorporation

Less than Significant Or No Impact

Χ

Χ

Χ

Not Applicable

III. ENVIRONMENTAL REVIEW CHECKLIST

A. Geology and Soils

Does the project have the potential to:

- 1. Expose people or structures to potential adverse effects, including the risk of material loss, injury, or death involving:
 - A. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or as identified by other substantial evidence?

B. Seismic ground shaking? _____

C. Seismic-related ground failure, including liquefaction?

D. Landslides? X

All of Santa Cruz County is subject to some hazard from earthquakes. However, the project site is not located within or adjacent to a county or State mapped fault zone. A geotechnical investigation was completed by American Soil Testing, Inc. dated April 4, 2005 (Attachment 7). The report concluded that during a 50 year event, severe ground shaking will occur at this site, and that secondary effects of seismic activity may occur including several types of ground failure. These include; landsliding, ground subsidence, ground lurching, shallow ground rupture and liquefaction. The geotechnical report contains recommendations for earthwork and foundation design that will mitigate these potential impacts to a less than significant level.

2. Subject people or improvements to damage from soil instability as a result of on- or off-site landslide, lateral spreading, to subsidence, liquefaction, or structural collapse?

Environ Page 7	nmental Review Initial Study	Significant Or Potentially Significant Impact	Less than Significant with Mitigation Incorporation	Less than Significant Or No Impact	Not Applicable
3.	Develop land with a slope exceeding 30%?				X
There	are no slopes that exceed 30% on the pro-	perty.			
4.	Result in soil erosion or the substantial loss of topsoil?			X	
howev contro buildir specif provis	potential for erosion exists during the conver, this potential is minimal because the gols are a required condition of the project. In a permit, the project must have an approve y detailed erosion and sedimentation contributions for disturbed areas to be planted with ize surface erosion.	round is Prior to a red Erosi rol measu	flat and sta opproval of a on Control l ures. The p	ndard eros a grading Plan, whic blan wiil in	or h will clude
5.	Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code(1994), creating substantial risks to property?		X		
expan	eotechnical report for the project did identi sive soils. The report contains recommend that will mitigate this potential impacts to	dations fo	r earthwork	and foun	
6.	Place sewage disposal systems in areas dependent upon soils incapable of adequately supporting the use of septic tanks, leach fields, or alternative waste water disposal systems?				X
Sanita and se	ptic systems are proposed. The project wintion District, and the applicant will be requervice fees that fund sanitation improveme wal for the project.	ired to pa	ay standard	sewer co	nnection
7.	Result in coastal cliff erosion?				X
	The project is 1,000feet from the coastal	cliff			

EXHIBIT E

Significant Or Potentially Significant impact Less than Significant with Mitigation Incorporation

Lerr than Significant Or No Impact

Not Applicable

B.	<u>Hydrology,</u>	<u>Water</u>	Supply	and W	<u>Vater</u>	Quality

Does	the project have the potential to:	
1.	Place development within a 100-year flood hazard area?	Х
Insura	ding to the Federal Emergency Management Agency (FEMA) Nati ance Rate Map, dated April 15, 1986, no portion of the project site lear flood hazard area.	
2.	Place development within the floodway resulting in impedance or redirection of flood flows?	X
Insura	ding to the Federal Emergency Management Agency (FEMA) Nati ance Rate Map, dated April 15, 1986, no portion <i>of</i> the project site rear flood hazard area.	
3.	Be inundated by a seiche or tsunami?	Χ
4.	Deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit, or a significant contribution to an existing net deficit in available supply, or a significant lowering of the local groundwater table?	<u>X</u>
rely or demar are av	roject will obtain water from the City of Santa Cruz Water Departm n private well water. Although the project will incrementally increase nd, City of Santa Cruz Water Department has indicated that adequal vailable to serve the project (Attachment 10). The project is not located groundwater recharge area.	se water late supplies
5.	Degrade a public or private water supply? (Including the contribution of urban contaminants, nutrient enrichments, or other agricultural chemicals or seawater intrusion).	X

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Not Applicable

Runoff from this project may contain small amounts of chemicals and other household contaminants. No commercial or industrial activities are proposed that would contribute a significant amount of contaminants to a public or private water supply. Potential siltation from the proposed project will be mitigated through implementation of erosion control measures.

The parking and driveway associated with the project will incrementally contribute urban pollutants to the environment; however, the contribution will be minimal given the size of the driveway and parking area. Potential siltation from the proposed project will be mitigated through implementation of erosion control measures. In addition, a silt and grease trap, and a plan for maintenance, will be required to reduce this impact to a less than significant level.

6.	Degrade septic system functioning?	Χ
There	are no existing septic systems in the vicinity would be affected by the projec	t.
7.	Alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, in a manner which could result in flooding, erosion, or siltation on or off-site?	X
existin	roposed project is not located near any watercourses, and will not alter the ng overall drainage pattern of the site. Department of Public Works Drainage on staff has reviewed and approved the proposed drainage plan.	
8.	Create or contribute runoff which would exceed the capacity of existing or planned storm water drainage systems, or create additional source(s) of polluted runoff? X	
Februa by the detern	age Calculations prepared by Bowman and Williams, Civil Engineers, dated ary 28,2005, have been reviewed for potential drainage impacts and accepted Department of Public Works (DPW) Drainage Section staff. DPW staff has nined that existing storm water facilities are adequate to handle the increase age associated with the project. Refer to response B-5 for discussion of urba	in

natural water courses by discharges of newly collected runoff?

contaminants and/or other polluting runoff.

Contribute to flood levels or erosion in

9.

New impervious surfaces have been minimized in that pervious pavement has been

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Less than significant Or No Impact

Not Applicable

specified where feasible and runoff rates will be held to pre-development levels. There will not be significant storm water runoff that would contribute to flooding or erosion.

10. Otherwise substantially degrade water supply or quality?

Χ

A silt and grease trap, and a plan for maintenance, will be required to minimize the effects of urban pollutants.

C. Biological Resources

Does the project have the potential to:

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

Χ

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

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

Χ

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

3. Interfere with the movement of any native resident or migratory fish or wildlife species, or with established native resident or migratory wildlife corridors, or impede the use of native or migratory wildlife nursery sites?

Χ

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

Envir Page	onmental Review initial Study 11	Significant Or Potentially Significant Impact	Less than Significant with Mitigation Incorporation	Less than Significant Or No Impact	Not Applicable
site.					
4.	Produce nighttime lighting that will illuminate animal habitats?			Х	
resid	subject property is located in an urbanized dential development that currently generate sitive animal habitats within or adjacent to the	s nighttim	e lighting.	•	•
5.	Make a significant contribution to the redunumber of species of plants or animals?	iction of th	e _		<u>x</u>
6.	Conflict with any local policies or ordinances protecting biological resources (such as the Significant Tree Protection Ordinance, Sensitive Habitat Ordinance, provisions of the Design Review ordinance protecting trees with trunk sizes of 6 inch diameters or greater)?				X
The	project will not conflict with any local polici	es or ordir	nances.		
7.	Conflict with the provisions of an adopted Habitat Conservation Plan, Biotic Conservation Easement, or other approved local, regional, or state habitat conservation plan?				X
D.	Energy and Natural Resources				
Doe	s the project have the pofenfial to:				
1.	Affect or be affected by land designated as "Timber Resources" by the General Plan?				X
The	project is not adjacent to land designated	as Timber	Resource		
2.	Affect or be affected by lands currently utilized for agriculture, or designated in the General Plan for agricultural use?				X

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Not Applicable

The project site is not currently being used for agriculture and no agricultural uses are proposed for the site or surrounding vicinity.

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

Χ

4. Have a substantial effect on the potential use, extraction, or depletion of a natural resource (i.e., minerals or energy resources)?

Χ

E. Visual Resources and Aesthetics

Does the project have the potential to:

 Have an adverse effect on a scenic resource, including visual obstruction of that resource?

Χ

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.

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?

Χ

The project site is not located along a County designated scenic road or within a designated scenic resource area.

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

Χ

The proposed project is designed and landscaped so as to fit into this setting.

Enviroi Page 1		riew Initial Study	Significant Or Potentially Significant Impact	Less than Significant with Mitigation Incorporation	Less than Significant Or No Impact	Not Applicable
4.	which wo	new source of light or glare old adversely affect day or eviews in the area?			Х	
	environm impact to lighting sl	ect will contribute an incremental ent. However, the following pro a less than significant level: All hall be directed onto the site and shall not be visible form adjacen	oject cond site, build d away fro	itions will red ding, securion om adjacen	educe this ty and lan t propertie	potential dscape
	1.	Light sources can be shielded design or other physical means integrated into the building des	s. Buildin			
	2.	All lighted parking and circulati standards or light fixtures attac standards to a maximum heigh	ched to th	e building.	Light	light
	3.	Area lighting shall be high-pres fluorescent, or equivalent ener		•	metal hali	ide,
5.		cover, or modify any unique or physical feature?				X
		nique geological or physical feat yed, covered, or modified by the		r adjacent t	o the site	that
F.	Cultural	Resources				
Does	the projec	t have the potential to:				
1.	significar	n adverse change in the nce of a historical resource as n CEQA Guidelines 15064.5?				X
	_	uctures on the property are not of the or local inventory.	designate	ed as a histo	oric resou	rce on
2.	significar resource	n adverse change in the nce of an archaeological pursuant to CEQA es 15064.5?				X

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Less than Significant Or No Impact

Not Applicable

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

3.	Disturb any human remains, including those interred outside of formal cemeteries?	X
site pro huma desist Direct arche Califo signifi	reparation, excavation, or other ground disturbance associated with this project in remains are discovered, the responsible persons shall immediately cease at from all further site excavation and notify the sheriff-coroner and the Planning or. If the coroner determines that the remains are not of recent origin, a full ological report shall be prepared and representatives of the local Native rnia Indian group shall be contacted. Disturbance shall not resume until the cance of the archeological resource is determined and appropriate mitigation rive the resource on the site are established.	ect, and ng
4.	Directly or indirectly destroy a unique paleontological resource or site?	X
G . Does	Hazards and Hazardous Materials the project have the potential to:	
1.	Create a significant hazard to the public or the environment as a result of the routine transport, storage, use, or disposal of hazardous materials, not including gasoline or other motor fuels?	X
2.	Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the	X

	rironmental Review Initial Study e 15	Significant Or Potentially Significant Impact	Less than Significant with Mitigation Incorporation	Less than Significant Or No Impact	Not Applicable
	environment?				
	e project site is not included on the July 12 iz County compiled pursuant to the specifi		f hazardous	s sites in S	Santa
3.	Create a safety hazard for people residithe project area as a result of dangers for using a public or private airport located of the project site?	rom aircraft	•		X_
4.	Expose people to electro-magnetic fields associated with electrical transmission lines?				X
5.	Create a potential fire hazard?			Х	
	e project design incorporates all applicable lude fire protection devices as required by	•	•	ements ar	nd will
6.	Release bio-engineered organisms or chemicals into the air outside of project buildings?				X
н.	Transportation/Traffic				
Do	es the project have the potential to:				
1.	Cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system (i.e., substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?			X	

The project 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 (19 AM peak hour trips and 27 PM peak hour trips); this increase is less than significant. Further, the increase will not cause the Level of Service at any nearby intersection to drop below Level of Service D. Transportation Area Improvement fees that contribute to solutions to cumulative impacts will be collected.



Enviro Page 1	onmental Review Initial Study 16	Significant Or Potentially Significant Impact	Less than Significant with Mitigation Incorporation	Less than Significant Or No Impact	Not Applicable
2.	Cause an increase in parking demand which cannot be accommodated by existing parking facilities?			X	
	project meets the code requirements for the herefore new parking demand will be accor	•		parking s	paces
3.	Increase hazards to motorists, bicyclists, or pedestrians?				X
	proposed project will comply with current rords to motorists, bicyclists, and/or pedestria		ements to p	orevent po	tential
4.	Exceed, either individually (the project alone) or cumulatively (the project combined with other development), a level of service standard established by the county congestion management agency for designated intersections, roads or highways?			X	
propo trips t	rding to the traffic study performed by Huar psed project is anticipated to add 19 AM pe to the following intersection: Portola Drive a tions to a level of service below D.	ak hour ti	rips and 27	PM peak	hour
l.					
Does	the project have the potential to:				
1.	Generate a permanent increase in ambient noise levels in the project vicinity above levels existing without the project?			X	
Howe	roject will create an incremental increase i ver, this increase will be small, and will be surrounding existing uses.		-		
2.	Expose people to noise levels in excess of standards established in the General Plan, or applicable standards of other agencies?			X	

Per County policy, average hourly noise levels shall not exceed the General Plan



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

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

 X

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

Given the modest amount of new traffic that will be generated by the project there is no indication that new emissions of VOCs or NOx will exceed Monterey Bay Unified Air Pollution Control District (MBUAPCD) thresholds for these pollutants and therefore there will not be a significant contribution to an existing air quality violation. Project construction may result in a short-term, localized decrease in air quality due to generation of dust. However, standard dust control best management practices, such as periodic watering, will be implemented during construction to reduce impacts to a less than significant level.

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

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Or
No Impact

Not Applicable

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

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

K. Public Services and Utilities

Does the project have the potential to.

1. Result in the need for new or physically altered public facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:

the maintenance of roads?

a. Fire protection? X

b. Police protection? X

c. Schools? X

d. Parks or other recreational activities? X

e. Other public facilities; including

While the project represents an incremental contribution to the need for services, the increase will be minimal, Moreover, the project meets all of the standards and requirements identified by the local fire agency, as applicable, and school, park, and transportation fees to be paid by the applicant will be used to offset the incremental

Χ

Environ Page 19	nmental Review Initial Study 9	Signincant Less than Or Significant Less than Potentially with Significant Significant Mitigation Or Not Impact Incorporation No Impact Applicable				
increa	ase in demand for school and recreational t	acilities a	ınd public r	oads.		
2.	Result in the need for construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			X		
Drainage analysis of the project by Bowman and Williams, Civil Engineers concluded that "by using detention and controlling the outflow to current rates, the effect of the proposed improvements on downstream properties will be negligible. Department of Public Works Drainage staff have reviewed the drainage information and have determined that downstream storm facilities are adequate to handle the increase in drainage associated with the project (Attachment 8).					of the ment of	
3.	Result in the need for construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			X		
Wate	project will connect to an existing municipal r Department has determined that adequa ct (Attachment 10).					
	cipal sewer service is available to serve the from the Santa Cruz County Sanitation Di				tached	
4.	Cause a violation of wastewater					

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

5. Create a situation in which water

treatment standards of the Regional

Water Quality Control Board?

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

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



Enviro Page :	onmental Review Initial Study 20	Significant Or Potentially Significant Impact	Less than Significant with Mitigation incorporation	Leu than Significant Or No Impact	Not Applicable
6.	Result in inadequate access for fire protection?			Х	
	project's road access meets County standa fire agency.	irds and h	as been ap	proved by	the /
7.	Make a significant contribution to a cumulative reduction of landfill capacity or ability to properly dispose of refuse?			X	
landf	project will make an incremental contribution ills. However, this contribution will be relat nitude to that created by existing land uses	ively sma	ll and will b	•	•
8.	Result in a breach of federal, state, and local statutes and regulations related to solid waste management?				X
L.	Land Use, Population, and Housing				
Does	s the project have the potential to:				
1.	Conflict with any policy of the County adopted for the purpose of avoiding or mitigating an environmental effect?			X	
	proposed project does not conflict with any ling or mitigating an environmental effect.	policies a	adopted for	the purpo	se of
2.	Conflict with any County Code regulation adopted for the purpose of avoiding or mitigating an environmental effect?				X
	proposed project does not conflict with any ling or mitigating an environmental effect.	regulatio	ns adopted	for the pu	irpose of
3.	Physically divide an established community?				X

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

Environ Page 21	nmental Review Initial Study	Significant Or Potentially Significant Impact	Less than Significant with Mitigation Incorporation	Less thao Significant Or No Impact	Not Applicable
4.	Have a potentially significant growth inducing effect, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?			X	
by the does rareas	roposed project is designed at the density General Plan and zoning designations for not involve extensions of utilities (e.g., water previously not served. Consequently, it is national effect.	the parce er, sewer,	el. Addition or new roa	ally, the pad systems	roject s) into
5.	Displace substantial numbers of people, or amount of existing housing, necessitating the construction of replacement housing elsewhere?			X	

The proposed project will entail a net gain of 17 housing units.

M. Non-Local Approvals

Does the project require approval of federal, state, or regional agencies?

Yes X No

N. Mandatory Findings of Significance

1. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant, animal, or natural community, or eliminate important examples of the major periods of California history or prehistory?

Yes No X

2. Does the project have the potential to achieve short term, to the disadvantage of long term environmental goals? (A short term impact on the environment is one which occurs in a relatively brief, definitive period of time while long term impacts endure well into the future)

Yes No X

3. Does the project have impacts that are individually limited, but cumulatively considerable ("cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, and the effects of reasonably foreseeable future projects which have entered the Environmental Review stage)?

Yes No X

4. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

Yes No X

TECHNICAL REVIEW CHECKLIST

	REQUIRED	COMPLETED*	N/A
Agricultural Policy Advisory Commission (APAC) Review			X
Archaeological Review			<u>X</u>
Biotic Report/Assessment			_X_
Geologic Hazards Assessment (GHA)			_X_
Geologic Report			_X_
Geotechnical (Soils) Report	X	X	
Riparian Pre-Site			<u>x</u>
Septic Lot Check			<u> </u>
Others:			
Traffic Study			
Drainage Analysis	X	X	

Attachments:

- 1. Location Map
- 2. Map of General Plan Designation
- 3 Map of Zoning District
- 4. Assessors Parcel Maps
- 5. Architectural Plans prepared by A + Plus (Abbas Hagshenas, Civil Engineer), dated August 1, 2005 & Landscape Plan prepared by A + Plus (Abbas Hagshenas, Civil Engineer), dated August 1, 2005 Tentative Map prepared by A + Plus (Abbas Hagshenas, Civil Engineer), dated August 1, 2005.
- 6. Geotechnical Review Letter prepared by Kent Elder, dated August 16, 2005.
- 7. Geotechnical Investigation (Conclusions and Recommendations) prepared by American Soil Testing, dated April 4, 2005.
- 8. Drainage calculations prepared by Bowman &Williams, Civil Engineers dated February 25, 2005.
- 9. Discretionary Application Comments, dated August 1, 2005.
- 10. Letter from City of Santa Cruz Water Department, dated 7/22/05, revised 8/19/05.
- 11. Memo from Department of Public Works, Sanitation, dated September 2, 2005.
- 12. Traffic Study (Conclusions and Recommendations) prepared by Huang Po Associates dated 2005,

Location Map



Environmental Review Inital Study

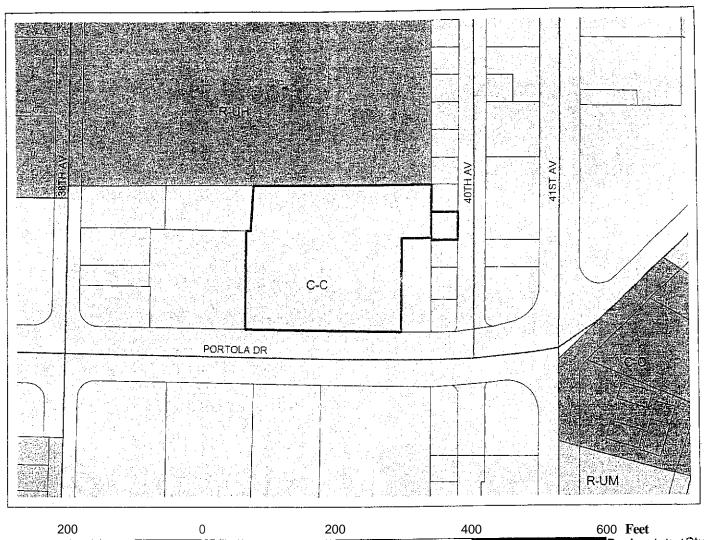
ATTACHMENT 1
APPLICATION 04-0299

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Map created by Santa Cruz County
Planning Department:
June 2004



General Pian Map



ATTACHMENT _____

APPLICATION A4-0394

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Legend

APNs 032-051-32,032-062-10

// Streets

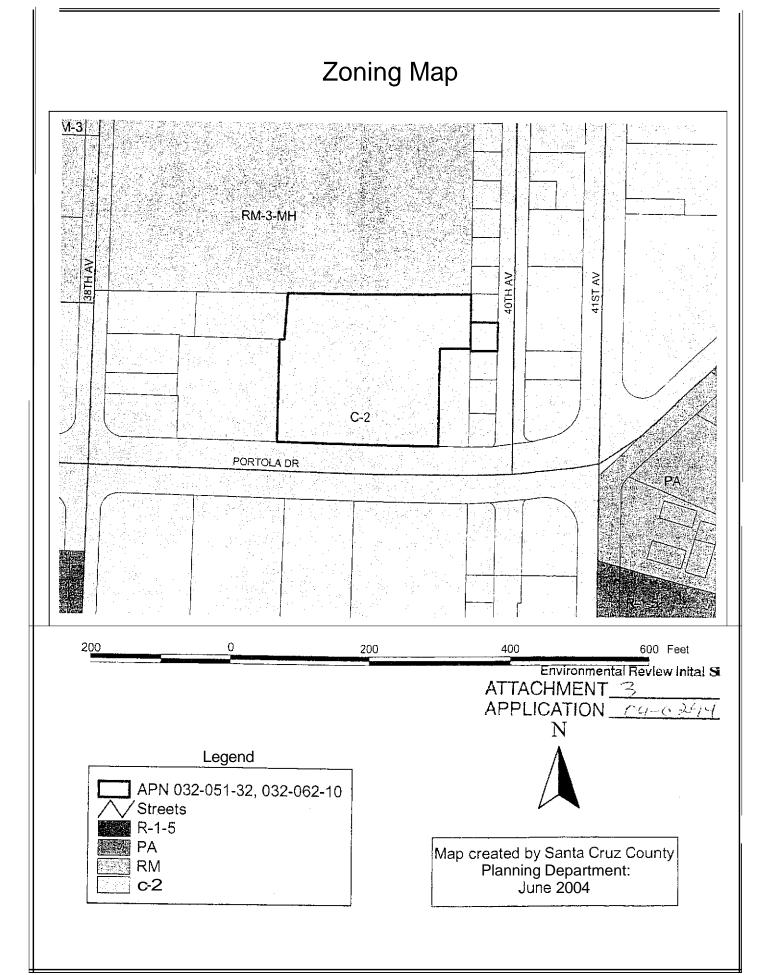
Community Commercial

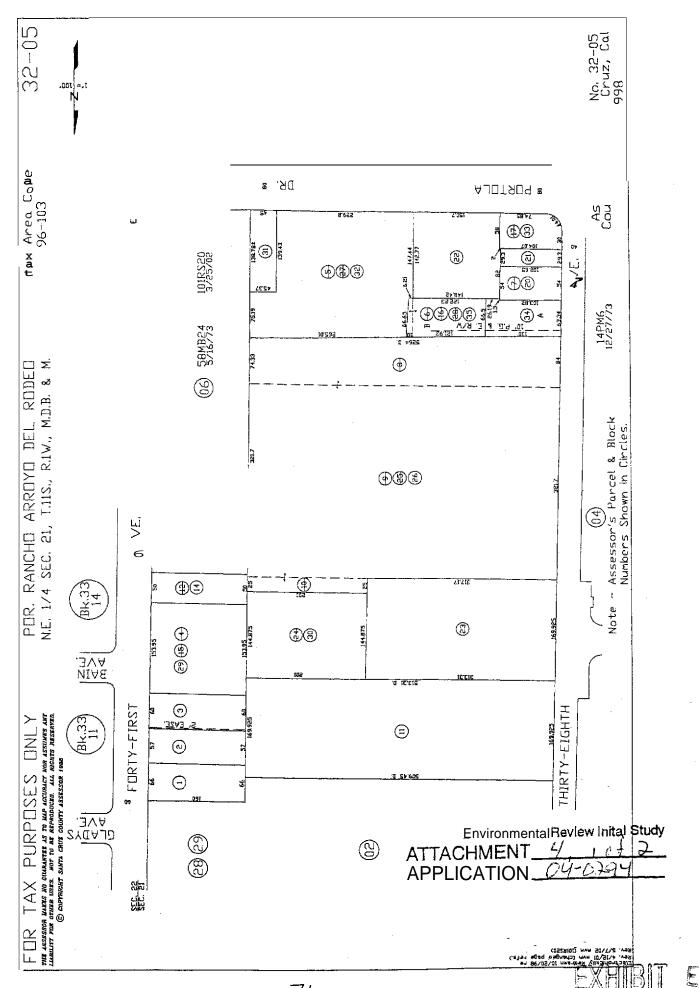
Office Commercial

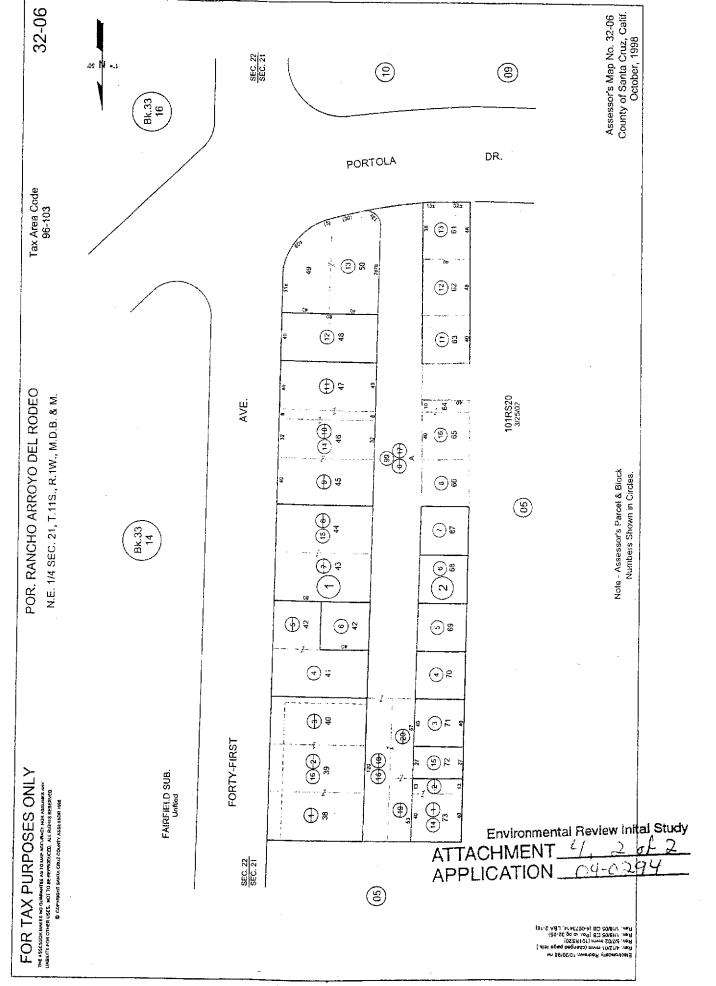
Residential - Urban High Density

Residential - Urban Medium Density

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Planning Department:
June 2004





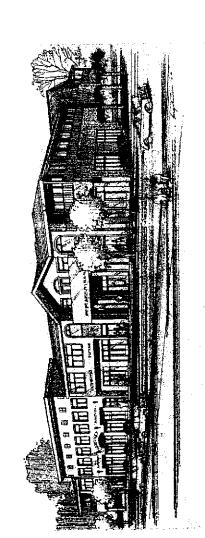


PLEASURE POINT PLAZA

A THYED USE PROJECT

RETAIL. OFFICE. APARTMENTS

3911 PORTOLA DRIVE, SANTA CRUZ, CALIFOANIA



ATTACHMENT, APPLICATION

VICINITY MAP

PROJECT INFORMATION

OTNERS MANIE: AL AULAS HANDSBECAS TA: (400) 564-0006 OWNERS ADMRES: 127 E. AMBRITA A VENIE; C. ANDRELL, CA. MON

ADMING CO GENERANCE COMMENTARY VALUE WISHERD ES

HODECT ADDRESS. INTERNATIONAL ORIVE SANTA CALLE CALLORDS

EXISTING BUILDING, SAMESE, ONE HAUSE DE LADOS E PLOS. L'OMBHERTALI INNUI DOMESTIFE L'ANSET TO DE REMOVED

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DRAWINGS INDEX

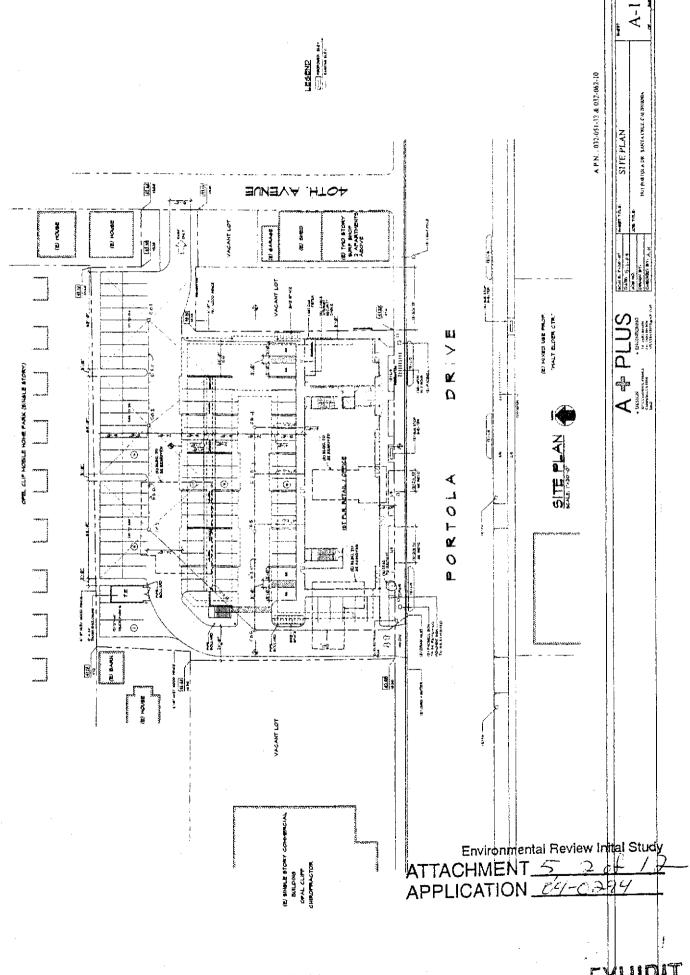
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A Complete Controller

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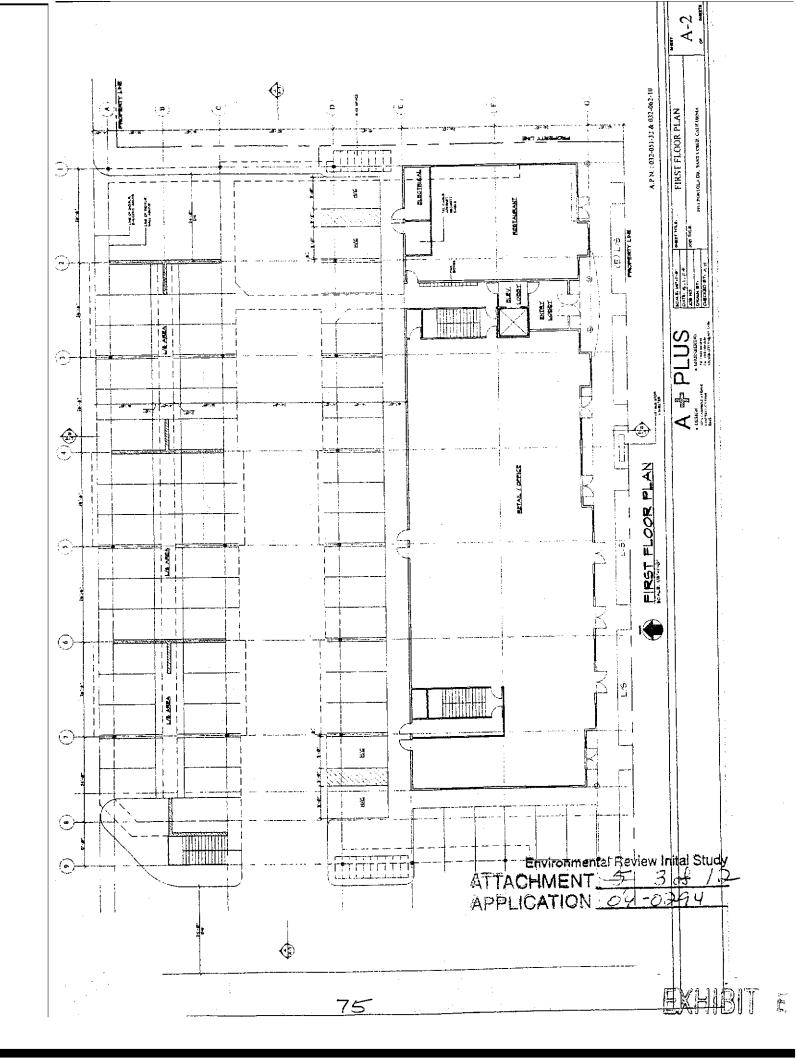
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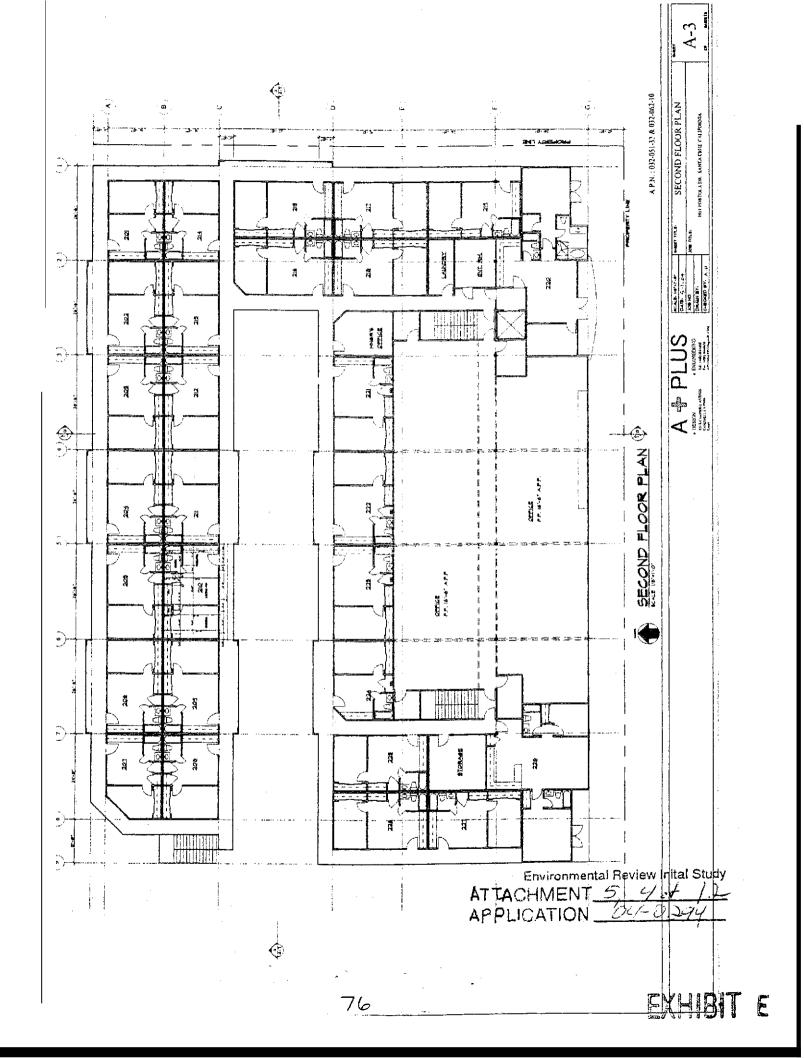
Environmental Review Inital Study

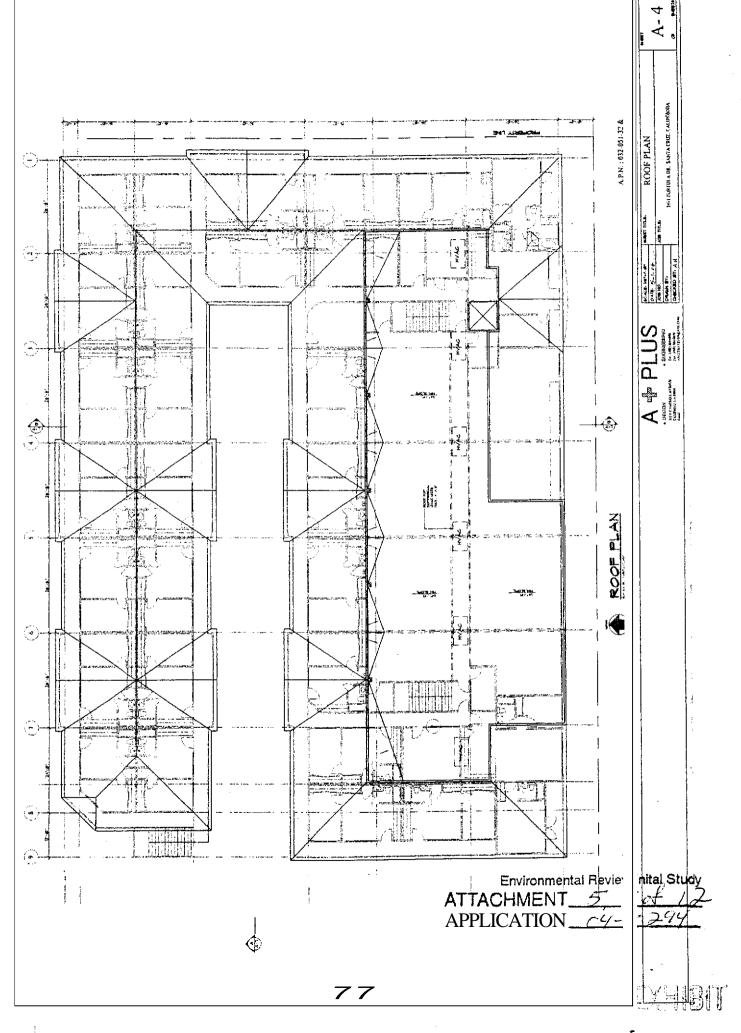


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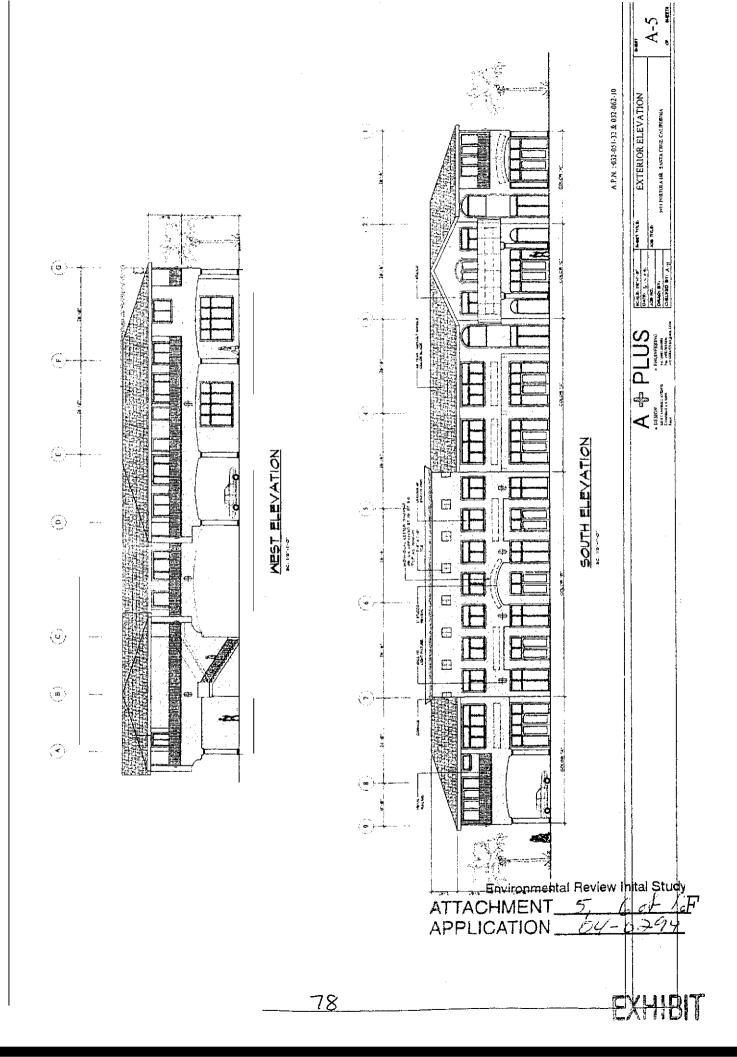
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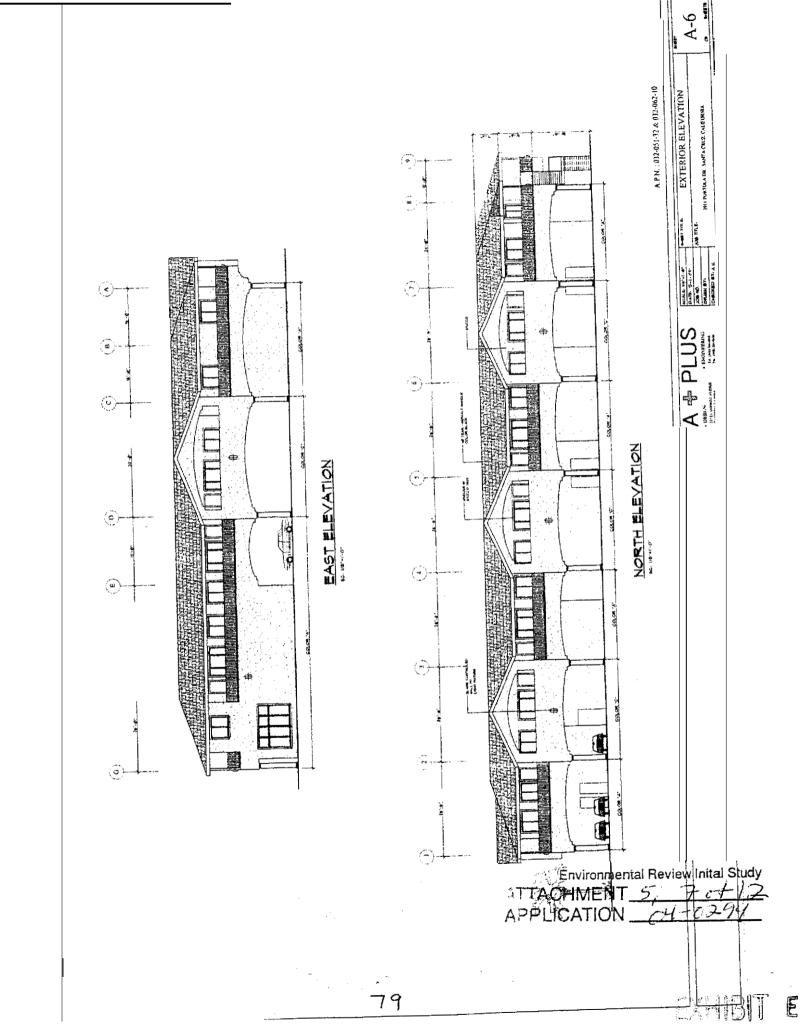


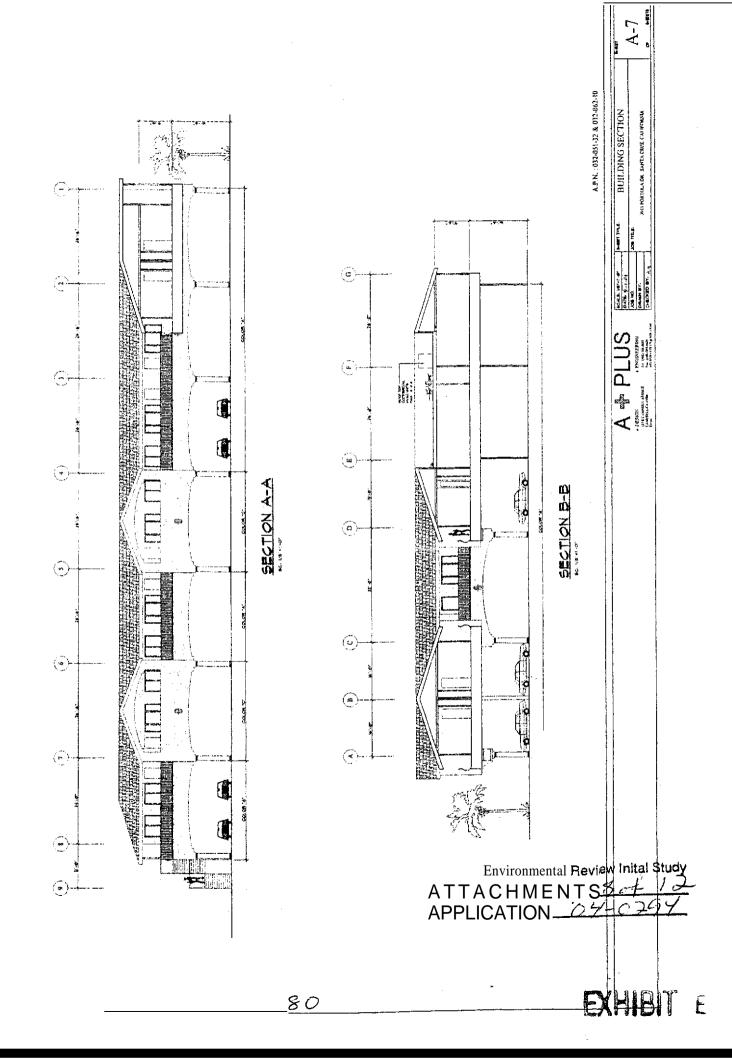


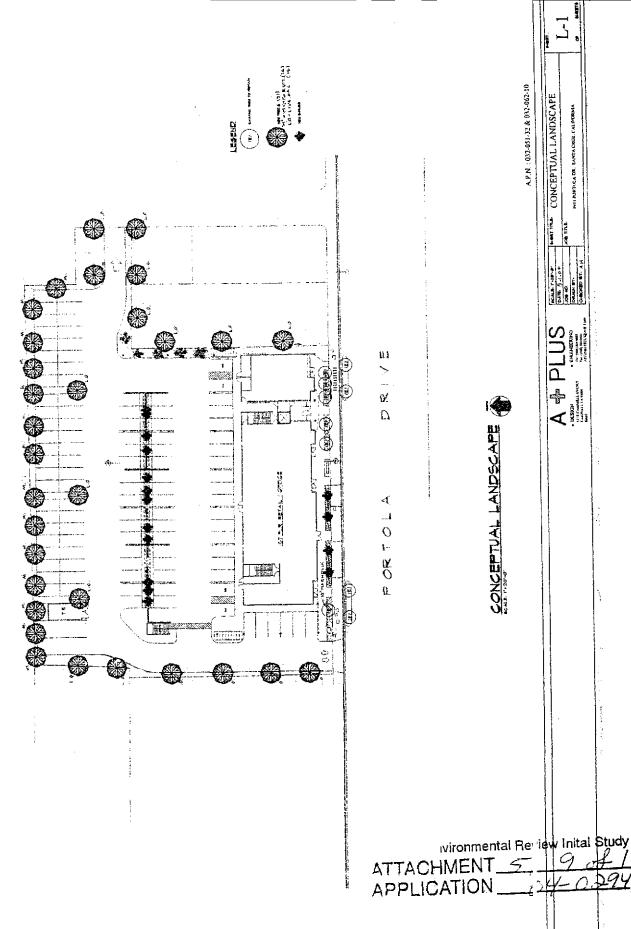


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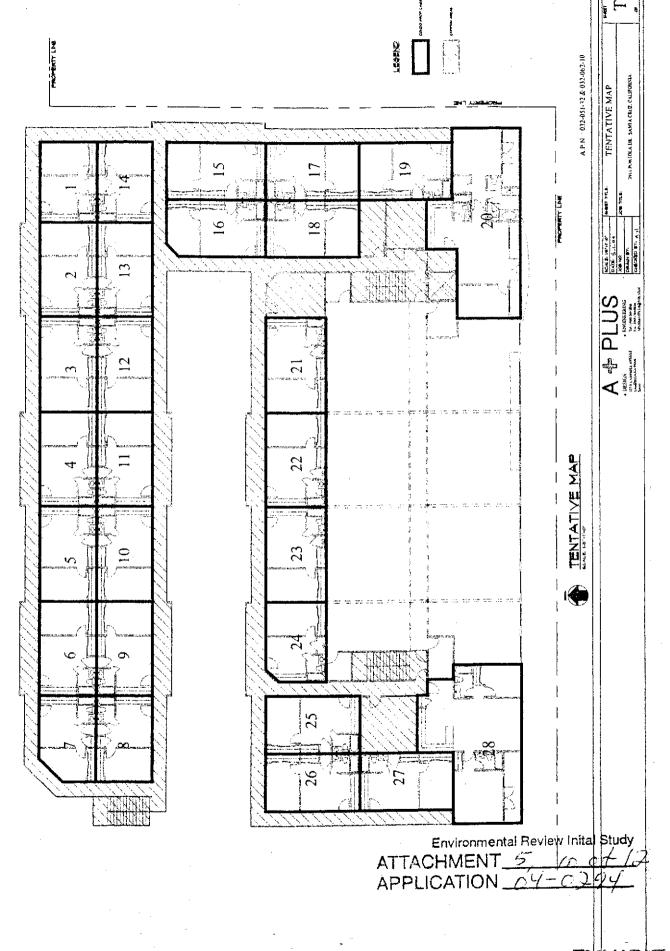


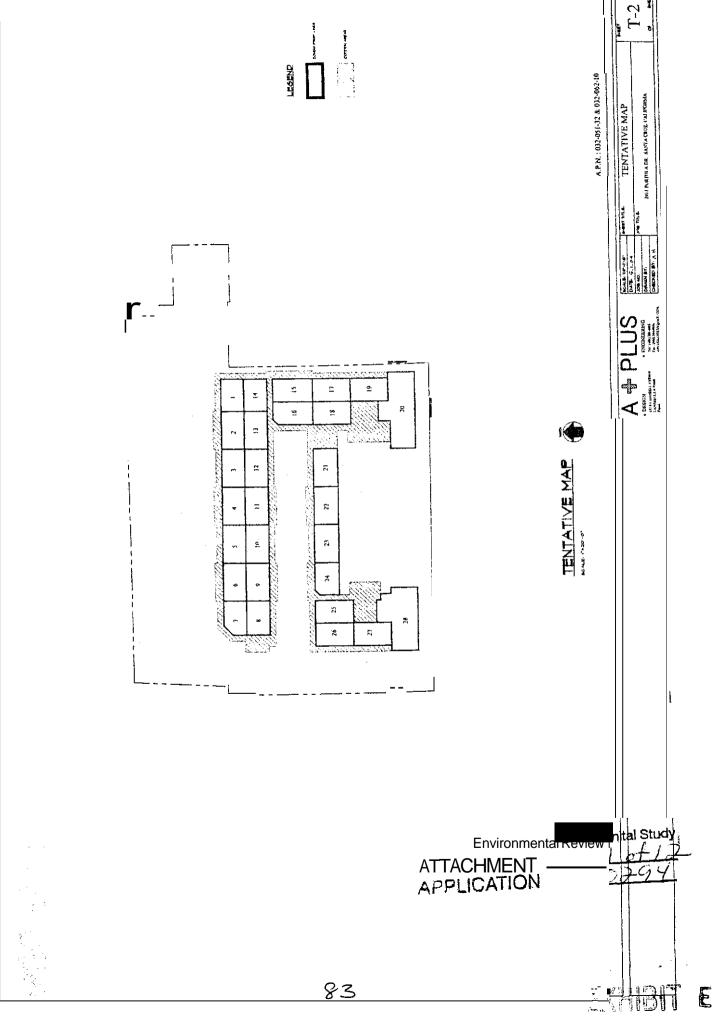


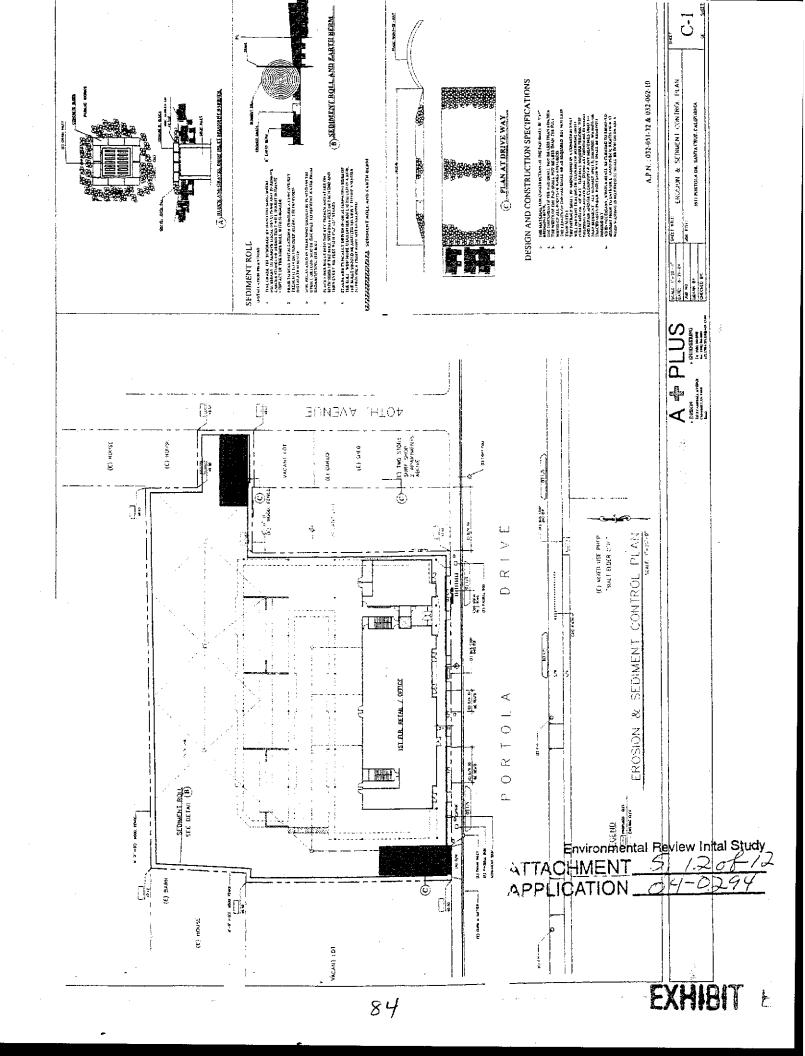
CONCEPTUAL LANDSCAPE

exhibit

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COUNTY OF SANTA CRUZ

PLANNING DEPARTMENT

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

August 16,2005

Abbas Haghshenas 127 E. Campbell Avenue Campbell, CA, 95008

Subject: Review of Soil and Foundation Investigation by American Soil Testing, Inc.

Dated April 4,2005 Project #: 05-02460-S

APN 032-051-32, Application #: 04-0294

Dear Abbas Haghshenas,

The purpose of this letter is to inform you that the Planning Department has accepted the subject report and the following items shall be required:

- 1. All construction shall comply with the recommendations of the report,
- 2. Final plans shall reference the report and include a statement that the project shall conform to the report's recommendations.
- 3. Prior to building permit issuance a *plan review letter* shall be submitted to Environmental Planning. The author of the report shall write the *plan review letter*. The letter shall state that the project plans conform to the report's recommendations.

After building permit issuance the soils engineer *must remain involved with the project* during construction. Please review the *Notice to Permits Holders* (attached).

Our acceptance of the report is limited to its technical content. Other project issues such as zoning, fire safety, septic or sewer approval, etc. may require resolution by other agencies.

Please submit two copies of the report at the time of building permit application.

Please call the undersigned at (831) 454-3168 if we can be of any further assistance

Sincerely

Kent Edfer Civil Engineer

Cc: Larry Kasparowitz, Project Planner

Environmental Review Inital Study

ATTACHMENT 6, 1

(over)

APN: 032-051-32 Page 2 of 2

NOTICE TO PERMIT HOLDERS WHEN A SOILS REPORT HA BEEN PREPAR 1 REVIEWED AND ACCEPTED FOR THE PROJECT

After issuance of the building permit, the County requires your soils engineer to be involved during construction. Several letters or reports are required to be submitted to the County at various times during construction. They are as follows:

- 1. When a project has engineered fills and / or grading, a letter from your soils engineer must be submitted to the Environmental Planning section of the Planning Department prior to foundations being excavated. This letter must state that the grading has been completed in conformance with the recommendations of the soils report. Compaction reports or a summary thereof must be submitted.
- 2. **Prior to placing concrete for foundations,** a letter from the soils engineer must be submitted to the building inspector and to Environmental Planning stating that the soils engineer has observed the foundation excavation and that it meets the recommendations of the soils report.
- 3. At the completion of construction, a final *letter* from your soils engineer is required to be submitted to Environmental Planning that summarizes the observations and the tests the soils engineer has made during construction. The final letter must also state the following: "Based upon our observations and tests, the project has been completed in conformance with our geotechnical recommendations."

If the *final soils letter* identifies any items of work remaining to be completed or that any portions of the project were not observed by the soils engineer, you will be required to complete the remaining items of work and may be required to perform destructive testing in order for your permit to obtain a final inspection.

Environmental Review Inital Study
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Soil and Foundation Investigation of Proposed residential/commercial buildings 3911 Portola Drive Santa Cruz, California

> Prepared for Mr. Abbas Haghshenas 127 E. Campbell Avenue Campbell, CA 95008

American Soil Testing, Inc. 2734 S. Bascom Avenue San Jose, CA 95124 (408) 559-6400

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ADPLICATION 04-0 294



American Soil Testing, Inc. Soil, Foundation and Environmental Engineers

2734 Bascom Avenue, San Jose, CA 95124 • (408) 559-6400 • Fax (408) 559-6688

File No. 05-2460-S

April 4, 2005

Mr. Abbas Haghshenas

127 E. Campbell Avenue

Campbell, CA 95008

Subject:

Proposed residential/commercial development

3911 Portola Drive, APN: 032-051-32

Santa Cruz, California.

SOIL AND FOUNDATION INVESTIGATION

Gentlemen

In response to your authorization, our firm has performed a Soil and Foundation Investigation for the above-mentioned project. The site is located at 3911 Portola Drive, in Santa Cruz, California.

Our findings indicated that the proposed one or two story residential/commercial development may be constructed on the above mentioned property provided the recommendations contained in this report are carefully followed and implemented during construction.

This report presents our findings on the surface and subsurface soil investigation, laboratory test results, field and office studies.

We are pleased to have been of service to you in this matter. Should you have any question or require additional information, please feel free to call our office at your convenience.

Very truly yours,

American Soil Testing, Inc.

Ben Rahimi, C.E.S.

REA 1-03843

Project Engineer

Andrew A. Ghofrani, P.E.

R.C.E. # 38159

Expire: 3-31-07

ANDREW A. GHOFRANI
NO. 38159
EXP. 3/31/07
CIVIL

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SOIL INVESTIGATION

Introduction

The purpose of the soil investigation was to gather sufficient data to provide recommendations for foundation engineering. This report presents an explanation of how we conducted that investigation, the results of the testing program, our conclusions based upon their results, and our recommendations for earthwork and foundation design to best suit the proposed development to the existing natural conditions.

Our investigation did not include an environmental assessment or any field or laboratory testing for hazardous materials in the soil, air or groundwater at the project site.

Site Description and Location of Project

The site is located at the site is located at at3911 Portola Drive, in Santa Cruz, California. APN 032-051-32

At the time of our investigation, the subject property was an office building .The lot was approximately 1.19 Acres, rectangular shaped parcel of land, flat and almost level with the adjacent street. The proposed residential/commercial structures will be constructed at designated area, which will be located at the later date. At the time of our site visit, the property access was through Portola Drive.

Field Investigation

After consideration of the nature of the proposed development, review of available data on the area, and discussion with the client, a field investigation was conducted at the project site. The field investigation was performed on 3-25-2005 and consisted of inspection of the site by our representative to detect any unusual surface features and drilling of test borings to obtain samples and other data regarding the subsurface soil conditions. The subsurface investigation was performed by drilling of three exploratory

Environmental Review Inital Study ATTACHMENT 7 5 6 F 21 APPLICATION 64-6394

borings using a portable drill with 6-inch diameter auger to determine subsurface soil characteristics.

Three borings were drilled at the approximate locations shown on Appendix A Figure 2. Undisturbed subsurface samples were obtained by hammering a split tube sampler into the undisturbed soil mass. These samples were sealed and returned to the laboratory for testing. The soil encountered was logged in the field by our firm Project Engineer. Relatively undisturbed subsurface samples were obtained by hammering a split tube sampler into the natural ground. The drive samplers utilized a 3.0" O.D. modified liner sampler.

Laboratory Investigation

A Laboratory testing program was performed to determine the physical and engineering properties of the soil underlying the site. The focus of our laboratory testing program was to evaluate pertinent engineering determined on selected samples and are recorded on the boring logs at the appropriate depths. Since water has a significant influence on soil, the natural moisture content provides a rough indicator of the soil's compressibility, strength and potential expansion characteristics. Moisture content and dry density tests were performed on all relatively undisturbed soil samples in order to determine their consistencies, and the moisture variation throughout the explored soil profile, The Atteberg limits provide an indication of potential expansive soil behavior.

The expansion characteristics of the near-surface soils were evaluated by means of Atterberg Limits Test performed in accordance with ASTM D-423 & D-424.

The results of the filed and laboratory testing appear on the logs at the depths where sampling or testing were completed. The strength characteristics of the underlying earth materials were estimated from penetrometer measurements on recovered soil samples. The boring logs, The results of laboratory tests are summarized in Appendix

B. Figures 1-3 are graphic representation of the soil profile, showing the depths at Environmental Review initial study

ATTACHMENT 7 4 1 2 APPLICATION - 4-7 247

American Soil Testing, Inc.

File No. 05-2460-S

which the samples were obtained, The laboratory testing performed in accordance with

the ASTM (American Society for Testing and Materials) procedure.

Subsurface Conditions

After reviewing the laboratory test data, boring logs and examination of the soil

samples collected in different depths, the subsurface soils underlying the project site

appears to be relatively uniform throughout the area. The upper clay has moderate to

high expansion potential. The surface and near surface soils consist of very stiff dark

gray to grayish brown silty clay with fine gravel.

Groundwater

Groundwater or seepage was encountered in our borings during investigation at the

depth of 5 feet below the surface and stabilized at the depth of 4 feet after I hour. Based

on the general topography of the area, the groundwater level may fluctuate because of

variations in seasonal rainfalls, amount of irrigation, and other unknown factors.

Perched groundwater may be present during drilling operation and trench excavation

due to the infiltration surface water into the permeable soils.

Environmental Review Inital Study

Seismic Design Criteria

6

EXHIBIT

The subject site is located in the seismically active San Francisco Bay region, therefore any structure within this area will most likely be subjected to strong ground shaking sometime during its actual lifetime. Major Faults like San Andreas Faults and Hayward Faults have produced large magnitude earthquake in the past and can be expected to do so within the next 50 years. It is reasonable to assume that the proposed building will be subjected to at least one moderate to severe earthquake during the 50 years period following construction. During such an earthquake, severe ground shaking will be occurred at the site.

The proposed residence is to be designed in accordance with the applicable provisions set forth in the current edition of the Uniform Building Code (UBC).

Design of the proposed structure should consider *the* potential for severe ground shaking that could result from the maximum probable earthquake generated along the Seismic Source type **A**, San Andreas Fault and San Gregorio Fault Zone and Seismic Source type B, Zayante Fault Zone near the captioned site. The structural engineer is *to* design the proposed building in accordance with Chapter 16 of the 1997 Uniform Building Code.

The following may be used from the UBC, Volume 2, 1997 edition:

Seismic Source Type = B

Seismic Zone Factor Z = 0.40 (Zone 4)

Soil Profile Type = Sd (stiff soils)

Consideration should also be given to anchoring or otherwise stabilizing freestanding appliances or home furnishings, which may be prone to toppling during seismic vibrations. **The** Structure Engineer **for this** project should make **his o m** independent evaluation as to the applicability **of** the seismic design criteria presented in the **UBC**.

Secondary Seismic hazards

Environmental Review Inital Study

ATTACHMENT 7 S F 2/1

Secondary effects of seismic activity, which are normally considered as potential hazard to the site, include several types of ground failure. Various general types of ground failures, which might occur as a consequence of several ground shaking including land sliding, ground subsidence, ground lurching, shallow ground rupture, and liquefaction. The probability of occurrence of each type of these ground failures depends on the severity of the earthquake, distance from faults, topography, subsurface conditions, ground water elevation, and other factors.

Environmental Review Inital Study

ATTACHMENT 04-1294

8

RECOMMENDATIONS

Grading Specifications

- 1. The placement of fill and control of any grading operations at the site shall be done in accordance with the recommendations of this report prepared by American Soil Testing Inc. These recommendations set forth the minimum standards to satisfy all requirements of this report.
- 2. All existing surface and subsurface structures that will not be incorporated in the final development shall be removed prior to any grading operations. These objects shall be accurately located on the grading plans (prepared by the project Civil Engineer) to assist the Field Engineer in establishing proper control over their removal. This is to include but not be limited to any basements, utility lines, underground tanks, and any other improvements. A representative of American Soil Testing Inc. shall be present during the demolition operation.
- 3. All organic surface material and debris, including organically rich top soil estimated to be 2-4 inches deep, shall be stripped prior to any other grading operations and transported away from all areas that are to receive improvements or structural fill. These organically contaminated soils may be stockpiled for later use in landscaping areas. This material is not suitable for use as structural fill. In addition, any trees that are not being included in the final development must be removed. This removal is to include a thorough cleaning of all underground roots.
- **4.** The depressions left by the removal of any surface and subsurface structures shall be cleaned of all debris and backfilled with clean, native, on-site soil. This backfill shall be compacted to not less than 90% relative compaction in accordance with ASTM test procedure D1557-78.
- 5. Following the stripping operations, the exposed surface shall be scarified to a depth of not less than 12 inches, conditioned as necessary (3 to 4 percent above optimum

moisture content) and compacted *to* 90% relative compaction according to ASTM test procedure D1557-78. At this point, the pad area will be in condition to receive compacted fill. Based on exposed field condition if deemed necessary, Soil Engineer may provide additional recommendation in the field.

- 6. All structural fill whether imported or native soil shall be placed in uniform horizontal lifts of not more than 6 to 8 inches in uncompacted thickness and compacted to not less than 90% relative compaction using the ASTM D1557-78 procedure. Five feet around the entire perimeter of the building pad shall also be compacted to not less than 90% relative compaction using the above-mentioned procedure. Before compaction begins, the fill shall be brought to a water content that will permit proper compaction by either: 1) Aerating the material if it is too wet, or 2) spraying the material with water if it is *too* dry. Each lift shall be thoroughly mixed before compaction to assure a uniform distribution of water content. When fill material includes rocks, nesting of rocks will not be permitted, and all voids shall be carefully filled and properly compacted, No rocks larger than 4 inches in diameter shall be used in the construction of the building pad.
- 7. The Soil Engineer shall be notified at least 48 hours prior to commencement of any grading operations so that he may coordinate the work in the field with the Grading Contractor.
- 8. All imported fill material must be sampled, tested and approved by the Soil Engineer prior to being brought to the site. Import soil must have a plasticity index no greater than (12) and an "R" value greater than (25).
- 9. All grading work shall be observed and approved by a Soil Engineer from American Soil Testing Inc.
- 10. In the event that any unusual condition not covered by the special provisions is encountered during the grading operations, the Soil Engineer shall be immediately notified for further recommendation.

 Environmental Review Initial

ATTACHMENT 7. 11 4 21 APPLICATION 04-294

File No. 05-2460-S

American Soil Testing, Inc.

Trench Backfill

Utility and pipeline trenches should be backfilled with compacted structural fill. If on-

site soil is used, the material should be placed in lifts not exceeding 8 inches in

uncompacted thickness and compacted to at least 90 percent relative compaction by

mechanical means only. Imported sand may also be used for backfilling trenches

provided the sand is compacted to at list 90 percent relative compaction. In all Building

pad areas and pavements, the upper 3 feet of trench backfill should be compacted to at

least 95 percent relative compaction where imported sand backfill is used.

In addition the upper 8 inches of all trench backfill in pavement area should be

compacted to at least 95 percent relative compaction (ASTM D1557, latest edition).

All grading and site preparation should be performed in accordance with the "

Recommended Grading Specifications" See Appendix "C. Without compliance with

these standards, the **design** criteria in this report will not be valid.

Water Wells

All water wells (if any) on the site, which are to be abandoned, shall be capped

according to the requirements of the Santa Cruz County Water District. The final

elevation of the top of the well casing must be a minimum of 3 feet below any adjacent

grade prior to any grading operations. In no case shall a building foundation be placed

over a capped well.

Environmental Review Inital, Study

ATTACHMENT 7 12 04

APPLICATION 84-8394

FOUNDATION DESIGN CRITERIA

The proposed new structures may be supported on mat foundations or piers and grade beam type of foundation.

Mat Foundation

Based on the soil characteristics, it is our opinion that an appropriate foundation system to support the proposed structures will consist of a concrete slab stiffened under exterior walls, interior walls and point loads to act as a mat on the native soil.

- 1- Footings should be trenched at least 24 inches for two story sections. Stiffened section widths should be based on the allowable bearing value but not less than 18 inches. Should local building code require deeper embedment of the footings or wider footing, the local codes must apply.
- 2- the allowable bearing capacity for the thickened sections should not exceed 1500psf.
- 3- the net allowable bearing capacity for the slab should not exceed 500 psf.
- 4-The minimum recommended depth of embedment is **24** inches for exterior wall footing
- **5-** in computing the pressure transmitted to the soil by footing, the embedded weight of the foundation may be neglected.
- **6-** the footing and slab should contain steel reinforcement **as** determined by the Project Structural Engineer in accordance with applicable UBC or **ACI** Standards.
- 7- the allowable bearing capacity values above may be increased by one-third in the case of short duration loads, such as induced by wind or seismic forces.
- 8- In the event that footings are founded in structural fill consisting of imported materials, the allowable bearing capacities will depend on the type of these materials and should be re-evaluated.
- 9- the foundation should be designed and stiffened to resist a differential settlement of 1" in 15 feet.

 Environmental Review Inital Study

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File No. 05-2460-S

American Soil Testing, Inc.

10- footing excavations must be checked by the AST Project Engineer before steel is

placed and concrete is poured to insure bedding into proper material. American Soil

Testing, Inc. should be retained to provide testing and inspection services during the

grading and foundation installation portion of the work.

Our Office must be notified at least 48 hours before commencement of any grading

operations so that he may coordinate the work in the field with the contractor. Upon

satisfactory completion of work, a letter of compliance will be issued.

Piers Foundation

Friction piers and grade beam construction is another type of foundation.

1- the friction piers should be at least 12 inches in diameter and should penetrate a

minimum of 10 feet below the exterior grade. The upper 36 inches should be ignored

when computing pier depth, this is due to seasonal moisture changes in the top layer.

The allowable friction value for this type of foundation is 400 p.s.f. This value is for

dead plus live loads and may be increased by one-third to include short-term seismic

and wind effects. The depth and spacing of piers will depend on the structural loads

transmitted to the piers.

All perimeter piers should be reinforced with minimum of four #4 bars for their full

length with the reinforcement of the pier tied at least 12 inches to the top reinforcement

of the grade beam.

This recommendation is not a substitute for structural design of the friction piers,

therefore the final design of the foundations and reinforcing required shall be

determined by the Structural Engineer responsible for foundation design.

2- the grade beam should be found a minimum of 12-inches below adjacent pad grade

and should be reinforced with a minimum of four # 4 bars, two near the top and two

near the bottom. The steel from the piers should extend sufficient distance into the

grade beams to develop its full strength in bond.

Environmental Review Inital Study

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74-2294

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File No. 05-2460-S

6. At the time of placing of concrete for pier foundation, the pier tops should not be allowed to mushroom out or have spillage at the side of the grade beams, the

excess concrete should be trimmed to the design size.

The bottoms of the pier should be dry and reasonably free of loose soils prior to

installing reinforcing steel and placing concrete.

7. The grade beam should be kept to the minimum width (preferably 8-10 inches) in

order to minimize the effect of uplift pressures created by the expansion of the soil

beneath the beams. Approximately 4 inches of cardboard should be placed beneath

all grade beams and cardboard should be removed after installation of grade

beams.

The minimum depth of the piers should be increased if wider grade beam are needed

for structural purposes to provide additional resistance to uplift pressures.

The top 4 feet of each pier and the underside of the grade beam should be considered as

being acted upon by a potential uplift pressure of 1,500 psf in the pad grade

corresponded to the existing site grade As an option to provide additional measure of

protection against the uplift pressures, the Structural Engineer may considered adding

to the calculation pier depth to counter act the resulting uplift pressure. It is

recommended that the building should be appropriately reinforced by the Structural

Engineer to meet the minimum requirements of the local uniform building code and

applicable Seismic Code to resist earthquakes.

Settlements

Total and differential settlements are expected to be within tolerable limits. Vertical

movements are not expected to exceed 1 inch, and differential movements should be

within the normal range (112 inch) for the anticipated column spacing and loads. Slight

settlements should be considered in the design of foundations and proposed structures

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APPLICATION 14709

1-4-2014

CONCRETE SLABS-ON-GRADE CONSTRUCTION

Due to highly expansive characteristics of the near surface soil at the site, we recommended the following for all slab-on-grade construction:

To reduce the potential cracking of the slab on grade, all areas to receive slab should be founded on the reworked existing soils or compacted fill. The subgrade should be proof-rolled just prior to purring concrete to provide a firm, relatively unyielding surface. The subgrade should be presoaked as follows: 5 percentage points above optimum or 125% of optimum, whichever is greater; to 2 feet depth, with the approval of the soil engineer in the filed.

All slab-on-grade shall be supported on a minimum of 12 inches thick capillary break material such as 3/4" clean crushed rock or permeable aggregate and 2 inches of sand should be used between the finished Subgrade and concrete slab for all interior slabs along with a minimum of 10 mil thick polyethylene or its equivalent vapor membrane which shall he placed between the crushed rock and the sand.

Minimum reinforcement should consist of at least #4 rebar, 18 inches on center both ways for shrinkage control to minimize the impact of expansion. However, slab reinforcing could exceed the minimum requirements depending on the anticipated usage and loading conditions. Proper expansion and contraction joints shall be provided to minimize cracks in the slab.

Concrete slabs around the landscaping area should be protected from water seepage. The water seepage from these areas usually creates over-saturation of the base rock and the subgrade, thereby causing unstable conditions. Henceforth, we recommend the following:

Provide vertical cut-off or a deep vertical curb section all along the landscaping areas. The vertical cut-off should extend through the base rock and a minimum of six inches into the subgrade. This will limit the water seepage into the adjacent concrete slabs.

Environmental Review Inital Study ATTACHMENT 7. 16 6 21 APPLICATION 64-63-94

Positive surface drainage (minimum 2%) shall provided at all times adjacent ^{to} the building to direct water away from the foundations and slabs to suitable discharge facility, during and after the construction phase of the project.

If deemed necessary by the Soil Engineer, prior to placing the vapor membrane or pouring concrete, the sub grade shall be moistened with water lo reduce the swell potential. The sub grade soils under the slab area should be water conditioned to raise the water content; spraying the water at least a day prior the concrete is poured can do this. Minor cracking of the concrete slabs on grade should be anticipated due to long-term differential movement of any underlying fill or natural soil. The project Structural Engineer shall determine **the** exact thickness and reinforcements based **on** the design Live load **and** dead load.

Garage slab Construction

Garage slab shall be supported on a minimum of 12 inches thick Class II Base Rock, crushed rock. Slab should be poured structurally independent of the foundations or any fixed members. Expansion joints shall be constructed in the slab at least 10 feet from the interior face of the walls.

If deemed necessary by the Soil Engineer, before placing the vapor membrane or pouring concrete; the sub grade shall be moistened with water to reduce the swell potential. The sub grade soils under the slab area should be water conditioned to raise the water content; spraying water at least one before pouring the concrete may accomplish this. Proper expansion and contraction joints shall be provided to minimize cracks in the slab, Minor cracking of the concrete slabs on grade should be anticipated due to long-term differential movement of any underlying fill or natural soil. The project Structural Engineer shall determine the exact thickness and reinforcements based on the design live load and dead load.

Environmental Review Inital Study

APPLICATION TOU- 6-294

RETAINING WALLS

- 1.Retaining walls should be designed for a lateral earth pressure (active) of 50 pounds equivalent fluid pressure, plus surcharge loads for sloping surfaces flatter than 4:1. If the retaining walls are restrained from free movement at both ends, or have 2:1 back slopes, they shall be designed for the earth pressure resulting from 65 pounds equivalent fluid pressure, to which shall be added any surcharge loads.
- 2. For retaining wall design, a coefficient of friction of 0.3 may be used between concrete and sub grade.
- 3. For design purposes for allowable resistive lateral earth pressure (passive) 250 pounds equivalent fluid pressure may be used with the result acting at the third point. The top foot of native soil shall be neglected for the computation of passive resistance.

Gradient of the back slope	Unrestrained Equivalent fluid pressure (p.c.f)	Passive Resistance	Coefficient of friction
Dack Slope	Equivalent fluid pressure (p.c.1)	Nesistance	HICHOH
Flat to 4: 1	50	250	0.30
2:1 or	65	250	0.30
Restrained			

4. The above values assume a drained condition, and a moisture content compatible with those encountered during our investigation. To promote proper drainage, a layer of at least 12 inches of permeable material or drain rock should be placed between the facility and the retained material. Either weep holes or perforated pipes (perforation down) shall be included in the design to conduct excess water from behind the retaining structure. The recommended allowable bearing capacity in native firm material or compacted fill is 1500 p.s.f.

APPLICATION TOUT-0294

5. Sub drain placed behind retaining walls should be approved by American Soil testing representative prior *to* the placement of fill.

6. We should have the opportunity for a general review of all designs pertaining to facilities retaining a soil mass prepared for this project.

General Construction Requirements

1. Where utility lines cross under or through perimeter footings and sand is used as backfill material, the trench shall be completely sealed by at least 3' concrete plug, to prevent moisture intrusion into the areas under the slabs and/or by compacting soil material for 5 feet on both sides of the exterior footings.

2. Rain water discharge at down spouts must be directed into solid pipe to carry away the excess water and prevent water from collecting in the soil adjacent to the foundation. The connection could be in a closed conduit which discharges at an approved location away from the structure.

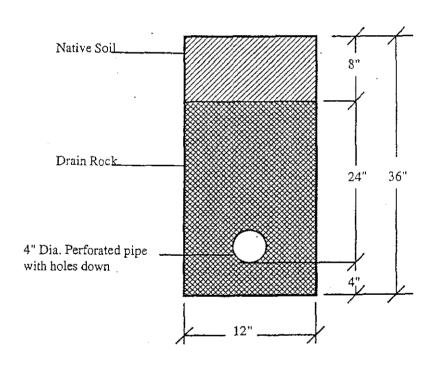
3. All trenches may be backfilled with the native material provided they are free of organic material and rocks over 4 inches in diameter or with approved imported granular material with the soil compacted to a 95% minimum relative compaction in paved areas and a 90% in other area,

Sub drain

Extensive landscaping may seriously alter the surface drainage pattern. When landscaping, homeowners should avoid disrupting flow patterns created when the property was originally graded. We recommend that the sub drain be provided and connected to the catch basin or nearest appropriate receptacle. The sub drain shall consist of a 36-inches deep and 12 inches wide trench. A continuous minimum 4-inch diameter perforated plastic pipe (perforations down) shall be graded such that the water will flow toward the catch basin. The pipe should be encapsulated in filter fabric over a

ATTACHMENT 7 19 04 20

minimum of 4 inches of bedding. The trench should be backfilled using maximum 1-inch diameter concrete aggregate or drain rock up to 18 inches, the top portion of the trench should be backfilled by on site soil and compacted to not less than 90% relative compaction. Figure "A" shows schematically the installation of sub drain recommended. A proper outlet should be provided at the lower end of each segment of sub drain. The outlet should consist of an unperforated pipe of the same diameter, connected to the perforated pipe and extended to a protected outlet at a lower elevation, on a continuous gradient of at least one percent. A cleanout pipe should be provided at the high point of the pipe. A representative of our firm should be present during the sub drain installation, at this time additional recommendations based on exposed field condition and other grading adjustments may be given as deemed necessary by Soil Engineer.



Trench cross section

<u>Subdrian **Detail**</u>

Figure "A"

Environmental Review Inital Study
ATTACHMENT 7 19 0 6 21
APPLICATION 61-0294

American Soil Testing, Inc.

File No. 05-2460-S

Plan Review and Observation

We should have the opportunity for a general review of the final grading and

foundation plans prepared for this project. Our firm should also be retained to

provide testing and inspection services during the grading and foundation

installation portion of the work. American Soil Testing, Inc. is not responsible for

compliance with design recommendations for grading or foundation plans

controlled, inspected and approved by others.

CONCLUSIONS

1. The Site covered by this investigation is suitable for the proposed residence, or

commercial buildings, provided the recommendations set forth in this report are

incorporated into the design considerations and the project plans and specifications.

2. The native soil with the exception of the organically contaminated surface soil, are

suitable for engineered fill. The organically contaminated soil may be used for

landscaping only.

3. The native surface and near surface soil at the project site has been found to have

moderate to high expansion potential when subjected to fluctuations in moisture.

4. On the bases of our experience during this investigation, it is our opinion that

trenches to 5 feet below the existing ground surface do not need shoring; below 5 feet

shoring will be required.

Environmental Review Inital Study

ATTACHMENT 7. 30 of

APPLICATION 64-0294

LIMITATIONS AND UNIFORMITY OF CONDITIONS

1. The recommendations presented in this report are based on the soil conditions revealed by our test borings and evaluated for the proposed construction planned at the present time.

If any unusual soil conditions are encountered during the construction, or if the proposed construction will differ from that planned at the present time, American Soil Testing, Inc. should be notified immediately for the supplemental recommendations.

- 2. This report is issued with the understanding that it is the responsibility of the owner, or his representative, to ensure that the recommendations and information contained herein are called to the attention of the Architect, Structural Engineer and Civil Engineer for the project and are incorporated into the Plans and Specifications of project. Also to ensure that the necessary steps are taken to see that the contractors carries out the recommendations of this report in the field.
- 3. The findings of this report are valid as of the present time. However, the passing of the time will change the conditions of the existing property due to natural processes, or works of man. In addition, legislation or the broadening of knowledge may require other recommendations. Accordingly, the findings of this report may be invalid, wholly or partly, by changes outside of our control. Therefore, this report is subjected to review and should not be relied upon after a period of three years.
- **4.** This report has been prepared solely for the purpose of Geotechnical investigation and our firm did not perform toxic contamination studies
- 5. This report is not a recommendation to purchase or not to purchase the property and shall be for the exclusive use of the client whose name appears above.
- 6. The conclusions and recommendations contained herein are professional opinions derived in accordance with the current standards of professional practice and no Environmental Review Inital Study warranty is intended, expressed or implied.

APPLICATION.



BOWMAN & WILLIAMS CONSULTING CIVIL ENGINEERS

1011 CEDAR **PO BOX 1621** • **SANTA CRUZ, CA** 95061-1621 **PHONE** (831) 426-3560 FAX (831) 426-3182 w.bowmanandv/illiams.com

DRAINAGE ANALYSIS

Prepared For
A PLUS
Consulting & Design Services

3911 Portola Drive Situate in Santa Cruz, CA APN 032-051-32 & 032-062-10 B&W File No 23336

February 28, 2005



BASIS OF ANALYSIS:

1 County of Santa Cruz Design Cntena.

2 ASCE Manual on Engineering Practice No. 37

Environmental Review Inital Study

APPLICATION 64-6294

1.0 INTRODUCTION

Tie drainage analysis presented herein has been performed at the request of A Plus Consulting & Design Services. Bowman & Williams was asked to perform this analysis to ascertain if the proposed improvements to Haghshenas property (APN: 032-051-32 & 032-062-10) meet County of Santa Cruz drainage requirements. The proposed improvements include the construction of a two story retail/office building, a driveway, and parking areas.

This drainage analysis examines two different time periods to determine the increase in peak drainage flowing through the storm sewer line. The first period examines the estimated peak drainage for current development conditions of the Haghshenas property. The second period examines the estimated peak runoff after the proposed improvements are constructed.

2.0 METHOD OF ANALYSIS

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

$$\mathcal{Q} = C_a C i_a i A$$

Where:

Q= Estimated Peak Runoff from site (cfs)

C_a= Antecedent Moisture Factor (Unitless)

C= Runoff Coefficient (Unitless)

i_a= Rainfall Intensity Adjustment Factor (Unitless)

i= Rainfall Intensity (in/hr)

A= A-ea of Site (Acres)

Precipitation data/runoff coefficients are obtained from the Santa Cruz County Design Criteria Manuai.

Precipitation intensity is based upon the P60 Isopleth of 1.4 for Santa Cruz County (see attached map), and idf curves for Santa Cruz County.

A design return period of 10 years is used for determining estimated peak runoff values

Antecedent moisture factor, C_a , is equal to 1.0 and the rainfall intensity adjustment factor, i_a , is equal to 1.0.

3.0 PERIOD EVALUATION

Two time periods are examined to determine the impact to the storm sewer system. Period One examines estimated peak drainage for current development conditions of the Haghshenas property. Period Two examines estimated peak drainage after the construction of the proposed improvements.

3.1 PERIOD ONE - CURRENT DEVELOPEMENT CONDITIONS

Period One examines estimated peak drainage of the area for current development conditions

Environmental Review Inital Study
ATTACHMENT S 2 44
APPLICATION CUL-0 294

3.1.1 ESTIMATED PEAK RUNOFF

The total drainage area of Haghshenas property is 1.22 acres. A runoff coefficient of 0.9 was used for impervious areas, 0.3 for grassy areas, and 0.45 for the remaining unimproved areas. Using these values, a weightedrunoff coefficient of 0.60 is determined. This information is used in conjunction with the Rational Formula to estimate peak runoff rates. Based on the topography of the land and the county time of concentration nomograph with an initial lag time of 10 minutes, a time of concentration, t,, of 15 minutes and a rainfall intensity, i, of 1.7 in/hr were determined. Therefore, the estimated peak runoff rate to Portola Drive from the Haghshenas property is calculated to be 1.24 cfs, as shown below.

$$Q = 1.0(0.60)(1.0)(1.7)(1.22)$$

= 1.24 cfs

3.2 PERIOD TWO - POST DEVELOPEMENT CONDITIONS

Period Two examines estimated peak drainage of the area for post development conditions.

3.2.1 ESTIMATED PEAR RUNORE

The proposed improvements to the Haghshenas property would increase the amount of impervious area. A runoff coefficient of 0.9 was used for impervious areas, 0.75 for semi-impervious areas, and 0.3 for the remaining landscaped areas. Using these values, a weighted runoff coefficient of 0.77 is determined. This information is used in conjunction with the Rational Formula to estimate peak runoff rates. Based on the topography of the land and the county time of concentration nomograph with an initial lag time of 10 minutes, a time of concentration, t_c, of 15 minutes and a rainfall intensity, i, of 1.7 in/hr were determined. Therefore, the estimated peak runoff rate to Portola Drive from the Haghshenas property is calculated to be 1.59 cfs, as shown below.

$$Q = 1.0(0.77)(1.0)(1.7)(1.22)$$

= 1.89 cfs

This is an increase of 0.35 cfs for a 10 year design storm.

4.0 ASSESSMENT & RECOMMENDATIONS

The proposed drainage design has a series of catch basins along the northern and western property lines. These catch basins will connect to an existing 18" diameter reinforced concrete storm sewer pipe which runs along Portola Drive. According to the County of Santa Cruz Master Drainage Plan, the downstream storm sewer pipe is 36 inches in diameter and is over capacity under current design for a 10 year design storm. However, the next downstream pipe is 42 inches in diameter and has capacity for up to a 50 year design storm. It is therefore most likely that the hydraulic grade line will remain below street level. There is existing curb and gutter along Portola Drive to handle surface flow should the system overflow.

Based on the post-development peak runoff rate of 1.59 cfs, it is recommended that the new onsite storm sewer pipe should have a minimum diameter of 8" and minimum slope of 1%. Alternate pipe can be used as long as the slope is changed to allow for design flow (Manning's equation). However, the system design is to be performed by the project engineer. Environmental **Review** Inital Study

ATTACHMENT S. 3 4 4
APPLICATION 54 294

EXHIBIT E

A storage volume of 68 cubic feet is required to limit runoff to predevelopment rates, per county design criteria. In order to accommodate this storage volume it is recommended that the last section of storm sewer pipe be oversized, and the last catch basin be designed as an outlet control structure, limiting runoff to predevelopment rates.

5.0 SUMMARY

Under current development conditions, the peak runoff rate from the Haghshenas property was determined to be 1.24 cfs. Under post development conditions, due to an increase in impervious area, the peak runoff rate for the site was determined to be 1.59 cfs. This is an increase of 0.35 cfs that would drain to Portola Drive. A storage volume of 68 cubic feet is required to limit runoff to predevelopment rates, It is our recommendation that the design of the new storm sewer pipe be oversized to detain this volume, and an outlet control structure be designed to limit runoff to predevelopment rates.

It is our opinion that by using detention and controlling the outflow to current rates, the effect of the proposed improvements on downstream properties will be negligible.

ATTACHMENT S. 4 of 4
APPLICATION OU- 02-94

COUNTY OF SANTA CRUZ DISCRETIONARY APPLICATION COMMENTS

Date: August 1, 2005 Project Planner: Larry Kasparowitz Time: 16:51:58 Application No.: 04-0294 **APN:** 032-051-32 Page: 1 Environmental Planning Completeness Comments ====== REVIEW ON JULY 8. 2004 BY JESSICA L DEGRASSI NO COMMENT Environmental Planning Miscellaneous Comments ====== REVIEW ON JULY 8. 2004 BY JESSICA L DEGRASSI ===== NO COMMENT Housing Completeness Comments ===== REVIEK ON JULY 14. 2004 BY JULIANNE WARD ======== This project includes 28 residential units. 15% of these units (4 units. plus 0.2 of an in lieu fee) must be affordable. Additionally, of the 28 residential units proposed, only 2 are two bedrooms, the rest are one bedrooms. It is suggested that a mix of unit sizes and bedrooms be designedfor this project to better serve the housing needs of the community. The 4 affordable units must be identified on the tentative and final maps. The units must be a minimum of 75% of the size of the market rate units, must be spread throughout the development and must be visually indistinguishable from the market rate units. These units must be sold to moderate income households and the price is determined by the County. Please refer to chapter 17.10 of the County Code and the Affordable Housing Guidelines for ---- UPDATED ON JULY 14, 2004 BY JULIANNE WARD ====== Environmental Review Inital Study ATTACHMENT_______ APPLICATION 64-0274 == UPDATED ON DECEMBER 2, 2004 BY TOM POHLE ====== --- UPDATED ON DECEMBER 2, 2004 BY TOM POHLE ---- UPDATED ON DECEMBER 2, 2004 BY TOM POHLE --------- UPDATED ON DECEMBER 2, 2004 BY TOM POHLE ---------- UPDATED ON DECEMBER 2, 2004 BY TOM POHLE

This project now includes 24 residential units.

Prior to issuance of a Building permit. a Measure J Participation Agreementmust be executed and recorded with terms that provide the equilvalent of 3.6 units of affor-

Project Planner: Larry Kasparowitz

Application No.: 04-0294

APN: 032-051-32

Date: August 1, 2005

Time: 16:51:58

Page: 2

dable housing in accordance with County Code 17.10. Currently the developer has not established a plan for meeting the requirements of 17.10. The potential ways in which this obligation could be met are as follows:

- a) Designate the required number of units on site as affordable
- b) Pay In-Lieu fees
- C) Provide a program to convert existing units to affordable housing at an off-site location.
- d) Participate in a partnership to provide affordable at a site other than the project site.

Specific details of the listed alternatives can be found in County Code 17.10, on the County web site at http://ordlink.com/codes/santacruzco!index UPDATED ON DECEMBER 2, 2304 BY TOM POHLE UPDATED ON DECEMBER 2, 2004 BY TOM POHLE ----- UPDATED ON DECEMBER 2, 2004 BY TOM POHLE ----====== UPDATED ON DECEMBER 2. 2004 BY TOM POHLE ====== NO COMMENT ---- UPDATED ON DECEMBER 2, 2004 BY TOM POHLE ----- UPDATED ON DECEMBER 2, 2004 BY TOM POHLE ===== ---- UPDATED ON DECEMBER 2, 2004 BY TOM POHLE ===== 2004 BY TOM POHLE === ====== UPDATED ON DECEMBER 8. 2004 BY TOM POHLE ====== NO COMMENT UPDATED ON DECEMBER 8, 2004 BY TOM POHLE NO COMMENT ----- UPDATED ON APRIL 11. 2005 BY TOM POHLE -----NO COMMENT NO COMMENT

This project now includes i7 residential units. Based on this understanding of the project, prior to issuance of a Building Permit, a Measure J Participation Agreement must be executed and recorded with terms that provide the equivalent of 2.55 units of affordable housing in accordance with County Code 17.10. Currently the developer has proposed designating 3 units on site as affordable housing. The units designated are units 211 and 213 (both 1 BR units) and unit 216, a 2 BR unit.

are units 211 and	213 (both \perp BR units) and unit	t 216, a 2 BR unit.
Housing Miscellaneous		Environmental Review Inital Study ATTACHMENT 9, 2 4 //
NO COMMENT	ON DECEMBER 8. 2004 BY TOM POP	HE ====APPLICATION
	ON APRIL 11, 2005 BY TOM POHLE	
NO COMMENT sSPC 0	ON APRIL 11, 2005 BY TOM POHLE	

Project Planner: Larry Kasparowitz

Application No.: 04-0294

APN: 032-051-32

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None

====== UPDATED ON	APRIL 11 2005	BY TCM POHLE =====	
NO COMMENT	·	BY TCM POHLE ======	
NO COMMENT UFDATED ON	APRIL 11. 2005	BY TOM POHLE	Environmental Review Inital Study
NO CONMENT		$\mathcal{N}_{\mathcal{I}}$	TACHMENT_9_3_4_1 PPLICATION_04-0294
Dpw Drainage Completene	ss Comments	\mathcal{T}	FFLIOMION -C-

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

- 1) No stormwater management plan has been developed. and is required. The following policies apply to this development. http://sccounty01.co.santa-cruz.ca.us/planning/PDF/generalplan/Chapter7.pdf General Plan policies: 7.23.1 New Development 7.23.2 Minimizing Impervious Surfaces 7.23.3 On-Site Stormwater Detention 7.23.4 Downstream Impact Assessments 7.23.5 Control Surface Runoff
- 2) The requirement of policy 7.23.1 to maintain runoff levels at pre-development rates has not been addressed. Please apply runoff control methods that are effective for a broad range of storm events, and which address both resource and flood impacts. Such methods are to be applied before the use of detention will be reviewed or approved.
- 3) No proposal was found to minimize impermeable surfaces or otherwise provide permeable paving to meet the requirement of policy 7.23.2. Please address this policy.
- 4) Due to this development exceeding one acre in size, detention will be required per 7.23.3 only to the extent that pre-development runoff rates cannot be maintained through other required measures, and where drainage problems are not resolved.
- 5) Per policy 7.23.4 a downstream impact assessment shall be required of the applicant, is to be performed by a licensed civil engineer, and is to be submitted for review. This assessment should evaluate and determine the capacity of the drainage path present along Portola Drive per County standard criteria. The 36" diameter pipeline between 37th and 38th streets is suspected to presently be of inadequate capacity. The 18" diameter pipes between 38th Street and 40th street are unevaluated. Site runoff mitigations and detention levels may be made more strict pending findings of the assessment. Off-site improvements may also be required. It is

Project Planner: Larry Kasparowitz

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recommended that the civil engineer performing this assessment contact the County prior to beginning work.

6) A stormwater quality treatment method or device needs to be applied to meet policy 7.23.5. Upon review approval, a notarized and recorded maintenance agreement will be required for any detention system and any water quality treatment unit. Please provide a completed copy to Public Works at such time.

A drainage impact fee well be assessed on the net increase in impervious area. The fees are currently \$0.95 per square foot, and are assessed upon review approval.

Eccause this application is incomplete in addressing County development policies, resulting revisions and additions will necessitate further review comment and possibly different or additional requirements. The applicant is subject to meeting all future review requirements as they pertain to ti-e applicant's changes to the proposed plans.

Prior item #2: Complete with proposal for brick pavers on base rock, two potential retention pond areas, and on-site drainage calculations showing slight reduction in runoff potential !see comments in item if4 below). Design details demonstrating method adequacy are to be provided with the building application.

Prior item #3: Complete with proposal for brick pavers on base rock, and significant parking under the building structure, Design details demonstrating method adequacy are to be provided with the building application.

Prior item #4: Incomplete. On-site drainage calculations likely indicate that detention will not be needed for the purpose of controlling site runoff at pre-development rates. Boundary extents of existing compacted gravel areas need to be clearly shown and labeled on sheet A-0. It appears that the majority of the open areas of the lot are presently claimed to be graveled. For fee and mitigation purposes gravel areas snould be distinguished from soil areas regardless of compaction and any similarity of C-values estimated. Provide brief explanation why C-values are assigned differently for the buildings (.95 vs .90) and unimproved/landscape areas (.50 vs .30) in the pre and post development aralysis. Use of the retention areas will need to be decided and not left as a potential. Still to be determined, there may be off-site restrictions that could warrant either added requirement for detention on-site or off-site improvements. Please see previous comment for item number 5.

Prior item #5: Incomplete. Off-site assessment is still required

Prior item #6: Complete. "Grease trap" is shown at catch basin number 5. Semi-per-vious pavers and drainage into landscape areas provide some additional water quality

Project Planner: Larry Kasparowitz

Application No.: 04-0294

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control

Marked 4th Routing: Actually 3rd routing to Stormwater Management This submittal was only a calculation package - no plans.

Prior item 1, 2, 3: Complete

Prior item 4: Incomplete. Boundary extents of existing compacted gravel areas need to be clearly shown and labeled on sheet A-0. Use of the retention areas will need to be decided and not left as a potential. Still to be determined, there may be off site restrictions that could warrant either added requirement for detention on-site or off-site improvements. See prior comments and new miscellaneous comments.

Prior item #5: Incomplete. Off-site assessment is still required

Prior item #6: Complete. ---- UPDATE3 ON APRIL 13. 2005 BY DAVID W SIMS

Marked 5th Routing: Actually 4th routing to Stormwater Management

- 1) Prior item 4: The boundary extents of existing impervious surfacing are still not clearly marked. A site visit confirmed that portions of the site are asphalt paved and portions in grass cover. These boundary changes are not shown. It was also noticed that a large concrete pad marked on the plans does not exist on the site, and a covered pation that exists is not delineated on the plans. Because the area of existing impervious development is needed to determine adequacy of proposed mitigations (and eventually fees), a clear record of the conditions is to be provided as essential basic information. If this clear record is not provided the lot will be assumed to be unoaved and mitigation requirements will increase considerably and no fee credit will be given.
- 2) Prior item 5: THE OFFSITE ASSESSMENT MUST BE PROVIDED AND REVIEWED PRIOR TO RECEIVING COMPLETION STATUS FOR THIS APPLICATION, Please provide stormdrain calculations using the County standard procedure and forms for the pipe sections previously discussed in item 5 of the comments given on December 6th, 2004. If these extents are not clear, please contact your reviewer.
- 3) New item: The applicant has removed some of the mitigation measures previously proposed and has shown building downspouts directly connected to the drain pipe system. Both measures weaken the level of mitigations achieved to an extent that it is not clear whether the overall proposal will remain adequate. Something must be done to strengthen the mitigation levels proposed. It is recommended that a construction detail be provided for the proposed interlocking brick pavers that would indicate the design effectiveness of this mitigation measure to provide needed runoff control. To be effective as a primary mitigation, the compacted "base rock" would need to be permeable (drain rock w/no fines), and the pavers should provide sone type of joint gap to allow runoff entry to the sub-grade. It is also recommended that roof drainage lines discharge onto this permeable surface in a way that will maximize routing distance, rather than being directly routed into the pipe system. The detention system is not to serve as the primary runoff control measure, because it is incapable of mitigating the runoff increases from smaller but frequent storms Review Inital Study

41 TACHMENT - 24-6 244

Project Planner: Larry Kasparowitz

Application No.: 04-0294 APN: 032-051-32

Date: August 1, 2005

Time: 16:51:58

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====== CPDATED ON MAY 16, 2005 BY DAVID W SIMS ========= Marked 6th and 7th Routing: Actually 5th routing to Stormwater Management

1) Prior item 1: Complete

- 2) Prior item 2: An offsite assessment was received and was not accepted as complete. Marked up calculations were provided and additional requirements were dis cussed with the engineer from Bowman and Williams.
- 3) Prior item 3: Downspouts are now shown discharged onto the rear payer areas, and routing to the rear of the property. This configuration is an improvement. It is not clear if all downspout locations are similarly handled. Please clarify for the front half of the building. There is still concern that the notation for 'compacted base rock' will lead to a substantially impervious surface despite the use of pavers. This concern was also discussed with Bowman and Williams. Specific notation and details should indicate a form of paver design (or alternative practice) that will be substantial in its treatment capability of smaller storms. Also detail C on sheet C-1 shows a raised curb line at the edge of the parking stalls. This curb would appear to block sheet flow of runoff into the vegetated areas and to the area inlets. Please clarify.

Because this application is incomplete in addressing County development policies. resulting revisions and additions will necessitate further review comment and possibly different or additional requirements. The applicant is subject to meeting all future review requirements as they pertain to the applicant's changes to the proposed plans.

Ifyou have any questions, please call David Sins. Associate Civil Engineer. Storm Water Management Section, from 8:00am to 12:00 noon, at 454-2160. ----- **UPDATED** ON JULY 1. 2005 BY .DAVIDW SIMS -----

Marked 9th Routing: Actually 6th routing to Stormwater Management

Environmental Review Inital Study

This review is complete.

ATTACHMENT 9 6- cF APPLICATION 04-029

- 1) Prior item 1: Complete.
- 2) Prior item 2: Complete. An offsite assessment was received and was accepted as complete. The pipe system along Portola has a rather uniform capacity along its entire length that is very close to County standard design capacity, with no isolated constriction points or limited sections of poor performance that suppress overall system function and would be readily correctable. Determination that it actually meets County standard capacity is subject to variability of engineering judgment in estimating design parameters. In this case the judgment used by the applicant's design engineer is accepted as reasonable. No off-site stormdrain iaprovements are being required for this project.
- Prior item 3: Complete. Notation on base rock materials used under the interlocking pavers has been clarified and indicates permeability and storage capability of the design. Sub-drains have been added that resolve the prior issue of the curb line blocking any sheet flow from the parking area.

Project Planner: Larry Kasparowitz Application No.: 04-0294

APN: 032-051-32

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If you have any questions. please call David Sims, Associate Civil Engineer, Storm Water Management Section, from 8:00am to 12:00 noon, at 454-2160.

Dpw	Drainage	Miscellaneous	Comments
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LATEST	COMMENTS	HAVE NOT	YET BE	EEN SENT	TO PLAN	NER FOR	THIS /	AGENCY
NO COM		V ON DECE	MBER 6	, 2004 E	BY DAVID	W SIMS	=====	===
	=== UPDATE e building							

- 1) More clearly indicate pavement grades of the driveway, particularly around the entrance, property edges, and the retention ponds, assuring that the full area at tains runoff control and filtration.
- Indicate on the plans the manner in which building downspouts will be discharged. The method is to be consistent with efforts to hold runoff to pre-development rates.
- 3) Provide design detail for the construction of the retention basins
- 4) Provide a full detail of the structural section of the brick pavers and compacted base rock
- 5) Indicate any municipal or private water wells within 200 ft of the project site. If a well exists within this limit, address and resolve any potential for groundwater contamination.
- 6) Complete and record the standard maintenance agreement (SD-17) and copy Public Works. ======= UPDATED ON MARCH 16, 2005 BY DAVID W SIMS ======== 7) A different package of on-site drainage calculations was submitted by a different engineer. This assessment indicates a relatively small increase in post-development runoff. contrary to earlier submitted calculations included on the plans. This indicates a need for detention, which is recommended in the assessment. The detention is suggested to be provided by oversizing one of the on-site stormdrain pipes. County criteria indicates that detention systems be provided off-line to the drainage routing. Further calculations and design for detention will not be required until the building application. ———— UPDATED ON APRIL 13, 2005 BY DAVID W SIMS ======== 4) Prior item 7 clarification: Detention appears to be provided on the plans per. detail A. However, it will need to be located off-line of the drainage lines, and needs to be clearly labeled as detention on the discretionary plans. Further calculations and detailed design are not required at this time. = MAY 16, 2005 BY DAVID W SIMS =======
- 4) Prior item 4: Detention calculations were submitted, though not required. There appears to be a substantial error in estimating the correct storage volume. This was discussed with Bowman and Williams, and marked up copies provided. The detention system will need to be located off-line of the drainage lines, and needs to be clearly labeled as detention on the discretionary plans. Further calculations and detailed design are not required at this time.

----- UPDĂTED ON JULY 1, 2005 BY DAVID W SIMS ---- Environmental Review Inital Study NO COMMENT ATTACHMENT.

APPLICATION

Project Planner: Larry Kasparowitz

Application No.: 04-0294

APN: 032-051-32

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=====	UPDATED	ON JULY	5.	2005	BY	DAVID	W	SIMS	========
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A) The silt and grease trap previously proposed is now removed. Water quality treatment is required. Indicate how this is to be met on the building plans.

- B) Detailed calculations and drawing details for the outlet control structure of the detention system will be required with the building plans. Estimated peak flows appear correct. However, the detention storage volume calculations submitted still appear to be undersized. Please review hydrograph area calculation procedures. A point of error may be not including the area of the rising limbs of the hydrographs
- C) It is still not clear if the front of the building has downspouts and ifso, where they discharge. Please clarify on the building plans.

Dpw Driveway/Encroachment Completeness Comments

	- -	REV	IEW	ON	JUNE	24,	2004	BY	DEB	BIE F	LO	CATE	LLI =	===:		
No cor	mment	t. pi	roje	ect	invo	lves	a su	ıbdi	visio	n or	ML	D.				
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=====		UPD/	ATEC) ON	MAR	CH 3(0, 20	35 E	BY D	EBBIE	F	LOCA	TELL	===	====	
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Dpw Driveway/Encroachment Miscellaneous Comments

REVIEW ON JUNE 24, 21	JU4 DI DEBBLE E LUCATELLI	
Encroachment permit required for		
UPDATED ON FEBRUARY	4, 2005 BY DEB BIE F LOCATI	
No comment.		
====== UPDATED ON MARCH 30.	2005 EY DEBBIE F LOCATELI	
No comment		Environmental Review Inital Study
NO CORRECTE		ATTACHMENT 9 Sofl
		APPLICATION 14-0294
V Road Engineering Completeness	Comments	ADDITION / 15 OFTY

Dpw Road Engineering Completeness Comments

- 1. A traffic study is required. Traffic Improvement Area fees shall be determined based upon \$400/trip end. The traffic consultant must contact Public Works to establish the full scope of work for the traffic study.
- 2. Public access to 40th Avenue is not recommended because of the substandard characteristics of 40th Avenue and it-s proximity to 41st Avenue. The existing right-of-way for 40th Avenue is 40 feet and adjacent buildings have no setback from the right-of-way. This doesn-t allow standard improvements to be constructed along 40th Avenue and the existing parking to be retained. Fortieth Avenue intersects with Portola Drive in close proximity to 41st Avenue, The Left turn pocket for 41st Avenue on Portola Drive extends past 40th Avenue. Any Left turns from Portola Drive or Left turns from 40th Avenue may cause conflicts with the orderly movement of traffic on Portola Drive. 3. Only gated emergency access to 40th Avenue is recommended to provide an alternative means of entering the site,
- 4. Two driveways onto Portola Drive at each end of the project are recommended to improve access to the site.



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5. Tandem parking is not recommended as shown., Tandem parking spaces for multi-family dwellings are allowed only with garages

- 6. A four-foot landscape strip behind the sidewalk is recommended since the existing sidewalk coes not meet current standards for a landscape strip in front of the sidewalk.
- 7. Parking aisle widths are recommended to be 26 feet per County Code. Parking spaces shall either be standard or compact in size. Indicate compact parking spaces. Standard parking spaces are 18 x 8.5 feet and compact parking spaces are 16 x 7.5 feet. Number each parking space. Identify commercial and residential parking. It is recommended that commercial and residential parking areas be clearly defined. If not provided with separate driveways.
- 8. Driveways are recommended to be 24 feet wide and provide for ADA access around the back of the driveway per Figure DW-1 of the County Design Criteria.

If you have any questions please contact Greg Martin at 831-454-2811. ----- UP--DATED ON DECEMBER 7, 2004 BY GREG J MARTIN -----

- 1. From the eastern side of the existing driveway in the middle of the project to the western property line, the sidewalk along Portola Drive should be separated sidewalk with landscaping, Along this length, there are two existing driveways which must be removed and one new driveway which must be constructed so a good portion of this work is already included in the proposed project
- 2. The island at the entrance is not recommended as trucks will be using the driveway and one way driveways are recommended to be wider than shown.
- 3. There does not appear to be sufficient space for perpendicular parking adjacent to the entrance. The section for this driveway as shown is recommended to consist of a five foot landscaping strip, a 0.625 foot curb, twenty six foot aisle, an eighteen foot parking space, a 0.625 foot curb, and a four foot sidewalk adjacent to the building.
- 4. Parking spaces should be numbered to be more readily identified. Please also dimension typical spaces in each row. The residential parking has been identified. Please indicate employee and public parking, The proposed parking and open parking circulation should be considered carefully to ensure residential parking is not adversely affected by publicparking. The open ended parking circulation layout may not be appropriate.
- 5. A five foot landscape strip is recommended to separate parking areas and aisles from property 1 ines
- 6. The exit only pavement marking is not appropriate for the Emergency Access Only access point.
- 7. The truck parking area appears substandard. Truck turn templates should be shown on the plans to ensure a truck may enter/exit freely

8.	Comments on	Traffic	Impact	Report	by	Pang Ho	Associates,	November 2004 Environmental Review Inital Study
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ATTACHMENT_1 9 2 + 11' 4PPLICATION_04-0294

Project Planner: Larry Kasparowitz

Application No.: 04-0294

APN: 032-051-32

Date: August 1. 2005

Time: 16:51:58

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a. Back up information for all references to trip rates, passerby trips, and parking reductions must be included in the report appendices.

b. The report did not include any approved project trips into the background scenario. The Opal Cliffs Market trips must be added onto the existing trips before the project impacts can be examined. The consultant should contact the praject planner for specific land use criteria for the Opal Cliffs Market. and for any other approved projects in the area.

c The report is not acceptable until these issues ace addressed

If you have any questions please contact Greg Martin at 831-451-2811. ————— UP-DATED ON FEBRUARY 17, 2005 BY GREG J MARTIN ——————— We recommend emergency access be provided to 40th Avenue. A five foot paved area (bump out) should be maintained at the end of the aisle to facilitate vehicles turn ing arcunc

Vehicles parked in the perpendicular spaces along the driveway immediate adjacent to Portola Drive should be visible from Portola Drive. It appears that a wall is proposed which would shield cars from view.

All signs should be at least 3 feet behind the sidewalk and shall not obstruct sight distance.

The proposed contiguous sidewalk will require an exception. Please show the standard street section crossed out and the proposed section above it.

- 2. The report does not include anticipated traffic volumes of the newOpal_Cliffs_center. The traffic volumes for this report were conducted in October 2004 but would not—have included traffic from the old or new Opal Cliffs center. The report must be revised to reflect the additional traffic from this new development as part of the existing plus background traffic volumes.
- 3. The report does not include a cumulative traffic impact analysis. e report must include a cumulative scenario for the year 2020 based upon either build-out projections or an annual incremental increase in traffic volumes (approximately 2% per year).

If you have any questions please contact Greg Martin a	t 831-454-2811. ——— UP-
DATED ON JUNE 23. 2005 BY GREG J MARTIN	Environmental Review Inital study
The traffic study has been revised and is now complete	PATTACHMENT 9. 1022 //
	APPLICATION CHARGOLF

Project Planner: Larry Kasparowitz

Application No.: 04-0294

APN: 032-051-32

Date: August 1. 2005 Time: 16:51:58

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Dpw	Road	Engineering	Miscellaneous	Comments
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----- UPOATED ON FEBRUARY 17, 2005 BY GREG J MARTIN ----- UPDATED ON MARCH 3, 2005 BY GREG J MARTIN --------- UPDATED ON JNE 23. 2005 BY GREG J MARTIN

Environmental Health Completeness Comments

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

====== REVIEW ON JULY 12. 2004 BY JIM G SAFRANEK ======= NO COMMENT

Environmental Health Miscellaneous Comments

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

====== REVIEW ON JULY 12. 2004 BY JIM G SAFRANEK ======= Applicant must obtain approval for an Environmental Health Plan Review prior to submittal of building plans. Applicant must obtain Environ- mental Health Plan Check approval, a construction inspection final and a Food Establishment Health Permit prior to opening. Contact Roger Houston of Environmental Health at 454-2734. .======= UPDATĚD ON JULY 12. 2004 BY JIM G SAFRANEK ========

> **Environmental Review Inital Study** ATTACHMENT_9 APPLICATION

NEW WA	TER SERVICE INFORMATION FORM	Multiple APN?	APN: U3Z- U	151-32
SANTA CR	UZ MUNICIPAL UTILITIES	Date: 7/2/2004	Revision Date 1:	8/19/2005
	treet, Room 102		Revision Date 2:	
Santa <i>Cruz (</i> Felephone (8	CA 95060 31) 420-5210	PROJECT ADDRESS	S: 391 1 Portola Drive)
- ,	ΓINFORMATION:			
	A. Haghshenas/cc: J.Schlagheck	PROJECT DESCRIPTION	ON:	
Mail Street:	127 E Campbell Ave	Demolish existing buildings	and construct 25.500 sq A mi	xed use
City/St/Zip:	Campbell CA 95008-	building; retail. office space	and 17 condeminium units.	
Phone:	(408) 364-0888 Fax:			
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EXHIBIT E

SANTA CRUZ COUNTY SANITATION DISTRICT

INTER-OFFICE CORRESPONDENCE

DATE: September 2, 2005

TO: Planning Department, ATTENTION: Larry Kasparowitz

FROM: Santa Cruz County Sanitation District

SUBJECT: SEWER AVAILABLITTY AND DISTRICT'S CONDITIONS OF SERVICE

FOR THE FOLLOWNG PROPOSED DEVELOPMENT

APN: 32-051-32, 32-062-10 APPLICATION NO.: 04-0294

PROJECT DESCRIPTION: 26,800 SQUARE FEET MIXED USE BUILDING-

COMMERCIAL WITH 24 RESIDENTIAL UNITS

Sewer service is available for the subject development upon completion of the following conditions. This notice is effective for one year from the issuance date to allow the applicant the time to receive tentative map, development or other discretionary permit approval. If after this time frame this project has not received approval from the Planning Department, a new sewer service availability letter must be obtained by the applicant. Once a tentative map is approved this letter shall apply until the tentative map approval expires.

Following completion of the discretionary permit process and prior to obtaining a building permit, the following conditions shall be met during the final plan (public Works) review process:

Department of Public Works and District approval shall be obtained for an engineered sewer improvement plan showing sewers needed to provide service to each lot or unit proposed. This plan shall be approved by the District and the County of Santa Cruz Public Works prior to the issuance of any building permits. This plan shall conform to the County of Santa *Cruz* Design Criteria and shall show any easements necessary. Existing and proposed easements shall be shown on any required Final Map.

Following completion of the above mentioned engineered sewer plan and Final Map, the following conditions shall be met during the building permit process:

Existing lateral(s) must be properly abandoned (including inspection by District) prior to issuance of demolition permit or relocation or disconnection of structure. **An** abandonment permit for disconnection work must be obtained from the District.

Proposed location of on-site sewer lateral(s), clean-out(s), and connection(s) to existing public sewer must be shown on the plot plan of the building permit application.

ATTACHMENT 1 1 4 2 APPLICATION 04-0194

Memo to Larry Kasparowitz Page -2-

Show all existing and proposed plumbing fixtures on floor plans of building application. Completely describe all plumbing fixtures according to table 7-3 of the uniform plumbing code.

Drew Byrne

Sanitation Engineering

DB:

c: Owner/Applicant:

Abbas Haghshenas

127 East Campbell Avenue

Campbell, CA 95008

ATTACHMENT // 2 et 2 APPLICATION 04-0294

Traffic Impact Report for Mixed-Use Project at 3911 Portola Drive

Final Report

Submitted to

Santa Cruz County

Prepared for

A Plus Development

by

Pang Ho Associates

Environmental Review Inital Study

ATTACHMENT 12, 1 47
APPLICATION 04-0294

EXECUTIVE SUMMARY

The proposed project, located at 3911 and 3945 Portola Drive, will have an insignificant traffic impact on the adjacent road network. The mixed-use development containing 17 apartment units, 4,072 sq. ft. of retail space, and 8,441 sq. ft. of office space will generate a net increase of 19 trips in the AM peak hour and 27 trips in the PM peak hour. Level of service analyses with and without the project for current conditions indicates that the project would increase the average delay at 38th and 41st Streets by less than 0.5 seconds.

Currently. the all-ways stop control at the 38th and 41st Avenue intersections on Portola Drive operate at Level of Service B in the AM peak hour and C in the PM peak hour. This control strategy is effective at providing a good balance between delays on the major street and the side streets. This strategy will be adequate for the foreseeable future, and signals will not be required until delays on the major streets increase substantially.

The analysis for cumulative conditions was based on a 2% growth rate for the next 20 years. Should this assumption be true, both the 38" Street and 41st Street intersections would operate at unacceptable levels both with and without the project. In the weekday PM peak hour, 38" Street would operate at Level of Service E and 41st Street would operate at Level of Service F. **As with** current conditions, the impact of the project on traffic conditions would be minimal and in no case would it exceed an increase in the average vehicle delay of two seconds. For cumulative conditions, analysis assuming the installation of a traffic signal at both intersections with existing geometry indicated that the signals would improve the level of service to C or better.

Environmental Review Inital Study

ATTACHMENT_ APPLICATION _

3911 Traffic Impact Report Pang Ho Associates February 18, 2005

I

PETITION

The undersigned have reviewed site, floor plans and elevations of the proposed "Pleasure Point Plaza" at 3911 Portola Drive. As the neighbors and citizens, we believe that the proposed project generates a balanced mix use of retail, office and affordable residential units for our neighborhood.

Name	Address	Date.	
* Michael D. * Patto Boe	fresne 651-38th 9506=	6/16/	04 104
* Paul Gallus * PAUL JONES * Judy Mohles	3326 Pertola Dn. S. L. P-0. Box 2579 SC 95062 1030 4/5/ Que S, C	6/16/0	104
* Kim Tolleso * JEFF BEHEN	3912 Portola Dr. \$.C. 200 925 4157 Ave. 5.C. 9862 1000 Portolo Pu 50	,	• <i>4</i> 1 64
* JERRAY SIMON	570 PT AR BY SC 95062 1537 WILLOW J. SC 95062	6/16/07 6/16/16 67 6:16	
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999 Ad Sanface ld #le/, Soquel 95073 * Judith Marchine 4807 Switts Vally Dr. SV 95066 * Jalle Smith 6105 Abbey Rd Aptos, CA 95003 * Dakota Lauren 216 SAYONA OR SANAGAR 95000 1506 King St. Santa Cruz 95000 * Hom Gol 573 PARMIS PAR SENTACUZ 95060 1612 WYZN Place SeNTACUZ 95000 . Torkya aprile * allemble : 36 KINGFISHER Dr. WATSWILK 95026 * Sandy Hockenan * Willia DA 1435 PINEFLAT PD SC 95060 * Stamon Forten 2-860 E Clog à 95062 425 Meadow Rd. Aptos Ca 95003 403 COATES DR. APTOS, OA. 95000 126-4100 1009 Délaware Sonta Chi? A 95060 Job Hort 1405 HARPER St S.C 95062 403 Coates Dr Aphs 95003 Melle Kleen 4545 Claroft Capita 20010 Shings Dilli Metellian 573 Karadise HK SC 9500 295 W. Phillips Rd Corraltos CA 121 Camino la cid. co Apros 51002 95016 Muda Brox Cardie (lack 23920 Schmit Rd, Los Gerles, LA 95033 alice mokow

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June 20,2005

To whom it may concern,

As a business owner in 41st Ave area I am delighted *to see* a development such as the one proposed at 3911 Portola Dr. The area is long over due for some new residential/retail space.

After reviewing the plans and site I know this project will be a winner for all parries involved.

I am excited that the city council is moving forward in a timely manner to expidite this project. We look forward to having our new neighbor.

Sincerely,

Harry Jenkins

Spa Fitness

June 19,2005

To **whom** it may concern,

This letter is to address the proposed building at 3911 Portola Dr. in the Live Oak area. The owner developer has taken the time to plan out with great consideration to the surrounding neighborhood a fine combination of retail and residential space that the area desperately needs. The parking is located in the back of the building with a very attractive structure facing Portola Dr.

Residences can live, work and play with very minimal driving involved. In this day and age this will be a real plus for all of us.

This development will surely be a positive impact on the 41st. Ave/Portola Dr. area that we all h o w needs a face lift.

Sincerely,

Bill McKown

Realtor, Bailey Properties

A PLAN FOR REVITALIZATION



PREPARED BY:

Santa Cruz County Redevelopment Agency

FOR:

The Merchants, Property Owners and Residents of the Pleasure Point Area

August 15, 1995

A PLAN FOR REVITALIZATION

PREPARED BY:

Santa Cruz County Redevelopment Agency

FOR

The Merchants, Property Owners and Residents of the Pleasure Point Area

APPROVED BY:

Santa Cruz County Redevelopment Agency Board of Directors August 15, 1995

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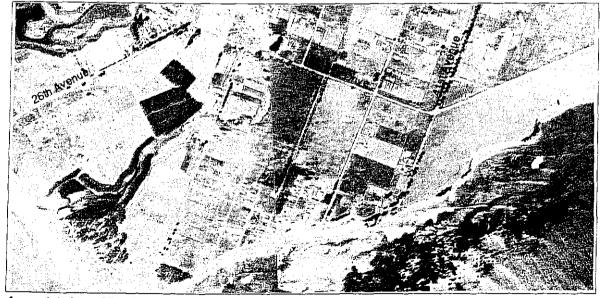
I. BACKGROUND AND PURPOSE

History

he Pleasure Point Commercial Area has historically been one of the largest community-serving commercial areas in the Live Oak area of Santa Cruz County. Beginning in the 1950's and continuing into the early 1970's, the El Rancho Center was a focus for commercial activity that served the rapidly growing community cf Live Oak. Besides the shopping center on Portola Drive, there were several gas stations, a grocery store: two liquor stores, offices, restaurants, and taverns. Retail stores, restaurants, a tavern and a bank were on 41st Avenue. Auto related businesses flourished as did convenient retail stores serving local residents. The County widened Portola Drive to four lanes in 1956, possibly to serve as a major link between Santa Cruz and Capitola.

Portoia Drive was improved further in 1964, and curbs and gutters were added to enhance the growing commercial district and reflect existing improvements on 41st Avenue.

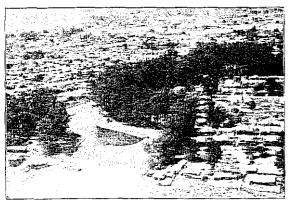
In the early 1970's, however, changes began that would dramatically affect this vital area. In the late 1960's major improvements were made to Highway One, including a new freeway interchange at the intersection with 41st Avenue. At the time the highway was improved, upper 41st Avenue was mostly open fields and homes, with some limited commercial development at the intersection with Capitola Road. That changed in the early 1970's as the first phase of construction, the Sears store, began at what would become the Capitola Mail. Growth and development at this retail center coincided with a change in shopping patterns. as consumers were drawn to



An aerial view of the Pleasure Point area in the 1920's.

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new malls where most of their retail needs could be met in one location.



Pleasure Point neighborhoods today wifh Moran Lake in the foreground.

The mail is not the answer for every business, however, and the Pleasure Point commercial area has remained a place of choice for small start-up businesses, automobile services, thrift stores, offices, and others who value this unique location. Unfortunately, some retail merchants could not adapt to changes in the area, and have closed their doors in Pleasure Point.

Current Conditions

As some businesses have left the area, the vacancy rate has in-



When Opal Cliffs Market closed recently, a retail anchor in the area was lost.

creased, and the image of the area has changed from vital to declining. This "broken" image hastens the departure of other businesses as customers leave seeking a more positive experience. Their withdrawal has contributed to an inconsistent mix of business which cannot serve the varied needs of local residents. Insufficient or inconvenient parking, unsafe pedestrian and bicycle facilities, a generally unkept appearance, a lack of safe night lighting, and other issues discourage customers and contribute to the economic decline.

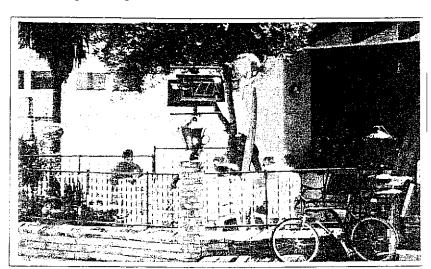
This ongoing decline has led the Pleasure Point commercial area to where it is today. Clearly, without effective, positive change the area will continue to deteriorate, making economic success harder to attain for those businesses that remain.

Future Potential

Periencing a decline, many individual businesses are doing very well. Auto serving businesses, convenience stores, restaurants and second hand stores have found a niche in Pleasure Point. Vacant buildings, such as the Opal Cliffs Market site, and undeveloped parcels are attracting interest from potential investors who see the untapped potential in this district.

New business owners see the demographic mix of the surrounding neighborhoods and the distinctive coastal setting as advantages to this location.

Through patronage of businesses, nearby'residents can help make this a more thriving commercial area, surrounding neighborhoods encom-



There are a number of well established businesses in the commercial

pass a wide variety of people. Household sizes are small in this area, but per capita income is higher than the County as a whole. The residents are better educated than in other areas. and there are more homeowners here than in other urban centers

The unique location is a draw for residents as well as business, and many people cherish their homes in these neighborhoods. A vital commercial area can contribute to the unique atmosphere and help retain the charm that many find so attractive.

Another big plus for the area is the potential for substantial investment, both public and private. This area is part of the County Redevelopment Agency Project Area, and funds are potentially available for many activities, including road

improvements and economic development. Utility companies, with direction from the County, have already committed substantial full is to place overhead

> utilities underground in the commercial district. Some ,property owners have expressed a willingness to make improvements to their land and buildings as part of an overall improvement plan. Because of the strong .potential for commercial success in the area. the desire for improvements, and

potential funding to make it happen, now is a critical time for the future of the Pleasure Point commercial area. All that is needed now is a vision and a plan.

Purpose

he purpose of this effort is to create L a vision and develop an overall plan for this unique district. A written plan document will not, however, be enough to complete the revitalization of this area. While a plan can describe the series of projects and programs that will be needed to start us down the road to future success, achieving the goal of a vital commercial area will require a commitment from both the County and private interests to work together, each contributing time, effort and resources.

II. PLANNING FOR **REVITALIZATION**

The Process

The Pleasure Point Commercial Area Plan was developed by area residents, commercial property owners, and merchants who contributed their ideas and visions during a community process made up of six public workshops. Approximately 100 people participated in the community workshops. The diagram below explains the steps that led to the development of this plan.

Step 1: Background Information & Issue Identification

Survey Businesses 8 Property

- Meeting with Business and Property Owners
- Survey Customers in the Commercial Area
 Gather information Regarding Land Use, Demographics & Circulation

Step 2: Community Workshops & Plan Preparation

- Workshop #1: Introduction to Process, Issues & Opportunities
- Workshop #2: Plan Goals, Groups Prepare Vision Plans for Future Potential of the Area Workshop #3: Discus General Areas of Agreement and Concept Plan

Workshop #4: Discuss Priorities & Alternatives for Portola Drive

- Workshop #5: Discuss
 Opportunities for Business
 Development & Phasing
 Improvements on Portola Drive
- Workshop #6: Discuss Implementation Strategies

Background Information & Issue Identification

Before beginning the formal community planning process, background information was gathered. Information was collected from various sources, including land use and census data, and several surveys were conducted.

Business and Property Owners Surveys
The first surveys, which were mailed to commercial property and business owners in the area, requested information about the property cr business, where improvements were needed, and what characteristics contributed to the quality of life in Pleasure Point. Response to the surveys was good, with 50 of 100 businesses and 20 of 59 property owners responding.

Without getting into details, there was general agreement on key issues, including the need to improve appearance and parking. It was also interesting to note that businesses and property Owners chose to locate here for similar reasons--proximity of the ocean and the central location. (Appendix 1 provides a more complete summary of the survey results.)

Following the survey, Redevelopment Agency staff invited all business and property Owners to a meeting to discuss the survey results and the process to prepare a plan to address revitalization issues.

Shoppers' Surveys

Shoppers in the area were surveyed to see if their perceptions were similar to those of the business and property owners

There was general agreement on key issues raised by the business and property owner surveys, and opinions about the area were generally favorable. Cleanliness, attractiveness and parking supply were the main categories cited as "needing improvement." (See Appendix 1 for a summary of the results of the shoppers survey).

Other Information

Additional information was gathered regarding existing land use, demographics and circulation. This information is summarized in Chapter III and in the Appendices.

Plan Preparation: The Community Workshop Process

Redevelopment Agency staff facilitated series of six community workshops in order to develop this plan. Agency staff prepared background information; facilitated group exercises designed to identify issues, formulate goals and develop visions for the potential future & the area; and prepared alternatives for consideration. It is important to note, however, that the workshop participants reached general agreement and made the critical decisions regarding the pian direction and content.

Residents, merchants, and business owners came together in the first community workshop to discuss the issues they felt were important to this area. The first workshop resulted in the plan gcals which are summarized below.

Plan Goals

- 1. Guide private and public development to improve the appearance and economic vitality of the commercial area, while preserving the character that makes this a unique place to live, shop, work, and do business.
- 2. **Support** small scale business development that serves residents and visitors. and meets their retail, service and social needs.
- Provide a safe, comfortable circulation system throughout the commercial and residential areas that balances the needs of pedestrians, bicyclists, motorists, and people with limited mobility.
- 4. Require that parking **and** loading areas are convenient, attractive, **safe** and balance the needs of motorists, bicyclists, pedestrians, and delivery vehicles.
- 5. Ensure that public and private improvements protect neighborhood identity and residential quality of life.
- 6. Strengthen the connection between the commercial area and nearby **coastal** resources and recreation,
- 7. Support an implementation plan that maintains the partnership **between** residents, businesses, and government.

A? the second workshop, participants were asked to dream about an ideal Pleasure Point commercial area. What would they want the future to be? How could it be achieved? They worked together in groups and drew their vision on maps that showed their favorite places, important highlights, potential improvements, and other concerns and opportunities. Each group shared their vision with the others, and these dreams became an integral part of the concep! plan for the area.



At Workshop#2, participants worked in groups tp prepare their "visionPlans".

Although not all groups shared the same visions, there were many similarities and areas of agreement. (See Appendix 2 for a list of these areas of agreement.) These were reviewed at the third workshop and Redevelopment Agency staff presented a concept plan that integrated the visions and goals for the area into a concept plan.

There was general agreement on many important points, but there also were some issues where agreement was no? so clear. Some felt that Portola Drive should remain four lanes, and others felt that three lanes with a center turn lane

would provide a wider range of business opportunities.

Traffic engineers from the County's Department of Public Works studied the existing traffic conditions and projected future traffic volumes. This information, along with other circulation, parking and aesthetic concerns, was then incorporated into alternatives for Portola Drive which were discussed at Workshop #4 (see Appendix 6 for more information). At workshop five, discussion returned to the area image and business vitality. Kent Burnes, a small business and economic development consultant, shared his impressions of ths area and ideas for revitalization that, in his opinion, would positively position this area in the changing commercial climate. The discussion also returned to Portola Drive and everyone agreed that differences should not become a dividing point for the community.

To move forward with a plan for this district, a possible phased approach for constructing improvements to Portola Drive was developed. This plan would allow an interim step for improvements in the event that the business community is uncomfortable proceeding with the ultimate plan for Portola Drive in the next several years.

The sixth workshop was devoted to discussing implementation strategies, a critical step in realizing the plan goals and visions.

III. PLEASURE POINT COMMERCIAL AREA TODAY

Location

The Pleasure Point area is in Live Oak, an unincorporated portion of Santa Cruz County between the cities of Santa Cruz and Capitola (See Figure 1.) In the center of the County and bordering the Monterey Bay, Pleasure Point has been an attractive area for both housing and commercial activities. Area beaches and waters are important recreation areas for both residents and visitors, and the Pleasure Point commercial area is just a few blocks from an outstanding surf location and scenic coastal area.

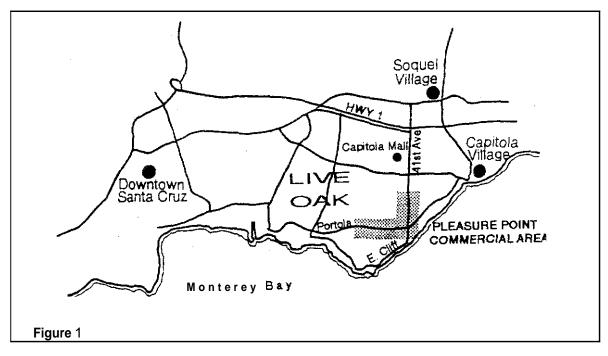
Two major roads—Portola Drive and 41st Avenue--define the commercial area, and all commercial activities are located along these streets. Portola Drive is an important link between

Santa Cruz and the Capitola Village, while 41st Avenue is the major link between Highway 1 and the Pleasure Point coastal recreation area. Both busy streets also provide connections



The scenic coastline of the Monterey Bay at Pleasure Point.

to the residential neighborhoods surrounding the commercial area



The Pleasure Point commercial district is within walking distance from a popular coastal recreation spot on the Monterey Bay. This has been a popular surf spot for decades, and is part of the history of surfing in California. It is also a place where many go to see the ocean, walk on the beach, and walk or bike along the cliffs. There are sweeping views of the bay, and many opportunities to enjoy the water and scenery. This beautiful asset contributes substantially to the character of the area, and has the potential to contribute to future renewed vitality in the district.

Existing Conditions

Inderstanding the concept and character of the area is the first step in creating a vision and developing a plan. It is important to identify the structure and image that make this a special place, and to understand how the different unique aspects relate to one another.

Entering The District

Entries help to identify a unique district. Entries to the Pleasure Point commercial area help to set it apart from the City of Capitola and other parts of Live Oak, and contribute to the character of the district. The most obvious entry into the area is on 41st Avenue near the railroad tracks. The road narrows here, and the medians on 41st Avenue in Capitola stop. Buildings are closer to the street, and on a clear day, you can see the ocean. Heading east on Portola Drive at 26th Avenue, there is a



The character of Forty-first Avenue changes abruptly at the railroad tracks when entering the district from the City of Capitola.

different change in character that marks a different kind of entry. Here the landscape changes from a more natural look near Corcoran Lagoon to a more urban environment. The road widens, and sections begin.

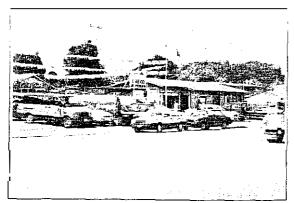
What Defines an Entry?

- A visual clue that tells you this is a special area.
- A change in the physical appearanceof an area
- A change in the type of activities

Traveling from the City of Capitola to the Pleasure Point area on Portola Drive, there is a point of entry at the Opal Cliffs Market site, where the residential neighborhood ends and the commercial district begins. Landmark trees on either side of the road emphasize this entry. A similar type of entry occurs on 41st Avenue, heading north from the ocean. Approaching the intersection with Portola Drive, there is a change in character from residential to

commercial and sidewalks begin in front of the retail stores.

District Land Use and Business Mix
Once one has entered the district it is important to note that the arrangement of businesses and buildings reflect the commercial history of the area. Portola Drive has traditionally been home to many automobile related businesses, including auto repair and gas stations.



There are many auto related businesses on Portola Drive

Although none of the gas pumps remain today, there is still a'strong emphasis on auto products and services. Today, there are several car repair services, a used car sales lot, a tire store and a camper shell sales lot. Businesses along Portola Drive reflect the emphasis on the automobile, including other services convenient to shopping by car that are typical of commercial strip development. These include "quick stop" stores, take-out restaurants, a liquor store and two convenience centers. Existing land use is mapped in Figure 2.

There is also a substantial amount of residential development along Portola Drive, particularly between 35th Avenue and 26th Avenue. A number of mobile home parks and townhouse developments front Portola Drive in this stretch, Apartments are also mingled with commercial use5 on a number of properties, including the Walt Eller Center. The population densities in these neighborhoods are some of the highest in the unincorporated areas of Santa Cruz County.

In comparison, lower 41st Avenue has a community retail focus that is aimed more at pedestrian shoppers. There are restaurants, offices, and retail stores selling used clothing, surf boards and surfing attire, household goods, and a variety of other community retail goods. There is limited housing in a few apartments found over street level commercial uses.



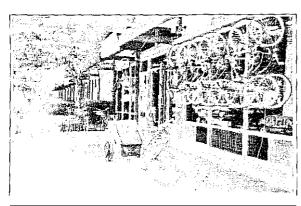
7 example of retail storefronts designed to be ewed by the pedestrian rafher than from a car on Forty-first Avenue.

Business Vitality

Businesses in the Pleasure Point commercial district are generally small and

III - 3

independently owned. Many of the auto related businesses have been serving the area for many years. Many of the restaurants are very popular and favorites of the local community. While there are successful businesses, there is also a growing list of commercial vacancies in the area. Although some businesses have noted that they consider high rents an obstacle to doing business, rent levels are actually dropping for some properties.



The comercial district is home to a wide range of retail and service oriented businesses.

Other indications of the health and potential of this commercial district can be deduced from the results of the business, property owner and shopper's surveys. These survey results provide interesting information regarding ownership, what is believed to be working well in the area, opportunities for area improvements and new businesses, and shopping patterns.

While the entire results of these surveys are provided in Appendix 1, a, number of interesting facts and perceptions were voiced by respondents. Most property owners have owned their

land for more than 15 years, and both the business and property owners would invest in the area today, if they had to do it over. Most merchants have been in business in the area from two to five years, are open every day, and have the most customers in the spring or summer.

Business owners felt that insufficient night lighting and high rents were harmful to their business. Both business and property owners liked the central location of the area, but the beach or ocean was most often listed by business owners as the one characteristic they liked best. Both business and property owners would like to see more restaurants, a grocery store, and personal services locate in the area.

Most customers come to the area once a week, but the majority of them do most of their household shopping in either Capitola or Santa Cruz. Opinions about the area were generally favorable, however. Friendly salespeople, the quality of goods and services offered, the hours of business, safety, and the cost of goods and services were all rated as "good." Cleanliness, attractiveness and parking supply were the main areas cited as "needing improvement."

Property owners and businesses also felt that there are few incentives to invest in the area. Some suggested that the County's permit process for new tenants and development takes too long, is too costly, imposes conditions that are difficult to meet, and is hard to understand. Some members of the

business community are also reluctant to "get too far ahead of the game" and make costly improvements if there is no area-wide commitment to do so.

Portola Drive Development Character Parking areas are important features for businesses, and many Portola Drive businesses rely on convenient, accessible parking for patrons. Porioia Drive is oriented to the automobile. and there is little emphasis on pedestrians; the four lane street is wide, sidewalks are incomplete and there are few safe pedestrian crossings. Most commercial buildings are located back from the straei, with auto parking and circulation in front.

There is a wide variety of development on Portola Drive. Parcel size, building size, setbacks, signage and building conditions vary considerably. For example, the Walt Eller and El Rancho shopping centers are on the largest properties in the area (over 75,000 square feet each), developed with one and two story buildings with multiple retail tenants. However: most commercial properties on Poriola Drive are

Portola Drive Development Character

- Automobile oriented
- Wide variety of uses
- Wide variety of building types and sizes
- Insufficient landscaping
- Insufficient night lighting

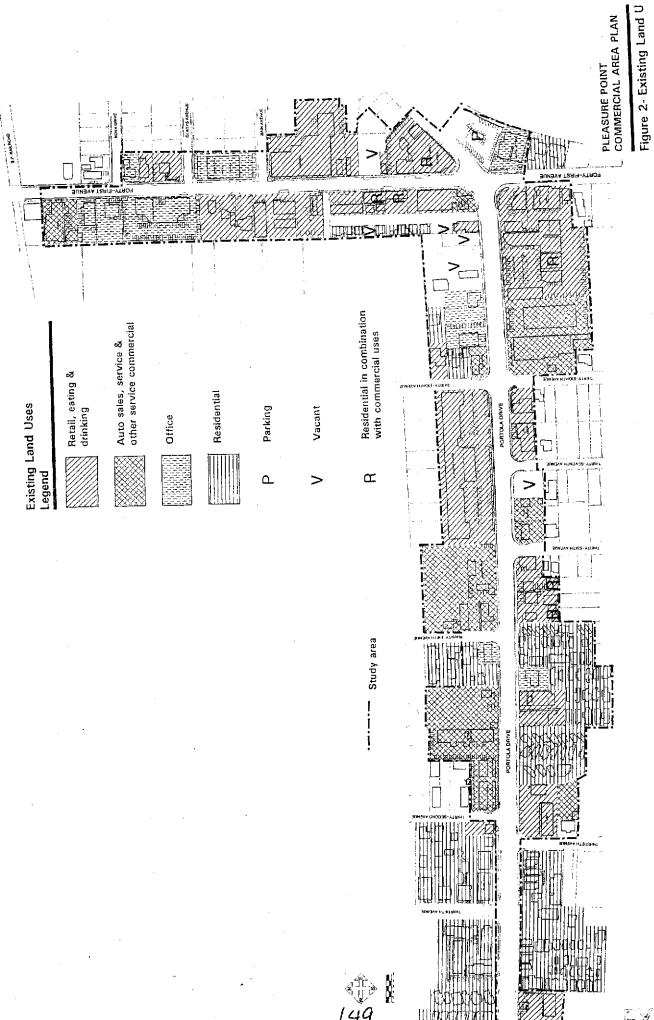


Portola Drive has 4 travel lanes 2nd shoulders on each side. The view rorricor is dominated by overhead utility lines.

snail (10,000 square feet or less), occupied by one or two tenants in single story buildings. Several parcels are vacant and some are not developed to their maximum potentia:.

Much of the existing signage is also designed to be viewed from the automobile. Auto oriented signage tends to be large, and mounted high on poles along the street, while more pedestrian oriented signage is mounted on the building or in storefronts.

A number of factors contribute to the image that this is an area in decline Tne condition of properties varies within the area; deferred maintenance the general absence of landscaping, unkept service areas and graffiti are problems. Overhead utility lines, especially between Thirty-fifth and Forty-first Avenues, are a very prominent feature of the streetscape adding to the feeling of visual clutter. Because of the limited number and placement of lights on utility poles, there is not a secure feeling of adequate night lighting for a commercial area.



EXHIBIT



There is a clutter of signage on Portola Drive.

Forty-first Avenue Development Character

Forty-first Avenue is also a major automobile route, but the street is narrower (two travel lanes), sidewalks ar, completed, bike lanes and on street parking are in place and there is some landscaping both on private property and in landscape bulb-outs on Forty-first Avenue.

Parcel size and building size and character do not vary as much as it does on Portola Drive. The pedestrian oriented

Forty-First Avenue Development Character

- Pedestrian oriented
- Primarily retail and office uses
- Small scale buildings oriented toward the street
- Landscaping maintenance needed
- Insufficient night lighting

storefront character is strongest between Portola Drive and Bain Avenues. In this area, buildings are constructed at the sidewalk with parking to the side and rear. Storefronts and restaurant windows of small businesses add interest and variety to the streetscape. Signage is mounted on buildings and in windows. Murals, signage and window displays include images of the coast and surfing adding visual clues to the important location near the Monterey Bay.

The pedestrian oriented retail character of the area is interrupted on the west side of Forty-firs: Avenue oppo



Buildings and street trees help define Fort!-first Avenue. Note existing overhead utility lines.

site Bain Aver, . Here buildings are set back from he street with parking provided in the front. There are also two vacant properties on 41st Avenue and several properties that are only partly developed where commercial use could be intensified.

While not as prominent as portions of Portola Drive, there are visual indications of a commercial area in decline on Forty-first Avenue as well. Deferred building maintenance, graffiti. unimproved parking areas, and unkept service areas are all problems. As with

Portola Drive, night lighting is inadequate for a commercial area that includes restaurants open in the evening.

Parking

Parking is an issue on both Portola Drive and on 41st Avenue, and parking problems in the district extend beyond parcel-specific solutions.

Many businesses are unable to provide sufficient parking on-site. As mapped in Figure 3, some businesses and mobile home parks on Portola Drive depend on parking along the street in addition to on-site parking, and many businesses on 41st Avenue have no on-site parking. In these areas street parking is heavily used, and removal of this parking without providing for alter-

Parking Issues

- Some businesses have insufficient on-site parking.
- Back-out parking is hazardous to pedestrians and bicyclists.
- Parking solutions can be difficult.

native parking solutions would be a major detriment to business.

Another parking condition found throughout the district is back-out parking. Unfortunately, parking that requires backing out into the roadway is considered dangerous for vehicles, pedestrians and bicyclists. Finding solutions to reconfigure back-out parking can be difficult because of limited on site areas for vehicle circulation. This problem is particularly difficult on

the south side of Portola Drive between Thirty-fifth and Thirty-eight Avenues.



Back-out parking forces vehicles to back out across pedestrian pathways and into travel lanes, creating unsafe conditions

Here, because of the small parcel sizes, the street right-of-way is actually used to provide what is in some cases the only parking for adjacent businesses.

Portola Drive Circulation

As shown in Figure 4, Portola Drive is a four lane road with shoulders that serve for parking, loading zones for buses and deliveries, and bicyclists Because sidewalks are incomplete and parked cars often block areas behind

Circulation Issues

- Sidewalks are incomplete on Portola Drive.
- Portola Drive can be hard for pedestrians to cross.
- Turning onto Portola Drive from side streets can be difficult.
- Four-way stops are confusing for both motorists and pedestrians.

Figure 3- Parking Analysis

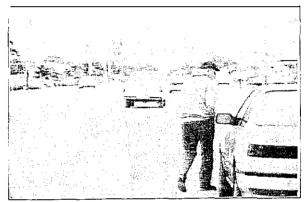
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the curb, pedestrians are often forced out into the shoulder as well. Crosswalks are spaced too far apart for a commercial area. This coupled with a wide street and fast-moving traffic makes the street difficult to cross. Even though these conditions can present obstacles, especially for the young, elderly and disabled, survey results indicate that the number of customers walking and biking is high.

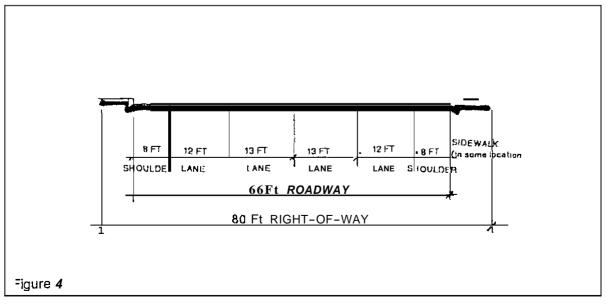
Because all the streets feeding into the commercial district, including Portola Drive west of Twenty-sixth and east of Forty-first, are only two lanes wide, many have asked why Portola Drive has a width of four lanes in this area. Although the exact reasoning for the width is not known, it was widened in 1956 to its current configuration within an eighty-foot wide right-of-way. partment of Public Works traffic engineers have studied the current and projected traffic volumes and have concluded that the street can function adequately with less than four travel lanes (see Appendix 6).

Merchants and residents have complained about delays and difficulty turning **left** onto Portola Drive from the side streets and parking lots. Vehicles parked on the street right up to corners and driveways, and the speed of traffic coupled with the need to negotiate four lanes of traffic make it difficult to turn left where there is not a four-way stop.



Incomplete sidewalks on Portola Drive often force pedestrians out into the street to get around parked cars and other obstructions.

The four-way stops at Thirty-eight Avenue and Forty-first Avenue can also be confusing to drivers, causing some de-



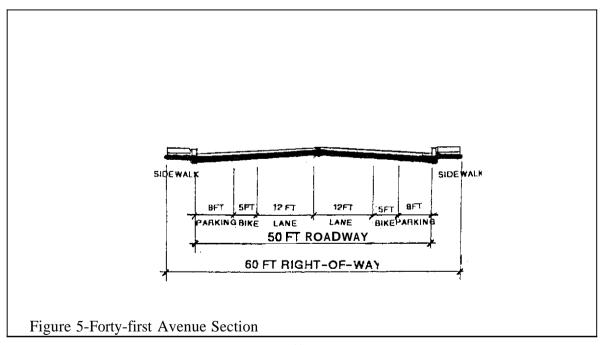
lays. At these intersections, six to eight drivers can be at the intersection at once, anticipating the movements of other drivers and waiting for their turn.

Forty-First Avenue Circulation
Forty-first Avenue has two travel lanes, bike lanes and parking on both sides (see Figure 5). Department of Public Works traffic engineers conclude that the street can accommodate both current and projected traffic volumes, although there are peak hour delays in the south bound lane at the Portola Drive intersection in part due to heavy right-hand turn movements.

Pedestrians have a much easier time getting around on Forty-first Avenue. Sidewalks are complete, except for a section connecting the commercial area south to East Cliff Drive. However crossing the street at the key intersection of Portola Drive and Forty-first can be difficult because of the number of travel lanes and the width of the street.

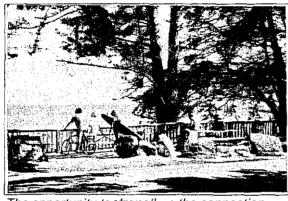
Opportunities

here are conditions that need enhancement for this district to meet Economic vitality. its full potential. public safety, traffic flow, and parking all need improvement to better serve residents and businesses and to retain the area's more appealing characteris-While a review of the existing tics. conditions can appear discouraging, it is more important not to lose sight of the meaningful opportunities for the area. Although difficult to define, there is a unique character that makes this area special to those who live and wcrk here. Merchants, residents and visitors all like the distinctive atmosphere that incorporates many different building styles, includes a variety of businesses, supports a diverse population. and has the opportunity to further integrate the appeal of the nearby Monterey Bay.



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While parking and circulation issues on Portola Drive may be challenging to solve, the fact that the number of travel lanes could be reduced, freeing up portions of the 80-foot wide right-of-way for other uses increases the opportunity to find solutions to meet all of the parking, pedestrian, bicycle and access needs. Many have also expressed an interest in developing some type of shared parking 'on vacant or



The opportunity to strengthen the connection between the commercial area and nearby coastal resources was voiced by many during the community planning process.

underutilized property on 41st Avenue. Public improvements which will affect the appearance of the area are also possible. Funds needed to underaround overhead utilities have been set aside by the utility companies. As well, the Redevelopment Agency has set aside funds to construct streetscape improvements after completion of the undergrounding project.

There are several properties in the area that are vacant or are not developed to their maximum potential. Some of these properties are now for sale, and other owners have expressed

an interest in selling or redeveloping their parcels. Future development on these properties will depend on an improving economic climate in the area and a more vital, attractive image, but these parcels offer an excellent opportunity to enhance the commercial district. They could be locations for shared parking facilities and new small business development opportunities. Clearly a pedestrian friendly, quality design of these parcels would enhance the district as a whole.

The following chapter describes a vision for how the positive characteristics of the area can be enhanced and the more negative ones improved. Lastly, Chapter V provides an Action Plan for accomplishing these visions and goals.

IV. A PLAN FOR REVITALIZATION

Understanding the Sub-Areas

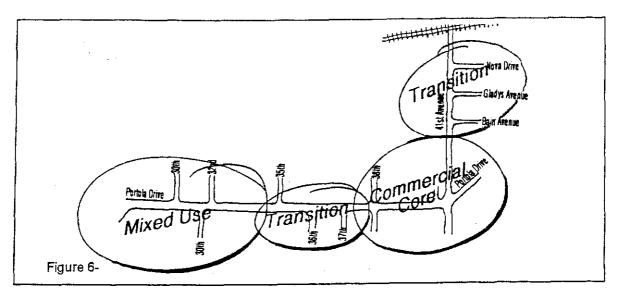
he Pleasure Point commercial area L is a large district spread out along two major streets with varying conditions. Through the community process, several different subareas were identified that reflect the different uses and development patterns, as well as parking and aesthetic issues, They include a commercial core near the intersection of 41st Avenue and Portola Drive, transitional retail areas on both lower 41st Avenue and Portola Drive, and a "mixed use" area on Portola Drive. The location of these areas is shown on Figure 6. Because of the size and nature of this commercial district, the identification and analysis of these sub-areas is important so that resources necessary for revitalization are targeted for areas where they are most needed. Each of these sub-areas is described below, followed by key issues that are addressed in the plan recommendations.

Sub-Areas

- o Commercial Core
- o Transitional Retail
- Mixed Use

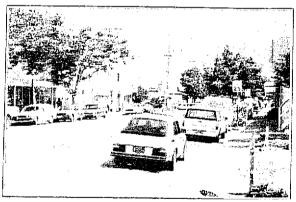
Commercial Core

The commercial core area has a strong emphasis on community retail and restaurant uses, and is generally pedestrian friendly. This area includes the section of 41st Avenue from Bain Avenue to the intersection of Portola Drive and the section of Portola Drive from 41st Avenue to 38th Avenue. Since this is the focus of the district, it is very important to create successful businesses and a vital image providing the catalyst to revitalization of the district as a whole. It is also important that street improvements and new development reinforce the importance of the commercial core



Key Issues In the Commercial Core:

- Development of vacant and underutilized parcels is key to reinforcing the pedestrian character, expanding retail/restaurant opportunities, and implementing shared parking.
- Streetscape improvements on Portola Drive and at the intersection of Portola Drive and 41st Avenue, are key to making pedestrian links between 41st Avenue and Portola and to unify the core.
- improving the general appearance of development is key to strengthening the area's image for retail uses.
- Shared parking will become key to minimizing the amount of area devoted to parking once the area is thriving at it's full potential.

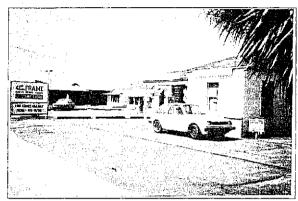


The commercial core on Forty-first Avenue

Transitional Retail Areas

The transitional retail areas on both 41st Avenue and Portola Drive do not have a strong retail emphasis, but include a mixture of different commercial uses and development patterns. Im-

provements are also important in this area, since these will become expansion areas for a successful commercial core. It is also important *to* retain and improve existing businesses to increase commercial vitality here.

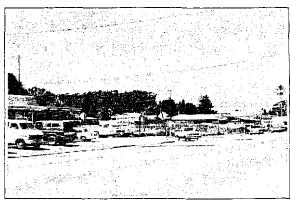


The Forty-first Avenue transition area.

The transitional area on 41st Avenue runs from the Capitola city limits to Bain Avenue and has both retail and office uses and one manufacturing use. Most of the buildings are near the street, and several homes have been converted to office or commercial use. There is no cohesive design style, but all buildings are small scale with onsite parking.

Key Issues In The **41st** Avenue Transition Area:

- Streetscape improvements such as lighting and improved landscaping are key to tieing this area to the core.
- Improving the general appearance of private development is key to strengthening the positive image of the area.



The Portola Drive transition area.

The transitional area on Portola Drive includes the area from 35th to 38th Avenue and consists primarily of a mixture of retail, convenience commercial, and automobile related uses, Development conditions vary considerably from fully improved properties with adequate parking and landscaping to properties without any landscaping and severe parking problems. Portola drive has generally not been improved with sidewalks and other urban amenities.

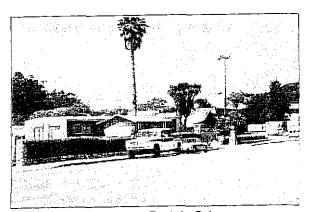
Key Issues In the Portola Drive Transitional retail Area:

- Pedestrian improvements are key to getting customers to this area as well as to the commercial core.
- Slowing traffic down on Portola Drive is key to improving retail visibility and pedestrian safety.
- Resolving parking problems is key to business success and reinvestment in private property.
- Streetscape improvements such as utility undergrounding, lighting and landscaping are key to tieing

- this area to the core and improving the area's appearance.
- e Improving the general appearance of private development is key to strengthening the positive image of the area.

Mired Use Arerr

The "mixed use" area on Portola Drive stretches from 26th Avenue to 35th Avenue and combines neighborhood commercial uses, automobile serving uses, and residential uses. There are several mobile home parks and three townhouse complexes in this area. There is a different character in this area which is more residential in nature, but there are important commercial uses that need to remain vital in order to not become a detriment to !he surrounding residences.



The mixed use area on Portola Drive

Key Issues in the Mixed Use Area:

- e Pedestrian improvements are key to getting residents and customers to their destinations within the area.
- Slowing traffic down on Portola
 Drive is key to pedestrian safety

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and improving the residential quality of life.

- Retaining on street parking is key to the viability of many businesses and to mobile home parks.
- Streetscape improvements such as lighting and landscaping are key to improving the safety and appearance of the area.
- Improving the general appearance of private development is key to strengthening the positive image of the area,

Although there are differences between the subareas, ail areas need some improvements. The type, timing, and scope of those improvements can be specifically tailored to the needs of each "subarea," helping to preserve its unique character.

Recommendations for Revitalization

Beneficial change can be accomplished in the Pleasure Point commercial district in a fashion which complements the unique characteristics that make this area attractive to both merchants and residents. This plan includes recommendations for improvements to both the public realm -- the streets and related facilities -- and to private property. Bolstering the appearance by making both private and public improvements not only en-

hances the over all image, but can unify and strengthen the entire area, attracting new customers and new investment.

The street right-of-way can be considered the largest single property in the area. Viewed in this way, the streetscape can take on new meaning. The street is the single largest open space in the community, providing the thread that holds the pieces of the quilt together. If the street is the thread, then the quilt pieces are the individual properties. As in a quilt, each piece can take on it's own character but, to create a pleasing whole, must share some common elements with the other pieces.

But the physical improvements alone will not be enough *to* revitalize the business area. Businesses will need to work together to promote and support the new image for the area. The plan, therefore, also includes recommendations for cooperative business programs intended to improve the general vitality of businesses throughout the area.

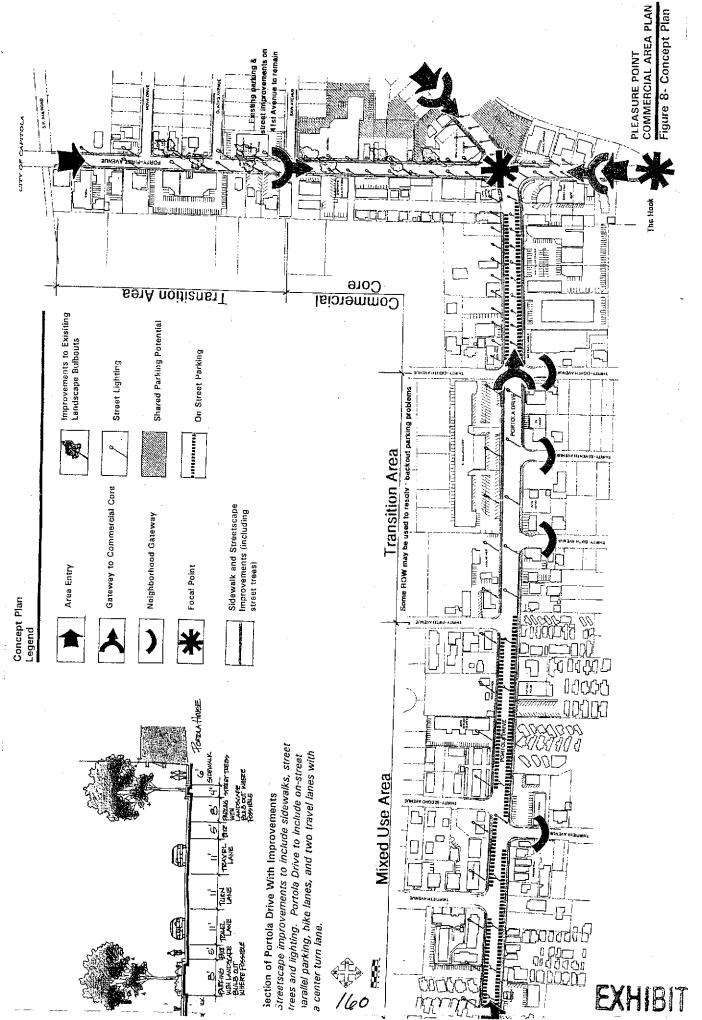
Streetscape Improvements

A streetscape is composed of many elements working together to create a functional whole, and includes gateways, street trees and landscaping, lighting, and pedestrian improvements. Recommendations for each of these elements are discussed separately.

Gateways & Focal Points

Gateways create a sense of arrival in a special place or commercial district. A

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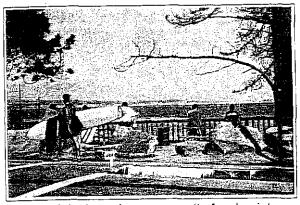


gateway draws attention, slows people (and cars), and causes people to notice what surrounds them. In the Pleasure Point commercial area, gateways should be defined at the edges of the core business district, at 38th and Portola Drive, 41st and Gain Avenues, on Portola Drive at the edge of the Opal Cliffs Market parcel, and on 41st Avenue at Santa Cruz Surf. Gateways can be defined by uniform street lights, banners, trees and vegetation, a change in sidewalk or crosswalk materials, the type of materials used building placement near the sidewalk, building design, and signage. This can be as obvious as a sign reading "Welcome to Pleasure Point' or as subtle as a uniform public sign program to mark parking, beach access, and other points of interest.

Streetscape Improvements

- Mark gateways 8 focal points
- Underground utility lines
- Plant street trees
- Improve night lighting
- Improve pedestrian circulation

Points of interest also help to define one or more focal points for the area. A focal point reinforces the originality of the area and creates a special place for activity. The coastal access at the "Hook" is already such a place, and it should be improved with better parking and access. Sidewalks on one side of 41st Avenue should be completed between the coast and the commercial district in order to strengthen the connection between this important recre-



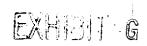
The Hook look out is a community focal point.

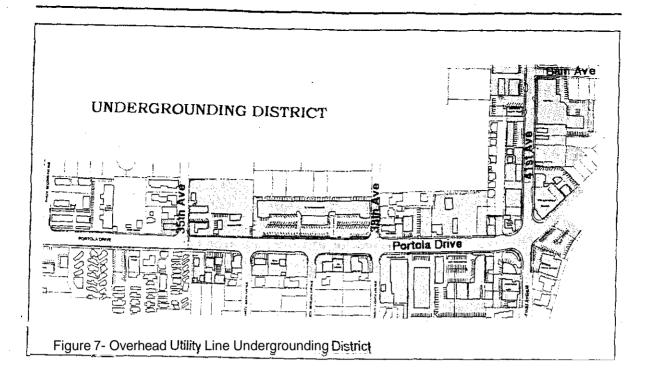
ational resource and the nearby business area.

The intersection of Ponola Drive and 41st Avenue is the "heart" of the commercial core, and is also a focal point. On the southeast corner is an opportunity for a point of interest that could include a community billboard, a bus stop, public seating, or landscaping. Additional night lighting, banners and landscaping could be used on all corners to accent the importance of the Pleasure Point commercial district.

Undergrounding Overhead Utility Lines

Placing utilities underground in the commercial core can also help to accent this area and make it more attractive. Currently, there is a plan to underground utilities on Portola Drive from 41st Avenue to 26th Avenue, but does not include the retail commercial area on 41st Avenue. This plan should be amended to cover as wide an area as possible, but should include, at a minimum, the core commercial area, including part of 41st Avenue and the intersection of Portola Drive and 41st





Avenue (see Figure 7). Placing utilities underground in the central commercial area will help to unify the district 2nd reinforce the gateway that marks the beginning of the commercial area.

Street Trees

Street Trees and landscaping are an important element in a vital business district and in residential areas. Trees and landscaping make an area more attractive and inviting to shoppers and residents. Tney provide shade for parking areas and pedestrians, add visual interest, make the area more appealing, and raise property values.

Street trees and landscaping are an important part of coordinated streetscape improvements and should **be** included in all public street improvements in the area.' The existing bulbouts on 41st Avenue should be fixed up, and trees and other vegeta-

tion should be replaced as needed. Street trees should be planted on Portola Drive. Although the tree species and planting locations will be determined as part of a separate streetscape design process, there are opportunities for street tree pianting to reflect the character of the sub-areas and strengthen the commercial cere that should be noted in this plan.

For example, in the mixed use area, there is the opportunity for the tree planting to be more informal to reflect the mixed residential and commercial character of the area. More than one tree species could be used here. In the transitional and core areas of Portola Drive, tree planting can be used to reinforce the notion of a coordinated commercial area. Here taller trees can be planted where the overhead utility lines are undergrounded. Tree species with high canopies that

do not obstruct storefronts and signs are a good choice.



Existing street trees on Forty-first Avenue help define the street and create a pleasant pedestrian environment.

Street trees and landscaping only benefit an area if they are well maintained. Trees and landscaping planted on Poriola Drive and Forty-first Avenue will be part of an existing Redevelopment Agency program. Through the Urban Forestry Program, the Redevelopment Agency has already planted hundreds of trees in Live Oak ana has established and monitors a permanent tree maintenance program, including funding.

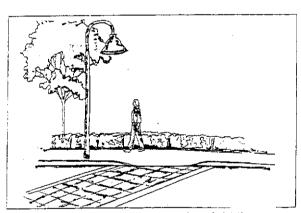
Street Lighting

Night lighting has been identified as a critical improvement needed throughout the entire district, although lighting objectives may vary some within subareas.

Currently, there are too few street lights on both Portola Drive and 41st Avenue, and the existing street lights mounted high on utility poles do not complement activities in a pedestrian oriented commercial district. Uniform,

more closely spaced pedestrian scale lighting should be installed in all areas where nighttime commerciai activity occurs, Poles and fixtures should be durable and the design should complement the eclectic style of the area. Well-designed lighting in the commercial core can improve the image and define the area both day and night.

Additional lighting is needed in the areas outside the commercial core as well, and should be designed to light a larger area, including both the roads and pedestrian paths. Lighting outside the commercial core should, however, complement the lighting style used in other areas of the district, and should not resemble highway lighting. Although fewer light poles will be needed outside the commercial core, there should be enough light for pedestrian and bicycle safety.



Lighting will enhance the area for night time activities. Coiored textured concrete crosswalks visually define pedestrian crossing points and highlight the cornrnerciai area.

Pedestrian Circulation

Circulation studies in the area show tnat many people walk and ride bikes, and that pedestrian and bicycle connections to the neighborhoods are important to business customers. Pedestrians need continuous sidewalks that are wide enough for comfort (a minimum of six feet wide in commercial areas), preferably separated from traffic by parked cars and/or trees. Clearly, sidewalks must be completed on Portola Drive and installed on 41st Avenue from Portola Drive to the ocean. The exact design and location of these pedestrian facilities will need to be coordinated with street tree locations and parking.

It is difficult for pedestrians to cross Portola Drive. Traffic moves quickly, the street is wide and there are few marked crosswalks along Portola Drive and some distance between those that exist. A narrower street, possibly with landscape bulb-outs would help slow traffic down and make it safer and easier for pedestrians to cross. To make pedestrian crossings more obvious to drivers on both Portola Drive and 41st Avenue, textured and colored concrete can be used. Textured crosswalks also help create a unifying element in a district and the rumble sound made by vehicles passing over the crosswalk alerts the driver to slow down and notice the area.

Parking Improveinents

As oescribed in Chapter Three, the commercial area has a variety of parking problems, including insufficient on site parking, areas where street parking is heavily used, and dangerous back-out parking conditions. Creative parking solutions can be used through-

out the district to address each of these concerns.

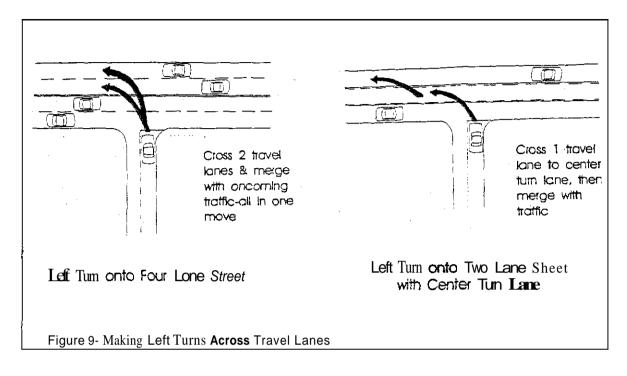
Circulation Improvements

- Develop parking solutions
- Improve Portola Drive
- Consider interim plan for Portola Drive
- Protec! neighborhoods

As the commercial core is revitalized to it's full potential, a shared parking program could most effectively address parking needs in that area. Shared parking facilities - parking lots used by customers of several different businesses -- have several benefits far this district. First, they reinforce pedestrian shopping if customers can conveniently park in one area and walk from store to store. Second, they reduce the amount of land devoted to parking. Fewer parking spaces are required if the number of parking spaces is determined by the need of the entire district, accounting for trips to multiple businesses by a single customer, rather than the requirement that each business must supply their own parking. more efficient arrangement of shared parking in the commercial core may make some lots on the edge of the core available for coastal recreation uses. Providing for some visitor parking in proximity to local businesses could be a benefit to the area. There are several opportunities for shared parking along 41st Avenue and on Portola Drive near the intersection with 41st Avence. Retaining on street parking in

the commercial core is also critical to meeting parking demands in this area.

Retaining on street parking in the mixed use area of Portola Drive between Twenty-sixth and Thirty-fifth Av-



In the transitional area between 35th and 38th Avenues on Portola Drive. back-out parking problems are challenging to solve because of small parcel size and !he number of driveways on the south side of the street. Howreducing the number of travel lanes will ultimately free up right-of-way needed to help solve these problems. While a number of options have been explored for how best to use !he remaining right-of-way, no final design solution has been developed. context of the action plan for this planning effort, !he County/RDA and property owners will need to work together to find solutions that work best and provide for safe and convenient parking, loading and access in this area.

enues is also vital to meeting parking demands in this area.

Portola Drive Circulation Improvements

Circulation improvements are needed along Poiola Drive. Traffic is unnecessarily delayed at four way stop intersections, pedestrians have difficulty crossing Portola Drive and it is hard to turn onto Portola Drive from side streets.

As noted in Chapter Three of this plan, Department of Public Works traffic engineers have studied existing and future volumes on Portola Drive and have concluded that four travel lanes are not needed to adequately serve the traffic on this roadway. Narrowing the

street to two travel lanes and a center turn lane not only improves all of the traffic conditions mentioned here, but significantly changes the character of the street from that of a major arterial intended to move traffic quickly through an area, to a street intended to serve a business district with a pedestrian friendly atmosphere (see Figure 9).

Unusual traffic delays occur at the fourway stop intersections because of confusion caused by cars in several lanes making different types of turning movements or preceding straight ahead. Since these intersections are also primary pedestrian crossings, the resulting confusion can be a safety hazard as well. This uncertainty can be decreased by creating designated left hand turn laces at these intersections and by emphasizing pedestrian crossings using colored concrete textured crosswalks and bulb-outs.

Traffic speeds make turning movements, back-out parking and pedestrian crossing more difficult and unsafe. Studies have shown that drivers slow down on narrower streets. Reducing the number of travel lanes should improve these conditions.

Currently, turning onto Portola Drive from side streets is difficult, due to line-of-sight problems caused by parked cars, vegetation and traffic speeds. Access can be improved by organizing the road, pedestrian improvements, and bike lanes so that they are easier to identify and understand, and by reducing the number of lanes. Fewer lanes would reduce conflicts with on-

coming cars and provide a center turn lane to aid turning movements.

Road improvements should also provide designated, marked bike lanes and bus turnouts. Turnouts on Portola Drive should be outside of traffic lanes and away from intersections, and not costruct pedestrian paths.

For these reasons, the optimum future road plan for Portola Drive includes two travel lanes with a center turn lane, pedestrian improvements, bike lanes street tress and landscaping, and onstreet parking where possible.

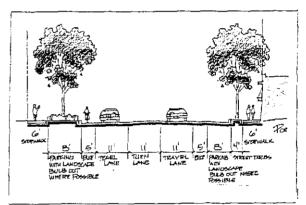


Figure 10- Conceptual Section of Portola Drive.

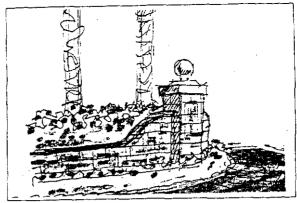
While this plan is Generally supported. concern has been expressed by some business and property owners in the 35th Avenue to 41st Avenue section of Portola Drive about reducing the number of travel lanes from four to two with a center turn lane. In an effort to not have these different perspectives become an impediment to positive movement on the plan, a possible plan for phasing the construction of street improvements in this area was developed. This pian includes constructing

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the ultimate roadway improvements between Twenty-sixth and Thirty-fifth Avenues, while constructing interim improvements between Thirty-fifth and Forty-first Avenues (see Appendix 7). The existence of this alternative will allow business owners to focus their efforts on organizing and implementing other eiements of this plan, give the County/RDA and property owners more time to resolve parking issues between Thirty-fifth and Thirty-eighth Avenues and ensure that streetscape improvements are not constructed before the area is ready for them. The Action Plan chapter of this plan suggests that the decision of whether to initially build the ultimate planned improvements or the interim improvements not take place for one to two years into the implementation process.

Neighborhood Protection

Residents of the neighborhoods surrounding the commercial district, especially neighborhoods south of Portola Drive, have expressed the desire to delineate the residential areas from commercial areas. Protecting residential streets from commercial traffic is key to this objective. Two streetscape applications can be used independently or together to provide visual clues to drivers that one is leaving the commercial area. Landscape bulb-outs can narrow the street and screen adjacent residential properties. Neighborhood markers in the form of piiasters, fences or walls, such as those found at 16th Avenue and East Cliff Drive can also be used to separate and buffer a residential street.



Valls and landscaping can be used to visually delineate residential streets from commercial areas

Improvements to Private Property

A general "clean up" of the business area would help to make it more appealing and attractive. Businesses and property owners can proceed immediately with taking a closer look at opportunities to clean up their property, and area wide programs can be developed to coordinate graffiti abatement, signage and facade improvements, lighting and general clean-up. Coordinated programs allow businesses and property owners to share resources and know how. These activities also serve to encourage property and business owners who are reluctant io invest money and resources into their property by assuring them that similar investments will be made on adjacent properties.

Economic Enhancement

- improve private property
- Develop guidelines for key sites
- Establish a long-term *economic* partnership

Graffiti reflects poorly on the entire business area and community. It should be painted over or removed on a regular basis. Graffiti experts agree that graffiti that is painted over quickly is less likely to re-occur. Businesses can tap into existing graffiti abatement programs in the county, or establish a program of their own that meets their needs.

Business signs also contribute to the appearance of the area. Too many signs, the erratic placement of signage, and poorly maintained signs can contribute to an impression of clutter, and should be removed or renovated, possibly through a coordinated signage improvement program.

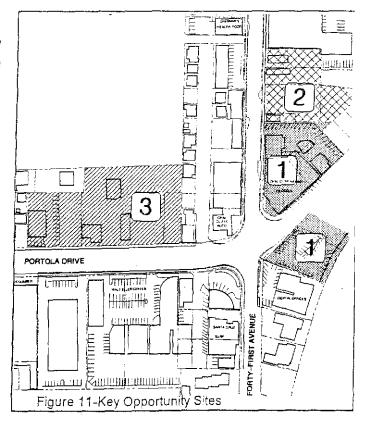
Some buildings are also in poor condition and could use some attention to deferred maintenance and repairs. Even a new coat of paint can vastly improve the character of a building. A coordinated effort of facade improvements could stimulate new investment and bring new customers to the area.

Landscaping can be effectively used to beautify and screen unsightly service areas and parking, and to buffer residential areas from businesses. Landscaping should be included in all renovation and new construction projects.

As shopping habits change, most retail purchases are increasingly being made in the early evening. Yet the level of night lighting on private property throughout the district does not encourage evening use. Storefronts, walkways and parking areas must be lit for the safety and convenience of customers and employees.

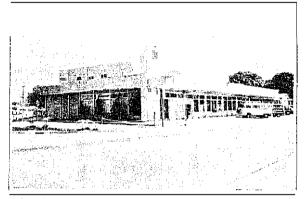
Key Opportunity Sites & New Commercial Construction

There are several large properties in the area that are vacant or are not developed to their maximum potential. Some of these properties are now for sale, and owners of other parcels may be interested in either selling or redeveloping their property. Future development on these parcels may depend on an improved economic climate, but



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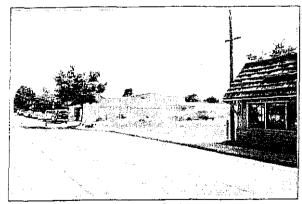
overall standards should be established now to assure that new development reinforces the new directions for the district. Three groups of properties, shown on Figure 9, have been identified as "opportunity sites" with the greatest potential to enhance the district. Each of these sites has potential to develop further, or to change use.



The Opal Cliffs Market site is in a prominent location in the commercial core.

The Opai Cliffs Market site, at 4125 Ponola Drive (APN 033-141-20, 49, 52, 53) is a large site that has traditionally served as a focal point for the area. The market, now closed, served local residents and provided much needed neighborhood service. The market's location at this key, visible corner contributes to the image of the commercial area, and this image can be either good or unfavorable. To enhance the area; it is important that this site be renovated, updated and occupied. Because of the long street frontage, on both 41st Avenue and Portola Drive. this site offers an excellent location for pedestrian oriented shops or other neighborhood services.

Next to the Opal Cliffs market are four parcels surrounding 900 41st Avenue (APN 033-141-25, 26, 30, 45), two Of which are completely vacant, and two with buildings and parking that cover a small portion of the parcel. These parcels create a gap between existing uses and separate the building that houses Montbell and the Bike Shop from the rest of the commercial core. These sites offer two opportunities to the area. First is the opportunity for new infill buildings on the vacani portion of these parcels adjacent to 41st Avenue. Infill would help to connect the existing retail businesses and restaurants on the east side of Forty-first Avenue, strengthening the commercial core and providing new business opportunities. Secondly, there is an opportunity to develop shared parking by combining access and parking of all uses on the east side of the street between Bain and Portola Drive. New buildings on this site should complement the existing buildings and incorporate pedestrian amenities, including storefront windows oriented to the sidewalk. Buildings should be built to the

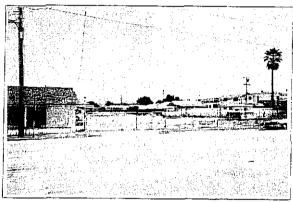


Development of the Forty-first opportunity site should complete the pedestrian oriented street frontage begun on either side

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sidewalk, or have activity spaces between the structure and the sidewalk such as outdoor eating areas, small plazas or building entries. Parking should be located to the rear of the parcels, and should be well marked.

A key cornbination of sites on Portola Drive consists of two underutilized parcels and one vacant parcel at 3811 and 3911 Portola Drive (APN 032-051-22, 31, 32), near the intersection with 41st Avenue. These sites are importent to linking Portola Drive between Thirty-eight and Forty-first Avenue to the commercial core. These parcels offer



The Portola Drive site is key to linking Portola Drive to the commercial core on Forty-first Avenue.

many of the same advantages as the site discussed previously. There is a gap between businesses in this area, providing an opportunity to unify the existing retail businesses and benefit the entire district. This is the largest combination of underdeveloped parcels in the area, and is large enough to accommodate an anchor use. The size also allows for some flexibility of building and parking placement, although

new buildings should complement the scale and mass of surrounding development and should have visible store-fronts or outdoor use area located at or near the sidewalk. Shared parking should also be part of any new development.

All new development, on any site in the Pleasure Poin! commercial area, should be designed to reinforce the scale: size, and pedestrian orientation of the district. New or remodeled buildings should be located at or near the sidewalk, or should incorporate public areas, such 2s outdoor eating areas, at the front of the building. No one style of architecture is common to the area, but design elements should be carefully planned to enhance the overall district, and to improve the general image.

Business Cooperation

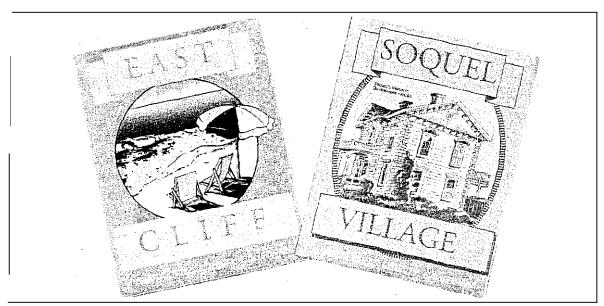
Considering the changing economies of small business and the location of Pleasure Point near other commercial areas in Capitoia and Santa Cruz, the Pleasure Point area must find a commercial niche that will position the area for the future. Businesses most appropriate for this commercial area include independently owned, specialty-oriented businesses and services that will serve the immediate neighborhoods and benefit the community as a whole.

In order for small businesses to prosper in this area, however, some type of business or economic plan will be needed. Several approaches can be considered, including a business association, a financial assistance program,

and a long term implementation strategy to guide the plan in the future. Programs that can be offered through a business association include business development assistance for both new and existing businesses, area-wide promotions and advertising campaigns, economic assistance programs, and business district improvements.

A financial assistance program could include funding or loans for facade and sign improvements and building improvements A parking improvement district could also be considered that would heip in developing needed shared parking facilities.

A long term economic enhancement program will require a partnership be between businesses, commercial property owners, neighborhood residents and government to guide implementation of the plan. Representatives from these groups should develop the detailed improvement plans that will guide the future of the district.



Examples of joint advertising materials used in East Cliff and Soquel Village.

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V. THE ACTION PLAN

The Action Plan

This plan has documented a number of problems in the Pleasure Point Business Area which have !ed to an overall decline in the vitality of the business area. At the same time, it has articulated a number of very positive and unique attributes which can contribute to the long term potential for the area to once again be a center of commerce, activity and community focus. It is important that a plan for revitalizing the area not lose sight of these special features.

Because of the current and projected future retail climate in our country small business areas like this will continue to struggle without a regular process for reevaluation and change. It is also clear, that; with minor exceptions, even the strongest businesses will not succeed long term if the overall area does not From the perspective of alimprove. most all participants in the workshop process - area residents and business and property owners -- there is uniform agreement that a change is in order for Pleasure Point. While there is not complete agreement on all elements of a future vision for the area, most of the ideas which have been expressed possess considerable common features. Where disagreement exists, it is important to establish a process for exploring and resolving those differences.

An action plan for revitalizing the Pleasure Point Business Area, therefore, cannot **be** a rigid plan of action. Rather,

it needs to provide the overall framework for ideas to be exchanged, recognize the most critical needs to be accomplished in the short term, and identify who is primarily responsible for various activities. It is also important to recognize that a successful outcome from these efforts will only be possible with a close collaboration between business and property owners: future business investors, the County/Redevelopment Agency, and area residents and customers. But most importantly, a plan for the area needs to be flexible, recognizing that, while there may be general agreement on an overall direction for the area: there are many paths to get there. The ultimate path that is taken must be allowed to evolve, with the thoughtful participation of all affected parties.



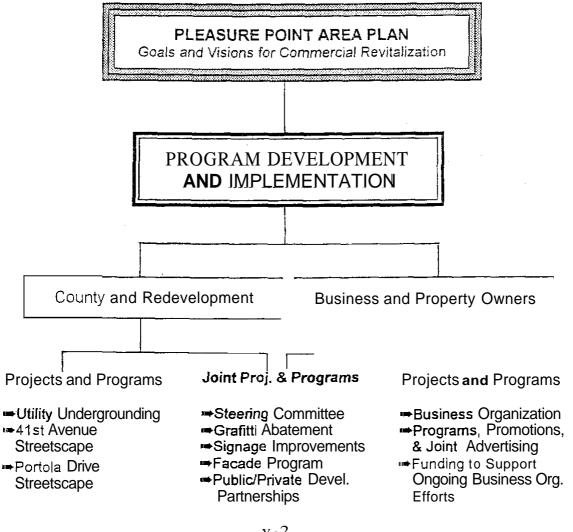
Events in the commercial district can attract new customers and foster community interest in the area.

The proposed action plan for beginning the revitalization process for the Pleasure Point Business Area; in addition to suggesting a number of tasks to be accomplished, attempts to distinguish between those tasks that must be ad-

dressed in the near future (next two years) from those which will most likely be accomplished in the middle (3-5 years) to long term (5+ years) future. As well, while recognizing that most efforts will ultimately require various levels of collaboration, it suggests a "lead" role for the various tasks suggested.

Many of the activities are grouped around those which must be addressed before the public improvements (and related construction impacts) occur and those which can be accomplished during or after the construction period. These time lines are not suggested to be limiting, but are intended to provide an overall perspective of the general order for taking on tasks, and how much can be accomplished at any one time. The ultimate order and emphasis of the work tasks will be set by those most directly involved with implementing the Plan.

Tne illustration summarizes the full range of tasks that can be undertaken to stimulate revitalization of the Pleasure Point Business Area. A suggested time line for undertaking these tasks is suggested in the following section.



Short Term Activities: The Next Two Years

The emphasis during this initial two year period will focus on design for the public improvements for the area, getting businesses working more closely together, refining the vision for the future, assuring both the public and private players that future investment in the area will be worthwhile, and preparing businesses for the possible short-term impacts of construction.

Prior to construction, there are a number of activities that must take place. Design and engineering for the road, streetscape, and utility undergrounding projects must move forward during this time period. But, in order for these activities to reflect the views of the affected parties, some ongoing public participation in the design decision-making process must be provided.

That process must involve business and property owners in the area. It should also, given the potential impacts on surrounding neighborhoods, involve representatives from the surrounding residential areas. It is suggested that an initial Steering Committee be formed by interested business and property owners and area residents. That Committee would explore and recommend the best structure for ongoing public involvement in the evolution of the design of public improvements for the area.

The need for an ongoing community organization, however, goes far beyond the need to provide input and guidance

on the design of future public improvements in the Pleasure Point Area. It is also essential that area businesses begin to work together to resolve differences and begin to work on an initial cleanup and promotion of the business area. These early efforts by area businesses will also serve to reassure the County/Redevelopment Agency of the commitment of area businesses in the revitalization process and therefore the wisdom on investing in public improvements in the area.

This organization could ultimately guide the development of other programs during and after the construction of public improvements in the area. It is likely that a Steering Committee would recommend an organizational structure that could accomplish both the oversight of public improvement designs and ongoing business promotional activities.

While the Redevelopment Agency can provide some very initial administrative support to such an organization, ongoing viability of such an organization will require some leve! of support from the business community

SUMMARY OF PHASE 1 TASKS

- ✓ Formation of Steering Committee
- Formation of Ongoing Business Organization
- Advise in Design of Public Improvement Projects
- ✓ Initial Clean-up and Promotion
- Graffiti Abatement

Mid- Term Activities: Three to Five Years

With a strong business organization in place and designs completed for construction of public improvements in the area, it will be time to begin to focus on other needs for the area. These additional activities could include a wide range of activities directed toward further improving the image of the Pleasure Point Business Area and strengthening area businesses.

Possible programs which can be accomplished during this period include activities directed towards improvement of business signage and building facades. At this same time, it would be appropriate to explore a code enforcement program to address the most serious code compliance problems in the area. Such a program could be coupled with a financial incentive program to encourage rapid compliance.

As well, options for shared parking (particularly in the Lower 41st Avenue area) could be evaluated. This activity would include identifying the extent of parking needed, defining the best location for additional parking facilities, and providing overall financing for parking lot acquisition, construction and maintenance.

Lastly, in order to continue to expand and attract new customers and businesses to the area, especially after the preliminary construction is completed, this time would be appropriate to explore various programs for encouraging business expansion and attraction. It is envisioned that business promotional activities would also likely increase during this period.

implementation of these programs will require a close working relationship within the business community and between the businesses and local govern-It is therefore suggested that these activities would most likely move forward after building a strong base of support through the successes from the initial two-year's activities. As well, the results of many of these programs will complement the completion of public improvements in the area. Lastly: it is likely that businesses will be more likely to take on some of these more challenging issues once the overall visual sense of the area has been established through the construction of utility undergrounding and streetscape improvements

SUMMARY OF PHASE 2 TASKS

- ✓ Signage Upgraae Program
- Building Facade Improvement Program
- Shared Parking Exploration and Financing
- ✓ Code Enforcement Program
- Business Attraction Program
- Expanded Promotions of the Area

Long Term Activities: After Five Years

As the revitalization efforts for the area evolve, new ideas will arise and the overall vision for the area may change. For example, it is possible that: by this time final improvements along the cliffs of East Cliff Drive will be completed. Depending the outcome of that project, it will provide an even greater opportunity for the business area to connect with nearby coastal recreational activities. It is also possible that new trends in the business/retail environment will reshape how goods and services are provided.

The only thing that is certain is that there will be change, and for the area to thrive it too will need to adapt and change. That is why no specific action plan for the long-term period is suggested other than an ongoing re-evaluation of the successes and difficulties in the area. The long-term viability of the area will depend upon a regular fine-tuning and refocusing on the part of the collaborative revitalization team.

Action Plan Summary

The following chart summarizes the proposed action plan for the Pleasure Point Business Area. The chart summarizes the prior discussion and indicates the range of tasks to **be** undertaken, the likely time frame for beginning work on each task, and the primary party most likely responsible for the various work elements. Again, it is important to un-

derstand that this chart summarizes only one possible scenario for accomplishing the revitalization of the Pleasure Point Business Area



Merchants, property owners, the community and local government must continue to work together for positive change in the area.

Suggested Tasks		Primary Responsibility			Time frame		
		County/ RDA	Owners	Joint	Next Two Years	Next 3.5 Years	Be- yond 5 Years
Formation of Steering Committee				V	v		
Long-term Organization Formed			į	1			
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VI. ACKNOWLEDGEMENTS

Santa Cruz County Redevelopment Agency Board of Directors and

Santa Cruz County Board of Supervisors

Fred Keeley
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Supervisor 2nd District
Supervisor 3rd District
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Senior Civil Engineer
Senior Civil Engineer
Traffic Engineer

Small Business and Economic Development Consuitant

Kent Burnes Principal, Burnes Consulting Group

VII. APPENDICES

- Survey Results
 Business Owner Survey & Results
 Property Owner Survey & Results
 Shopper Intercept Survey Summary
- 2. Community Meeting Information
 Areas of General Agreement
 Workshop Comments
- 3. Demographic Information
- 4. Land Use Designation Map
- 5. Zoning Map
- 6. Traffic Circulation Analysis
- 7. Portola Drive Interim Phase Improvement Plan