Staff Report to the Planning Commission

Application Number: 03-0465

Applicant: Anne Baker
Owner: Saint John the Baptist Episcopal Church
APN: 038-081-35

Agenda Date: 5/24/06
Agenda Item #: 8
Time: After 9:00 a.m.

Project Description: Proposal to construct a church facility in three phases (resulting in approximately 13,000 square feet total floor area); to grade approximately 5,000 cubic yards (cut) and 4,800 cubic yards (fill); to establish a Master Occupancy Program to include operating a private school for a maximum of 50 students, four annual overnight retreats for 30 people, participation in the Interfaith Satellite Shelter or like program; use of the facility by schools and community groups for concerts and plays, and utilization of the facility by other non-profit groups; and to install a temporary caretaker's mobile home (to be removed from the site at project completion).

Location: Property located on the west side of McGregor Drive approximately 400 feet north of the intersection of McGregor Drive and Sea Ridge Road.

Supervisoral District: 2nd District (District Supervisor: Ellen Pine)

Permits Required: Commercial Development Permit, Coastal Development Permit, Preliminary Grading Review, and a Soils Report Review.

Staff Recommendation:

- Certification of the Mitigated Negative Declaration per the requirements of the California Environmental Quality Act.
- Approval **of** Application 03-0465, based on the attached findings and conditions.

Exhibits

A. Project plans
B. Findings
C. Conditions
D. Mitigated Negative Declaration (CEQA Determination) with the following attached documents:
(Attachment 2): Assessor's parcel map
(Attachment 3): Zoning map
(Attachment 4): General Plan map
E. Master Plan for Coastal Priority Site
F. 1994 County Counsel Memo regarding (H) Housing designation
G. Comments & Correspondence
H. "Listening for Architecture", S.F. Chronicle article on Warren Callister

Parcel Information

Parcel Size:	2.5 acres
Existing Land Use - Parcel:	Vacant
Existing Land Use - Surrounding:	Multi-family residential, Highway 1, and vacant.
Project Access:	Canterbury Road (off McGregor Drive)
Planning Area:	Aptos
Land Use Designation:	R-UH (Urban High Density Residential)
Zone District:	RM-3-H (Multi-family Residential - 3,000 square feet minimum - Housing combining district)
Coastal Zone:	X Inside __ Outside
Appealable to Calif. Coastal Comm.	X Yes __ No

Environmental Information

An Initial Study has been prepared (Exhibit D) that addresses the environmental concerns associated with this application.

Services Information

Urban/Rural Services Line:	X Inside __ Outside
Water Supply:	Soquel Creek Water District
Sewage Disposal:	Santa Cruz County Sanitation District
Fire District:	Aptos/La Selva Fire Protection District
Drainage District:	Zone *6* Flood Control District

History

The subject property was created as one of three parcels resulting from Minor Land Division 93-0437. These three parcels have been vacant until the recent construction of the Seacliff Highlands affordable housing development on the adjacent property to the west of this parcel. As **part** of the Seacliff Highlands project, a master plan (Exhibit E) was developed that described the infrastructure and design parameters for all three parcels.

Project Setting

The subject property is approximately 2.5 acres on the west side of McGregor Drive in the Seacliff area of Aptos. The site is currently vacant. The parcel was created through the prior Minor Land Division mentioned above and the project access (Canterbury Drive) is being constructed in conjunction with the affordable housing site to the west. Highway one is located to the north-east, with multi family residential housing to the north and west, and a vacant parcel to the south. Although the adjacent vacant parcel is currently zoned for Visitor's Accommodations with a designated park site (VA-D), the current owner has entered into a purchase agreement with South County Housing who proposes to build affordable owner-occupied housing on approximately **1.7** acres of the site with the remainder to be developed as a neighborhood park. The County is currently processing the required General Plan, Local Coastal Program and zoning amendments to facilitate the proposed change in use.

Zoning & General Plan Consistency

The subject property is located in the RM-3-H (Multi-family Residential - 3,000 square feet minimum - Housing) zone district. The proposed church is an allowed use within residential zone districts. The residential zoning is consistent with the site's (R-UH) Urban High Density Residential General Plan designation.

Commercial Development Permit - Church

This proposal is for the construction of a new church and associated facilities for Saint John the Baptist Episcopal Church, which is currently located on Depot Hill in Capitola. The congregation has outgrown their current location and is proposing to construct facilities that will accommodate their needs for many years to come.

The church facilities are proposed to be constructed in three phases. The first phase will consist of a sanctuary, administrative offices, and accessory uses and buildings for storage, utilities, and a youth hutch. The total floor area of the first phase will be 5,075 square feet. **A** temporary caretaker's unit will be located on the project site during the first phase of construction. The second phase will consist of additional meeting and accessory rooms enclosing a central courtyard. The total floor area, including the second phase, will be 7,305 square feet. The third phase will include the conversion of the inner courtyard to a large enclosed space with a high swept ceiling and skylight, and the construction of the permanent caretaker's quarters above a detached garage. The total floor space, including the third phase, will be 12,935 square feet. The temporary caretaker's unit will be removed at the completion of the permanent caretaker's unit.

The uses proposed at the church facility will include church services, a private school for a maximum of 50 students, four annual overnight retreats for up to 30 people, participation in the Interfaith Satellite Shelter or similar program, and use of the facility by schools and community groups for concerts and plays.

Parking, Traffic & Circulation

To serve the proposed uses, a 73 space circular parking lot will be constructed around the church. The parking lot will be accessed from Canterbury Drive, which is currently under construction. Canterbury Drive (a local street) will be used for vehicular access, as opposed to McGregor Drive (an arterial road), to avoid potential vehicular sight distance and circulation conflicts.

A variety of different activities will occur at the church , some of which will overlap in scheduling. The applicant has submitted a detailed parking demand assessment (see attachment 11 to Exhibit D) that indicates the proposed parking will be adequate to serve the uses proposed. The basketball court **has** been designed to accommodate an additional 17 overflow parking spaces, to be used during periods of peak parking demand (such as Easter Sunday services), for a total of 88 spaces, not including the three spaces provided for the permanent caretakers unit. The traffic engineer, TJKM Transportation Consultants, estimated a peak parking demand of approximately 88 spaces. This estimate is based on an average vehicle occupancy rate of 2.13 passengers (adults and children) per vehicle. If the average occupancy is lower than anticipated

by the traffic engineer, parking may not be sufficient for the one or two occasions per year with peak demand. It would not, however, be appropriate to design the parking facility for maximum parking demand that would occur infrequently.

The project site is located near State Park Drive and Highway ***One,*** which will allow easy freeway access to and from the facility. **A** traffic study, prepared by TJKM Transportation Consultants, has been submitted which discusses projected traffic generation by the proposed development. Department of Public Works, Road Engineering staff have reviewed and accepted the traffic study. No adverse impacts are anticipated as a result of the increase in traffic associated with the proposed development.

The project is anticipated to result in 36 **AM** peak trips and 48 PM peak trips, which will not decrease the level of service (LOS) of any affected intersection to E or F. The majority of trips generated by the church will occur on Sunday mornings, which does not coincide with the peak traffic period in the area. While the project traffic engineer did note that the left turn movement onto State Park Drive from Searidge Road will occasionally experience delays equivalent to a LOS F, the overall LOS for this intersection will be C. Signalization of the intersection of State Park Drive and Searidge Road is a programmed improvement in the County's Capital Improvement Plan. Construction of this improvement will significantly reduce delays for the most impacted turn movement at this intersection.

Coastal Priority Site & Housing Combining District

The proposed church is located on a designated priority site in the County General Plan and Local Coastal Program. This parcel was one of two priority sites designated for affordable housing purposes as part of Minor Land Division 93-0437, and these parcels contain the H (Housing) combining district, which designates the parcels as a priority site for affordable housing. This designation required the construction of affordable housing at the Urban Medium density. With the construction of the 39 unit, 100 percent affordable housing project on the adjacent parcel (Seacliff Highlands), the requirement for affordable housing has been satisfied for both parcels, as that parcel was developed at Urban **High** density. County Counsel prepared a memo to clarify this requirement in 1994 (Exhibit F).

A master plan (Exhibit E) was prepared for the three parcels that resulted from Minor Land Division 93-0437 during the review of the affordable housing development (Seacliff Highlands) as preparation of a master plan is required for all designated priority sites. The master plan described the guidelines for the development of the parcels in conformance with the County General Plan, the Local Coastal Program, and the Seacliff Village Plan. This proposal is compatible with the guidelines and infrastructure requirements outlined in the master plan.

The proposed church is in conformance with the County's certified Local Coastal Program, in that it is an allowed use within residential zone districts, the coastal priority site affordability requirement has been satisfied by the adjacent affordable housing development, and the proposed use and design are compatible with the guidelines established in an adopted master plan. The project site is not located between the shoreline and the first public road. Consequently, the proposed project will not interfere with public access *to* the beach, ocean, or other nearby body of water.

Design Review & Scenic Resources

The design of the proposed church has been developed by Warren Callister and his associates. Warren Callister has designed many custom homes, subdivisions, and larger buildings throughout his career, including inspirational designs for churches such as the design he has prepared for this site in Seacliff. A recent San Francisco Chronicle article (Exhibit H) describes his style as "boldly modern, yet arising from the spirit of the place." Callister is known for his attention to detail and his well-defined regional style, having designed many buildings within the San Francisco Bay Area, New England, and beyond. One of Callister's other well-known churches (mentioned as his favorite in the San Francisco Chronicle article) is the chapel at Mills College in Oakland, California. The work of Warren Callister is artistic, rich with emotion, and connected to the place where it is located. His involvement in the design of the church proposed at this site in Seacliff ensures that a quality structure will be constructed that will enhance the entrance to Seacliff Village with a beautiful piece of landmark architecture.

The proposed church complies with the requirements of the County Design Review Ordinance, in that the proposed project is of a unique type of design with a tall spire (typical to churches) to be installed in the third phase. While preserving the uniqueness of the proposed structure, the design of the proposed church was revised throughout the review process in order to address potential visual impacts. As described in the Urban Designer's memo (Exhibit G), churches throughout the history of architecture have been featured elements of towns and countryside. The Duomo (Santa Maria degli Fiore) of Florence can be seen from quite a distance and the actual dome marks a "heart" of the town (along with the Palazzo Publico tower – which is the city hall). The Cathedral of Chartes is seen on the plain miles before one realizes that they are approaching the actual town. The Cathedral of Saint Mary (with it's hyperbolic white tiled roof structure) is set apart from the skyline of the rest of the area surrounding it in San Francisco. This structure is not out of character, but will actually provide a marker for the Seacliff area.

The project site is located within the viewshed of the Highway One scenic comdor. The project design includes excavation to lower the height of the proposed structure and the construction of landscaped earthen berms to screen the proposed parking area and structure from view. Landscaping, including large evergreen trees, is proposed to reduce visibility of the proposed development, which will have an opportunity to mature prior to construction of the final, and most visible, third phase.

Grading & Utilities

Grading will be required to prepare the project site, with approximately 5,000 cubic yards of excavation and 4,800 cubic yards of embankment, with the remaining volume to be transported off-site to an approved facility. The grading plan will create a level platform for the proposed church facilities while using the excavated material to create an embankment around the parking area. This embankment, combined with landscape plantings, will screen the parking area from the adjacent roadways. Although the site could potentially be developed with a reduced grading volume, the current proposal is supported due to the increased visual resource protection associated with lowering the height of the proposed structure and providing landscaped earthen berms around the parking area.

The project site is located within the Urban Services Line and all utilities are available to serve the proposed development. The current proposal will include on-site water quality treatment and sufficient detention to reduce the drainage volumes to pre-development levels. Additionally, the applicant will be required to pay drainage fees for any necessary improvements within the Zone ***6*** Flood Control District. These two requirements will adequately mitigate any potential drainage related impacts resulting from the proposed development.

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 12/12/05 & 1/30/06. A preliminary determination to issue a Negative Declaration with Mitigations (Exhibit D) was made on 2/1/06. The mandatory public comment period ended on 2/27/06, and the mitigations have been revised to address comments received.

The environmental review process focused on the potential impacts of the project in the areas of visual resources, traffic/parking, noise, and water/air quality. The environmental review process generated mitigation measures that will reduce potential impacts from the proposed development and adequately address these issues. **Plan** revisions were required which have been made by the project applicant.

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

- Certification of the Mitigated Negative Declaration per the requirements of the California Environmental Quality Act.
- **APPROVAL** of Application Number **03-0465,** based on the attached findings and conditions.

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

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

Report Prepared By: _____

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Report Reviewed By: _____

Cathy Graves
Principal Planner
Development Review

St John The Baptist Episcopal Church at Canterbury Site

Proposed new Church and Sunday School on McGregor Drive in Aptos, CA

Site size: 109,536 SF (2.51 acres)
Proposed Building size:
Phase III: 12,935 SF (includes Youth Hutch [320 SF] & Caretaker Unit [875 SF])
Phase II: 7,305 SF (includes Youth Hutch building [320 SF])
Phase I: 5,070 SF (includes Youth Hutch building [320 SF])

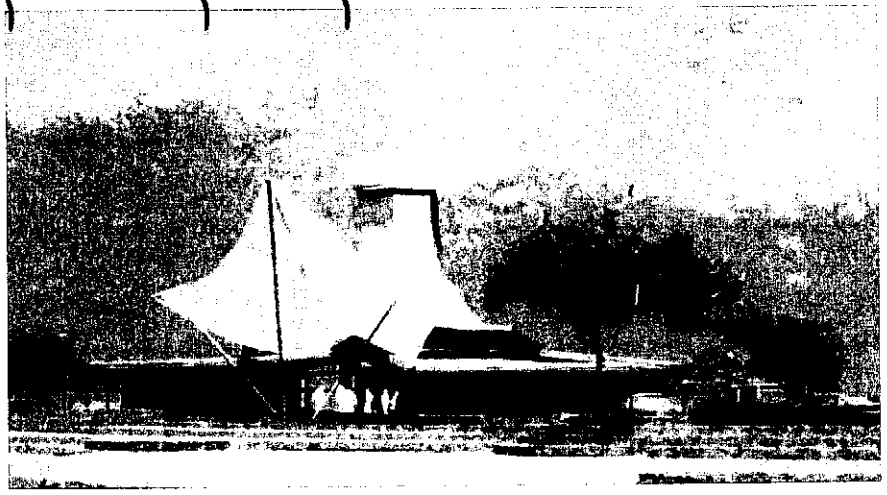
Final FAR: 12%

Outdoor Covered Storage 840 SF
Final Building Coverage: 17, 068 SF (including fabric awning [1300 SF])
Final Site Coverage Ratio: 15.6%

Parking Spaces: 93
ADA Parking Spaces 6 (included)

Occupancy A2.1
Fixed Seating Capacity for Sanctuary: 306

Zoning: RM 3-H
General Plan Layers CC & UHR
Coastal Commission review level 5
Priority Use Site -Seacliff Village Plan



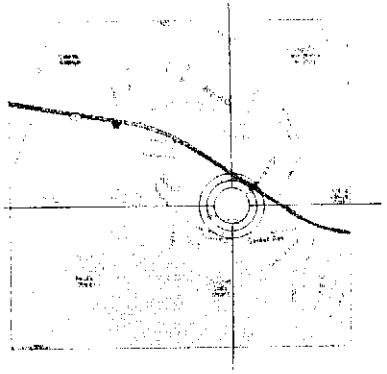
Project Team:

ARCHITECT: Warren Callister and Associates
Warren Callister Architect
415 878 4910

ASSOCIATE ARCHITECT:
Deliberate Design + Architecture [Barry Peterson]
P.O. Box 2691
Sausalito, CA
415 332 1300

CIVIL ENGINEER
Ifland Engineers [Duane Smith]
1100 Water Street Suite 2
Santa Cruz, CA 95062
831 426 5313

LANDSCAPE ARCHITECT
Bellinger Foster Steinmetz [Michael Bellinger]
425 Pacific Street
Monterey, CA93940
831 915 7112



Contents

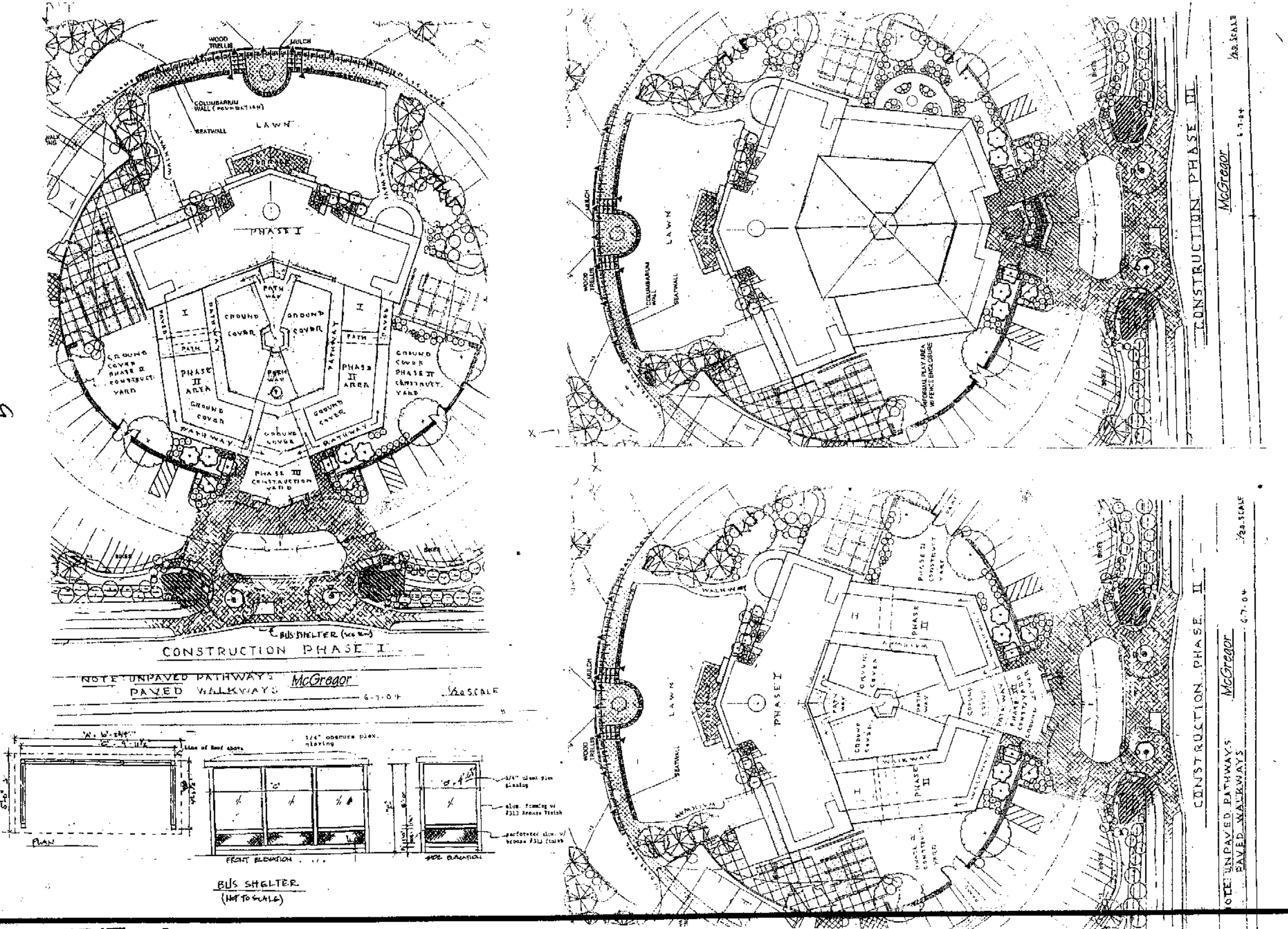
Use Permit Submittal for
St John The Baptist Episcopal Church
McGregor Drive
Aptos, CA APN 038 081 35

Title Sheet

Warren Callister Associates
Warren Callister Architect
Barry Peterson Assoc. Architect
2581 Topaz Drive
Novato, CA 94945
415 878 4910

DATE 15 March 06
SCALE NTS
JOB ##-###
BY BP

SHEET A0.0



Use Permit Submittal for
St John The Baptist Episcopal Church
McGregor Drive
Aptos, CA APN 038 081 35

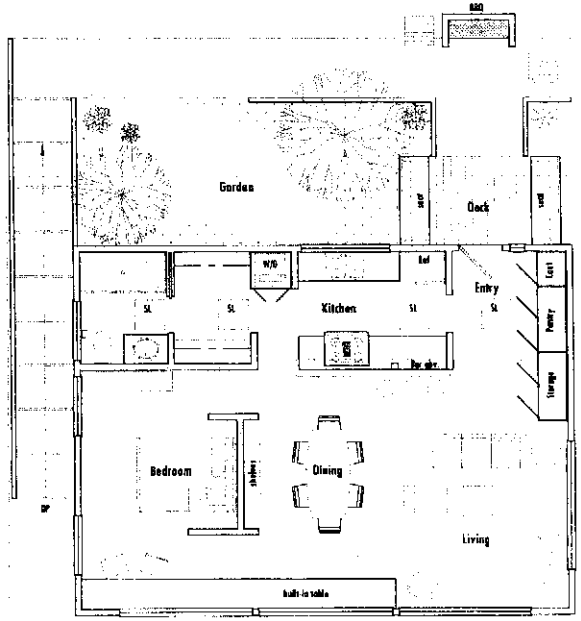
TITLE: PRELIM. SITE PLANS

Warren Callister Associates
Warren Callister Architect
Barry Peterson Assoc. Architect
2581 Topaz Drive
Novato, CA 94945
415 878 4910

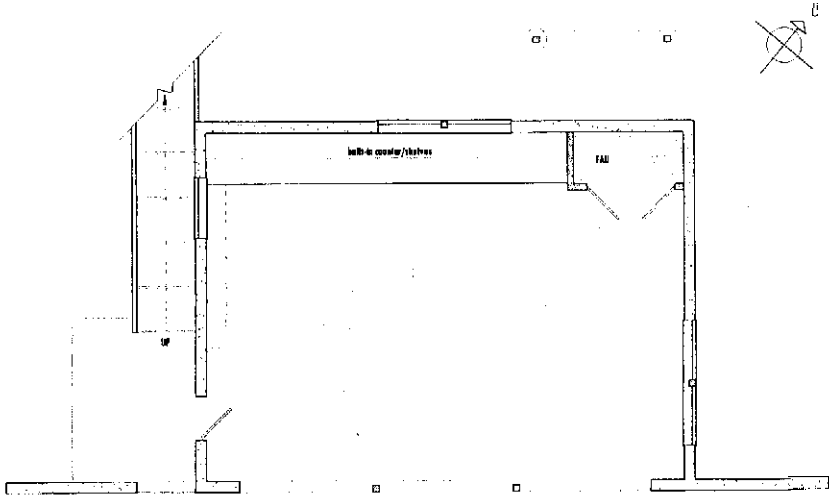
DATE	15 DEC 04
SCALE	1" = 20'-0"
JOB	
BY	CWC / EC
SHEET	A1.0

EXHIBIT A

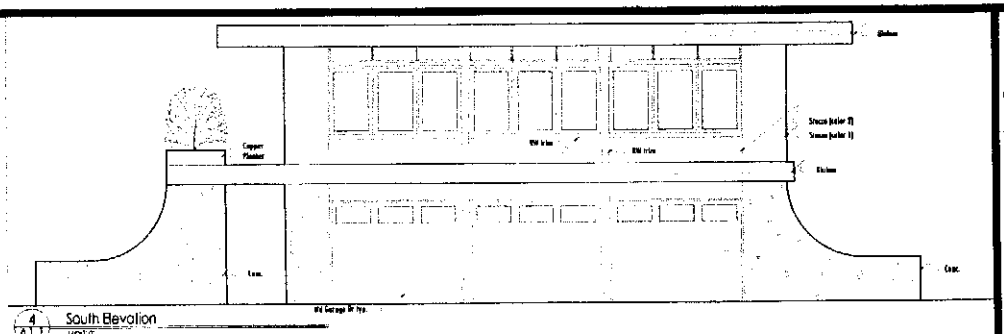
9



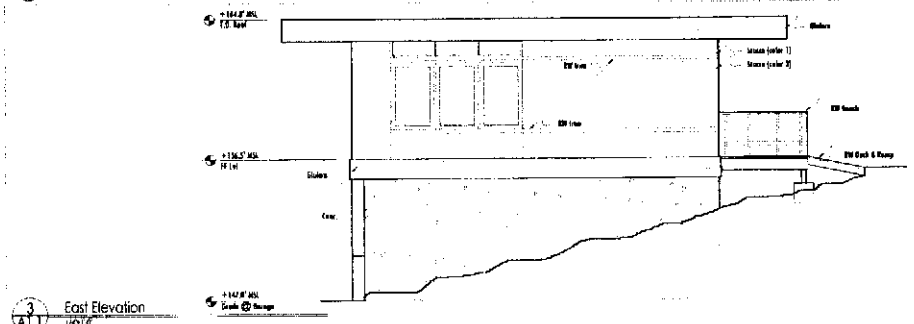
6 A1.1 Main Floor Plan



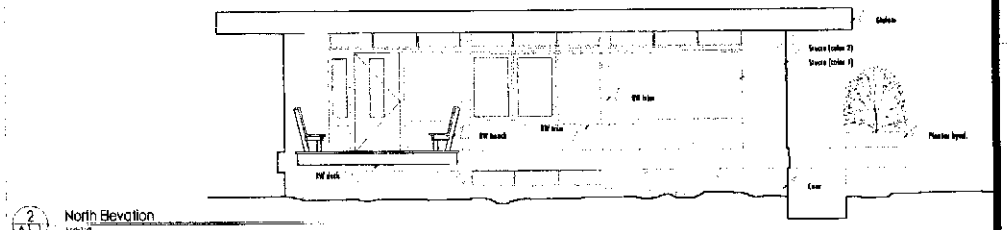
5 A1.1 Garage Plan



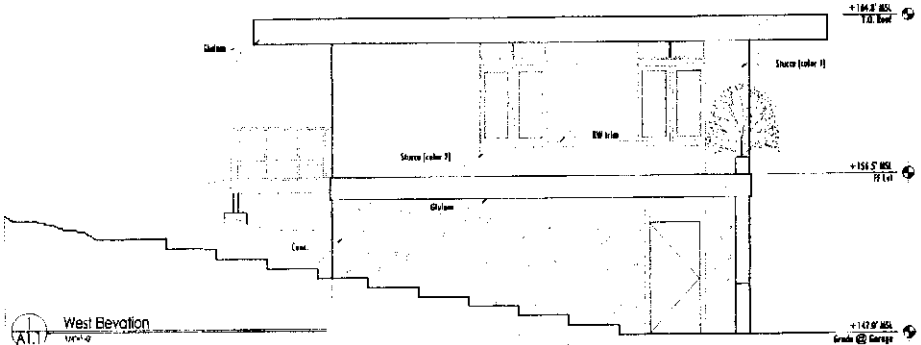
4 A1.1 South Elevation



3 A1.1 East Elevation



2 A1.1 North Elevation



1 A1.1 West Elevation

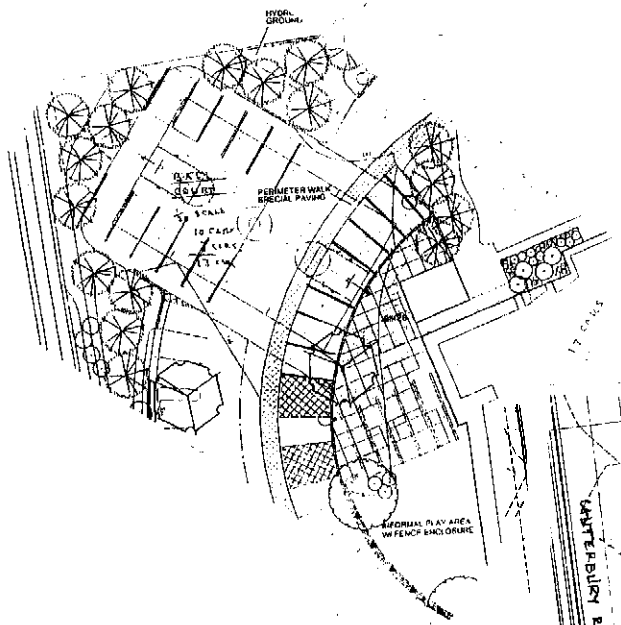
Use Permit Submittal for
St John The Baptist Episcopal Church
McGregor Drive
Aptos, CA APN 038 081 35

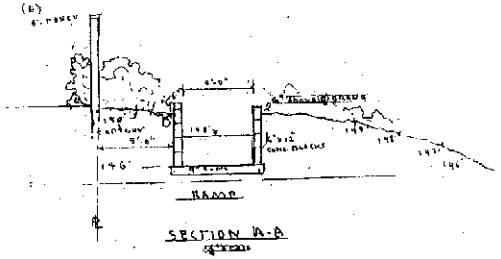
TITLE Caretaker's Unit (Phase III)

Warren Callister Associates
Warren Callister Architect
Barry Peterson Assoc. Architect
2561 Topaz Drive
Novato, CA 94945
415 878 4010

DATE 15 March 06
SCALE 1/8"=1'-0"
JOB ##-###
BY BP
SHEET A1.1

EXHIBIT A





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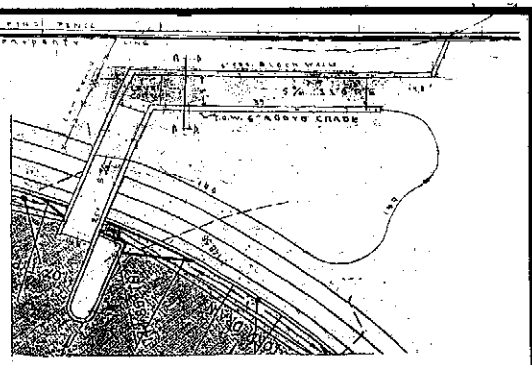
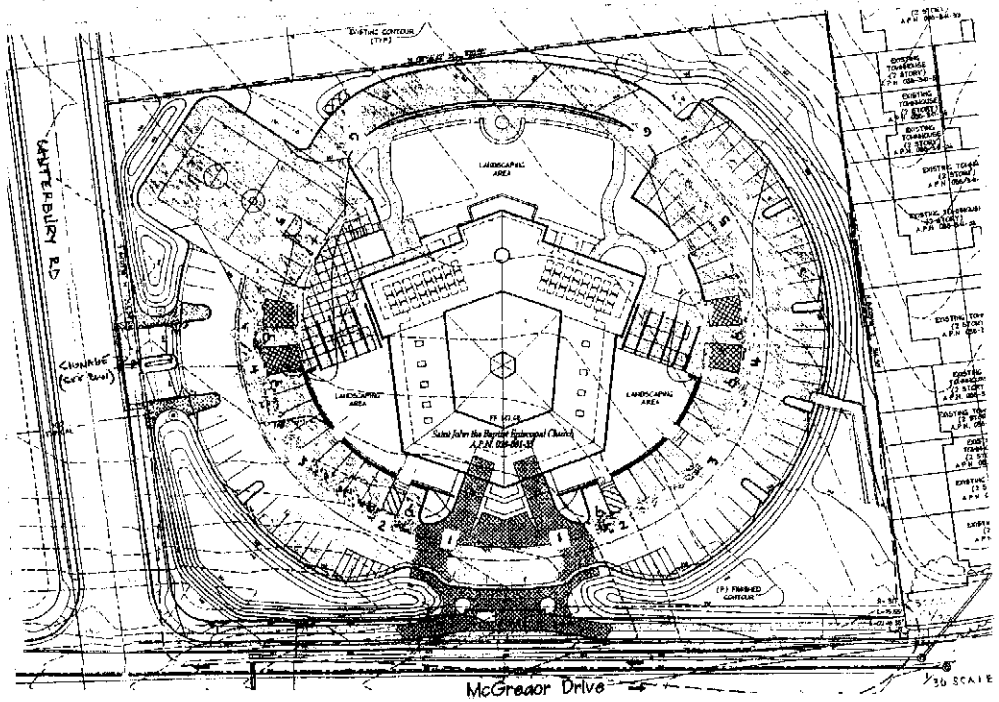


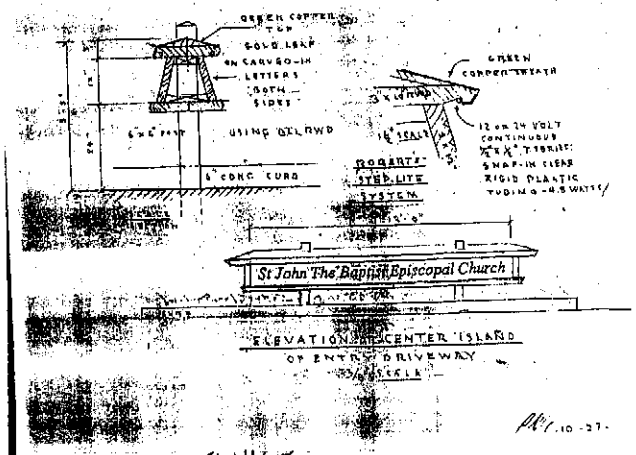
1/16" SCALE DETAIL OF NORTHEAST GARDEN H/C RAMP

SITE PLAN



ACCESS & PARKING PLAN

SCALE 1/30



ELEVATION AT CENTER ISLAND OF ENTRY DRIVEWAY

SIGNAGE

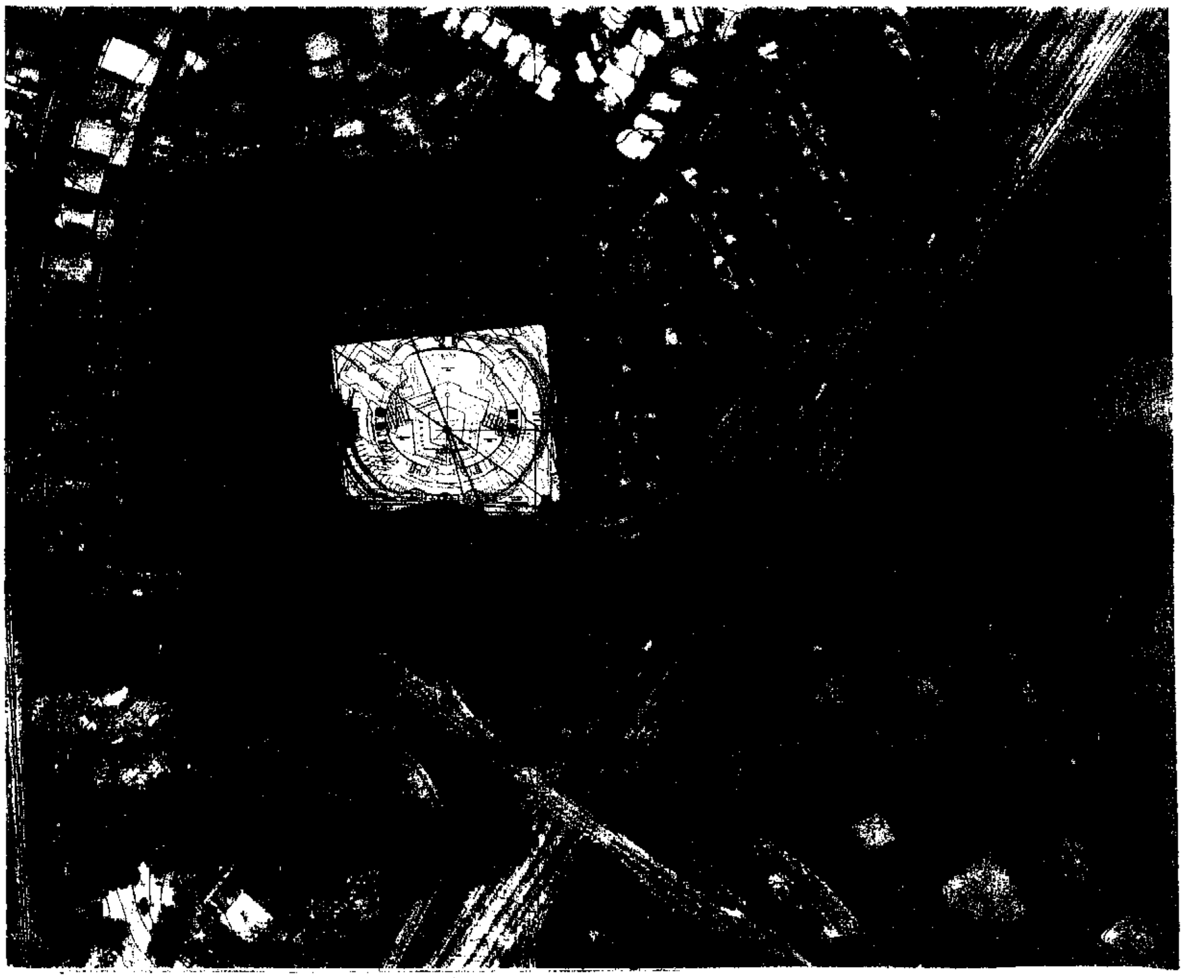
Use Permit Submittal for LABYRINTH
St John The Baptist Episcopal Church
McGregor Drive
Aptos, CA APN 038 081 35

MISC. SITE DETAILS

Warren Callister Associates
Warren Callister Architect
Barry Peterson Assoc. Architect
2581 Tomki Drive
Novato, CA 94945
415 878 4910

DATE	15 DEC 04
SCALE	AS SHOWN
BY	CWC
SHEET	A1.2

EXHIBIT A



AERIAL SITE PHOTO.
1/100 SCALE.

CHURCH ELEVATION ON SITE SECTION ALIGNED STEEPLE TO N/E CORNER STAKE : SCALE 1/40

Use Permit Submittal for
St John The Baptist Episcopal Church
McGregor Drive
Aptos, CA APN 038 081 35

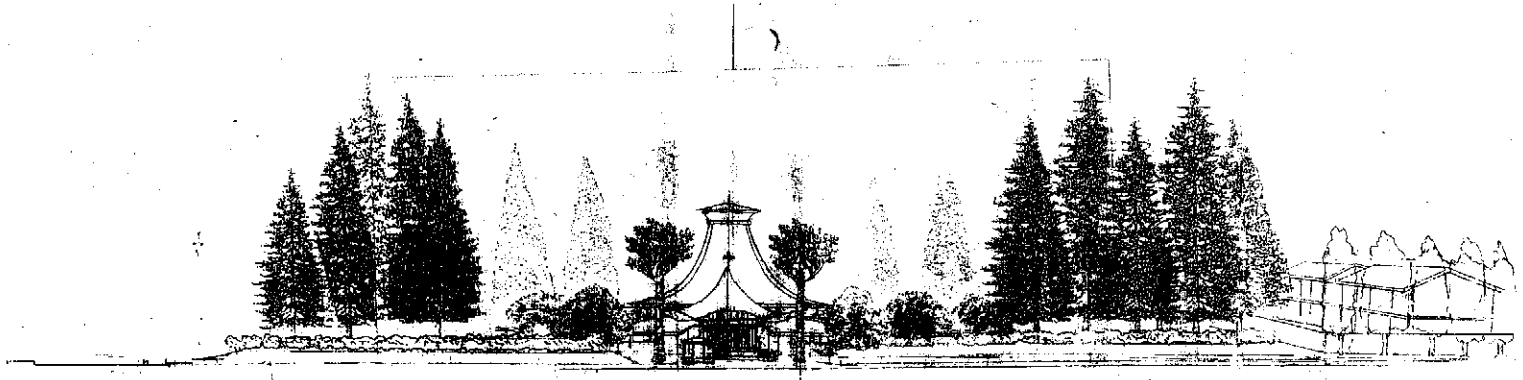
TITLE: AERIAL SITE PHOTO

Warren Callister Associates
Warren Callister Architect
Barry Peterson Assoc. Architect
2281 Topaz Drive
Novato CA 94945
415 878 4910

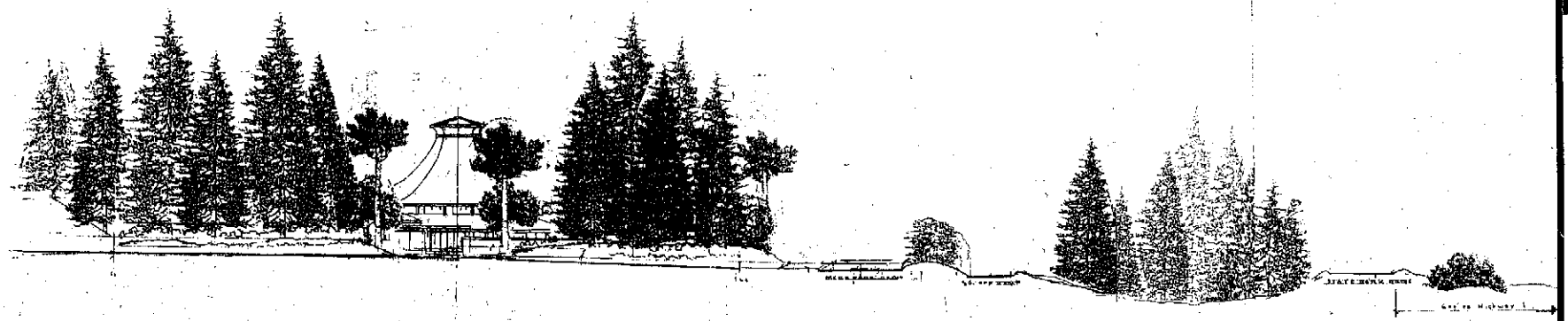
DATE: 15 DEC 04
SCALE: AS NOTED
BY: CNC
SHEET: A1.3

12

EXHIBIT A



EAST ELEVATION FROM MCGREGOR DRIVE



SOUTH ELEVATION FROM CANTERBURY DRIVE ADJACENT INTERCHANGE ROADS

1/16" SCALE PARALINE PROJECTIONS 1/32 SCALE SECTIONS

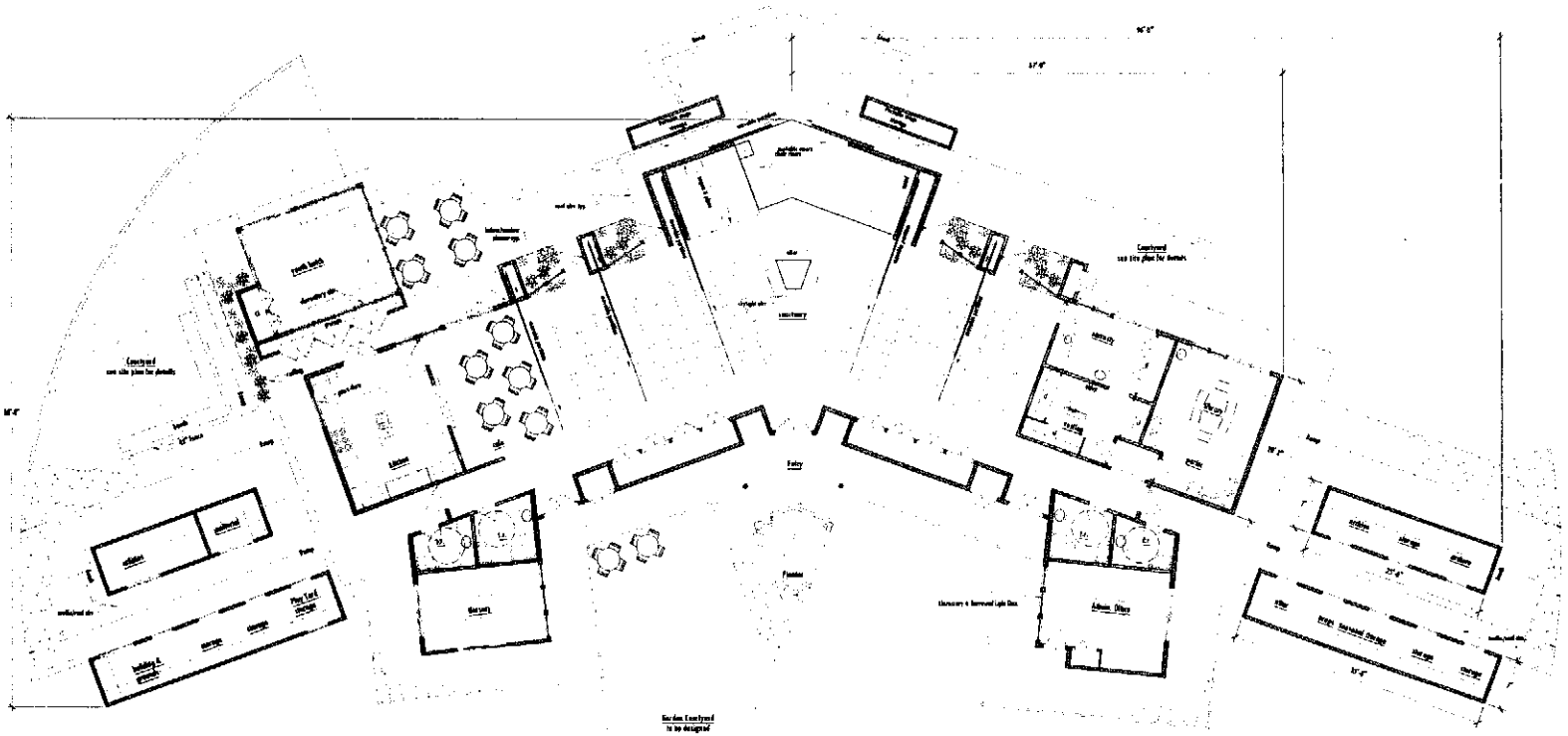
Use Permit Submittal for
St John The Baptist Episcopal Church
McGregor Drive
Aptos, CA APN 038 081 35

VISUAL ANALYSIS OF SITE

Warren Callister Associates
Warren Callister Architect
Barry Peterson Assoc. Architect
2561 Tioga Drive
Novato, CA 94945
415 879 4310

DATE 15 DEC 04
SCALE 1"=20'-0"
JOB
BY CHC
SHEET A1.4

EXHIBIT A



NOTE:
Doors, Windows and HVAC systems to be designed according the acoustician's report written for this project to minimize sound intrusion on neighboring residential areas [Salter Associates (15 June 04)] which is to be incorporated into the building specifications for all three phases.

All exterior lighting to be directed downward.

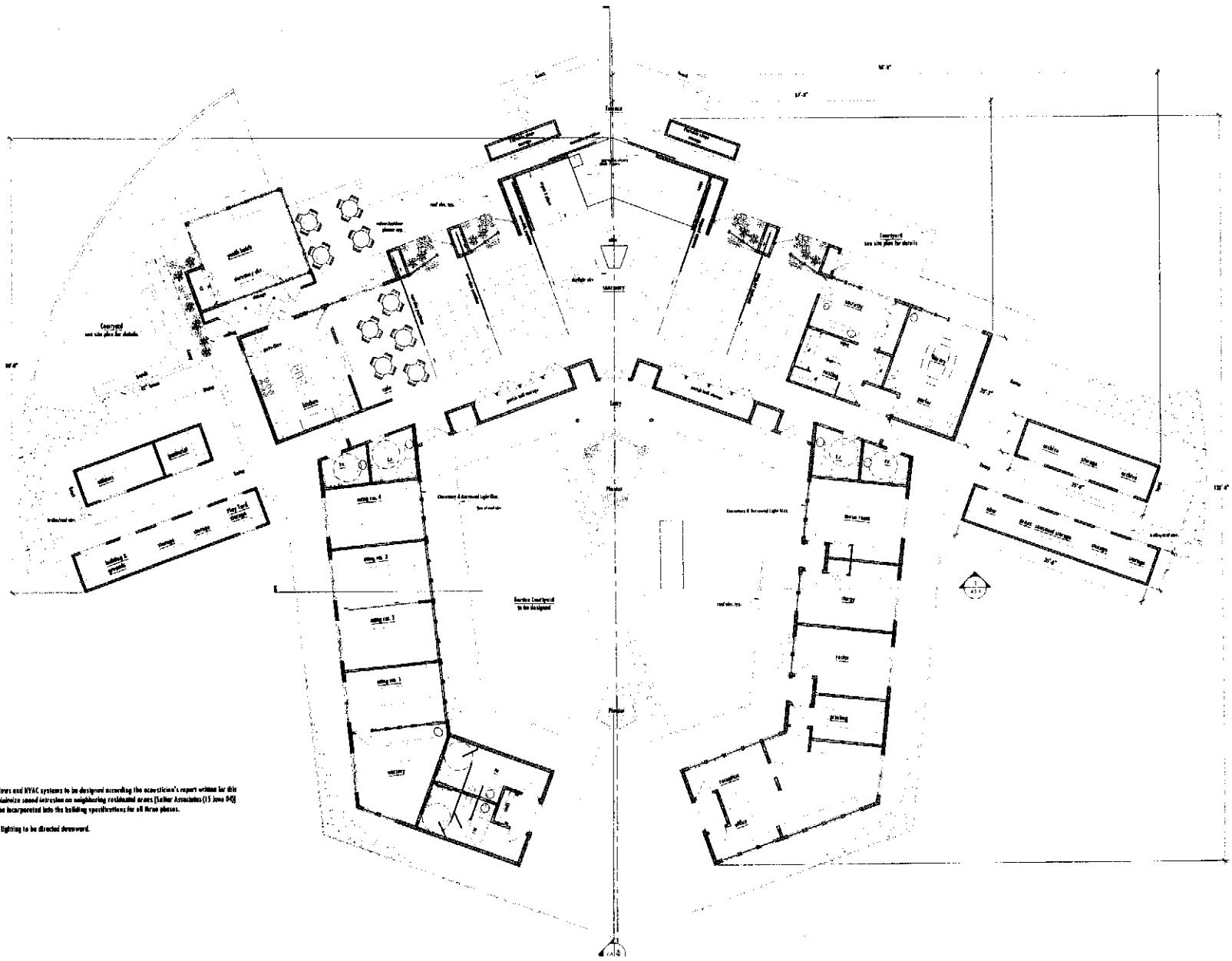
Use Permit Submittal for
St John The Baptist Episcopal Church
McGregor Drive
Aptos, CA APN 038 081 35

Schematic Plan--Phase-I

Warren Callister Associates
Warren Callister Architect
Barry Peterson Assoc. Architect
2361 Topaz Drive
Novato, CA 94945
415 878 4910

DATE 15 March 06
SCALE 1/8"=1'-0"
JOB ##-###
BY BP
SHEET A2.1

EXHIBIT 4



Use Permit Submittal for
St John The Baptist Episcopal Church
McGregor Drive
Aptos, CA APN 038 081 35

Schematic Plan–Phase II

Warren Callister Associates
Warren Callister Architect
Barry Peterson Assoc. Architect
2581 Topaz Drive
Novato, CA 94945
415 878 4910

DATE 15 March 06
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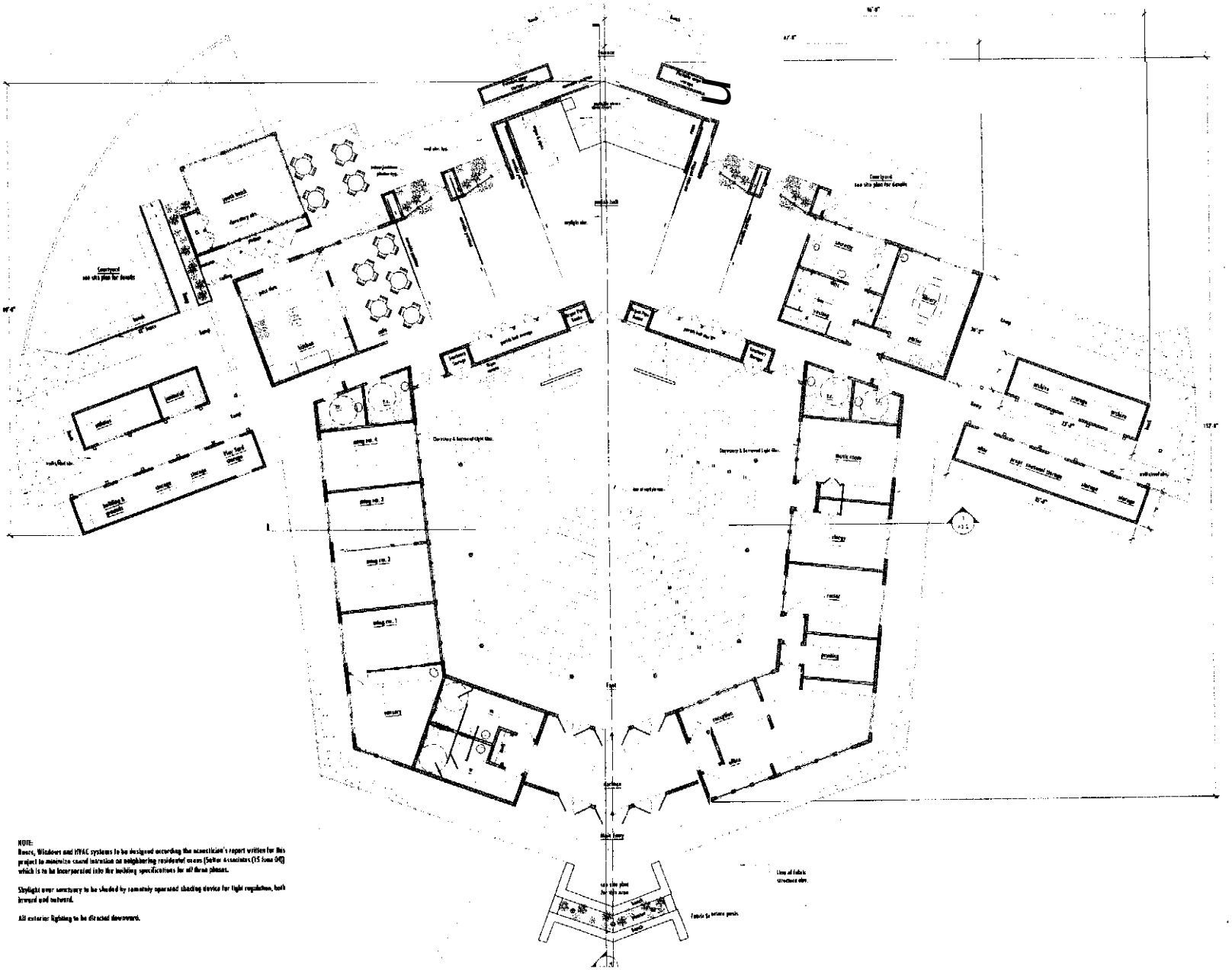
JOB ##-###
BY BP
SHEET A2.2

EXHIBIT A



NOTE:
Doors, Windows and HVAC systems to be designed according the acoustician's report written for this project to minimize sound intrusion on neighboring residential areas (Salter Associates (15 June 04)) which is to be incorporated into the building specifications for all three phases.

Skylight over sanctuary to be shaded by remotely operated shading device for light regulation, both inward and outward.

All exterior lighting to be directed downward.

Use Permit Submittal for
St John The Baptist Episcopal Church
McGregor Drive
Aptos, CA APN 038 081 35

Schematic Plan–Phase III

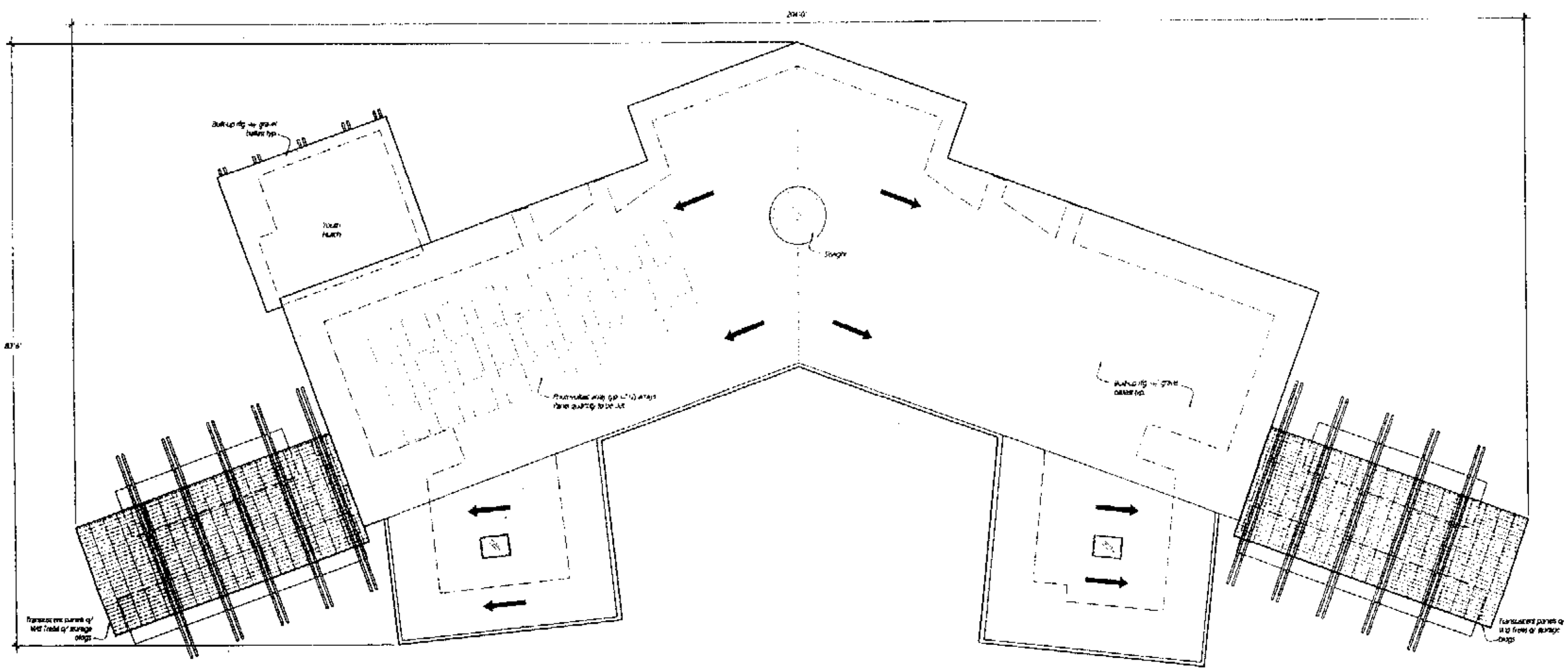
REVISION BY

Warren Callister Associates
Warren Callister Architect
Barry Peterson Assoc. Architect
258 Topaz Drive
Novato, CA 94945
415 878 4510

DATE 15 March 06
SCALE 1/8"=1'-0"
JOB ##-###
BY BP
SHEET A2.3

91

EXHIBIT A



1 A2.4 Roof Plan

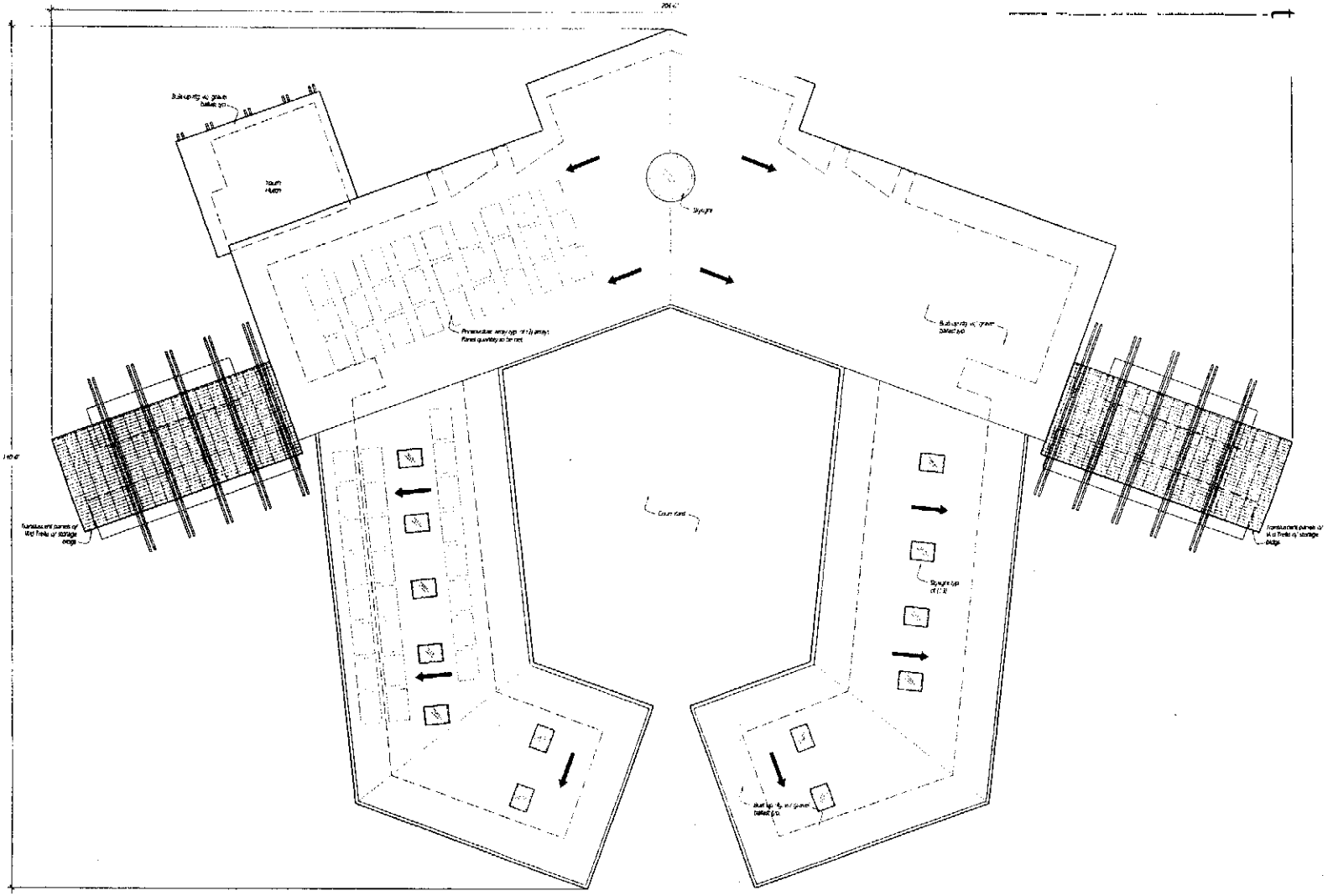
Use Permit Submittal for
St John The Baptist Episcopal Church
McGregor Drive
Aptos, CA APN 038 081 35

Roof Plan Phase I

Warren Callister Associates
Warren Callister Architect
Barry Peterson Assoc. Architect
2581 Topaz Drive
Novato, CA 94945
415 878 4910

DATE	30 Jun 04
SCALE	1/8"=1'-0"
JOB	##-###
BY	BP
SHEET	A2.4

EXHIBIT A



81

Use Permit Submittal for
St John The Baptist Episcopal Church
McGregor Drive
Aptos, CA APN 038 081 35

Roof Plan Phase II

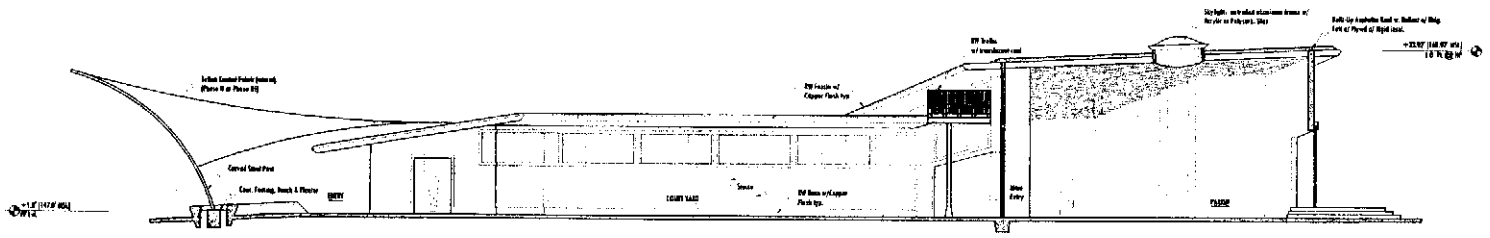
Warren Callister Associates
Warren Callister Architect
Barry Peterson Assoc. Architect
2381 Tripaz Drive
Novato, CA 94945
415 878 4810

30 Jun 04
1/8"=1'-0"
##-###
BP
A2.5

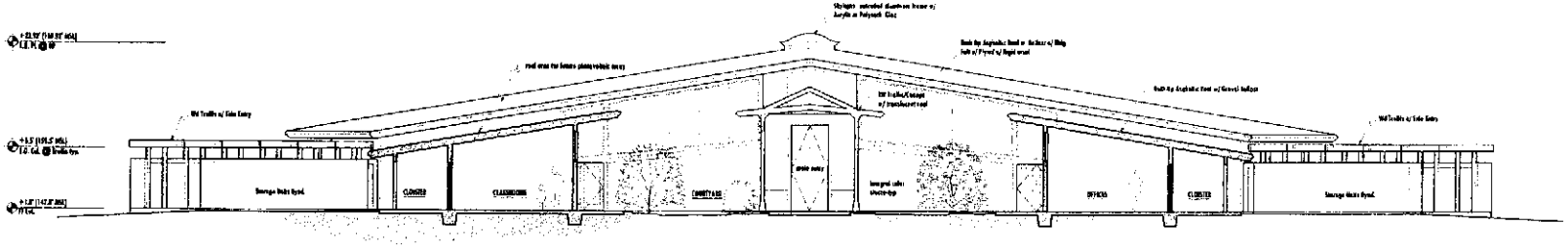
EXHIBIT A

Use Permit Submittal for
St John The Baptist Episcopal Church
McGregor Drive
Aptos, CA APN 038 081 35
Roof Plan Phase III
Warren Callister Associates
Warren Callister Architect
Barry Peterson Assoc. Architect
2581 Topaz Drive
Novato, CA 94945
415 878 4910
30 Jun 04
1/8"=1'-0"
##-###
BP
A2.6
N
Roof Plan
1/8" = 1'-0"

EXHIBIT A



2 / A3.1 Longitudinal Section @ Center
1/8"=1'-0"



Use Permit Submittal for
St John The Baptist Episcopal Church
McGregor Drive
Aptos, CA APN 038 081 35
Phase II Sections

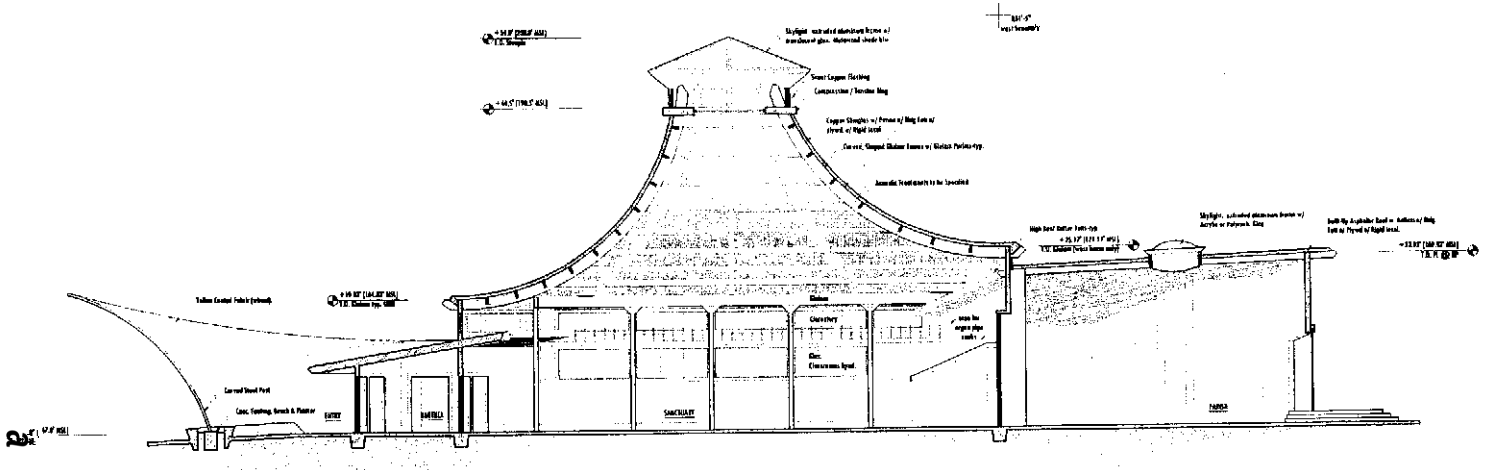
Warren Callister Associates
Warren Callister Architect
Barry Peterson Assoc. Architect
2581 Topaz Drive
Novato, CA 94945
415 878 4810

DATE 15 March 06
SCALE 1/8"=1'-0"
JOB ##-###
BY BP

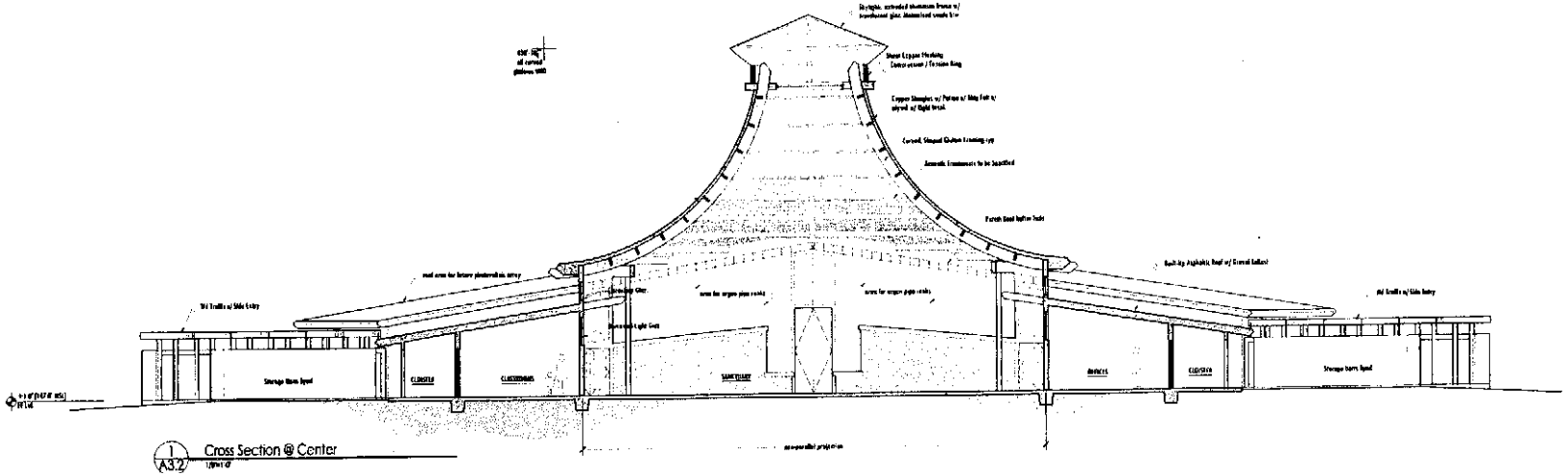
A3.1

20

EXHIBIT A



2 / A3.2 Longitudinal Section @ Center



1 / A3.2 Cross Section @ Center

12

Use Permit Submittal for
St John The Baptist Episcopal Church
McGregor Drive
Aptos, CA APN 038 081 35

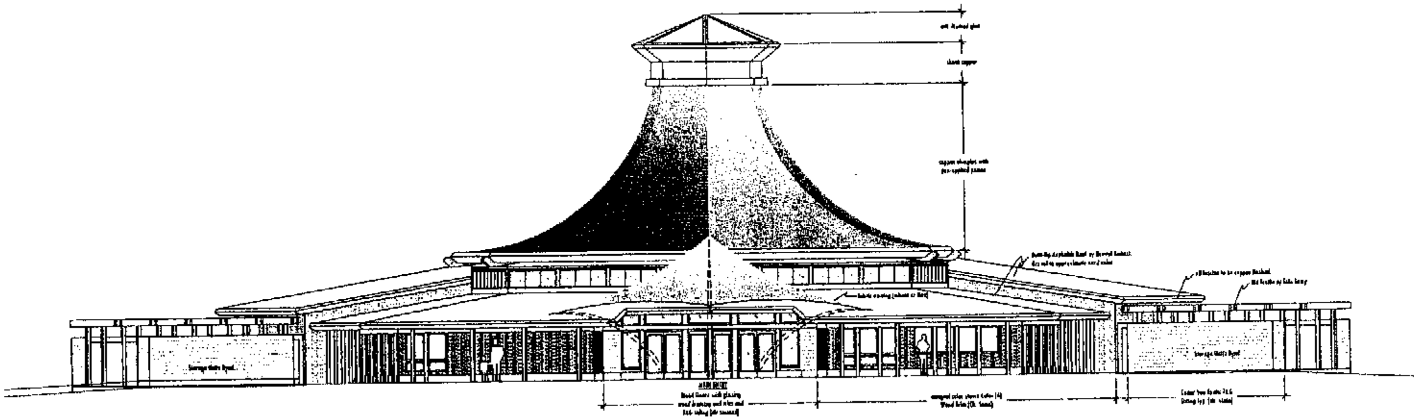
TITLE Phase III Sections

Warren Callister Associates
Warren Callister Architect
Barry Peterson Assoc. Architect
2081 Tioga Drive
Newton, CA 94945
415 376 4810

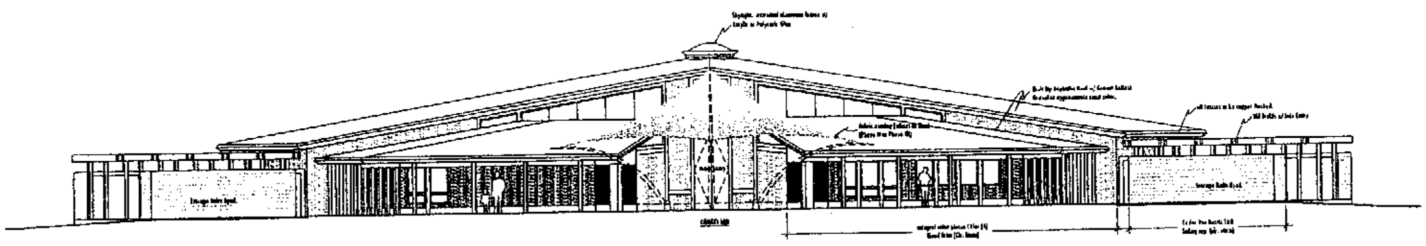
15 March 06
DATE 1/8"=1'-0"
SCALE ##-###
JOB BP
BY

A3.2

EXHIBIT A



(2/A4.0) East Elevation (front) Phase III



(1/A4.0) East Elevation (front) Phase II

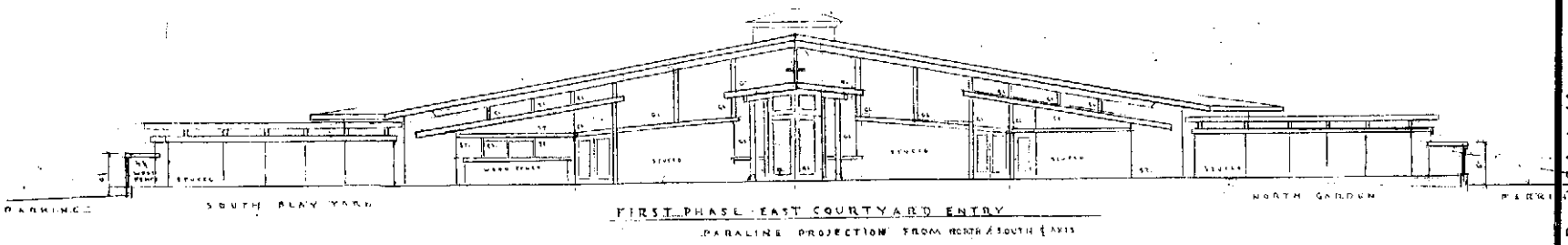
Use Permit Submittal for
St John The Baptist Episcopal Church
McGregor Drive
Aptos, CA APN 038 081 35

Phase 2-3 Elevs. [materials]

Warren Callister Associates
Warren Callister Architect
Barry Peterson Assoc. Architect
2561 Topaz Drive
Novato, CA 94945
415 878 4910

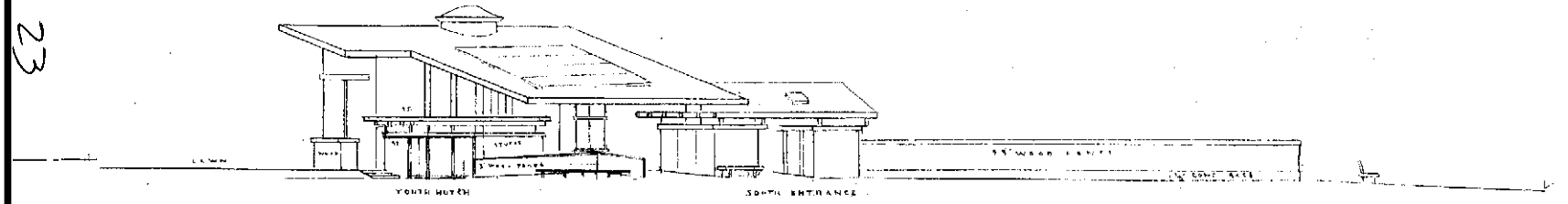
DATE	15 April 06
SCALE	1/8"=1'-0"
JOB	##-###
BY	BP
	A4.0

EXHIBIT A



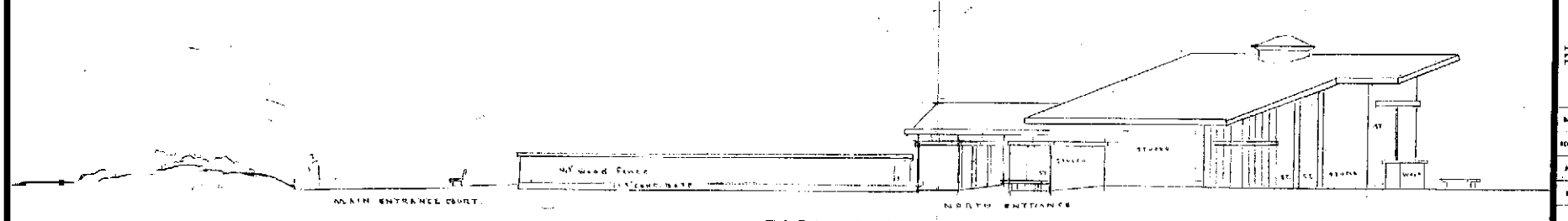
FIRST PHASE - EAST COURTYARD ENTRY

PARALINE PROJECTION FROM NORTH & SOUTH ℄ AXIS



FIRST PHASE

SOUTH ELEVATION



FIRST PHASE

23

Use Permit Submittal for
St John The Baptist Episcopal Church
McGregor Drive
Aptos, CA APN 038 081 35

TITLE ELEVATIONS - PHASE 1

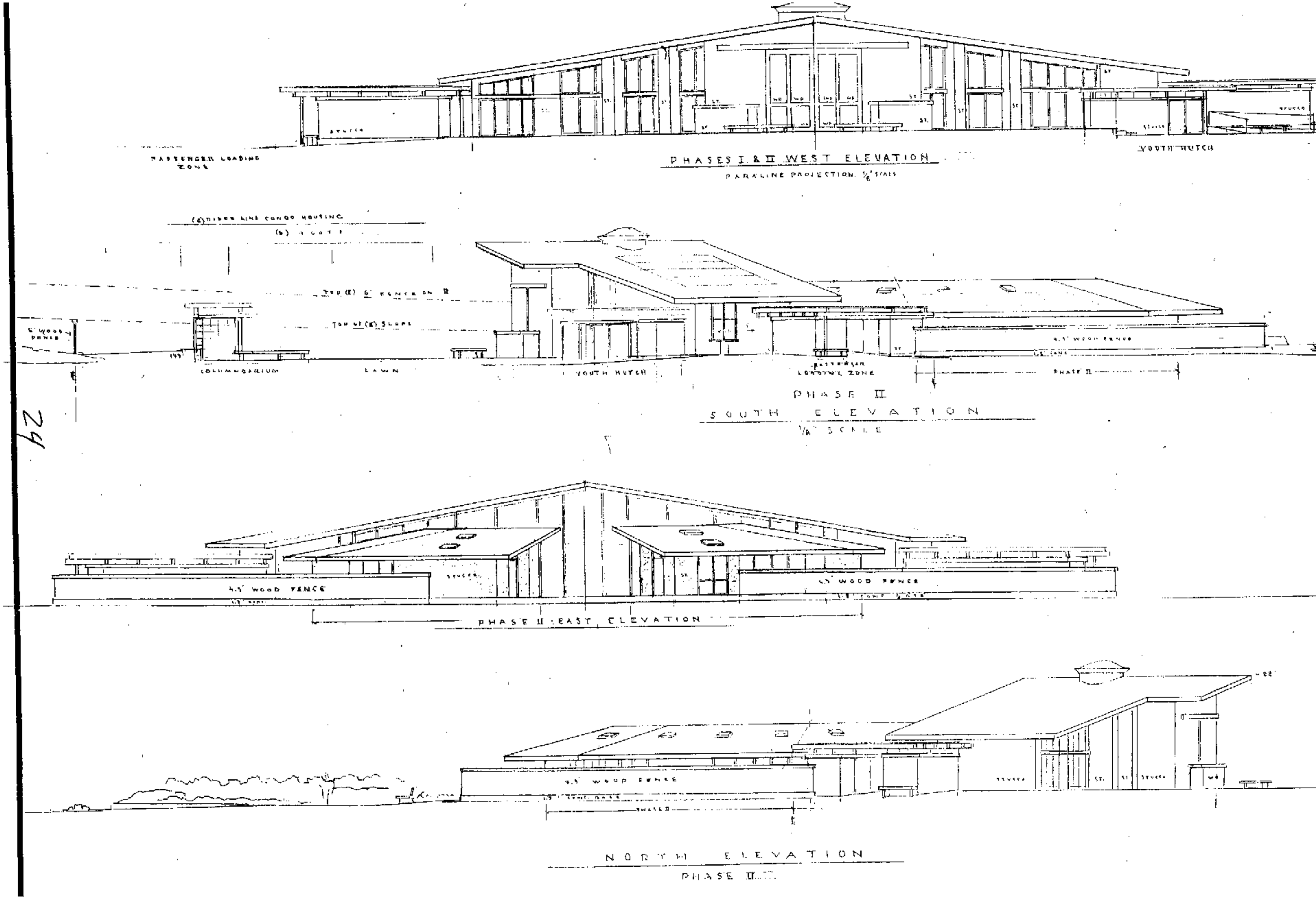
REVISION BY

Warren Callister Associates
Warren Callister Architect
Barry Peterson Assoc. Architect
2561 Tripp Drive
Novato, CA 94945
415 878 4910

DATE 3 JUNE 04
SCALE 1/8" = 1'-0"
JOB
BY CNC

A 1.1

EXHIBIT A



Use Permit Submittal for
St. John The Baptist Episcopal Church
McGregor Drive
Aptos, CA APN 038 081 35

ELEVATIONS - PHASE II

Warren Callister Associates
Warren Callister Architect
Barry Peterson Assoc. Architect
2581 Topaz Drive
Novato, CA 94945
415 878 4910

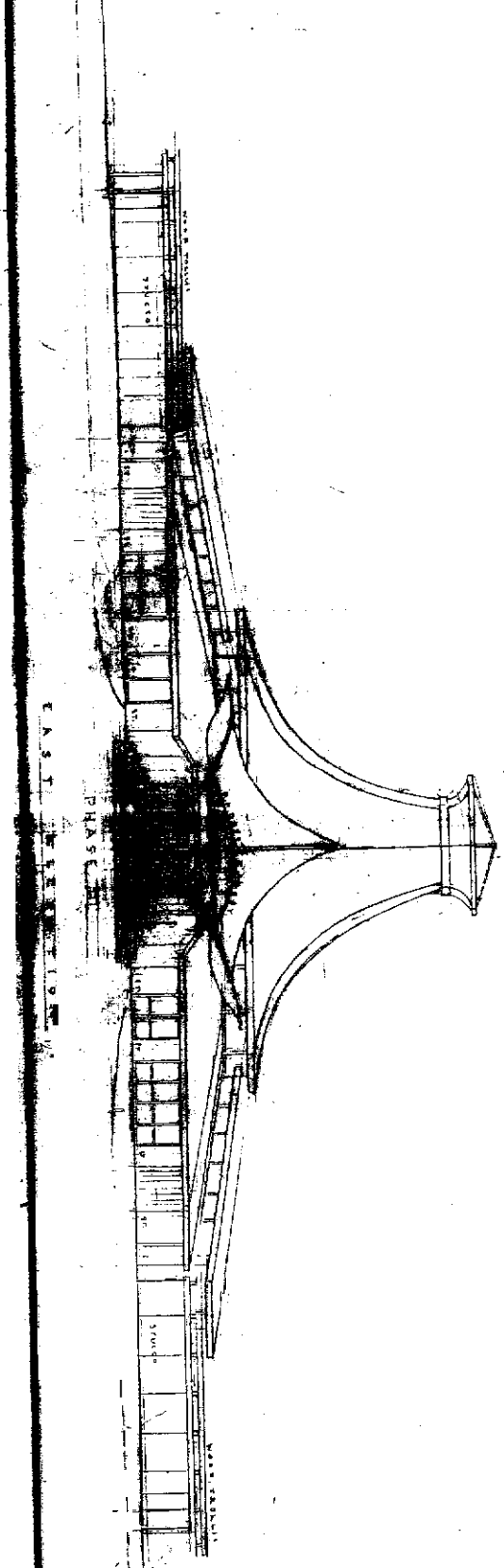
DATE 30 JUNE 04
SCALE 1/8" = 1'-0"
BY CWC
A4.2

24

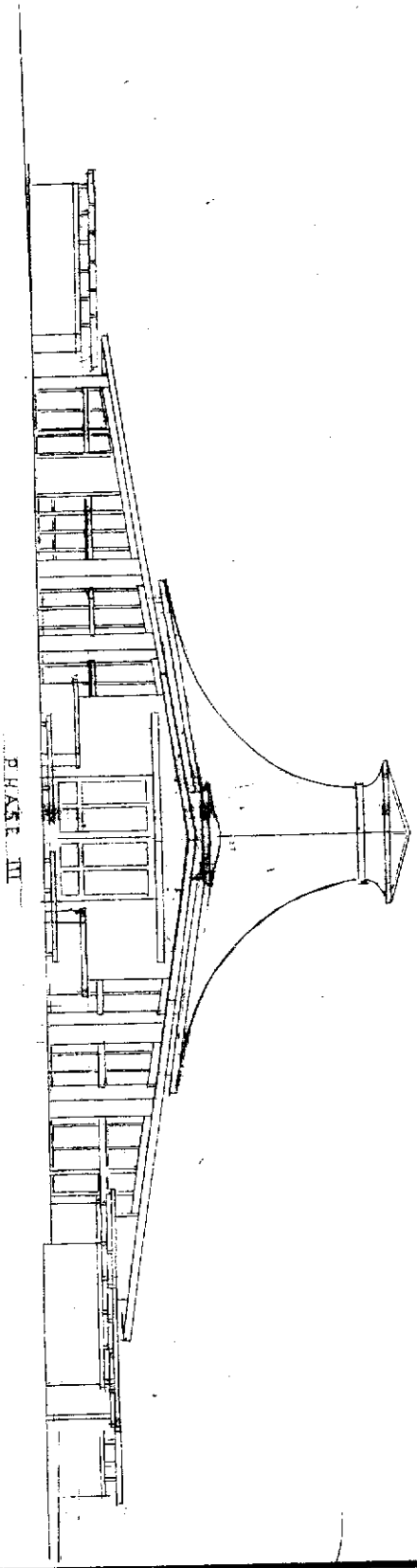
EXHIBIT A

EXHIBIT A

92



EAST ELEVATION
PHASE III



WEST ELEVATION
PHASE III

Warren Callister Associates
Warren Callister Architect
Barry Peterson Assoc. Architect
2561 Topaz Drive
Novato, CA 94945
415 878 4910

Use Permit Submittal for
St John The Baptist Episcopal Church
McGregor Drive
~~Aptos, CA~~ ~~APN 038-081-35~~

ELEVATIONS - PHASE III

A4.3

Warren Callister Associates
Warren Callister Architect
Barry Peterson Assoc. Architect
2581 Topaz Drive
Novato, CA 94945
415 878 4518
A4.4
ELEVATIONS - PHASE III
Use Permit Submittal for
St John The Baptist Episcopal Church
McGregor Drive
Tipos, CA APN 038 081 35
SOUTH ELEVATION
NORTH ELEVATION

EXHIBIT A

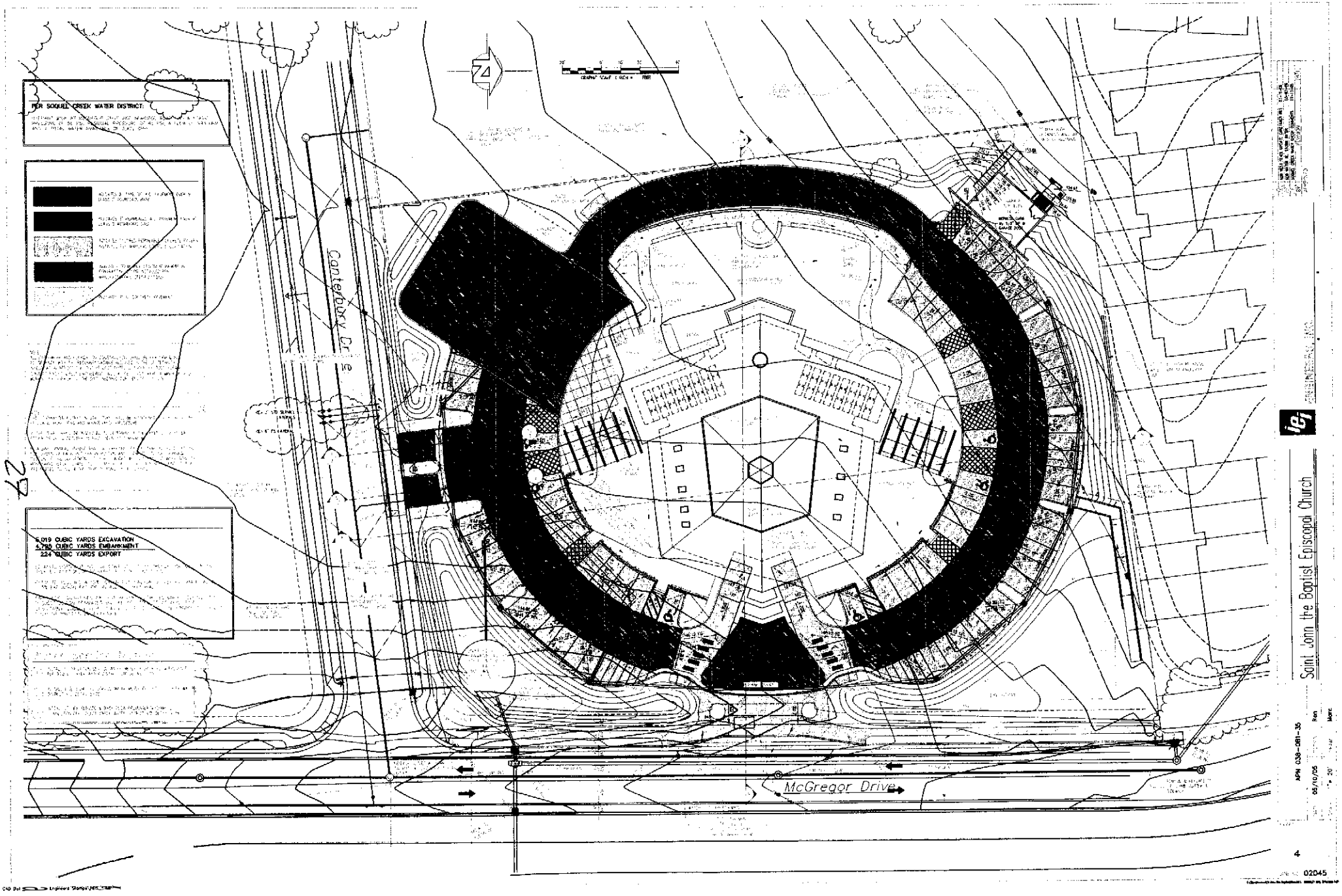

PER SOQUEL CREEK WATER DISTRICT:
6,019 CUBIC YARDS EXCAVATION
5,795 CUBIC YARDS EMBANKMENT
224 CUBIC YARDS EXPORT
Canterbury Dr
McGregor Drive
Saint John the Baptist Episcopal Church
APN 038-081-35
02045

EXHIBIT A

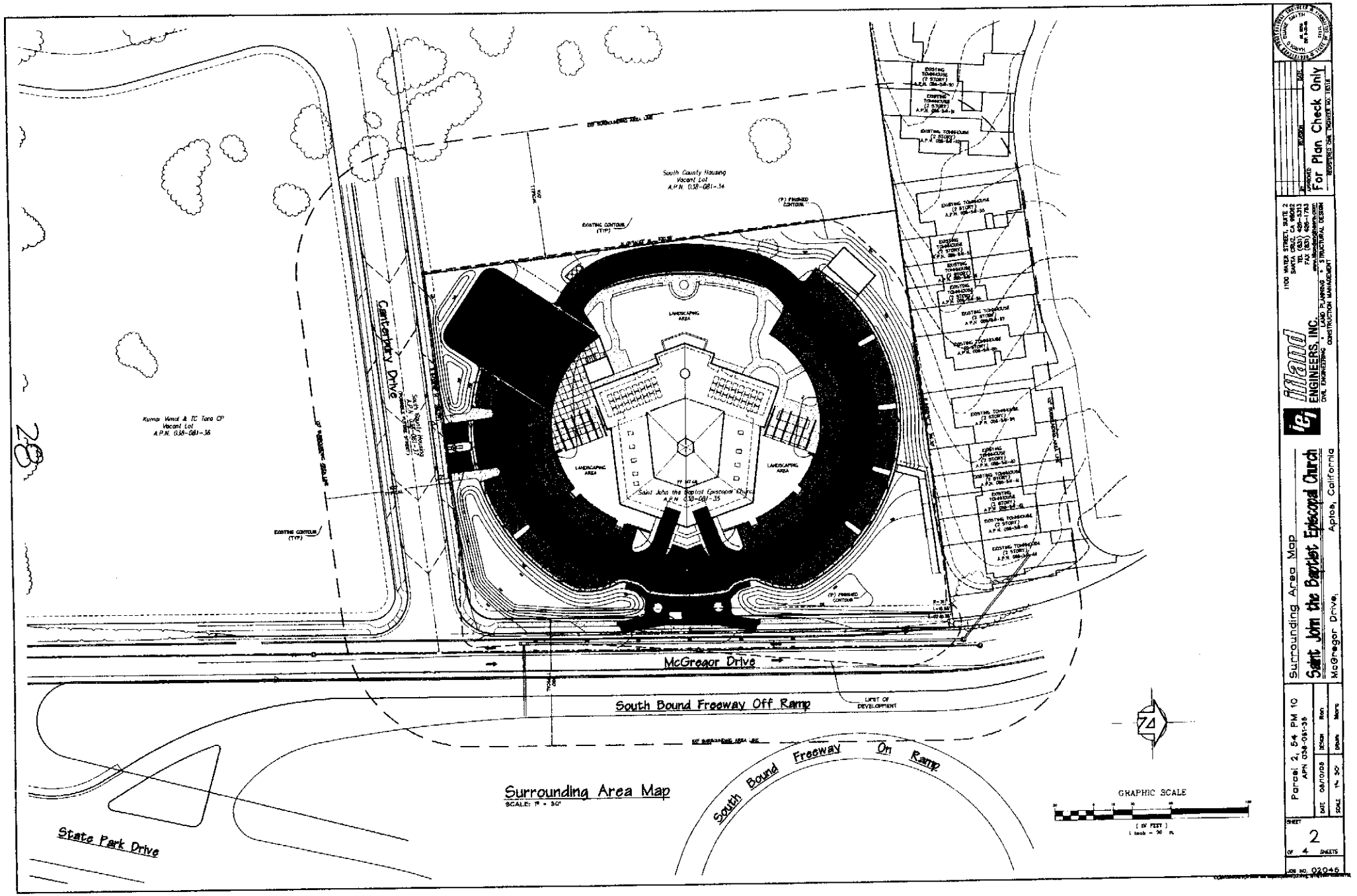

Surrounding Area Map
SCALE: 1" = 50'
Canterbury Drive
McGregor Drive
South Bound Freeway Off Ramp
South Bound Freeway On Ramp
State Park Drive
South County Housing
Vacant Lot
A.P.N. 038-081-14
Kumar Vimal & TC Tara CP
Vacant Lot
A.P.N. 038-081-36
Saint John the Baptist Episcopal Church
A.P.N. 038-081-35
LANDSCAPING AREA
EXISTING CONTOUR (TYP)
(P) FINISHED CONTOUR
LIMIT OF DEVELOPMENT
GRAPHIC SCALE
(IN FEET)
1 inch = 50 ft.
For Plan Check Only
Surrounding Area Map
Saint John the Baptist Episcopal Church
McGregor Drive, Aptos, California
Parcel 2, 54 PM 10
APN 038-081-35
DATE 08/10/05
SCALE 1" = 50'
DESIGN Ron
DRAWN Mark
SHEET 2 OF 4 SHEETS
JOB NO. 02046
ENGINEERS, INC.
CIVIL ENGINEERING • LAND PLANNING • STRUCTURAL DESIGN
CONSTRUCTION MANAGEMENT

EXHIBIT A

EXHIBIT A

JOB NO. 02045	SHEET 3 OF 4 SHEETS	Parcel 2, 54 PM 10 APN 038-081-35	
		DATE 05/10/05	DESIGN Ron
		SCALE	DRAWN Marc

Cross Sections

Saint John the Baptist Episcopal Church

McGregor Drive, Aptos, California

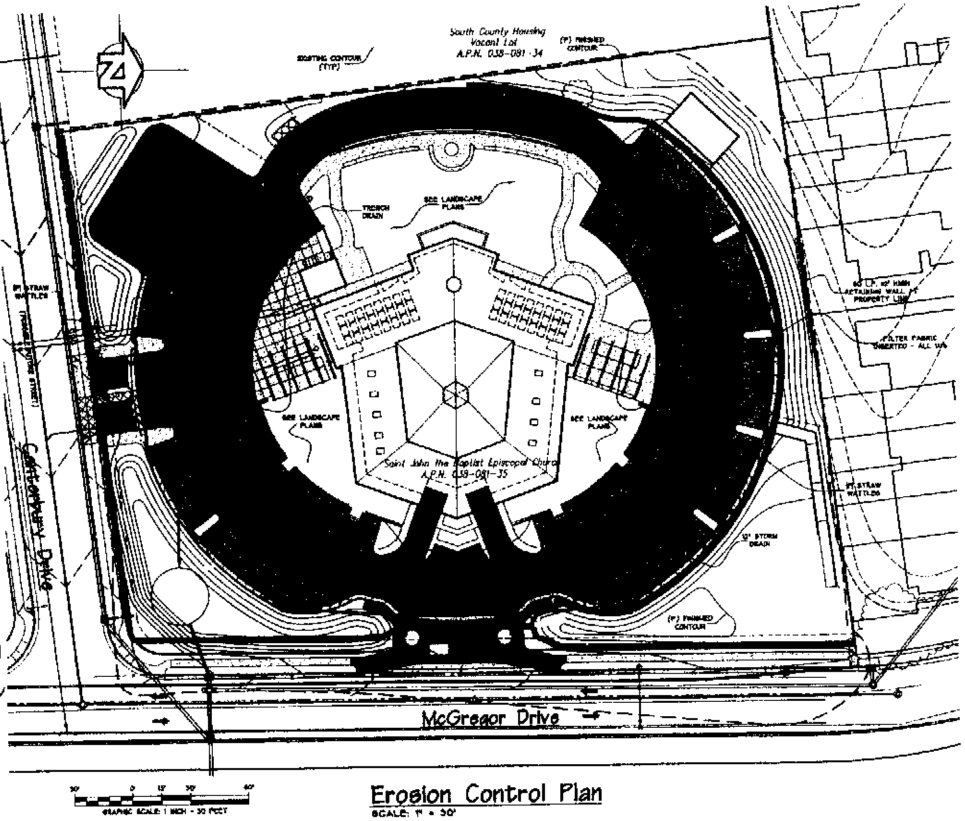
Ifland ENGINEERS, INC.

CIVIL ENGINEERING • LAND PLANNING • STRUCTURAL DESIGN
CONSTRUCTION MANAGEMENT

1100 WATER STREET, SUITE 2
SANTA CRUZ, CA 95062
TEL (831) 426-5313
FAX (831) 426-1763
www.iflandengineers.com

BY	REVISION	DATE

APPROVED
For Plan Check Only
REGISTERED CIVIL ENGINEER NO. 18318



Erosion Control Plan

SCALE: 1" = 30'

Erosion Control Notes

1. NO LAND CLEARING, GRADING OR EXCAVATION SHALL BE DONE BETWEEN OCTOBER 15TH AND APRIL 15TH. ANY DEVIATION FROM THIS CONDITION REQUIRES REVIEW AND APPROVAL OF A SEPARATE WINTER EROSION CONTROL PLAN BY ENVIRONMENTAL PLANNING PRIOR TO BEGINNING CONSTRUCTION. THE DEVELOPER SHALL BE RESPONSIBLE FOR IMPLEMENTING AND MAINTAINING SITE EROSION CONTROL AT ALL TIMES.

2. IT SHALL BE THE RESPONSIBILITY OF THE OWNER AND THE PERMITTEE TO ENSURE THAT EROSION DOES NOT OCCUR FROM ANY ACTIVITY DURING OR AFTER PROJECT CONSTRUCTION. ADDITIONAL MEASURES, BEYOND THOSE SPECIFIED, MAY BE REQUIRED BY THE PLANNING DIRECTOR AS DEEMED NECESSARY TO CONTROL ACCELERATED EROSION.

3. PRIOR TO ANY FORECAST RAIN AND ANYTIME BETWEEN OCTOBER 15 AND APRIL 15, AT THE END OF EACH WORKDAY, AT THE END OF EACH WORKWEEK, THE DEVELOPER SHALL IMPLEMENT ALL TEMPORARY MEASURES NECESSARY TO PREVENT EROSION AND SILTATION UNTIL THE PROJECT HAS BEEN FINALED. THESE MEASURES SHALL INCLUDE, BUT NOT BE LIMITED TO, DIRECT SEEDING OF THE AFFECTED AREAS, STRAW MULCHING, AND/OR INSTALLATION OF STRAW BALES DAMS/SILT FENCES. (SEE CONSTRUCTION DETAILS)

4. DURING CONSTRUCTION, NO TURBID WATER SHALL BE PERMITTED TO ENTER THE CHANNEL OR STORM DRAIN SYSTEM. USE OF SILT AND GREASE TRAPS, FILTER BERMS, HAY BALES OR SILT FENCES SHALL BE USED TO PREVENT SUCH DISCHARGE.

5. ALL AREAS ON- AND OFF-SITE EXPOSED DURING CONSTRUCTION ACTIVITIES, IF NOT PERMANENTLY LANDSCAPED PER PLAN, SHALL BE PROTECTED BY MULCHING AND/OR PLANTING OF THE FOLLOWING SCS APPROVED EROSION CONTROL MIX AT A RATE OF 30 LBS. PER ACRE

BLANDO BROME 60%
ROSE CLOVER (PELLET INNOCULATED) 34%
CREEPING RED FESCUE 6%
ZORRO ANNUAL FESCUE TRACE
WILDFLOWERS TRACE

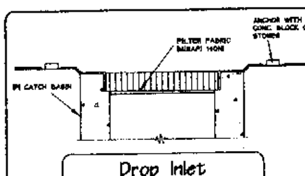
6. ALL EXCAVATED MATERIAL SHALL BE REMOVED TO AN APPROVED DISPOSAL SITE OR DISPOSED OF ON-SITE IN A MANNER THAT WILL NOT CAUSE EROSION.

7. ANY MATERIAL STOCKPILED DURING CONSTRUCTION SHALL BE COVERED WITH PLASTIC.

8. UPON COMPLETION OF CONSTRUCTION, ALL REMAINING EXPOSED SOILS SHALL BE PERMANENTLY REVEGETATED PER LANDSCAPING PLAN. THE PROTECTION REQUIRED BY SECTION 16.22.090 SHALL BE INSTALLED PRIOR TO CALLING FOR FINAL APPROVAL OF THE PROJECT AND AT ALL TIMES BETWEEN OCTOBER 15 AND APRIL 15. SUCH PROTECTION SHALL BE MAINTAINED FOR AT LEAST ONE WINTER UNTIL PERMANENT PROTECTION IS ESTABLISHED.

9. EXPOSED SOIL ON SLOPES GREATER THAN 30% SHALL BE SEEDED, COVERED WITH 2 INCHES OF STRAW, AND AN EROSION CONTROL BLANKET. THE EROSION CONTROL BLANKET SHALL BE STAKED IN PLACE.

10. IT IS THE DEVELOPER'S RESPONSIBILITY TO SEE THAT ADDITIONAL MEASURES, NECESSARY TO CONTROL SITE EROSION AND PREVENT SEDIMENT TRANSPORT OFF-SITE ARE IMPLEMENTED.



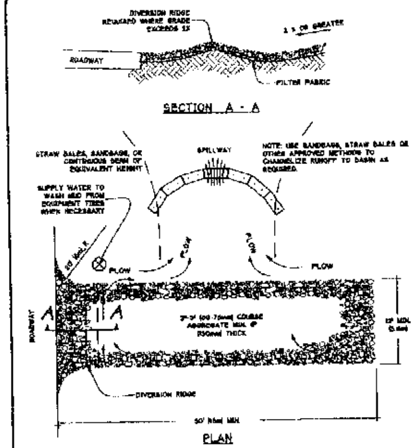
Drop Inlet
Filter Fabric
Sediment Barrier

INSPECTION AND MAINTENANCE:

FILTER FABRIC BARRIERS SHALL BE INSPECTED WEEKLY AFTER EACH SIGNIFICANT STORM - 1 INCH RAINFALL (25.4 mm) IN 24 HOUR PERIOD. ANY REQUIRED REPAIRS SHALL BE MADE IMMEDIATELY.

SEDIMENT SHOULD BE REMOVED WHEN IT REACHES 3" MAXIMUM HEIGHT. AT THAT TIME INSPECT THE FILTER MATERIAL FOR TEARS AND CLEAN OR REPLACE AS REQUIRED.

THE REMOVED SEDIMENT SHALL BE DISTRIBUTED EVENLY ACROSS AREAS ONSITE, CONFORM WITH THE EXISTING GRADE AND BE REVEGETATED OR OTHERWISE STABILIZED PER EROSION CONTROL NOTES.



NOTES:

1. THE ENTRANCE SHALL BE MAINTAINED IN A CONDITION THAT WILL PREVENT TRACKING OR FLOWING OF SEDIMENT ONTO PUBLIC RIGHT-OF-WAYS. THIS MAY REQUIRE TOP DRESSING, REPAIR AND/OR CLEANOUT OF ANY MEASURES USED TO TRAP SEDIMENT.

2. WHEN NECESSARY, WHEELS SHALL BE CLEANED PRIOR TO ENTRANCE ONTO PUBLIC RIGHT-OF-WAY 3. WHEN WASHING IS REQUIRED, IT SHALL BE DONE ON AN AREA STABILIZED WITH CRUSHED STONE THAT DRAINS INTO AN APPROVED SEDIMENT TRAP OR SEDIMENT BASIN.

Temporary
Gravel
Construction
Access

CONSTRUCTION SPECIFICATIONS:

THE AGGREGATE SIZE FOR CONSTRUCTION OF THE PAD SHALL BE 2-3 INCH (50-75 mm) STONE. PLACE THE GRAVEL TO THE SPECIFIC GRADE AND DIMENSIONS SHOWN ON THE PLANS, AND SMOOTH IT.

THE THICKNESS OF THE PAD SHALL NOT BE LESS THAN 6 INCHES (150 mm). USE GEOTEXTILE FABRICS, IF NECESSARY, TO IMPROVE STABILITY OF THE FOUNDATION IN LOCATIONS SUBJECT TO SEEPAGE OR HIGH WATER TABLE.

THE WIDTH OF THE PAD SHALL NOT BE LESS THAN THE FULL WIDTH OF ALL POINTS OF INGRESS OR EGRESS AND IN ANY CASE SHALL NOT BE LESS THAN 15 FEET (4.6 M) WIDE.

THE LENGTH OF THE PAD SHALL BE AS REQUIRED, BUT NOT LESS THAN 50 FEET (15.2 M).

LOCATE CONSTRUCTION ENTRANCES AND EXITS TO LIMIT SEDIMENT LEAVING THE SITE AND TO PROVIDE FOR MAXIMUM UTILITY BY ALL CONSTRUCTION VEHICLES. AVOID ENTRANCES WHICH HAVE STEEP GRADES AND ENTRANCES AT CURVES IN PUBLIC ROADS.

THE ENTRANCE SHALL BE MAINTAINED IN A CONDITION THAT WILL PREVENT TRACKING OR FLOWING OF SEDIMENT ONTO PUBLIC RIGHTS-OF-WAY. THIS MAY REQUIRE PERIODIC TOP DRESSING WITH ADDITIONAL STONE AS CONDITIONS DEMAND, AND REPAIR AND/OR MAINTENANCE OF ANY MEASURES USED TO TRAP SEDIMENT.

ALL SEDIMENT SPILLED, DROPPED, WASHED OR TRACKED ONTO PUBLIC RIGHTS-OF-WAY SHALL BE REMOVED IMMEDIATELY.

PROVIDE DRAINAGE TO CARRY WATER TO A SEDIMENT TRAP OR OTHER SUITABLE OUTLET.

WHEN NECESSARY, WHEELS SHALL BE CLEANED TO REMOVE SEDIMENT PRIOR TO ENTRANCE ONTO PUBLIC RIGHTS-OF-WAY. WHEN WASHING IS REQUIRED, IT SHALL BE DONE ON AN AREA STABILIZED WITH CRUSHED STONE THAT DRAINS INTO AN APPROVED SEDIMENT TRAP OR SEDIMENT BASIN. SEE SEDIMENT BASIN BMP.

ALL SEDIMENT SHALL BE PREVENTED FROM ENTERING ANY STORM DRAIN, DITCH OR WATERCOURSE THROUGH USE OF SAND BAGS, GRAVEL, STRAW BALES, OR OTHER APPROVED METHODS.

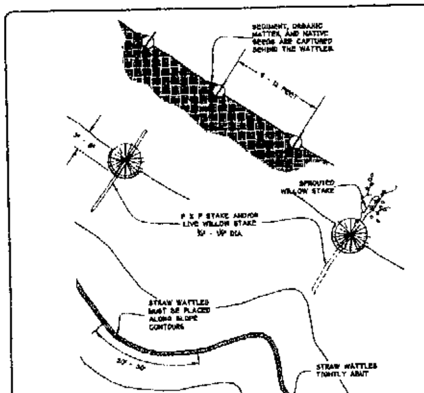
INSPECTION AND MAINTENANCE:

MAINTAIN THE GRAVEL PAD IN A CONDITION TO PREVENT MUD OR SEDIMENT FROM LEAVING THE CONSTRUCTION SITE.

REPLACE GRAVEL MATERIAL WHEN SURFACE VOIDS ARE VISIBLE.

AFTER EACH RAINFALL, INSPECT ANY STRUCTURE USED TO TRAP SEDIMENT AND CLEAN IT OUT AS NECESSARY.

IMMEDIATELY REMOVE ALL OBJECTIONABLE MATERIALS SPILLED, WASHED, OR TRACKED ONTO PUBLIC ROADWAYS. REMOVE ALL SEDIMENT DEPOSITED ON PAVED ROADWAYS WITHIN 24 HOURS.



NOTE:

1. STRAW WATTLES ARE TUBES MADE FROM STRAW BOUND W/ PLASTIC NETTING. THEY ARE APPROX. 8" DIA. AND 20 - 30 FT. LONG.

2. STRAW WATTLES TRAP SEDIMENT AND REDUCE SHEET & RILL EROSION BY REDUCING SLOPE GRADIENT, INCREASING INFILTRATION RATES AND BY PRODUCING A FAVORABLE ENVIRONMENT FOR PLANT ESTABLISHMENT.

3. STRAW WATTLE INSTALLATION REQUIRES THE PLACEMENT AND SECURE STAKING OF THE WATTLE IN A TRENCH, 3" - 5" DEEP, DUG ON CONTOUR. RUNOFF MUST NOT BE ALLOWED TO RUN UNDER OR AROUND WATTLE.

Straw
Wattles

CONSTRUCTION SPECIFICATIONS

PREPARE SLOPE BEFORE THE WATTLING PROCEDURE IS STARTED. SHALLOW GULLIES SHOULD BE SMOOTHED AS WORK PROGRESSES.

DIG SMALL TRENCHES ACROSS SLOPE ON CONTOUR, TO PLACE WATTLES IN. THE TRENCH SHOULD BE DEEP ENOUGH TO ACCOMMODATE HALF THE THICKNESS OF THE WATTLE. WHEN THE SOIL IS LOOSE AND UNCOMPACTED, THE TRENCH SHOULD BE DEEP ENOUGH TO BURY THE WATTLE 2/3 OF ITS THICKNESS BECAUSE THE GROUND WILL SETTLE. IT IS CRITICAL THAT WATTLES ARE INSTALLED PERPENDICULAR TO WATER MOVEMENT, PARALLEL TO THE SLOPE CONTOUR.

START BUILDING TRENCHES AND INSTALL WATTLES FROM THE BOTTOM OF THE SLOPE AND WORK UP.

CONSTRUCT TRENCHES AT CONTOUR INTERVALS OF THREE TO EIGHT FEET APART DEPENDING ON STEEPNESS OF SLOPE. THE STEEPER THE SLOPE, THE CLOSER TOGETHER THE TRENCHES.

LAY THE WATTLE ALONG THE TRENCHES FITTING IT SNUGLY AGAINST THE SOIL. MAKE SURE NO GAPS EXIST BETWEEN THE SOIL AND THE STRAW WATTLE.

USE A STRAIGHT BAR TO DRIVE HOLES THROUGH THE WATTLE AND INTO THE SOIL FOR THE WILLOW OR WOODEN STAKES.

DRIVE THE STAKE THROUGH THE PREPARED HOLE INTO THE SOIL. LEAVE ONLY ONE OR TWO INCHES OF STAKE EXPOSED ABOVE WATTLE. IF USING WILLOW STAKES REFER TO USDA SOIL CONSERVATION SERVICE TECHNICAL GUIDE, BIOENGINEERING, FOR GUIDELINES TO PREPARING LIVE WILLOW MATERIAL.

INSTALL STAKES AT LEAST EVERY FOUR FEET APART THROUGH WATTLE. ADDITIONAL STAKES MAY BE DRIVEN ON THE DOWNSLOPE SIDE OF THE TRENCHES ON HIGHLY EROSIVE OR VERY STEEP SLOPES.

INSTALLATION AND MAINTENANCE

INSPECT THE STRAW WATTLE AND THE SLOPES AFTER SIGNIFICANT STORMS. MAKE SURE THE WATTLES ARE IN CONTACT WITH THE SOIL.

REPAIR ANY RILLS OR GULLIES PROMPTLY.

RESEED OR REPLANT VEGETATION IF NECESSARY UNTIL THE SLOPE IS STABILIZED.

For Plan Check Only

REGISTERED CIVIL ENGINEER NO. 18318

Ifland ENGINEERS, INC.
CIVIL ENGINEERING • LAND PLANNING • STRUCTURAL DESIGN
CONSTRUCTION MANAGEMENT
1100 WATER STREET, SUITE 2
SANTA CRUZ, CA 95062
TEL (831) 426-5313
FAX (831) 426-1763

Erosion Control Plan for:
Saint John the Baptist Episcopal Church
McGregor Drive, Aptos, California

Parcel 2, 54 PM 10
APN 038-081-35

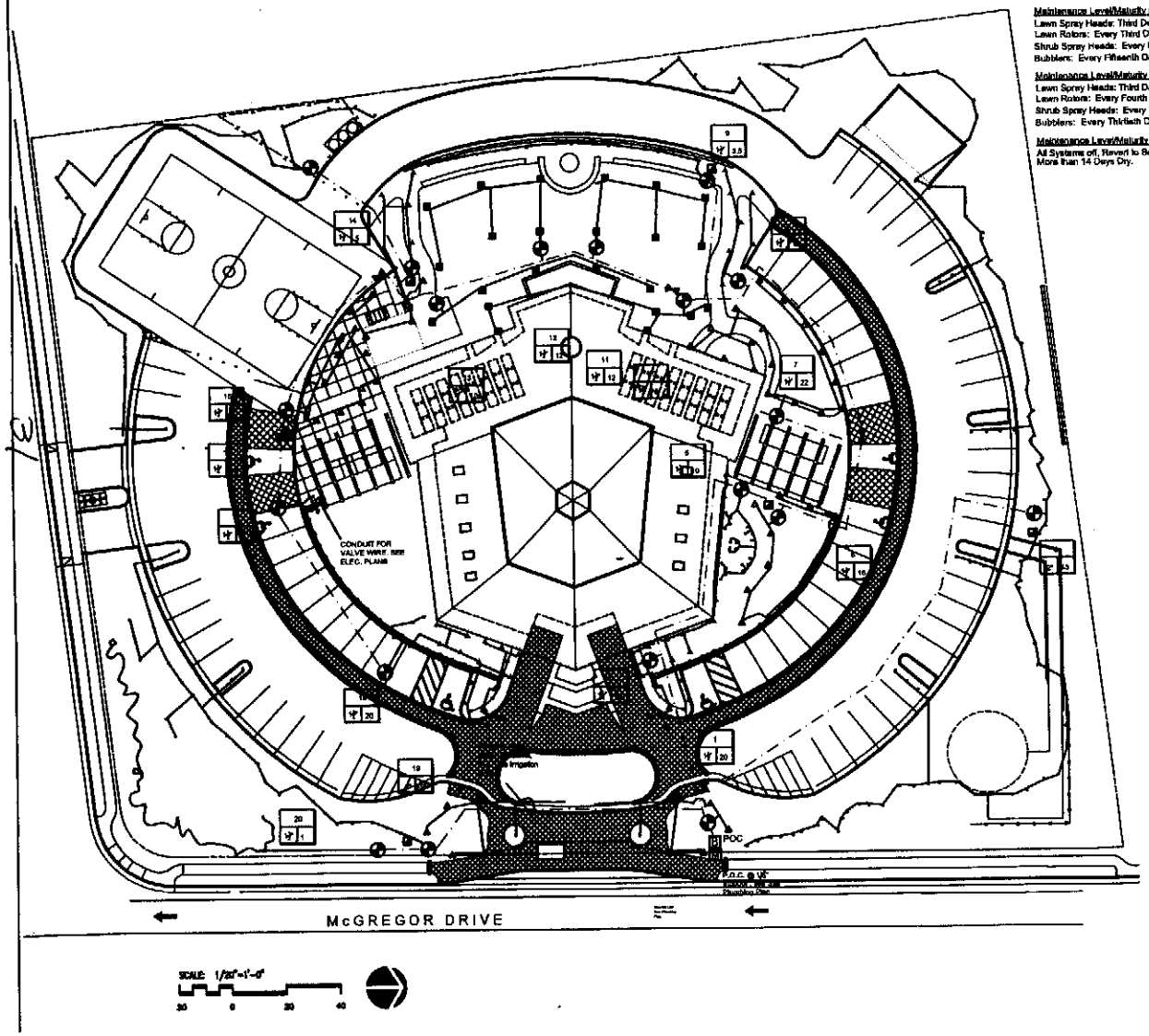
DATE	03/10/06	DESIGN	Ron
SCALE	1" = 30'	DRAWN	Mario

SHEET 4 OF 4 SHEETS

JOB NO. 02045

30

EXHIBIT A



Irrigation Programming

Establishment: (First Month)
Lawn Spray Heads: Daily for 5 mins., 2 cycles
Lawn Rotors: Daily for 20 mins., 2 cycles
Shrub Spray Heads: Daily for 5 mins
Bubblers: Every Second Day for 5 mins.

Establishment: (Second Month)
Lawn Spray Heads: Every Second Day for 5 mins., 2 cycles
Lawn Rotors: Every Second Day for 20 mins., 2 cycles
Shrub Spray Heads: Every Third Day for 5 mins.
Bubblers: Every Third Day for 5 mins.

Establishment: (Third Month)
Lawn Spray Heads: Third Day for 5 mins., 2 cycles
Lawn Rotors: Every Third Day for 20 mins., 2 cycles
Spray Heads: Every Fifth Day for 5 mins.
Bubblers: Every Seventh Day for 5 mins.

Maintenance Level/Maturity (Spring/Summer) April 15-Sept. 15
Lawn Spray Heads: Third Day for 5 mins., 2 cycles
Lawn Rotors: Every Third Day for 20 mins., 2 cycles
Shrub Spray Heads: Every Fifteenth Day for 6 mins., 2 Cycles
Bubblers: Every Fifteenth Day for 5 mins., 2 Cycles

Maintenance Level/Maturity (Fall/Winter) Sept. 15-Dec-15
Lawn Spray Heads: Third Day for 5 mins., 2 cycles
Lawn Rotors: Every Fourth Day for 20 mins.,2 cycles
Shrub Spray Heads: Every Twenty First Day for 5 mins., 2 Cycles
Bubblers: Every Thirtieth Day for 5 mins., 2 Cycles

Maintenance Level/Maturity (Fall/Winter) Dec. 15-Feb-15
All Systems off, Revert to Sept. 15 to Dec. 15 Schedule if Periods of More than 14 Days Dry.

Irrigation Legend

Symbol	Manufacturer	Description	PSI	GPM	RAD
▲	Rainbird	1806-8	30	.25-1.05	8'
■	Rainbird	1806-10	30	.39-1.58	10'
▲	Rainbird	1806-12	30	.85 2.8	12'
	Agrifirm	ISO-Flow Emitter	.3	.04	
▫	Rainbird	Flush Port			
■	Rainbird	5006-PC 5006-FC	20 20	.40 .80	22' 22'
▬	Rainbird	1806-16SST	30	1.21	4'x30'
▬	Rainbird	1806-15EST	30	.61	4'x15'
•	Rainbird	1402 Bubblers	30	.5	
		3/4" Poly Pipe			
		Main Line, Sch 40, 24" Depth			
		Lateral Line, Class 200, 18" Depth, See chart for size			
	Rainbird	PGA Remote Control Valve, Size as Shown on Plan			
	Rainbird	LRC 44 Quick Coupler			
	King Brothers	Full Port PVC Ball Valve, Line Size			
BF	Backflow Preventer	FEBCO 825YA			
M	Water Meter				
C	Rainbird	ESP-20LX Plus			
UON	Unless Otherwise Noted				

Valve Station
GPM
Valve Size

Note: Emitters shall be placed along poly pipe per the following schedule. See planting plan for plant sizes and locations. Locate emitters to allow for one additional port to each plant for future needs. All emitters shall be placed on the uphill side of plants on slopes.

EMITTER SCHEDULE

1 gal.	(2) 1 gph
5 gal.	(2) 2 gph
15 gal.	(3) 2 gph

SPRAY HEAD LATERAL LINE SIZING CHART
SCH. 40 PVC LATERAL U.O.N.

1-7 Heads 3/4"
8-11 Heads 1"
12-18 Heads 1 1/4"
26+ Heads 1 1/2"

LATERAL LINE SIZING CHART (BUBBLERS)
SCH. 40 PVC LATERAL U.O.N.

1-16 Bubblers 3/4"
17-24 Bubblers 1"
25-44 Bubblers 1 1/4"
45-80 Bubblers 1 1/2"
81-100 Bubblers 2"

Irrigation Notes

1. SPECIFICATIONS:
See irrigation specifications for additional information.
2. VERIFICATION:
System design is based on 60 P.S.I. and 35 G.P.M. available at discharge outlet of meter or other point of connection. Contractor shall verify same and notify Engineer if such data adversely affects the operation of the system. Such notice shall be made in writing and prior to commencing any irrigation work.
3. UTILITIES:
Contractor shall verify location of all on-site utilities. Restoration of damaged utilities shall be made at the Contractor's expense to the satisfaction of the owner.
4. SCHEMATIC:
System features are shown schematically for graphic clarity. Install all piping and valves in common trenches where feasible and inside planting areas adjacent to walkways wherever possible.
5. CODES:
Irrigation system shall be installed in accordance with all local codes and manufacturer's specifications. Notify Engineer by telephone and in writing of any conflicts prior to installation.
6. QUICK COUPLING VALVES:
Install on double swing joint. Locate 12" away from edge of walks, walls, curbs, and headerboards within planting areas. Provide one swivel, hose bib.
7. GUARANTEE:
Contractor shall guarantee irrigation system for one year from date of acceptance.
8. CONTROLLER:
Install controller and fasten securely to wall.
All above-grade conduit, either 24v. or 110v., shall be rigid steel securely fastened to structure and to controller. Prior to the end of the maintenance period, the Contractor shall schedule the controller for repeat cycle irrigation and multiple programming. At least three start times for lawn and two for shrubs if over 5 minutes in length for any one station. Lawn shall be scheduled on a separate program for shrubs. Shrubs shall be scheduled for two programs, one for sun valves, one for part shade to shade valves.
9. CHECK VALVES:
Install check valve in head on low ends of spray systems as required to minimize line drainage. Contractor shall allow in bid price an amount sufficient to provide and install an additional 10 in head check valve head to accomodate any necessary field changes.
10. SLEEVING:
Contractor shall adequately size Sch. 40 pipe for all wiring and irrigation lines installed under paving areas. Install (with ends clearly marked above grade) at the necessary depth prior to the construction of driveway and walk pavements. Sleeving to extend 12" from edge of paving into lawn or planting area. No piping shall be allowed under paving unsleeved, no angle or 90 degree bends shall be allowed under paving.
11. HEAD ALLOWANCE:
Contractor shall allow in bid price an amount sufficient to provide and install an additional 5 sprinkler heads of each type specified on plan to accommodate field changes. These heads shall be located as directed by the Engineer. Contractor shall deliver to the owner any unused additional heads at the end of the maintenance period.
12. FIELD VERIFICATION:
Contractor to field verify dimensions of all planting areas to receive irrigation. Contractor to determine nozzle pattern (1/2 head, 1/4 head, etc.) based on field conditions. Adjust all nozzles in field for optimal coverage and to prevent overspray onto walks, paved areas, building, etc.

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Revisions

Irrigation Plan
St. John the Baptist Episcopal Church
Aptos, California

Date	03-09-06
Scale	1"=20'
Drawn	EC
Checked	MB
Project No.	02.092
File Name	02092_L1.vwx

Sheet No.
L-1

EXHIBIT 9

Plant Legend

Symbol	Botanical Name	Common Name	Native	Drought Tolerance	Size	Mature Height
Trees						
	Arbutus 'Marina'	Strawberry Tree		High	15 gal	30'+
	Quercus agrifolia	Coast Live Oak	CA	High	24" box	20'+
	Quercus agrifolia	Coast Live Oak	CA	High	15 gal	20'+
	Schinus molle	California Pepper Tree	CA	High	15 gal	25'+
	Ulmus 'True Green'	Chinese Elm		Mod.	15 gal	40'+
Tall accent						
	Cedrus deodara	Deodar Cedar		High	15 gal	80'
	Cupressus macrocarpa	Monterey Cypress	CA	High	15 gal	60'+
	Sequoia sempervirens	Coast Redwood	CA	Mod.	15 gal	70'+
Shrubs						
Tall	*Arbutus unedo*	Strawberry Tree		High	5 gal	
	Arctostaphylos manzanita 'Dr. Hurd'	Manzanita	CA	High	5 gal	
	Aucuba japonica	Japanese Aucuba		High	1 gal	
	Bambusa multiplex 'Alphonse Carr'	Bamboo		High	5 gal	
	Camellia sasanqua 'Setsugekka'	Camellia		Mod.	1 gal	
	Camellia sasanqua 'Jean May'	Camellia		Mod.	1 gal	
	Camellia sasanqua 'Yuletide'	Camellia		Mod.	1 gal	
	Camellia oleifera 'Winter's Joy'	Camellia		Mod.	1 gal	
	Ceanothus thyrsiflorus	Blueblossom	CA	High	5 gal	
	Cotoneaster lacteus	Red Clusterberry		High	1 gal	
	Dendromecon harfordii	Bush Poppy	CA	High	1 gal	
	Lavatera maritima	Tree Mallow		High	1 gal	
	Nandina domestica 'Royal Princess'	Heavenly Bamboo		High	1 gal	
	Osmanthus fragrans	Sweet Olive		High	5 gal	
	Photinia fraseri			High	5 gal	
	Prunus illicifolia ssp. lyonii	Catalina Cherry	CA	High	5 gal	
	Rhamnus alaternus	Italian Buckthorn		High	5 gal	
Medium	*Phormium*	NZ Flax		High	5 gal	
	Rhaphiolepis indica	Indian Hawthorn		High	5 gal	
	Rhus integrifolia	Lemonade Berry	CA	High	1 gal	
	Vaccinium corymbosum 'Revella'	Blueberry		Mod.	1 gal	
	Vaccinium corymbosum 'Sharpblue'	Blueberry		Mod.	1 gal	
	Viburnum opulus	Lacecap Viburnum		Mod.	1 gal	
Groundcovers						
	Arctostaphylos u. 'Green Suprane'	Manzanita	CA	High	1 gal	
	Ceanothus gloriosus 'Anchor Bay'	Pt. Reyes Creeper	CA	High	1 gal	
	Erigeron karvinskianus	Santa Barbara Daisy	CA	High	1 gal	
	Hemerocallis species	Daylily		Mod.	1 gal	
Hydroseed Mix						
	Bromus carinatus	California Brome	CA	High	8lb/ac	
	Deschampsia cespitosa 'holciformis'	Tufted Hair Grass	CA	High	8lb/ac	
	Festuca occidentalis	California Fescue	CA	High	8lb/ac	
	Nassella pulchra	Purple Needlegrass	CA	High	8lb/ac	
Vines						
	Ampelopsis brevipedunculata	Porcelain Berry		High	1 gal	
	Vitis californica 'Roger's Red'	California Grape	CA	High	1 gal	
Ferns						
	Polystichum munitum	Western Sword Fern	CA	Mod.	1 gal	
Turf						
	Enduro sod	Turf type Tall fescue blend				

Parking area light standards: 18' max. high-pressure sodium vapor or metal halide with cutoff fixtures

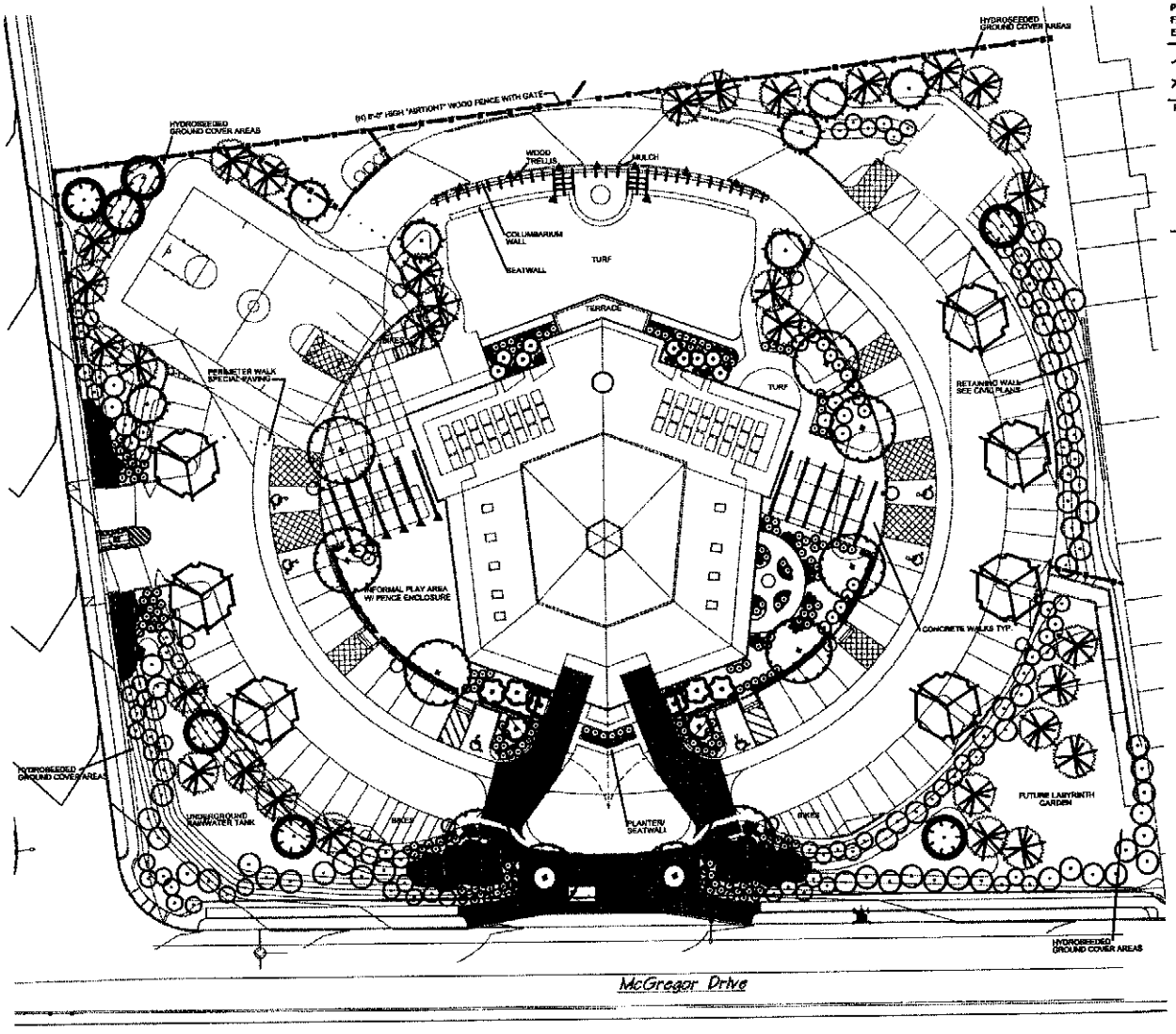
Notes

1. Geotextile fabric and hydroseeded grasses will be provided around parking area, except where shrubs and groundcovers are shown.
2. Automatic timed irrigation will be provided.
3. Irrigation system will incorporate use of reclaimed rainwater where possible.
4. Soil shall be tilled to a depth of six inches and amended with six cubic yards of organic material per 1000 square feet in all planting areas.
5. Two inches of mulch shall be applied to all newly planted areas.
6. Landscape trees shall be installed immediately after site grading, a maintenance plan that includes long term irrigation as needed for establishment and maximum growth rate shall be provided. additional redwood trees shall be added to create a denser screening.
7. Final landscape improvements to be installed by phase to accommodate construction staging and interim site activities related to phased construction. Initial construction will be irrigation mainline, perimeter plantings, western columbarium garden, and sideyard gardens with related irrigation. Interim groundcovers will be a combination of gazania species and others listed with the plant list, with mulch and watered with an interim automatic irrigation system.

Planting Area	square footage	area total	percentage of total
Outer Edge (beyond parking)			
Hydroseed, shrubs, & trees	27,800 sf	26,781 sf	73%
Inner Circle (within parking)			
Lawn	4748 sf		13%
Shrubs & trees	5185 sf	9983 sf	14%
Total landscape areas		37,710 sf	
Lawn	4748 sf		13%
Hydroseed, shrubs, & trees	32,974 sf		87%

SCALE: 1/20"=1'-0"

20 0 20 40



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Revisions

Planting Plan
St. John the Baptist Episcopal Church
Aptos, California

Date	03-09-06
Scale	1"=20'
Drawn	EC
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Project No.	02.092
File Name	02092_L1Plan04

Sheet No. L-2

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EXHIBIT A

Application #: 03-0465
APN: 038-081-35
Owner: Saint John the Baptist Episcopal Church

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 RM-3-H (Multi-family Residential - 3,000 square feet minimum - Housing combining district). The proposed church is an allowed use within residential zone districts. The RM-3-H zone district is consistent with the site's (R-UH) Urban High Density Residential General Plan designation.

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.

This finding can be made, in that the church will be a unique visual feature in the landscape; colors, materials, site grading, and landscaping will be used to reduce visibility of the structure; the site is located within an area of existing urban development; the development site is not on a prominent ridge, beach, or bluff top.

4. That the project conforms with the public access, recreation, and visitor-serving policies, standards and maps of the General Plan 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.

This finding can be made, in that the project site is not located between the shoreline and the first public road, and existing public beach access exists at Seacliff State Beach. Consequently, the church will not interfere with public access to the beach, ocean, or any nearby body of water.

The project site is identified as a priority acquisition site in the County Local Coastal Program for affordable housing purposes. However, the number and density of affordable units constructed on the adjacent parcel to the west has satisfied the affordable housing requirement for these two parcels.

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

This fmding can be made, in that churches are an allowed use within residential zone districts, the coastal priority site designation has been satisfied by the adjacent affordable housing development, and the proposed use and design is compatible with the guidelines established in an adopted master plan.

EXHIBIT B

Application #: 03-0465
APN: 038-081-35
Owner: Saint John the Baptist Episcopal Church

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.

This finding can be made, in that the project is located in an area designated for residential uses and is an allowed use within residential zone districts. 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 proposed church will not deprive adjacent properties or the neighborhood of light, air, or open space, in that the structures meet all current setbacks that ensure access to light, air, and open space in the neighborhood.

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 church and the conditions under which it would be operated or maintained will be consistent with all pertinent County ordinances and the purpose of the RM-3-H (Multi-family Residential - 3,000 square feet minimum - Housing combining district) zone district in that churches are an allowed use within residential zone districts and the structures meet all current site standards for the zone district

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 church is an allowed use within residential zone districts. The RM-3-H (Multi-family Residential - 3,000 square feet minimum - Housing combining district) zone district is consistent with the Urban High Density Residential (R-UH) land use designation in the County General Plan.

The proposed church 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 church 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 development will not adversely impact the visual resource of the Highway One scenic comdor as specified in Policies 5.10.3 (Protection of Public Vistas) & 5.10.12 (Development Visible from Urban Scenic Roads), in that the project design includes excavation to lower the height of the proposed structure and the construction of landscaped earthen berms to screen the proposed parking area and structure from view. Colors and materials have been selected to reduce the visibility of the proposed structure and the projection of light from the

EXHIBIT B

upper skylights will be blocked during nighttime hours. Landscaping, including large evergreen trees, will further reduce visibility of the proposed development and these trees will have an opportunity to mature prior to construction of the final, and most visible, third phase.

The subject property is located outside of the Seacliff Village Plan area, but is mentioned in the plan and is adjacent to the McGregor Site 1-a of Design Area 1 in the Seacliff Village Plan (one of the three parcels created by Minor Land Division 93-0437). Although the proposed church is not subject to the provisions of the Seacliff Village Plan, the proposed development will not conflict with any element of the Seacliff Village Plan. Infrastructure improvements will be coordinated between the three parcels created by Minor Land Division 93-0437 as stated in the master plan for these three parcels.

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 the project site is located near State Park Drive and Highway One which allows easy freeway access to and from the proposed church. A traffic study has been submitted which estimates the traffic generated from the proposed development (36 AM peak trips & 48 PM peak trips). Department of Public Works, Road Engineering staff have reviewed and accepted the traffic study. No adverse impacts are anticipated as a result of the increase in traffic associated with the proposed development.

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 churches are commonly located in residential areas and are compatible with residential uses. The design of churches typically varies from the surrounding residential development, and can serve as a landmark or point of reference for the neighborhood. The proposed church is consistent with the land use intensity and density of the neighborhood, in that the church use will be less intense than the development of the subject property with a high density multi-family residential development.

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 project is of a unique type of design with a tall spire typical to churches to be installed in the third phase. The project design includes excavation to lower the height of the proposed structure and the construction of landscaped earthen berms to screen the proposed parking area and structure from view. Landscaping, including large evergreen trees, will reduce visibility of the final, and most visible, third phase of the proposed development. Colors and materials have been selected to further reduce visibility of the proposed church from the Highway One scenic comdor.

Application #: 03-0465
APN: 038-081-35
Owner: Saint John the Baptist Episcopal Church

Conditions of Approval

Exhibit A: Project Plans "St. John the Baptist Episcopal Church at Canterbury Site", prepared by Warren Callister Associates, 19 sheets, dated 3/15/06; Improvement Plans, prepared by Ifland Engineers, 4 sheets, dated 5/1/05 with revisions 3/15/06; Landscape Plans, prepared by Bellinger, Foster, Steinmetz, 2 sheets, dated 3/9/06.

I. This permit authorizes the construction of a church in three phases with a Master Occupancy Program, a temporary caretaker's quarters to be replaced by a permanent caretaker's quarters, grading of up to 5,000 cubic yards, and associated site improvements. Prior to exercising any rights granted by this permit including, without limitation, any construction or site disturbance, the applicant/owner shall:

A. Sign, date, and return to the Planning Department one copy of the approval to indicate acceptance and agreement with the conditions thereof.

B. Obtain final water service approval from the Soquel Creek Water District.

C. Obtain final sanitary sewer approval from the Santa Cruz County Sanitation District.

D. Obtain a Building Permit from the Santa Cruz County Building Official

E. Obtain a Grading Permit from the Santa Cruz County Planning Department. Prior to obtaining the grading permit, the owner/applicant shall:

1. Identify the specific locations(s) to receive export material; and

2. Provide valid grading permit(s) for any site that receives greater than 100 cubic yards of fill, or where fill will be placed greater than two feet thick or on slopes steeper than 20%. If the fill is intended to go to a municipal landfill, the applicant/owner shall provide receipts from the grading contractor that verify the fill was received at the landfill. Receipts must be received prior to building permit final.

F. Obtain a National Pollutant Discharge Elimination System (NPDES), storm water permit from the California Regional Water Quality Control Board, Central Coast Region, if required. All conditions of the NPDES permit are, by reference, hereby incorporated into the conditions of this permit.

G. Obtain an Encroachment Permit from the Department of Public Works for all off-site work performed in the County road right-of-way.

II. Prior to issuance of a Building Permit the applicant/owner shall:

A. Submit proof that these conditions have been recorded in the official records of the County of Santa Cruz (Office of the County Recorder).

EXHIBIT C

B. Submit final architectural plans for review and approval by the Planning Department. The final plans shall be in substantial compliance with the plans marked Exhibit "A"on file with the Planning Department. Any changes from the approved Exhibit "A"for this development permit on the plans submitted for the Building Permit must be clearly called out and labeled by standard architectural methods to indicate such changes. Any changes that are not properly called out and labeled will not be authorized by any Building Permit that is issued for the proposed development. The final plans shall include the following additional information:

1. 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.

2. **A** final sign plan for the proposed development. Signage for the proposed development must comply with the approved Exhibit "A" for this permit.

3. Grading, drainage, and erosion control plans, that are prepared, wet-stamped, and signed by a licensed civil engineer. Grading and drainage plans must include estimated earthwork, cross sections through all improvements, existing and proposed cut and fill areas, existing and proposed drainage facilities, and details of devices such as back drains, culverts, energy dissipaters, detention pipes, etc. Verify that the detention facilities are adequate to meet County requirements for release rates.

4. Engineered improvement plans for all on-site and off-site improvements. All improvements shall be submitted for the review and approval by the Department of Public Works.

5. A lighting plan for the proposed development. Lighting for the proposed development must comply with the following conditions:

   a. All site, building, security and landscape lighting shall be directed *onto the* site and away from adjacent properties. Light sources shall not be visible from adjacent properties. Light sources can be shielded by landscaping, structure, fixture design or other physical means. Building and security lighting shall be integrated into the building design.

   b. 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.

   c. All lighting must be consistent with Title **24,** Part ***6,*** California **Code** of Regulations, Energy Efficiency Standards for Residential and Non-Residential Buildings.

6. For any structure proposed to be within 2 feet of the maximum height limit for the zone district, the building plans must include a roof plan and a surveyed contour map of the ground surface, superimposed and extended to allow height measurement of all features. Spot elevations shall be provided at points on the structure that have the greatest difference between ground surface and the highest portion of the structure above. This requirement is in addition to the standard requirement of detailed elevations and cross-sections and the topography of the project site which clearly depict the total height of the proposed structure.

a. The maximum height of the structure (including all ornaments, spires, and other projections) may not exceed 53 feet from existing or finished grade, whichever is the greater distance.

7. Noise: In order to decrease the noise at the property line closest to the adjacent housing project, the plans shall include a six foot high, airtight fence on the north property line and an HVAC system as necessary to implement the recommendation that doors and windows of the youth building remain closed during musical rehearsals (Salter Associates, 6/15/04).

8. All rooftop mechanical and electrical equipment shall be designed to be an integral part of the building design, and shall be completely screened from public view.

9. 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.

a. New utility and service lines shall be installed underground, unless inappropriate.

b. Pad-mounted transformers (as part of the underground electrical service distribution system) shall not be located in the front setback or area visible from public view, unless they are completely screened by walls and/or thick landscaping, and shall not obstruct views of traffic from tenant spaces or driveways, or views to monument signs. Underground vaults may be located in the front setback area for aesthetic purposes.

10. Details showing compliance with fire department requirements, including all requirements of the Urban Wildland Intermix Code, if applicable.

11. The location, dimensions, colors and materials of the temporary caretaker's quarter's must be indicated. Utility connections and a plan for future

abandonment of utilities must be indicated.

12. **Air** Ouality: In order to ensure that the air quality thresholds for air pollutants are not exceeded by diesel emissions or fugitive dust during grading and paving, prior to issuance of the grading permit, the applicant shall modify the grading plans to include notes incorporating the construction conditions given by the Monterey Bay Air Pollution Control District (MBAPCD) **)** as follows:

    a. (diesel emissions) All pre-1994 diesel equipment shall be retrofitted with EPA certified diesel oxidation catalysts ***or*** all such equipment shall be fueled with B99 diesel fuel;

    b. (diesel emissions) Applicant shall retain receipts for purchases of catalysts or b99 diesel fuel until completion of the project;

    c. (diesel emissions) applicant shall allow MBAPCD to inspect receipts and equipment throughout the project.

    Alternatively, the applicant may submit a health risk assessment to the MBAPCD for review and approval. Any recommendations and requirements of the MBAPCD will become conditions of constructing the project.

    d. (fugitive dust) Limit grading to 8.1 acresiday, limit excavation to *2.2* acres/day, water graded areas at least 2x daily, cease grading when winds that exceed 15 MPH, cover haul trucks, maintain 2 feet of freeboard in haul trucks, and install wheel washing equipment for exiting trucks.

13. 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 requirements of the Soquel Creek Water District and the following 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 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. Irrigation Management. All required landscaping shall be provided with an adequate, permanent and nearby source of water which shall be applied by an installed irrigation, or where feasible, a drip irrigation 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.

i. The irrigation plan and an irrigation schedule for the established landscape shall be submitted with the building permit applications. The irrigation plan shall show the location, size and type of components of the irrigation system, the point of connection to the public water supply and designation of hydrozones. The irrigation 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.

ii. Appropriate imgation equipment, including the use of a separate landscape water meter, pressure regulators, automated controllers, low volume sprinkler heads, drip or bubbler irrigation systems, rain shutoff devices, and other equipment shall be used to maximize the efficiency of water applied to the landscape.

iii. Plants having similar water requirements shall be grouped together in distinct hydrozones and shall be irrigated separately.

iv. Landscape imgation should be scheduled between 6:00 p.m. and 11:00 a.m. to reduce evaporative water loss.

e. **All** planting shall conform to the landscape plan shown as part of the approved Exhibit **"A".**

1. 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.

14. The location and dimensions of all trash/recycling enclosures must be indicated, including any associated walls, fences, or landscaping.

    a. The plans 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 Recycling Design Criteria.

    c. 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. The property owner is responsible for arranging with the collector/broker for regular pick up of material. Recyclable materials shall not be allowed to accumulate in such a manner that visual or public health nuisance is created.

    f. Security shall be provided to prevent theft of recyclable materials by unauthorized persons, however, the enclosure shall also be accessible for deposit of materials by authorized persons.

C. Submit four copies of the approved Discretionary Permit with the Conditions of Approval attached. The Conditions of Approval shall be recorded prior to submittal.

D. Meet all requirements of and pay all applicable fees to the Soquel Creek Water District.

E. Meet all requirements of and pay all applicable fees to the Santa Cruz County Sanitation District.

F. Meet the following requirements of the Department of Public Works, Drainage:

1. Provide on-site detention, per Department of Public Works requirements.

2. Pay Zone *6* drainage fees to the County Department of Public Works, Drainage. Drainage fees will be assessed on the net increase in impervious area.

G. Meet all requirements and pay any applicable plan check fee of the Aptos/La Selva Fire Protection District.

H. Submit **3** copies of a plan review and acceptance letter prepared and stamped by a licensed Geotechnical Engineer.

I. Noise: Submit **3** copies of a letter from an acoustical design consultant verifying that windows and doors have been designed to minimize sound leaks.

J. Pay the current fees for Parks mitigation for 1 bedroom in the caretakers unit. Currently, these fees are $1,000 per bedroom.

K. Pay the current fees for Child Care mitigation for 12,935 square feet of institutional space. Currently, these (Category **I)** fees are $0.12 per square foot, but are subject to change.

L. Pay the current Aptos Transportation Improvement Area (TIA) fees for Roadside and Transportation improvements. Currently, these fees can be calculated as follows, but are subject to change:

1. The development is subject to Aptos Transportation Improvement Area (TIA) fees at a rate of $416 per daily trip-end generated by the proposed use. The total number of trip ends must be calculated by your traffic engineer and provided to the Department of Public Works, Road Engineering section for review and acceptance. The fee is calculated as the number of trip ends multiplied by **$416 per** trip end. These fees are split evenly between transportation improvement fees and roadside improvement fees.

2. A fee credit for off-site transportation and roadside improvements is allowed per the Department of Public Works fee schedule.

M. Provide required off-street parking for 88 cars. All parking spaces must be located entirely outside vehicular rights-of way. Parking must be clearly designated and numbered on the site plan.

1. All required parking spaces must be a minimum of 8.5 feet wide by 18 feet long, not including compact spaces. No more than 40 percent of the required parking spaces may be compact spaces. Compact spaces must be **a** minimum of 7.5 feet wide by 16 feet long.

2. All applicable accessibility requirements must be met in the proposed parking design.

3. Up to 17 of the required parking spaces may be provided as temporary spaces in the basketball court.

N. 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.

O. Water Quality: Complete and file a silt and grease trap maintenance agreement with the Department of Public Works. The final plans shall specify the location of an EPA approved silt and grease trap on site, through which storm runoff must pass. The trap shall be inspected to determine if it needs cleaning or repair prior to October 15 of each year, at minimum intervals of one year. **A** brief annual report shall be prepared by the trap inspector at the conclusion **of** each inspection and submitted to the Drainage Section of the Department of Public Works within 5 days of the inspection. The report shall specify any repairs that have been done or that are needed to allow the trap to function adequately.

P. Scenic Resources: Prior to the issuance of a Building Permit for any Phase 3 improvements (other than the permanent caretaker's unit), the applicant/owner shall submit a visual analysis including current photographs and simulations for review and approval. The purpose of the analysis is to determine whether the goals of screening Phase *3* with landscaping can be achieved. If landscaping has not grown up adequately to achieve screening, construction shall not proceed without additional mitigation measures that will cause the structure to blend into the existing view from Highway One. These measures may include revised external colors, particularly of the canopy and the tower, or revised, lower height for the tower.

Q. Temporary Caretaker's Quarters: The owner/applicant shall post and/or authorize continuance of a Time Certificate of Deposit (or similar transaction) for a minimum period **of** 5 years payable to the County of Santa Cruz in the amount of $500 to guarantee compliance with the conditions of the permit and applicable law within the time permitted or any extension thereof. The term of the deposit shall begin upon the issuance of the permit and shall remain in effect until the conditions of the permit have been fulfilled to the satisfaction of the Planning Department. If ***the*** permit holder fails to comply with all of the conditions of the permit, the Planning Department shall take appropriate actions to obtain compliance. **The** permit holder shall be firmly bound under a continuing obligation for the payment of all necessary costs and expenses that may be incurred or expended by the Planning Department in causing any and all such conditions to be fulfilled. The Planning Department may apply as much of the portion of the deposit as needed to pay any such costs and expenses. Any unused portion of ***the*** deposit shall be refunded to the permit holder upon compliance with the conditions of the permit.

III. All construction shall be performed according to the approved plans for the Building Permit.

A. The applicantlowner must meet the following conditions during construction of

each Phase of the project:

1. 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 unless otherwise specifically excepted by these conditions of approval.

    a. Vehicular access to the subject property must be from Canterbury Drive (Local Street) and not from McGregor Drive (Arterial Road).

2. 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.

3. No land disturbance shall take place prior to issuance of building permits (except the minimum required to provide access for County required tests or to carry out work required by another of these conditions).

4. 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:

    a. 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; and

    b. Each day it does not rain, wet all exposed soil frequently enough to prevent significant amounts **of** dust from leaving the site.

    c. 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.

5. Air Ouality: In order to ensure that the air quality thresholds for air pollutants are not exceeded by diesel emissions or fugitive dust during grading and paving, prior to issuance of the grading permit, the applicant

shall modify the grading plans to include notes incorporating the construction conditions given by the Monterey Bay Air Pollution Control District (MBAPCD)) as follows:

a. (diesel emissions) All pre-1994 diesel equipment shall be retrofitted with EPA certified diesel oxidation catalysts ***or*** all such equipment shall be fueled with B99 diesel fuel;

b. (diesel emissions) Applicant shall retain receipts for purchases of catalysts or b99 diesel **fuel** until completion of the project;

c. (diesel emissions) applicant shall allow MBAPCD to inspect receipts and equipment throughout the project.

Alternatively, the applicant may submit a health risk assessment to the MBAPCD for review and approval. Any recommendations and requirements of the MBAPCD will become conditions of constructing the project.

d. (fugitive dust) Limit grading to 8.1 acres/day, limit excavation to 2.2 acresiday, water graded areas at least 2x daily, cease grading when winds that exceed 15 MPH, cover haul trucks, maintain 2 feet of freeboard in haul trucks, and install wheel washing equipment for exiting trucks.

B. Prior to construction of any Phase **3** structures and improvements (other than the permanent caretaker's unit), the applicantlownermust meet the following conditions:

1. Scenic Resources: Before construction begins on any elements that are identified on the plans as belonging to Phase 3 (Warren Callister Associates, **3/15/06),** the applicantlowner shall submit a visual analysis including current photographs and simulations for review and approval. The purpose of the analysis is to determine whether the goals of screening Phase **3** by landscape *can* be achieved. If landscaping has not gown up adequately to achieve screening, construction shall not proceed without additional mitigation measures that will cause the structure to blend into the existing view from Highway One. These measures may include revised external colors, particularly of the canopy and the tower, or revised, lower height for the tower.

C. Prior to final inspection of any of the three Phases of construction, the applicant/owner must meet the following conditions:

1. All site improvements shown on the final approved Building Permit plans shall be installed.

2. All inspections required by the building permit shall be completed to the satisfaction of the County Building Official.

3. The project must comply with all recommendations of the approved soils reports.

D. 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-Coroner if 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.

N. Operational Conditions

A. Master Occupancy Program (Church): Given the location of the project with respect to existing residential uses, any change of use request will require an amendment to this permit. Only the uses listed below are allowed at the church facility:

Religious Services & Associated Activities: The primary authorized use of the proposed development is for religious services and associated activities. All religious events and associated activities shall comply with the approved parking plan and the recommendations of the approved traffic studies (TJKM Transportation Consultants, 3/13/05 & 11/4/05) and the approved noise study (Salter Associates, 6/15/04).

Community Meetings: Community meetings are allowed at the church facilities. All community meetings shall comply with the approved parking plan and the recommendations of approved traffic studies (TJKM Transportation Consultants. 3/13/05 & 11/4/05).

Special Events. Concerts. Plays, etc.: Indoor concerts, plays, and rehearsals which comply with the recommendations in the approved noise study (Salter Associates, 6/15/04) are authorized by this permit. No more than one outdoor concert per year is authorized by this permit. All concerts shall comply with the approved parking plan and the recommendations of the approved traffic studies (TJKM Transportation Consultants, 3/13/05 & 11/4/05) and the approved noise study (Salter Associates, 6/15/04).

Private School: A private school of up to a maximum of 50 students is authorized by this permit. Instruction at the school may not begin before 9 AM and the drop off of students more than 15 minutes before this time is not allowed. Any increase in the number of students beyond 50 is not authorized by this permit. Any change in the scheduling of the school which causes instruction to begin prior

to 9 AM is not authorized by this permit. School related meetings and events shall comply with the approved parking plan and the recommendations of the approved traffic studies (TJKM Transportation Consultants, 3/13/05 & 11/4/05) and the approved noise study (Salter Associates, 6/15/04).

Retreats: Up to four annual one night retreats for a maximum of 30 people at each retreat are authorized by this permit. The use of the facilities for residential purposes (other than the caretaker's quarters) is not authorized by this permit. Any conversion of the facilities to residential uses will require an amendment to this permit.

Satellite Shelter: The use of the church facilities by a shelter program for **up** to one night a week is authorized by this permit. The use of the facilities for residential purposes (other than the caretaker's quarters) is not authorized by this permit. Any conversion of the facilities to residential uses will require an amendment to this permit.

The following additional restrictions apply to all uses:

Parking: Parking must occur in approved spaces, and may not at any time block access to the structures or turn-around areas for emergency equipment. Parking for all events shall comply with the approved parking plan and the recommendations of the approved traffic studies (TJKM Transportation Consultants, 3/13/05 & 11/4/05).

Scheduling: Uses (services, meetings, events, school, shelter, retreats, etc.) can not be scheduled in an overlapping manner which will result in a combined parking demand that can not be met on the project site. The scheduling of all uses shall comply with the approved parking plan and the recommendations of the approved traffic studies (TJKM Transportation Consultants, 3/13/05 & 11/4/05).

Scenic Resources - Lighting: The operable shade below the skylight shall be used at all times between dusk and dawn. No interior light shall be allowed to project into, or emanate from, **the** skylight feature at the top of **the** building between the hours of ***6*** PM and 6 AM.

Exterior lighting shall not be used to illuminate the exterior of the upper portions of **the** building that are proposed in Phase 3. Exterior lighting shall be low profile, and directed downward. All site, building, security and landscape lighting shall be directed onto the site and away from adjacent properties.

Outdoor Storage: No outdoor storage is permitted.

B. Temporary Caretaker's Quarters: The temporary caretaker's quarters is authorized for a period of 5 years maximum. The temporary caretaker's quarters must be removed from the subject property at either the end of the 5 year period, or when the permanent caretaker's quarters have been constructed, whichever occurs first.

The **5** year limitation on the temporary caretaker's quarters may be extended through the issuance of a subsequent development permit which grants an extension for the temporary use.

V. 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. Settlement. 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. Successors Bound. "Development Approval Holder" shall include the applicant and the successor'(s) in interest, transferee(s), and assign(s) of the applicant.

VII. Mitigation Monitoring Program

The mitigation measures listed under this heading have been incorporated into 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 mitigations is hereby adopted as a condition of approval for this project. This monitoring 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: Scenic Resources (Conditions ILP, III.B.l & IV.A).

Monitoring Program: In order to reduce potential impacts to the Highway 1 scenic corridor to a less than significant level:

1. Prior to scheduling the public hearing the applicant shall revise the plans to indicate:

   a. Exterior lighting will be directed downward;

   b. The skylight shall be fitted with a remotely operated shade or other covering such that minimal light is emitted from the skylight to the outside at night;

   c. Material for the canopy feature in front of the building shall be a color that recedes into the landscape rather than projects forward;

   d. Landscape trees shall be installed immediately after site grading, a maintenance plan that includes long term irrigation as needed for establishment and maximum growth rate shall be provided, additional redwood trees shall be added to create a denser screening.

2. Before construction begins on any elements that are identified on the plans as belonging to Phase **3** (Warren Callister Associates, **3/15/06),** or before a building permit is issued for Phase **3** construction, the applicants shall submit a visual analysis including current photographs and simulations for review and approval. The purpose of the analysis is to determine whether the goals of screening Phase **3** by landscape can be achieved. If landscaping has not grown up adequately to achieve screening, construction shall not proceed without additional mitigation measures that will cause the structure to blend into the existing view from Highway One, These measures may include revised external colors, particularly of the canopy and the tower, or revised, lower height for the tower.

B. Mitigation Measure: Noise (Conditions II.B.7, 11.1 & IV.A)

Monitoring Program: In order to decrease the noise at the property line closest to

the adjacent housing project, prior to public hearing the applicant shall revise the plans to indicate a six foot high, airtight fence on the north property line and an HVAC system as necessary to implement the recommendation that doors and windows of the youth building remain closed during musical rehearsals (Salter Associates, 6/15/04). In addition, the applicant shall submit a letter from an acoustical design consultant verifying that windows and doors have been designed to minimize sound leaks.

C. Mitigation Measure: Water Quality (Condition 11.0)

Monitoring Program: To protect ground and surface water from degradation due to silt, grease, and other contaminants from paved surfaces, the applicant/owners shall maintain silt and grease traps on all drainage pipes leaving the site. The traps shall be maintained according to the following monitoring and maintenance procedures:

1. The traps shall be inspected to determine if they need cleaning or repair prior to October 15 each year at a minimum;

2. 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.

D. Mitigation Measure: Air Quality (Conditions II.B.12 & III.A.3)

Monitoring Program: In order to ensure that the air quality thresholds for air pollutants are not exceeded by diesel emissions or fugitive dust during grading and paving, prior to issuance of the grading permit, the applicant shall modify the grading plans to include notes incorporating the construction conditions given by the Monterey Bay Air Pollution Control District (MBAPCD)) as follows:

1. (diesel emissions) All pre-1994 diesel equipment shall be retrofitted with EPA certified diesel oxidation catalysts ***or*** all such equipment shall be fueled with B99 diesel fuel;

2. (diesel emissions) Applicant shall retain receipts for purchases of catalysts or b99 diesel fuel until completion of the project;

3. (diesel emissions) applicant shall allow MBAPCD to inspect receipts and equipment throughout the project.

Alternatively, the applicant may submit a health risk assessment to the MBAPCD for review and approval. Any recommendations and requirements of the MBAPCD will become conditions of constructing the project.

EXHIBIT C

4. (fugitive dust) Limit grading to 8.1 acresiday, limit excavation to 2.2 acres/day, water graded areas at least 2x daily, cease grading when winds that exceed 15 MPH, cover haul trucks, maintain 2 feet of freeboard in haul trucks, and install wheel washing equipment for exiting trucks.

Minor variations to this permit which do not affect the overall concept or density may **be** approved by the Planning Director at the request of the applicant or staff in accordance with Chapter 18.10 of the County Code.

Please note: **This** permit expires on the expiration date listed below unless you obtain the required permits and commence construction.

Approval Date: 5/24/06

Effective Date: 6/7/06

Expiration Date: 6/7/08

Cathy Graves	Randall Adams
Principal Planner	Project Planner

Appeals: Any property owner, or other person aggrieved, or any other person whose interests are adversely affected by any act or determination of the Planning Commission, may appeal the act or determination to the Board of Supervisors in accordance with chapter 18.10 of the **Santa** Cruz County Code.

EXHIBIT *C*

COUNTY OF SANTA CRUZ
PLANNING DEPARTMENT

Planning Commission
Meeting Date: 05/24/06
Agenda Item: # **8**
Time: After 9:00 a.m.

APPLICATION NO. 03-0465

STAFF REPORT TO THE PLANNING COMMISSION

EXHIBIT D

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

NEGATIVE DECLARATION AND NOTICE OF DETERMINATION

Application Number: 03-0465 **Anne Baker, for Saint John the Baptist Episcopal Church**

Proposal to construct a church facility in three phases (resulting in approximately 13,000 square feet total floor area), to grade approximately 5,000 cubic yards (cut) and 4,800 cubic yards (fill), to establish a Master Occupancy Program to operate a private school for a maximum of 50 students; four annual overnight retreats for 30 people; participation in the Satellite Shelter or like program; use of the facility by schools and community groups for concerts and plays; and utilization of the facility by other non-profit groups, and to install a temporary caretaker's mobile home (to be removed from the site at project completion). The project requires a Commercial Development Permit, a Coastal Permit, a Preliminary Grading Review, a Preliminary Design Review Permit, and a Soils Report Review. The property is located on the west side of McGregor Drive approximately 400 feet north of the intersection of McGregor Drive and Sea Ridge Road (within the viewshed of the Highway One scenic corridor) in Aptos, California.

APN: 038-081-35

Zone District: RM-3 **Randall Adams, Staff Planner**

ACTION: Negative Declaration with Mitigations

REVIEW PERIOD ENDS: February 27, 2006

This project will be considered at a public hearing by the Planning Commission. The time, date and location have not been set. When scheduling does occur, these items will be included in all public hearing notices for the project.

Findings:

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

Required Mitigation Measures or Conditions:

_____ None

__XX__ Are Attached

Review Period Ends__February 27, 2006

Date Approved By Environmental Coordinator__March 16, 2006

KEN HART
Environmental Coordinator
(831) 454-3127

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

NOTICE OF DETERMINATION

The Final Approval of This Project was Granted by _____

on _____. No EIR was prepared under CEQA.

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

Date completed notice filed with Clerk of the Board:_____

CALIFORNIA DEPARTMENT OF FISH AND GAME

CERTIFICATE OF FEE EXEMPTION

De minimis Impact Finding

Project Title/Location (Santa Cruz County):

Application Number: 03-0465 Anne Baker, for Saint John the Baptist Episcopal Church
Proposal to construct a church facility in three phases (resulting in approximately 13,000 square feet total floor area), to grade approximately 5,000 cubic yards (cut) and 4,800 cubic yards (fill), to establish a Master Occupancy Program to operate a private school for a maximum of 50 students; four annual overnight retreats for 30 people; participation in the Satellite Shelter or **like** program; use of the facility by schools and community groups for concerts and plays; and utilization of the facility by other non-profit groups, and to install a temporary caretaker's mobile home (to be removed from the site at project completion). The project requires a Commercial Development Permit, a Coastal Permit, a Preliminary Grading Review, a Preliminary Design Review Permit, and a Soils Report Review. The property is located on the west side of McGregor Drive approximately 400 feet north of the intersection of McGregor Drive and Sea Ridge Road (within the viewshed of the Highway One scenic corridor) in Aptos, California.
APN: 038-081-35 **Randall Adams, Staff Planner**
Zone District: RM-3

Findings of Exemption (attach as necessary):

An Initial Study has been prepared for this project by the County Planning Department according to the provisions of CEQA. This analysis shows that the project will not create any potential for adverse environmental effects on wildlife resources.

Certification:

I hereby certify that the public agency has made the above finding and that the project will not individually or cumulatively have an adverse effect on wildlife resources, as defined in Section 711.2 of the Fish and Game Code.

KEN HART
Environmental Coordinator for
Tom Burns, Planning Director
County of Santa Cruz

Date: 3/24/05

NAME: Anne Baker for St. John Baptist Episcopal Church
APPLICATION: 03-0465
A.P.N: 038-081-35

REVISED NEGATIVE DECLARATION MITIGATIONS

1. In order to reduce potential impacts to the Highway 1 scenic corridor to a less than significant level:

   a. Prior to scheduling the public hearing the applicant shall revise the plans to indicate:

      i. Exterior lighting will be directed downward;
      ii. The skylight shall be fitted with a remotely operated shade or other covering such that minimal light is emitted from the skylight to the outside at night;
      iii. Material for the canopy feature in front of the building shall be a color that recedes into the landscape rather than projects forward;
      iv. Landscape trees shall be installed immediately after site grading, a maintenance plan that includes long term irrigation as needed for establishment and maximum growth rate shall be provided, additional redwood trees shall be added to create a denser screening.

   b. Before construction begins on any elements that are identified on the plans as belonging to Phase 3 (Warren Callister Associates, May 2005), or before a building permit is issued for Phase 3 construction, the applicants shall submit a visual analysis including current photographs and simulations for review and approval. The purpose of the analysis is to determine whether the goals of screening Phase 3 by landscape can be achieved. If landscaping has not grown up adequately to achieve screening, construction shall not proceed without additional mitigation measures that will cause the structure to blend into the existing view from Highway One. These measures may include revised external colors, particularly of the canopy and the tower, or revised, lower height for the tower.

2. In order *to* decrease the noise at the property line closest to the adjacent housing project, prior to public hearing the applicant shall revise the plans to indicate *a* six foot high, airtight fence on the north property line and an HVAC system as necessary to implement the recommendationthat doors and windows of the youth building remain closed during musical rehearsals (Salter Associates, 6/15/04). In addition, the applicant shall submit a letter from an acoustical design consultant verifying that windows and doors have been designed to minimize sound leaks.

3. To protect ground and surface water from degradation due to silt, grease, and other contaminants from paved surfaces, ~~prior to public hearing~~ the applicant/owners shall ~~modify the drainage plan to include~~ maintain silt and grease traps on all drainage pipes leaving the site. The traps shall be maintained according to the following monitoring and maintenance procedures:

   a. The traps shall be inspected *to* determine if they need cleaning or repair prior to October 15 each year at a minimum;

   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.

4. In order to ensure that the air quality thresholds for air pollutants are not exceeded by diesel emissions or fugitive dust during grading and paving, prior to issuance of the grading permit, the applicant shall modify the grading plans to include notes incorporatingthe construction conditions given by the Monterey Bay Air Pollution Control District (MPUAPCD)) as follows:

a. (diesel emissions) All pre-1994 diesel equipment shall be retrofitted with EPA certified diesel oxidation catalysts or all such equipment shall be fueled with B99 diesel fuel;
b. (diesel emissions) Applicant shall retain receipts for purchases of catalysts or b99 diesel fuel until completion of the project;
c. (diesel emissions) applicant shall allow MPUAPCD to inspect receipts and equipment throughout the project.

Alternatively, the applicant may submit a health risk assessment to the MBAPCD for review and approval. Any recommendations and requirements of the MBUAPCD will become conditions of constructing the project.

d. (fugitive dust) Limit grading to 8.1 acres/day, limit excavation to 2.2 acres/day, water graded areas at least 2x daily, cease grading when winds that exceed 15 MPH, cover haul trucks, maintain 2 feet of freeboard in haul trucks, and install wheel washing equipment for exiting trucks.

Environmental Review
Initial Study

Application Number: 03-0465

Date: 1/30/06
Staff Planner: Randall Adams

I. OVERVIEW AND ENVIRONMENTAL DETERMINATION

APPLICANT: Anne Baker **APN:** 038-081-35

OWNER: Saint John the Baptist Episcopal Church **SUPERVISORAL DISTRICT:** 2

LOCATION: Property located on the west side of McGregor Drive approximately 400 feet north of the intersection of McGregor Drive and Sea Ridge Road.

SUMMARY PROJECT DESCRIPTION: Proposal to construct a church facility in three phases (resulting in approximately 13,000 square **feet** total floor area), to grade approximately 5,000 cubic yards (cut) and 4,800 cubic yards (fill), to establish a Master Occupancy Program to operate a private school for a maximum of 50 students; four annual overnight retreats for 30 people; participation in the Satellite Shelter or like program; use of the facility by schools and community groups for concerts and plays; and utilization *of* the facility by other non-profit groups, and to install a temporary caretaker's mobile home (to be removed from the site at project completion).

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.

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

DISCRETIONARY APPROVAL(S) BEING CONSIDERED

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

NON-LOCAL APPROVALS

Other agencies that must issue permits or authorizations:

ENVIRONMENTAL REVIEW ACTION

On the basis of this Initial Study and supporting documents:

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

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

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

Paia Levine

1.31.06
Date

For: Ken Hart
Environmental Coordinator

II. BACKGROUND INFORMATION

EXISTING SITE CONDITIONS
Parcel Size: 2.5 acres
Existing Land Use: Vacant
Vegetation: Disturbed site, some grasses
Slope in area affected by project: _X_ 0 - 30% ___ 31 - 100%
Nearby Watercourse: Aptos Creek
Distance To: 2,500 feet

ENVIRONMENTAL RESOURCES AND CONSTRAINTS

Groundwater Supply: N/A
Water Supply Watershed: Not mapped
Groundwater Recharge: Not mapped
Timber or Mineral: Not mapped
Agricultural Resource: Not mapped
Biologically Sensitive Habitat: Not mapped
Fire Hazard: Not mapped
Floodplain: Not mapped
Erosion: Not mapped
Landslide: Not mapped
Liquefaction: Low potential
Fault Zone: Not mapped
Scenic Corridor: Highway One
Historic: Not mapped
Archaeology: Not mapped
Noise Constraint: Highway One
Electric Power Lines: N/A
Solar Access: Adequate
Solar Orientation: South
Hazardous Materials: N/A

SERVICES

Fire Protection: Aptos/La Selva Fire Protection District
School District: Pajaro Valley Unified School District
Sewage Disposal: Santa Cruz County Sanitation District
Drainage District: Zone 6 Flood Control District
Project Access: Canterbury Drive (Off McGregor Drive)
Water Supply: Soquel Creek Water District

PLANNING POLICIES

Zone District: RM-3
Special Designation: H (Housing), Coastal Priority Site
General Plan: R-UH
Urban Services Line: _X_ Inside ___ Outside
Coastal Zone: _X_ Inside ___ Outside

PROJECT SETTING AND BACKGROUND:

The subject property is approximately 2.5 acres on the west side of McGregor Drive in the Seacliff area of Aptos. The site is mostly disturbed, with some grassy areas. The parcel was created through a prior Minor Land Division and the project access (Canterbury Drive) is being constructed in conjunction with the affordable housing site to the west. Highway one is located to the north-east, with multi family residential housing to the north and west, and a vacant parcel to the south.
As a designated Coastal Priority site the property was the subject of a Master Plan, along with neighboring parcels 38-081 34 and 38-081-36, that was completed in 2003.

DETAILED PROJECT DESCRIPTION:

This proposal is for the construction of a new church and associated facilities on an undeveloped parcel within an urbanized area. The church will be constructed in three phases. The first phase will consist *of* a sanctuary, administrative offices, and accessory uses and buildings for storage, utilities, and a youth hutch. The total floor space of the first phase will be 5,075 square feet. A temporary caretaker's unit will be located on the project site during the first phase of construction. The second phase will consist of additional meeting and accessory rooms enclosing a central courtyard. The total floor space, including the second phase, will be 7,305 square feet. The third phase will include the conversion of the inner courtyard to a large enclosed space with a high swept ceiling and skylight and the construction of the permanent caretaker's quarters above a detached garage. The total floor space, including the third phase, will be 12,935 square feet. The temporary caretaker's unit will be removed at the completion *of* construction of the permanent caretaker's unit.

The uses proposed at the church facility will include church services, a private school for a maximum of 50 students, four annual overnight retreats for 30 people, participation in the Satellite Shelter or like program, and use of the facility by schools and community groups for concerts and plays. To serve the proposed uses, a 93 space parking lot will be constructed around the church. The parking lot will be accessed off of Canterbury Drive, which is currently under construction. Additional site improvements include a basketball court, a bus stop, and associated paving and sidewalks. Grading will be required to prepare the project site, with approximately 5,019 cubic yards of excavation and 4,795 cubic yards of fill. Excess fill, on the order of 200 cubic yards, will be transported off-site to an approved facility.

The project site is located within the viewshed of the Highway One scenic corridor. The project design includes excavation to lower the height of the proposed buildings and embankment to screen the proposed parking area from view. Landscaping, including large evergreen trees, is proposed to reduce visibility of the proposed development, which will have an opportunity *to* mature to some extent prior to construction *of* the final, and most visible, third phase.

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

111. 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?		X	
	B. Seismic ground shaking?		X	
	C. Seismic-related ground failure, including liquefaction?		X	
	D. Landslides?		X	

All of Santa Cruz County is subject to some hazard from earthquakes. However, the project site is not located within or adjacent to a county or State mapped fault zone. A geotechnical investigation for the proposed project was performed by Steven Raas & Associates, dated 10/01 with a transfer of responsibility to Pacific Crest Engineering, Inc., letter dated 10/12/04 (Attachment 7). The report concluded that a standard level of seismic risks exist on the project site, but structures designed to conform with current building codes would adequately address this issue.

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

The geotechnical report cited above did not identify a significant potential for damage caused by any of these hazards.

	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	
4. Result in soil erosion or the substantial loss of topsoil?			X	

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

5. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to property?			X	

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

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

No septic systems are proposed. The project will connect to the Santa Cruz County Sanitation District, and the applicant will be required to pay standard sewer connection and service fees that fund sanitation improvements within the district as a Condition of Approval for the project.

7. Result in coastal cliff erosion?				X

B. Hydrology, Water Supply and Water Quality

Does the project have the potential to:

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

According to the Federal Emergency Management Agency (FEMA) National Flood Insurance Rate Map, dated April 15, 1986, no portion of the project site lies within a 100-year flood hazard area.

	Significant Or Potentially Significant Impact	Less than Significant with Mitigation Incorporation	Less than Significant Or No Impact	Not Applicable
2. Place development within the floodway resulting in impedance or redirection of flood flows?	____	____	X	____

According to the Federal Emergency Management Agency (FEMA) National Flood Insurance Rate Map, dated April 15, 1986, no portion of the project site lies within a 100-year flood hazard area.

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

The project will obtain water from the Soquel Creek Water District and will not rely on private well water. The Soquel Creek Water District has indicated that adequate supplies are available to serve the project (Attachment 8). The owners will be required to meet the District requirement that they identify and provide retrofit of existing water uses that will amount to conservation of 4.4 acre feet per year. The project is not located in a mapped groundwater recharge area.

5. Degrade a public or private water supply? (Including the contribution of urban contaminants, nutrient enrichments, or other agricultural chemicals or seawater intrusion).	____	____	X	____

No commercial or industrial activities are proposed that would generate a significant amount of contaminants to a public or private water supply. 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. Silt and grease traps, and a plan for maintenance, will be required to prevent potential contaminants from entering storm water facilities.

6. Degrade septic system functioning?	____	____	____	X

	Significant Or Potentially Significant Impact	Less than Significant with Mitigation Incorporation	Less than Significant Or No Imparl	Not Applicable
7. Alter the existing drainage pattern *of* the site or area, including the alteration of the course of a stream or river, in a manner which could result in flooding, erosion, or siltation on or off-site?			X	

The proposed project is not located near any watercourses, and will not alter the existing overall drainage pattern of the site.

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	

There are existing deficiencies in the storm drainage system downstream of the project. The project has been designed to meet the Department of Public Works standards for on site detention and control of runoff, such that post development runoff rate will not exceed the pre-development rate. In addition, Drainage Improvement Area fees will be collected, which will offset the impact of additional drainage to the system. See response B-5 for discussion of urban contaminants and/or other polluting runoff.

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

See response B-8.

10. Otherwise substantially degrade water supply or quality?			X	

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			X	

	Significant Or Potentially Significant Impact	Leu than Significant with Mitigation Incorporation	Less than Significant Or No Impact	Not Applicable
Service?	____	____	____	____

The lack of suitable habitat and the disturbed nature of the site make it unlikely that any special status plant or animal species occur in the area.

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

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

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

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

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

The subject property is located in an urbanized area and is surrounded by existing residential development that currently generates nighttime lighting. There are no sensitive animal habitats within or adjacent *to* the project site.

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

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	____

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

The project will not conflict with any local policies or ordinances.

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

Does the project have the potential to:

1.	Affect or be affected by land designated as "Timber Resources" by the General Plan?			X
2.	Affect or be affected by lands currently utilized for agriculture, *or* designated in the General Pian for agricultural use?			X

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

E. Visual Resources and Aesthetics

Does the project have the potential to:

1.	Have an adverse effect on a scenic resource, including visual obstruction *of* that resource?		X	

The project site is located within the viewshed of the Highway One scenic corridor, a designated scenic resource in the County General Plan (1994). This is a tree lined and

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

relatively less visually degraded section of the highway. There is an unobstructed view of the meadow on the site from a small Portion of Highway One, primarily in the northbound direction, where there are no intervening trees or other structures. The proposed design includes a copper roof, a vertical architectural feature that is 53 feet above existing grade with a skylight on top, and a light colored, wing shaped canopy feature on the McGregor frontage elevation (Attachment 13). The exterior is proposed to be stucco and copper material and color. There is embankment proposed to screen the parking area from view, and landscaping, including large evergreen trees, which over time will provide screening. However, without mitigations that modify the design, exterior characteristics, and landscape plan the main church structure, Phase 3 of the project, could represent a potentially significant impact. Attachment 13 shows visual simulation of the project as currently proposed.

Copper shingles are proposed as roofing material for the main sanctuary building. It is recommended that the copper shingles be pre-dulled (through an acid wash or pre-patina process) prior to installation to mitigate potential impacts to the scenic resource. In order to prevent nighttime illumination of the top of the church, which would be visible from Highway One, it is recommended that the skylight be treated to prevent light inside the building from escaping. This can be accomplished with a remote operated shade or glass coating. Lastly, the project relies on landscaping to provide screening (Attachment 13, page 4). Some of the landscaping is within the Caltrans right of way and not within the property owners control for maintenance and preservation. Further, there is no definite time line for the construction of Phase 3. Therefore it is recommended that the landscaping be supplemented with additional trees, and, in order to ensure that landscaping will be effective as shown in the projected visual simulation, the condition of the landscaping be evaluated prior to the construction of Phase 3 of the project.

The result of these modifications will be a project that is less prominent in the view from the highway and overall creates a less than significant visual impact.

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

See response E-1.

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

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

The project is not on a ridge and does not involve major alteration of topography. See response E-I.

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

There is a potential for the skylight on top of the tallest part *of* the building to add to the nighttime visual impact if not mitigated. See response E-I.

5. Destroy, cover, or modify any unique geologic or physical feature? — X

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

F. Cultural Resources

Does the project have the potential to:

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

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

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

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

Pursuant *to* Section 16.40.040 of the Santa Cruz County Code, if at any time during site preparation, excavation, or other ground disturbance associated with this project, human remains are discovered, the responsible persons shall immediately cease and

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

desist from all further site excavation and notify the sheriff-coroner and the Planning Director. If the coroner determines that the remains are not of recent origin, a full archeological report shall be prepared and representatives of the local Native California Indian group shall be contacted. Disturbance shall not resume until the significance of the archeological resource is determined and appropriate mitigations to preserve the resource on the site are established.

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

G. Hazards and Hazardous Materials

Does the project have the potential to:

1. Create a significant hazard to the public or the environment as a result of the routine transport, storage, use, or disposal of hazardous materials, not including gasoline or other motor fuels?	____	____	____	X
2. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	____	____	____	X

The project site is not included on the 7/12/05 list of hazardous sites in Santa Cruz County compiled pursuant to the specified code.

3. Create a safety hazard for people residing or working in the project area as a result of dangers from aircraft using a public or private airport located within two miles of the project site?	____	____	____	X
4. Expose people to electro-magnetic fields associated with electrical transmission lines?	____	____	____	X

	Significant Or Potentially Signincant Impact	Less than Significant with Mitigation Incorporation	Less than Significant Or No Impact	Not Applicable
5. Create a potential fire hazard?			X	

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

6. Release bio-engineered organisms or chemicals into the air outside of project buildings?		X

H. Transportation/Traffic

Does the project have the potential to:

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

The applicant has provided a traffic study, prepared by TJKM Transportation Consultants, dated 3/13/03 with an additional memorandum dated 11/4/05 (Attachment 10). As described in the traffic study, the project will create an incremental increase in traffic on nearby roads and intersections. However, the number of new trips created by the project (36 AM peak trips & 48 PM peak trips) will not decrease the LOS at any affected intersection to E or F, and therefore the increase is less than significant. The majority of the trips generated by the Church will be Sunday mornings, which does not coincide with the peak traffic period in the area.

The project traffic engineer has stated that although the left turn movement onto State Park Drive from Sea Ridge Road will experience delays which are at a Level *of* Service **F,** the overall Level of Service will be C for this intersection. Overal LOS C is an acceptable performance, pursuant to the General Plan. The signalization of State Park Drive and Sea Ridge would reduce the delays for this turn movement. Signalization *of* the State Park Drive - Sea Ridge Intersection is included in the Capital Improvement Program. Additionally, the proposed project will not cause any other nearby intersection to drop below Level of Service **D.**

Transportation Improvement Area fees will be collected to offset the incremental contribution of the project to cumulative traffic conditions.

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

	Significant Or Potentially Significant Impact	Less than Significant with Mitigation Incorporation	Less than Significant 0. NO Impact	Not Applicable

The applicant has provided a parking plan which has been reviewed and accepted by Department of Public Works Road Engineering staff. The church will have a variety of proposed uses, some of which overlap, and adequate parking capacity (86 spaces - including the basketball court) is proposed for these uses. The Easter Sunday uses may exceed the total parking available (with a demand of 88 spaces) on the project site, but Department of Public Works Road Engineering staff have indicated that it would not be appropriate to design the parking facility for this once a year parking demand.

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

The proposed parking area will comply with current road requirements, with the exception of a 20 foot wide circular driveway connection at the rear of the church. This configuration will not result in potential hazards to motorists, bicyclists, and/or pedestrians, in that there is no parking *or* pedestrian access in this area. Additionally, when the basketball court is in use the circular driveway will be blocked with bollards to prevent potential hazards to basketball players.

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	

According to the traffic study performed by TJKM Transportation Consultants, dated 3/13/03 with an additional memorandum dated 11/4/05 (Attachment 10), though though the proposed project is anticipated to add 36 AM peak trips and 48 PM peak trips to the following intersection(s): McGregor Drive and Sea Ridge Road, State Park Drive and Sea Ridge Road, and State Park Drive and Highway One, the increased traffic will not reduce the overall operation of any nearby intersection *to* a Level of Service below D.

I. Noise

Does the project have the potential to:

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

The project will create an incremental increase in the existing noise environment. An

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

acoustic studies was prepared by Charles **M.** Salter Associates, dated 6/15/04 (Attachment **12)** to evaluate the existing ambient noise level and the noise that will be generated by the project. The existing ambient noise at the church buildings is between 50 and 70 dB because of traffic noise. Church activities will not increase noise levels more than a minimal amount at the nearest property line, the north side, if certain mitigations are incorporated. Those mitigations include construction of an upgraded, air tight fence to replace the existing fence on the north property line, special design of doors and windows to minimize noise leakage, and limits on sound in the youth room.

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 will not exceed those given in the General Plan, 50 **Leq** during the day and 45 **Leq** during the night. Impulsive noise levels shall not exceed 65 db during the day or 60 db at night. Acoustic studies far this Property, prepared by Charles M. Salter Associates, dated 6/15/04 (Attachment 12), have shown that traffic noise exceeds these standards at the property boundary, but are within the allowed threshold at the proposed church building.

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

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

Noise generated by the church facility will be within the range that is conditionally allowed by the General Plan. In order to mitigate noise generated by church activities (music performances, parking lot noise, etc.) the project noise engineer recommends structural improvements (fence, doors, windows) and use restrictions (closed doors and windows during music rehearsals and performances in the youth room, etc.).

J. Air Qualitv

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

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

	Significant Or Potentially Significant Impact	Less than Significant with Mitigation Incorporation	Less thin Significant Or No Impact	Not Applicable
or projected air quality violation?				

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

Given the modest amount of new traffic that 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?			X	

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

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:				
	a. Fire protection?			X	

	Significant Or Potentially Significant Impact	Less than Significant with Mitigation Incorporation	Less than Significant Or No Impact	Not Applicable
b. Police protection?			X	
c. Schools?			X	
d. Parks or other recreational activities?			X	
e. Other public facilities; including the maintenance of roads?			X	

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

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

See response B-8.

3. Result in the need for construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?		X		

The project will connect to an existing municipal water supply. The Soquel Creek Water District has indicated that adequate supplies are available to serve the project (Attachment ***8).*** See also response H-4.

The project will connect to existing sanitary sewer service. The Santa Cruz County Sanitation District has indicated that adequate capacity exists to Serve the project (Attachment 9).

4. Cause a violation of wastewater			X	

	Significant Or Potentially Significant Impact	Less than Significant with Mitigation Incorporation	Less than Significant Or No Impact	Not Applicable
treatment standards *of* the Regional Water Quality Control Board?				

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

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

The water mains serving the project site provide adequate flows and pressure for fire suppression. Additionally, the 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.

6. Result in inadequate access for fire protection?			X	

The project's road access meets County standards and has been approved by the local fire agency.

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

The project will make an incremental contribution to the reduced capacity of regional landfills. However, this contribution will be relatively small and will be of similar magnitude to that created by existing land uses around the project.

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

L. Land Use, Population, and Housing

Does the project have the potential to:

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

The proposed project does not conflict with any policies adopted for the purpose of avoiding or mitigating an environmental effect. See sections E and I for a discussion of visual impact and noise impact policies.

	Significant Or Potentially Significant Impact	Less than significant with Mitigation Incorporation	Less than Significant Or *No* Impact	Not Applicable
2. Conflict with any County Code regulation adopted for the purpose of avoiding or mitigating an environmental effect?			X	

The proposed project does not conflict with any regulations adopted for the purpose of avoiding or mitigating an environmental effect. See sections **E** and I for a discussion of visual impact and noise impact regulations.

3. Physically divide an established community?			X	

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

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

The proposed project is designed at the density and intensity of development allowed by the General Plan and zoning designations for the parcel. Additionally, the project does not involve extensions of utilities (e.g., water, sewer, or new road systems) into areas previously not served. Consequently, it is not expected to have a significant growth-inducing effect.

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

M. Non-Local Approvals

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

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

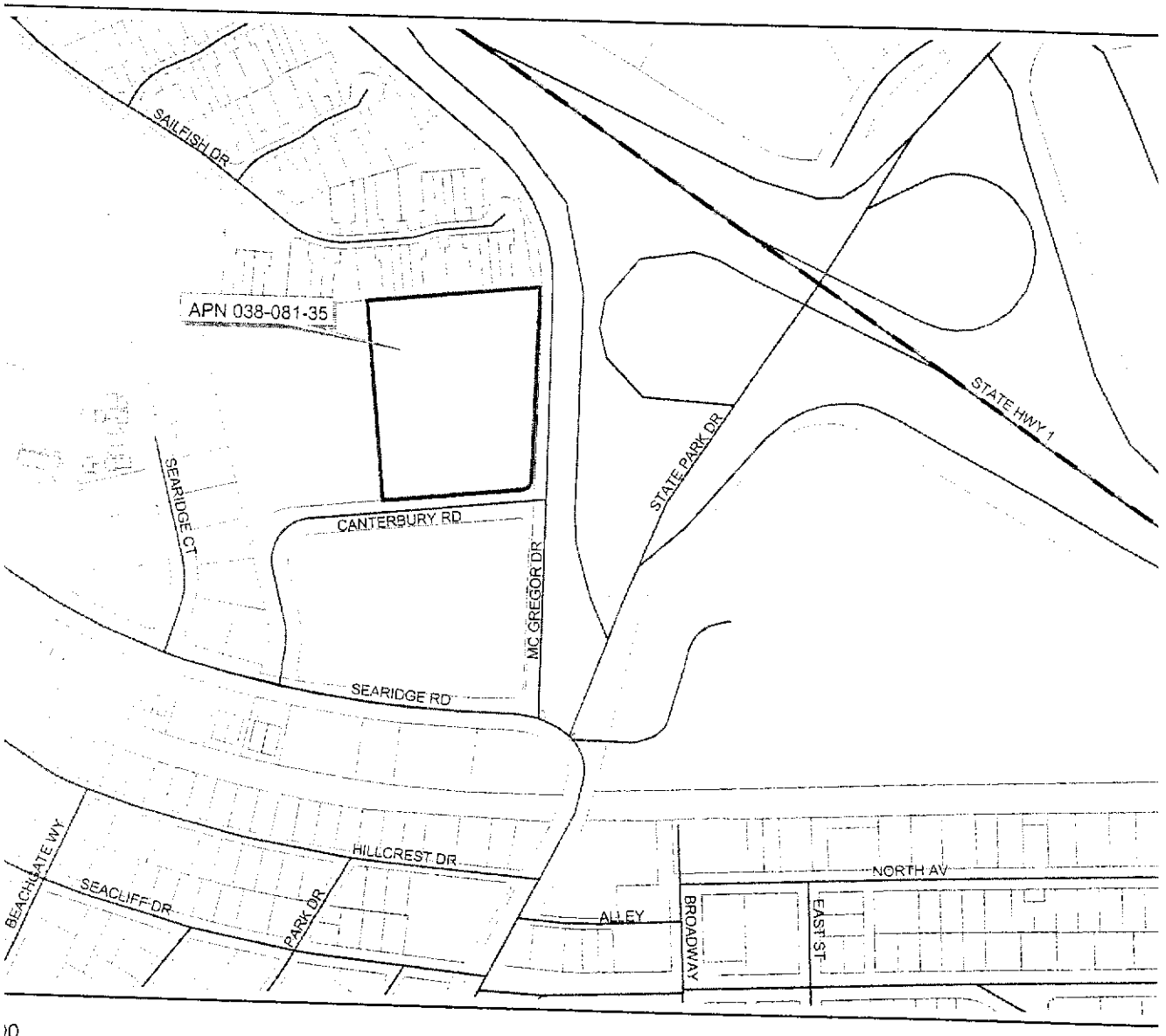
TECHNICAL REVIEW CHECKLIST

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

Attachments:

1. Vicinity Map
2. Map of Zoning Districts
3. Map *of* General Plan Designations
4. Assessors Parcel Map
5. Project Plans
6. Geotechnical Review Letter prepared by Kent Edler, dated 12/29/04.
7. Geotechnical Investigation (Conclusions and Recommendations) prepared by Steven Raas & Associates, dated 10101 & Transfer of Responsibility Letter from Pacific Crest Engineering, Inc., dated 10/12/04.
8. Letter from Soquel Creek Water District, dated 7/21/05.
9. Memo from Department of Public Works, Sanitation, dated 12/19/03.
10. Traffic Study (Conclusions and Recommendations) prepared by TJKM Transportation Consultants, dated 3/13/05. and additional memorandum, dated 11/4/05.
11. Applicant submitted information regarding proposed uses and parking demand, dated 6/30/04.
12. Noise Study (Conclusions and Recommendations) prepared by Charles M. Salter Associates, dated 6115/04.
13. Sample visual simulations
14. Discretionary Application Comments, dated 11/28/05
15. Comments Recd during review period

Location Map



Map created by Santa Cruz County
Planning Department:
December 2003

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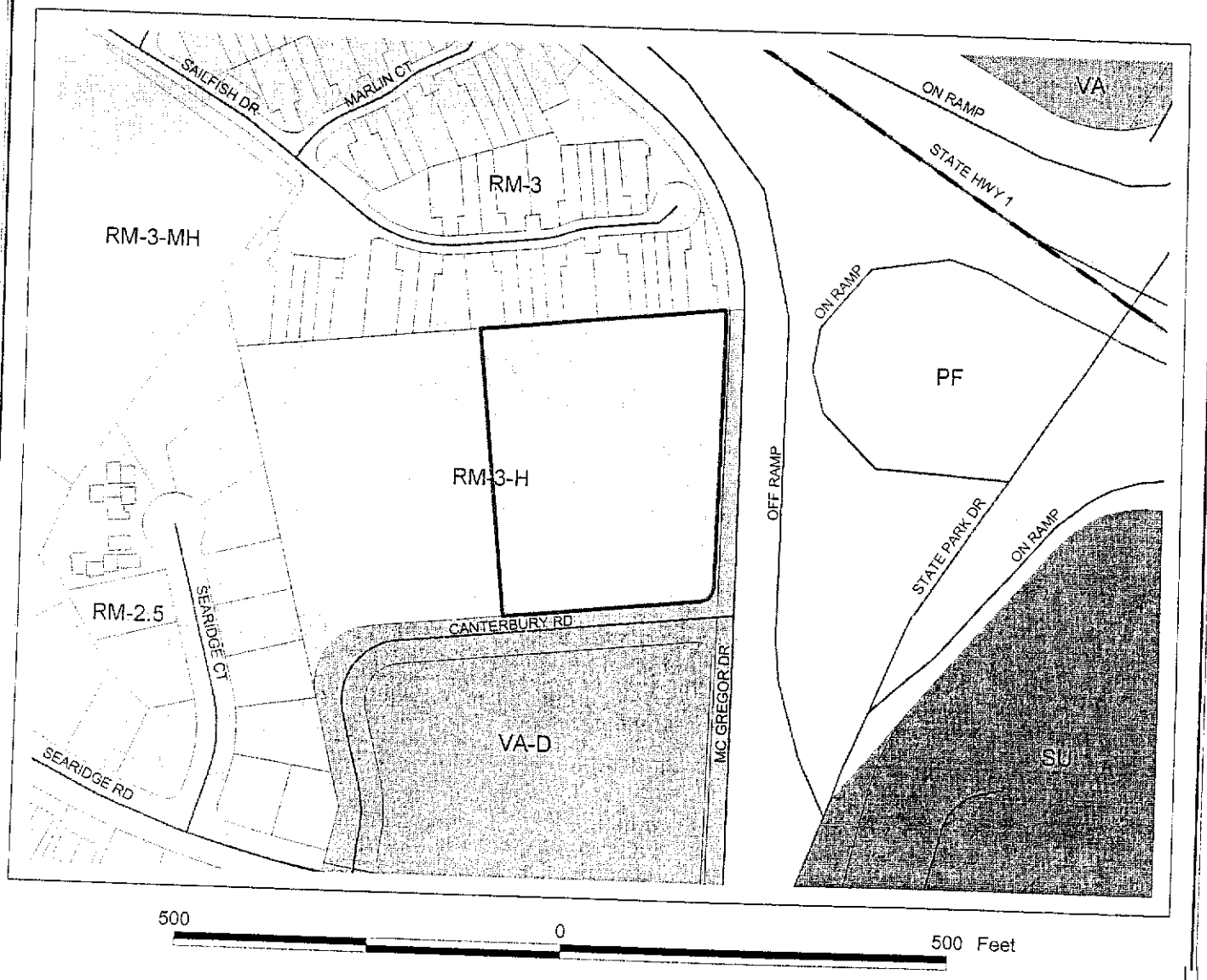
Environmental Review Inital Study

ATTACHMENT 1
APPLICATION 03-0465

Zoning Map



Legend

- APN 038-081-35
- Parcel boundaries
- State highways
- Streets
- PF
- RM
- VA
- SU

N

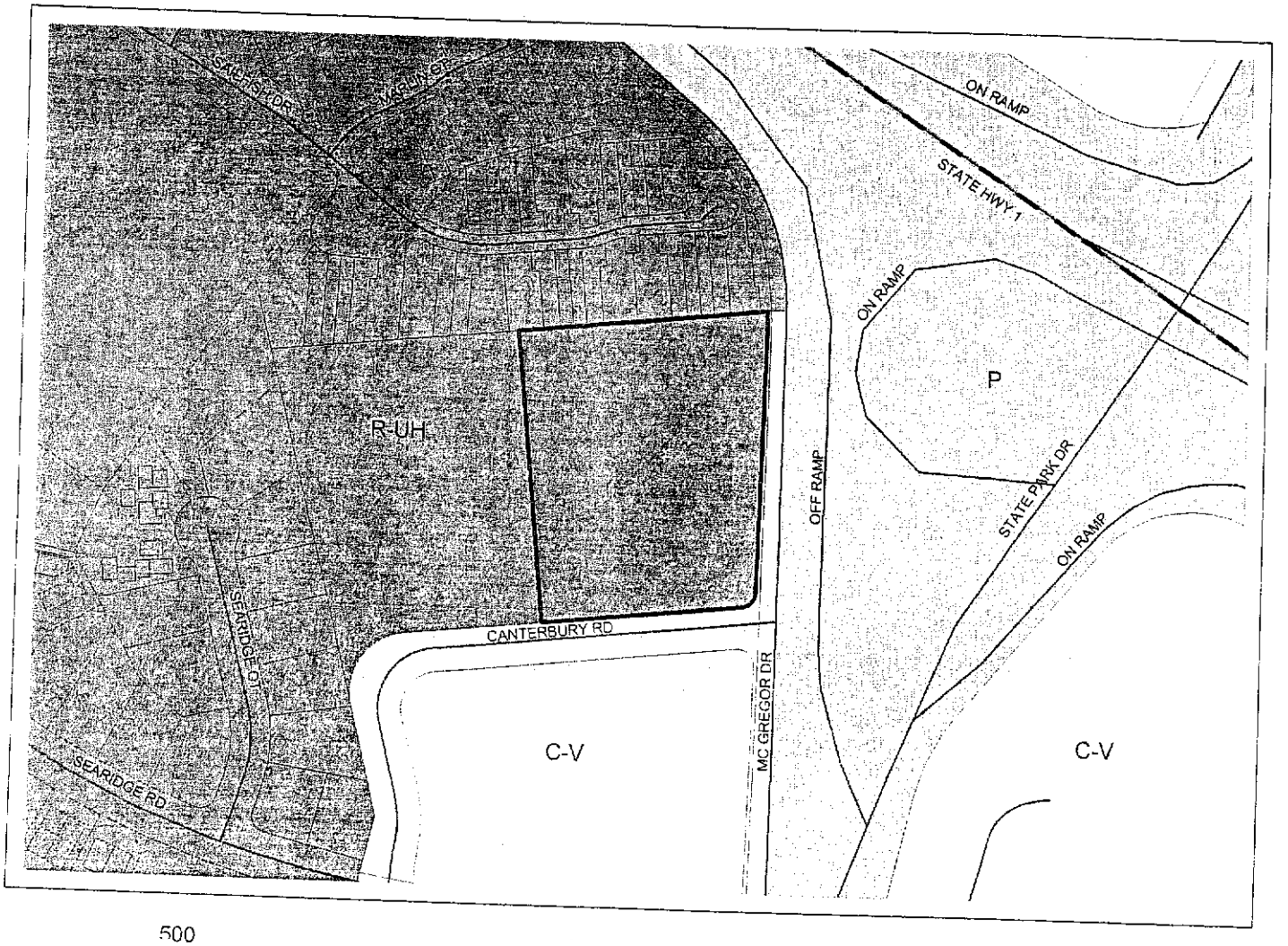
Map created by Santa Cruz County Planning Department:
December 2003

Environmental Review Inital Study

ATTACHMENT
APPLICATION 03-0465

EC

General Plan Map



500 0 500 Feet

Legend

- APN 038-081-35
- Parcel boundaries
- State highways
- Streets
- Visitor Accommodations
- Public Facilites
- Residential - Urban High Density

N

Map created by Santa Cruz County Planning Department: December 2003

Environmental Review Inital Study

ATTACHMENT 3
APPLICATION 01-0465

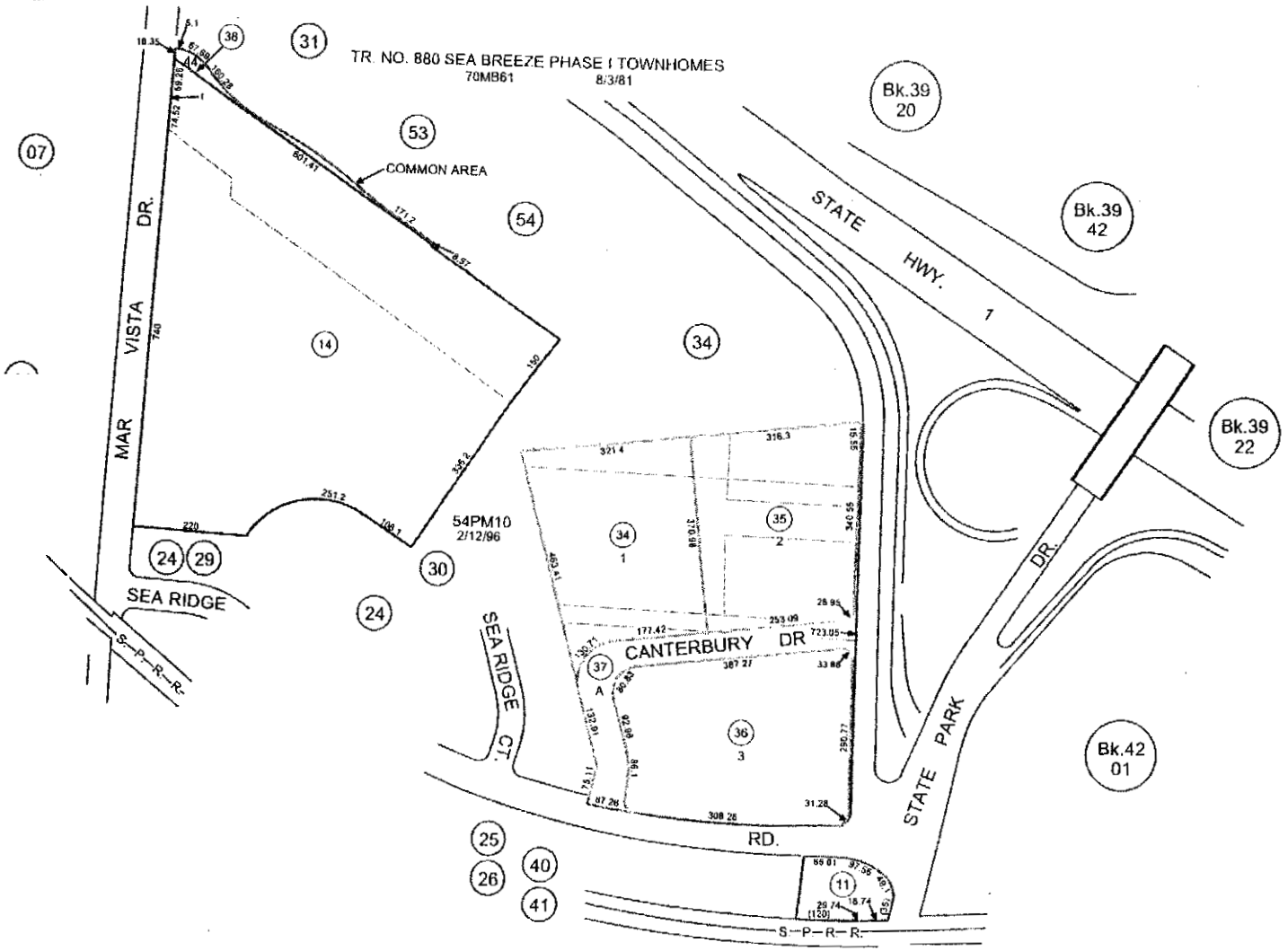
FOR TAX PURPOSES ONLY

APTOS RANCHO

POR. N.E. 1/4 SEC. 13, T.11S., R.1W., M.D.B. & M.

Tax Area Code
69-273

38-08



Environmental Review Initial Study
ATTACHMENT
APPLICATION 09-0165

Electronically Redrawn 11/24/97 mrb
Rev. 11/24/97 (Key Item pg. 31) mrb
Rev. 5/5/98 KSA (Cal-A)
Rev. 4/26/01 mvm (changed page refs.)
Rev. 3/18/05 mvm (Added Canterbury Dr)

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

Assessor's Map No. 38-08
County of Santa Cruz, Calif.
Nov., 1997

St John The Baptist Episcopal Church at Canterbury Site

Proposed new Church and Sunday School on McGregor Drive in Aptos, CA

Site size: 109,536 SF (2.51 acres)
Proposed Building size:
Phase III: 12,935 SF (includes Youth Hutch [320 SF] & Caretaker Unit [875 SF])
Phase II: 7,305 SF (includes Youth Hutch building [320 SF])
Phase I: 5,070 SF (includes Youth Hutch building [320 SF])

Final FAR: 12%

Outdoor Covered Storage 840 SF
Final Building Coverage: 17, 068 SF (including fabric awning [1300 SF])
Final Site Coverage Ratio: 15.6 %

Parking Spaces: 86
ADA Parking Spaces 6 (included)

Occupancy A2.1
Fixed Seating Capacity for Sanctuary: 306

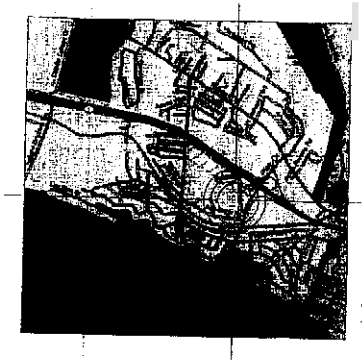
Zoning: RM 3-H
General Plan Layers CC & UHR
Coastal Commission review level 5
Priority Use Site -Seacliff Village Plan

Project Team:

ARCHITECT: Warren Callister and Associates
Warren Callister Architect
ASSOCIATE ARCHITECT: Barry Peterson
2581 Topaz Drive
Novato, CA 94945
415 332 1300

CIVIL ENGINEER
Ifland Engineers (Ron Gonzales)
1100 Water Street Suite 2
Santa Cruz, CA 95062
831 426 5313

LANDSCAPE ARCHITECT
Bellinger Foster Steinmetz (MichaelBellinger)
299 Cannery Row
Monterey, CA93940
831 646 1303



Contents

Use Permit Submittal for
St John The Baptist Episcopal Church
McGregor Drive
Aptos, CA APN 038 081 35

Title Sheet

Warren Callister Associates
Warren Callister Architect
Barry Peterson Assoc. Architect
2581 Topaz Drive
Novato, CA 94945
415 878 4910

DATE	1 May 05
SCALE	NTS
JOB	##-###
BY	BP
SHEET	A0.0

Environmental Review Inital Study
ATTACHMENT 4, 2 of 2
APPLICATION 03-0465

Environmental Review Initial Study
ATTACHMENT 5 1 of 17
APPLICATION 03-0465

A1.0

Warren Callister Associates
Warren Callister Architect
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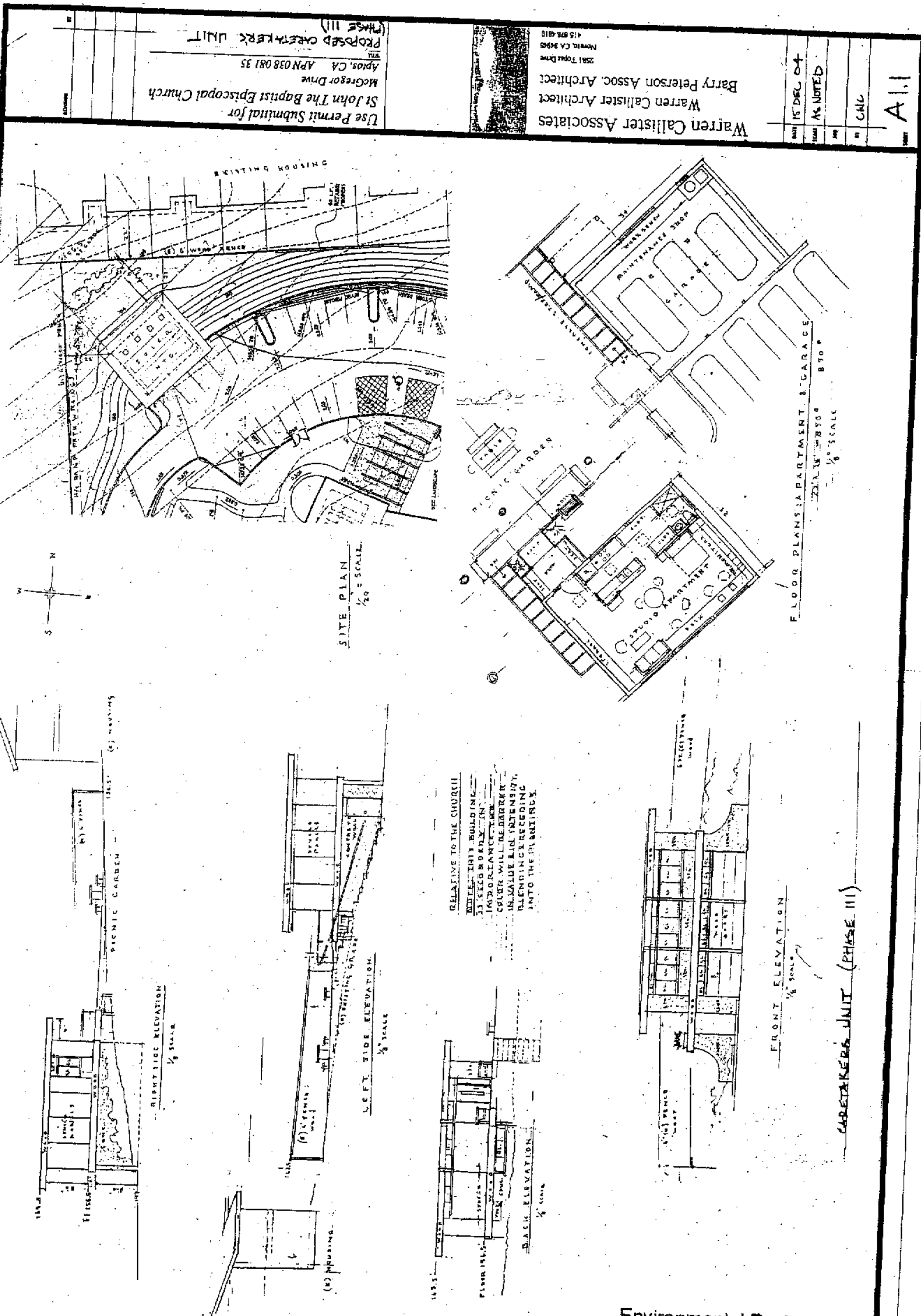
Use Permit Submittal for
St John The Baptist Episcopal Church
McGregor Drive
Aptos, CA APN 038 081 35

PRELIM SITE PLANS

CONSTRUCTION PHASE I

NOTE: UNPAVED PATHWAYS McGrath
PAVED WALKWAYS

BUS SHELTER



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ATTACHMENT 5
APPLICATION 03-0765

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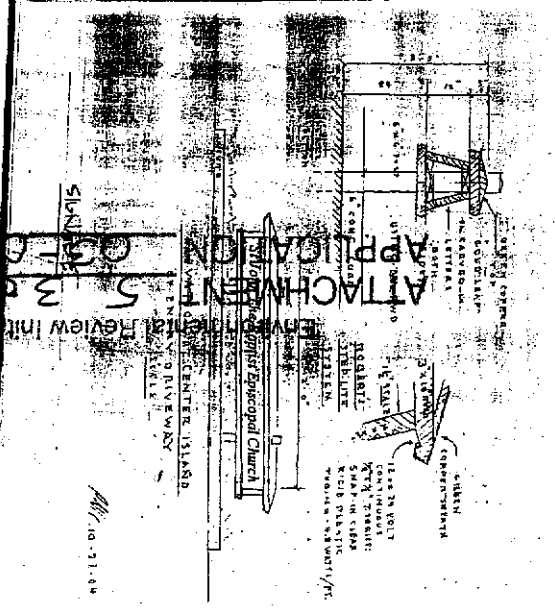
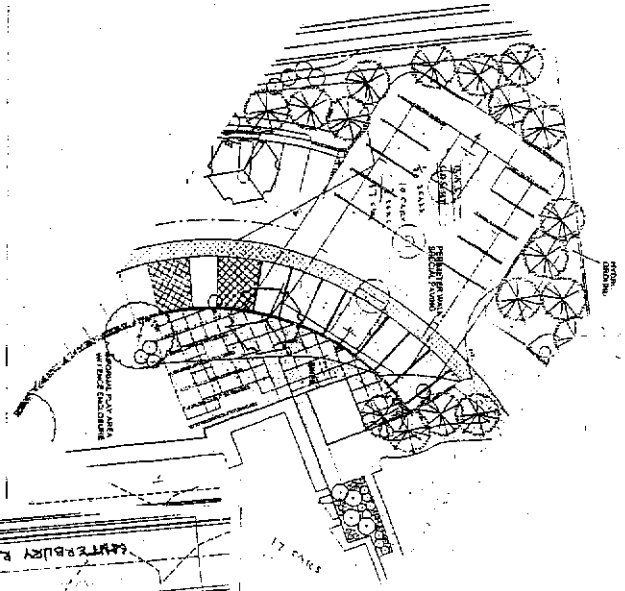
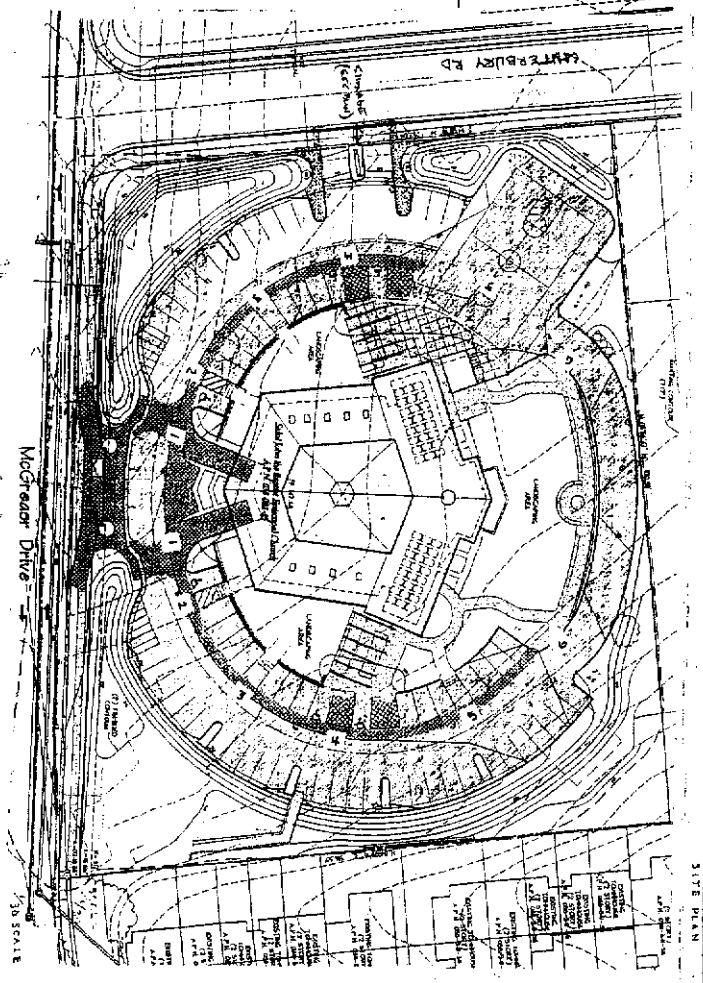
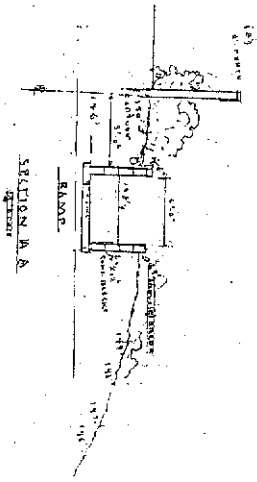


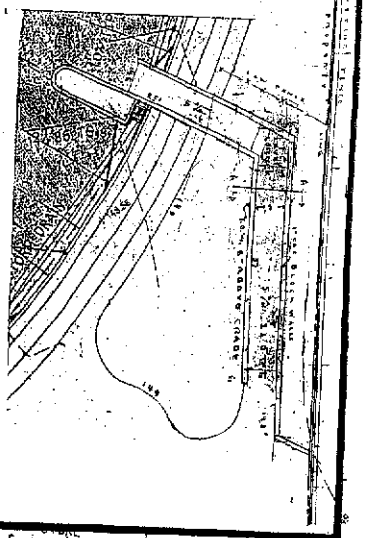




ACCESS & PARKING PLAN
SCALE 1/30



1/2" SCALE DETAIL OF NORTHEAST GARDEN W/C RAMP SITE PLAN



A1.2	CWC		AS SHOWN	15 DEC 04

Warren Callister Associates
Warren Callister Architect
Barry Peterson Assoc. Architect
2581 Topaz Drive
Novato, CA 94945
415 878 4818

Use Permit Submittal for LABYRINTH
St John The Baptist Episcopal Church
McGregor Drive
Aptos, CA APN 038 081 35

TITLE
MISC. SITE DETAILS

Warren Callister Associates
Warren Callister Architect
Barry Peterson Assoc. Architect
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415 878 4810

A13

Use Permit Submittal for
St John The Baptist Episcopal Church
McGregor Drive
Aptos, CA APN 038 031 35

AERIAL SITE PHOTO

Environmental Review Initial Study
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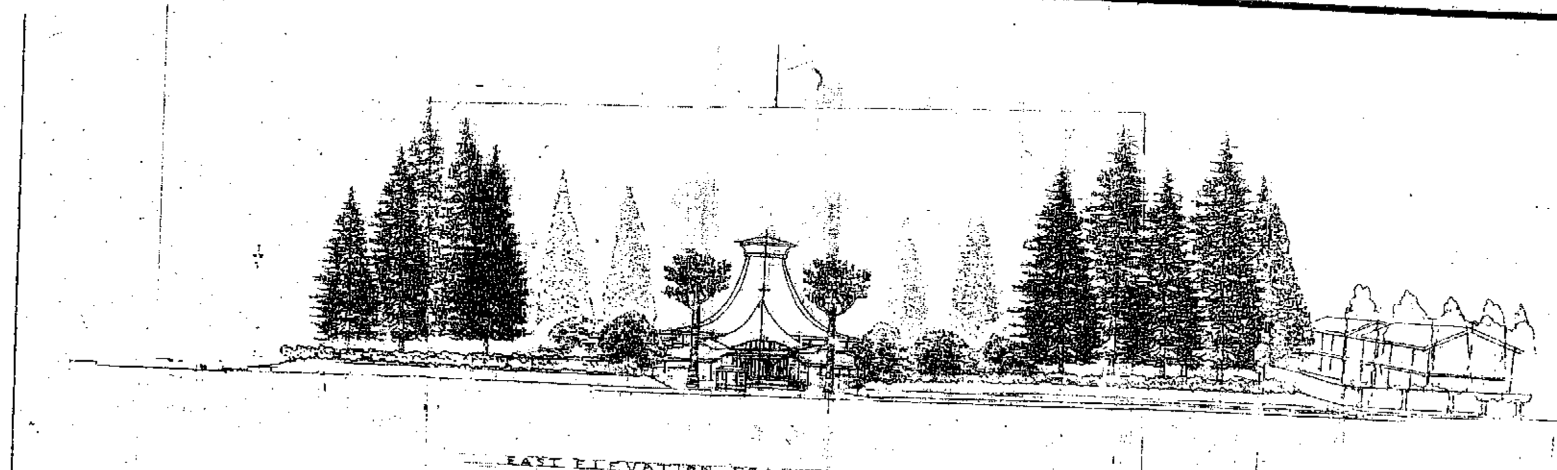
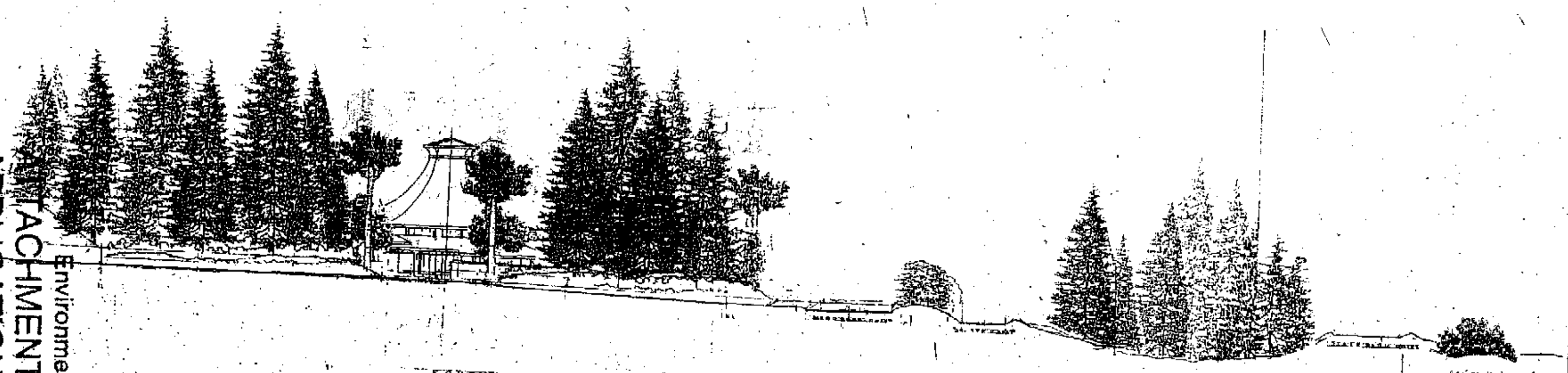
APPLICATION 03-0465



EAST ELEVATION FROM MCGREGOR DRIVE



SOUTH ELEVATION FROM CANTERBURY DRIVE
1/20 SCALE PARALINE PROJECTIONS

ADJACENT INTERCHANGE ROADS
1/20 SCALE SECTION

Use Permit Submittal for
St John The Baptist Episcopal Church
McGregor Drive
Aptos, CA APN 038 081 35
VISUAL ANALYSIS OF SITE

Warren Callister Associates
Warren Callister Architect
Barry Peterson Assoc. Architect
2561 Topaz Drive
Novato CA 94945
415 878 4370

DATE	15 DEC 04
SCALE	1" = 20'-0"
JOB	
BY	GNC
SHEET	A1.4

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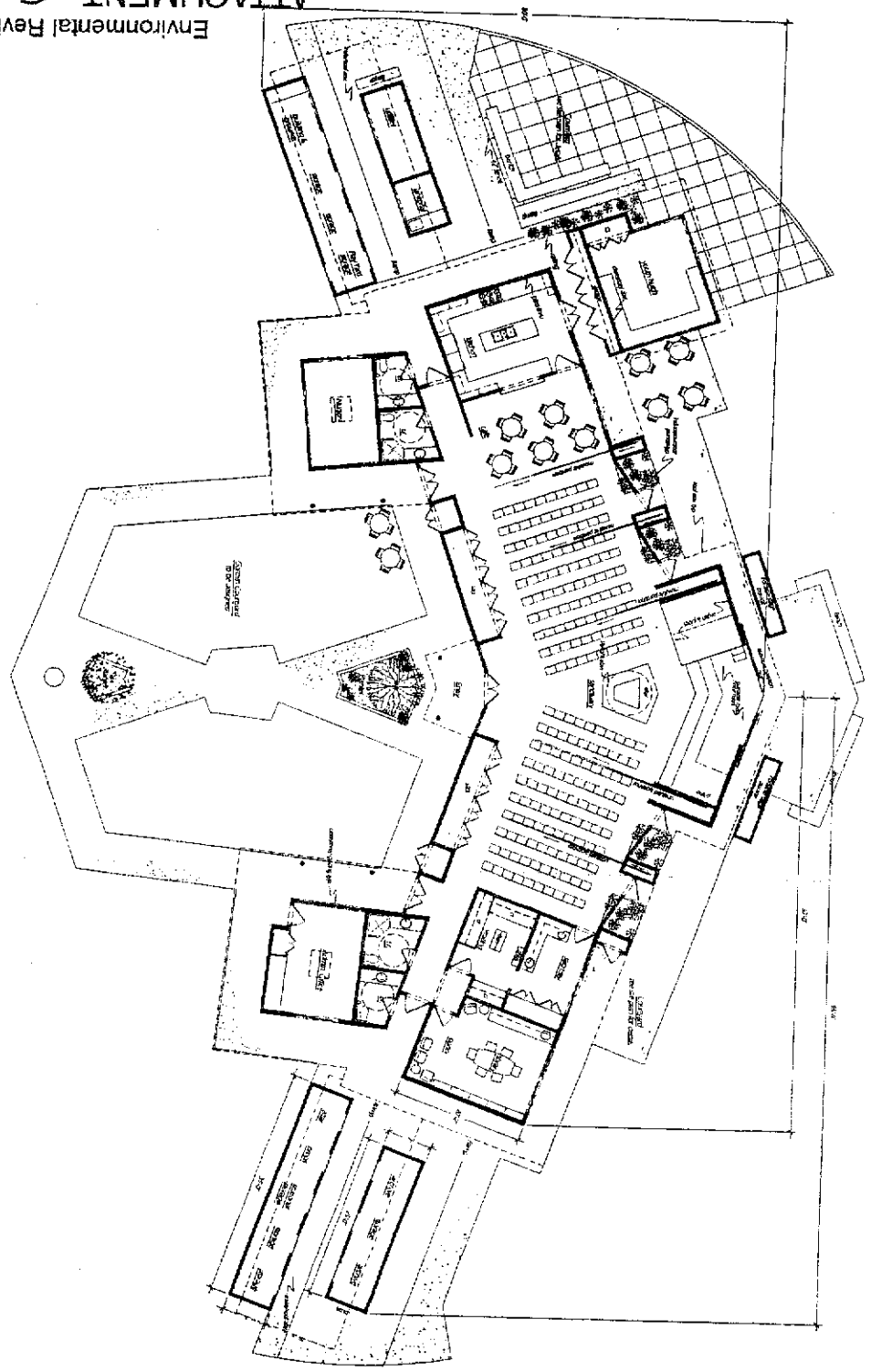
Environmental Review Initial Study



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drawn	####
chkd	BP
sheet	A2.1

Warren Callister Associates
Warren Callister Architect
Barry Peterson Assoc. Architect
2581 Topaz Drive
Novato, CA 94945
415 878 4910

Use Permit Submittal for
St John The Baptist Episcopal Church
McGregor Drive
Aptos, CA APN 038 081 35

Schematic Plan--Phase-I

Warren Callister Associates
Warren Callister Architect
Barry Peterson Assoc. Architect
2581 Topaz Drive
Novato, CA 94945
415 878 4910

DATE	1 May 05
SCALE	1/8"=1'-0"
No.	##-###
BY	BP
SHEET	A2.2

Use Permit Submittal for
St John The Baptist Episcopal Church
McGregor Drive
Aptos, CA APN 038 081 35

Schematic Plan--Phase II

Environmental Review Inital Study
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Use Permit Submittal for
St John The Baptist Episcopal Church
Mcgregor Drive
Aptos, CA APN 038 081 35

Schematic Plan-Phase III

Warren Callister Associates
Warren Callister Architect
Barry Peterson Assoc. Architect

DATE	1 May 05
SCALE	1/8"=1'-0"
JOB	##-###
BY	BP
SHEET	A2.3

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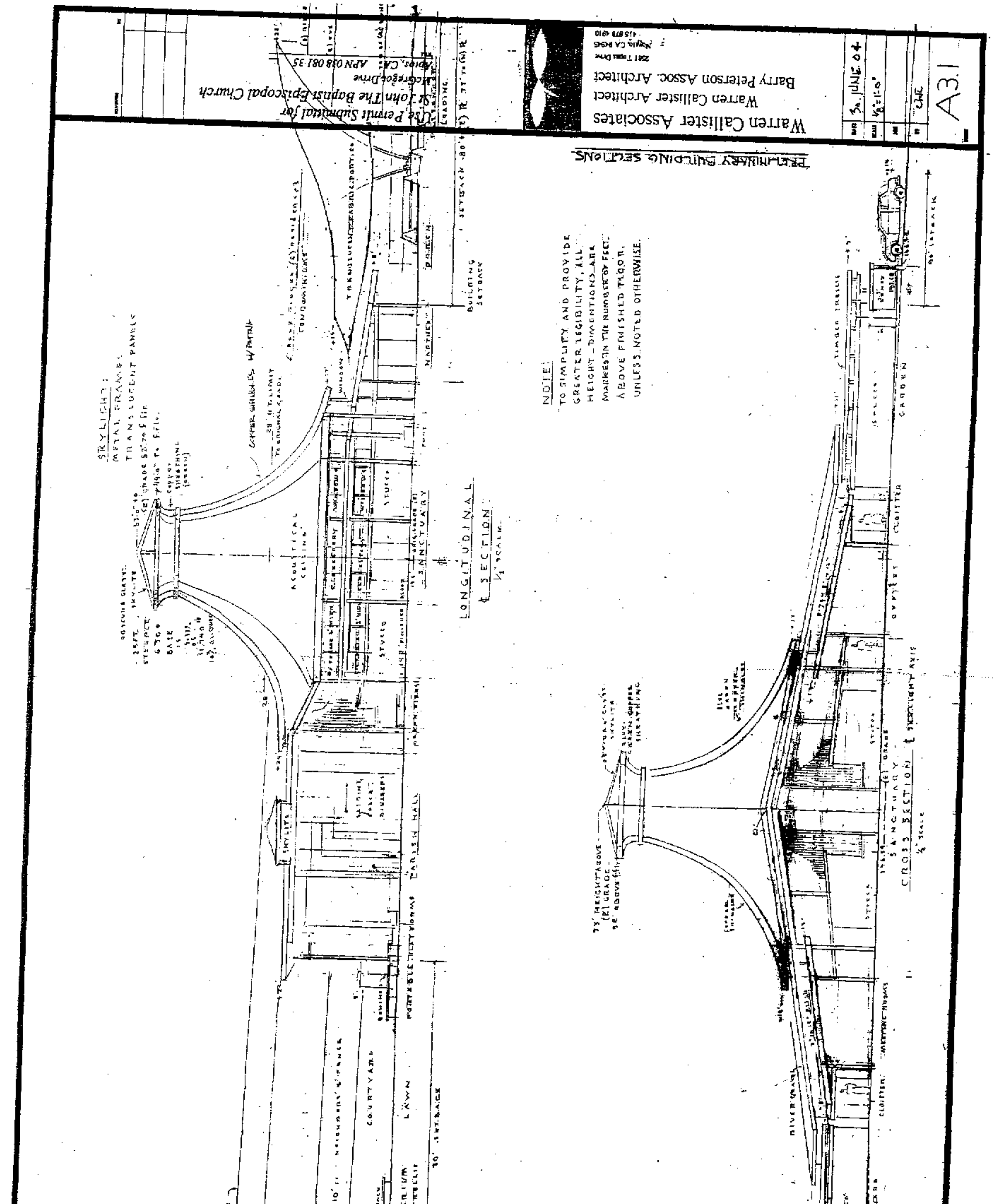

Environmental Review Inital St

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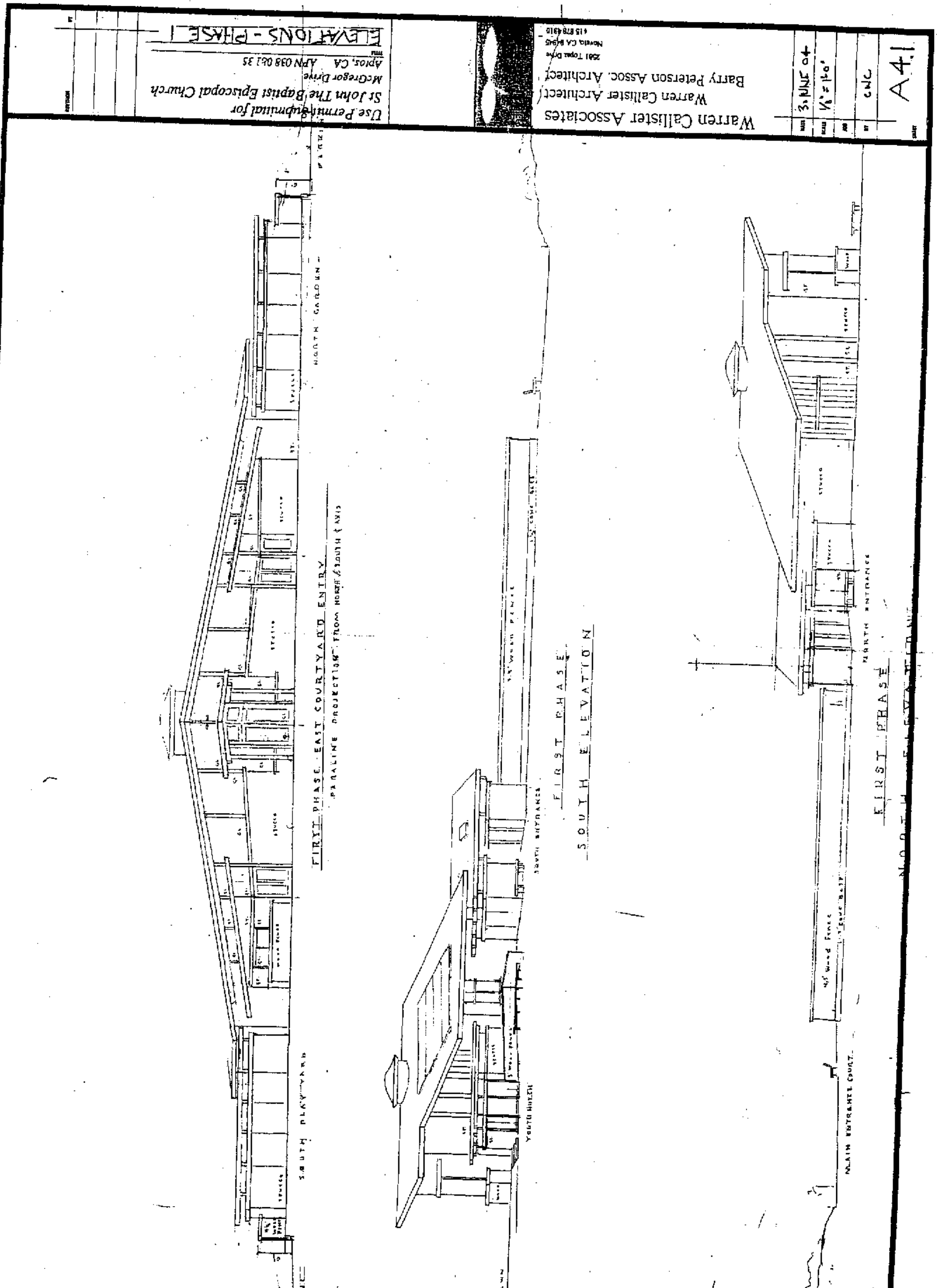

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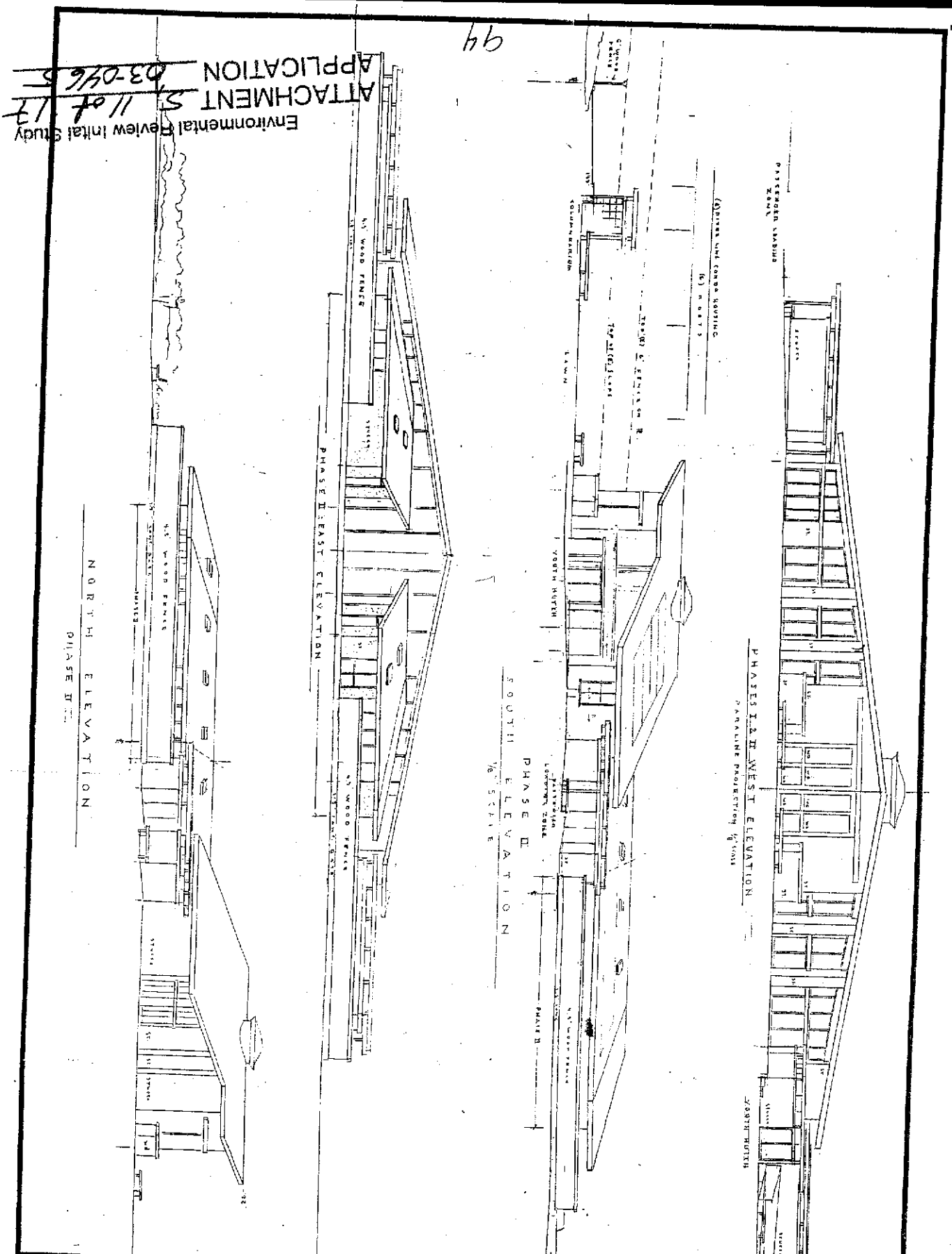

Warren Callister Associates
Warren Callister Architect
Barry Peterson Assoc. Architect
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Novato, CA 94945
415 878 4970

Use Permit Submittal for
St. John The Baptist Episcopal Church
McGregor Drive
Agtos, CA APN 038 081 15

ELEVATIONS - PHASE II

A4.2

Warren Callister Associates
Warren Callister Architect
Barry Peterson Assoc. Architect

Use Permit Submittal for
St John The Baptist Episcopal Church
McGregor Drive
Aptos, CA APN 039-081-35

ELEVATIONS - PHASE III

WEST ELEVATION
PHASE III

EAST ELEVATION
PHASE III

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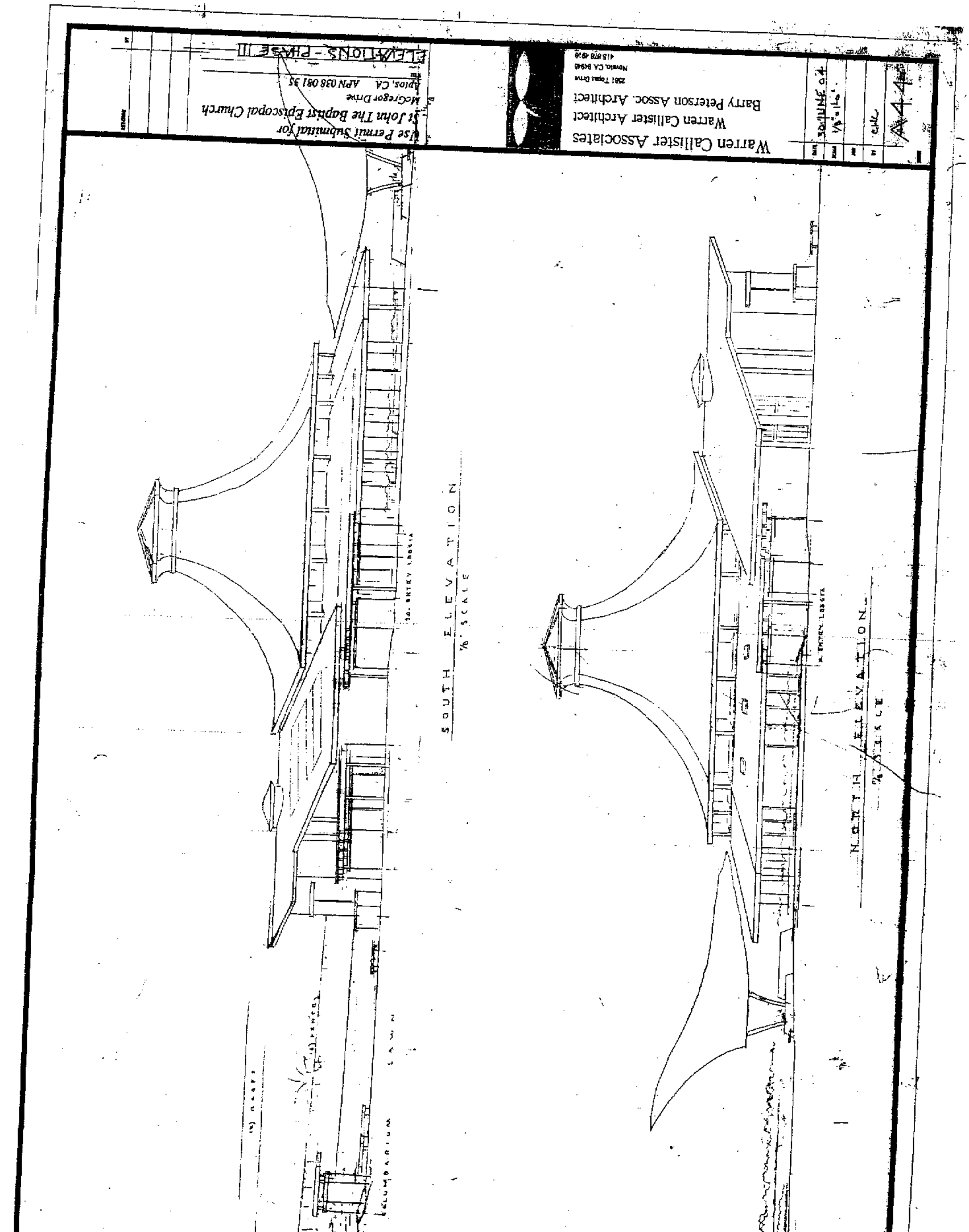

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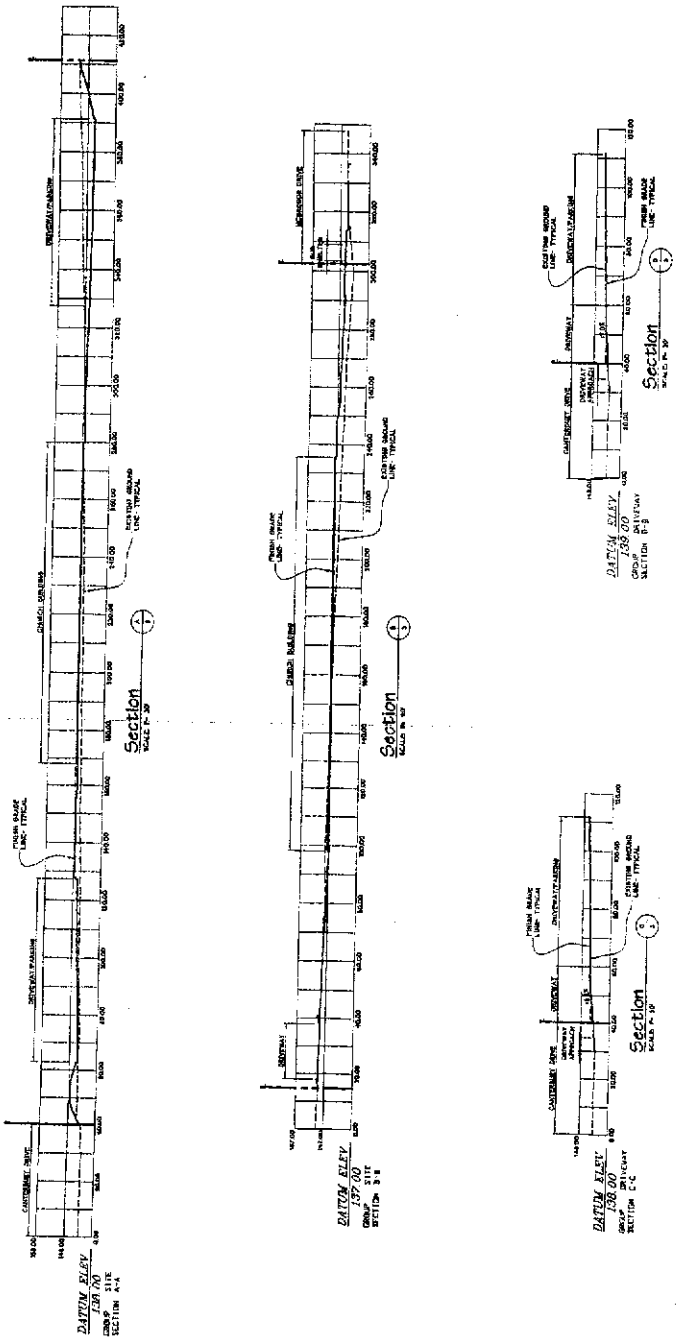

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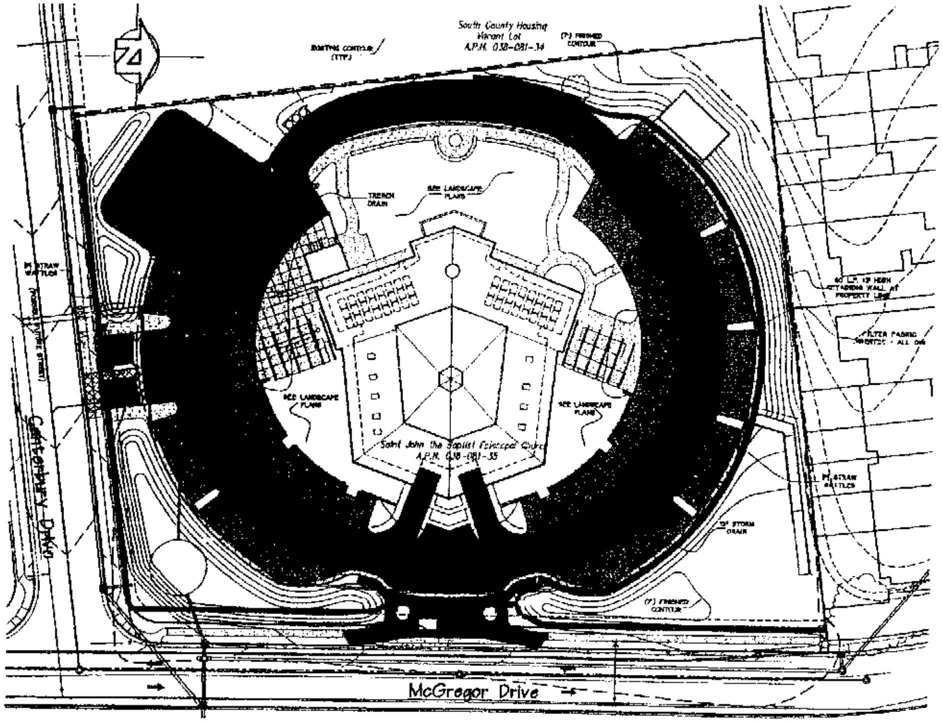


GRAPHIC SCALE: 1 INCH = 30 FEET

Erosion Control Plan

SCALE: 1" = 30'

Erosion Control Notes

1. NO LAND CLEARING, GRADING OR EXCAVATION SHALL BE DONE BETWEEN OCTOBER 15TH AND APRIL 15TH. ANY DEVIATION FROM THIS CONDITION REQUIRES REVIEW AND APPROVAL OF A SEPARATE WINTER EROSION CONTROL PLAN BY ENVIRONMENTAL PLANNING PRIOR TO BEGINNING CONSTRUCTION. THE DEVELOPER SHALL BE RESPONSIBLE FOR IMPLEMENTING AND MAINTAINING SITE EROSION CONTROL AT ALL TIMES.

2. IT SHALL BE THE RESPONSIBILITY OF THE OWNER AND THE PERMITTEE TO ENSURE THAT EROSION DOES NOT OCCUR FROM ANY ACTIVITY DURING OR AFTER PROJECT CONSTRUCTION. ADDITIONAL MEASURES, BEYOND THOSE SPECIFIED, MAY BE REQUIRED BY THE PLANNING DIRECTOR AS DEEMED NECESSARY TO CONTROL ACCELERATED EROSION.

3. PRIOR TO ANY FORECAST RAIN AND ANYTIME BETWEEN OCTOBER 15 AND APRIL 15, AT THE END OF EACH WORKDAY, AT THE END OF EACH WORKWEEK, THE DEVELOPER SHALL IMPLEMENT ALL TEMPORARY MEASURES NECESSARY TO PREVENT EROSION AND SILTATION UNTIL THE PROJECT HAS BEEN FINALED. THESE MEASURES SHALL INCLUDE, BUT NOT BE LIMITED TO, DIRECT SEEDING OF THE AFFECTED AREAS, STRAW MULCHING, AND/OR INSTALLATION OF STRAW BALES DAMS/SILT FENCES. SEE CONSTRUCTION DETAILS.

4. DURING CONSTRUCTION, NO TURBID WATER SHALL BE PERMITTED TO ENTER THE CHANNEL OR STORM DRAIN SYSTEM. USE OF SILT AND GREASE TRAPS, FILTER BERMS, HAY BALES OR SILT FENCES SHALL BE USED TO PREVENT SUCH DISCHARGE.

5. ALL AREAS ON- AND OFF-SITE EXPOSED DURING CONSTRUCTION ACTIVITIES, IF NOT PERMANENTLY LANDSCAPED PER PLAN, SHALL BE PROTECTED BY MULCHING AND/OR PLANTING OF THE FOLLOWING SCS APPROVED EROSION CONTROL MIX AT A RATE OF 30 LBS. PER ACRE:

BLANDO BROME 50%
ROSE CLOVER PELLET (INNOCULATED) 34%
CREEPING RED FESCUE 15%
ZORRO ANNUAL FESCUE TRACE
WILDFLOWERS TRACE

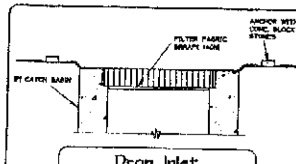
6. ALL EXCAVATED MATERIAL SHALL BE REMOVED TO AN APPROVED DISPOSAL SITE OR DISPOSED OF ON-SITE IN A MANNER THAT WILL NOT CAUSE EROSION.

7. ANY MATERIAL STOCKPILED DURING CONSTRUCTION SHALL BE COVERED WITH PLASTIC.

8. UPON COMPLETION OF CONSTRUCTION, ALL REMAINING EXPOSED SOILS SHALL BE PERMANENTLY REVEGETATED PER LANDSCAPING PLAN. THE PROTECTION REQUIRED BY SECTION 16.22.090 SHALL BE INSTALLED PRIOR TO CALLING FOR FINAL APPROVAL OF THE PROJECT AND AT ALL TIMES BETWEEN OCTOBER 15 AND APRIL 15. SUCH PROTECTION SHALL BE MAINTAINED FOR AT LEAST ONE WINTER UNTIL PERMANENT PROTECTION IS ESTABLISHED.

9. EXPOSED SOIL ON SLOPES GREATER THAN 30% SHALL BE SEEDED, COVERED WITH 2 INCHES OF STRAW, AND AN EROSION CONTROL BLANKET. THE EROSION CONTROL BLANKET SHALL BE STAKED IN PLACE.

10. IT IS THE DEVELOPER'S RESPONSIBILITY TO SEE THAT ADDITIONAL MEASURES, NECESSARY TO CONTROL SITE EROSION AND PREVENT SEDIMENT TRANSPORT OFF-SITE ARE IMPLEMENTED.



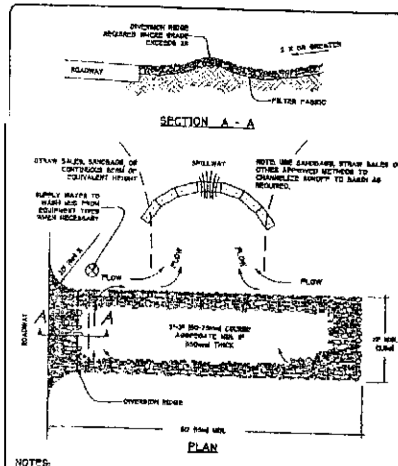
Drop Inlet Filter Fabric Sediment Barrier

INSPECTION AND MAINTENANCE:

FILTER FABRIC BARRIERS SHALL BE INSPECTED WEEKLY AFTER EACH SIGNIFICANT STORM - 1 INCH RAINFALL IN A 24 HOUR PERIOD. ANY REQUIRED REPAIRS SHALL BE MADE IMMEDIATELY.

SEDIMENT SHOULD BE REMOVED WHEN IT REACHES 1/2 MAXIMUM HEIGHT. AT THAT TIME INSPECT THE FILTER MATERIAL FOR TEARS AND CLEAN OR REPLACE AS REQUIRED.

THE REMOVED SEDIMENT SHALL BE DISTRIBUTED EVENLY ACROSS AREAS ONSITE, CONFORMING WITH THE EXISTING GRADE AND BE REVEGETATED OR OTHERWISE STABILIZED PER EROSION CONTROL NOTES.



NOTES:

1. THE ENTRANCE SHALL BE MAINTAINED IN A CONDITION THAT WILL PREVENT TRACKING OR FLOWING OF SEDIMENT ONTO PUBLIC RIGHT-OF-WAYS. THIS MAY REQUIRE TOP DRESSING, REPAIR AND/OR CLEANOUT OF ANY MEASURES USED TO TRAP SEDIMENT.

2. WHEN NECESSARY, WHEELS SHALL BE CLEANED PRIOR TO ENTRANCE ONTO PUBLIC RIGHT-OF-WAY. 3. WHEN WASHING IS REQUIRED, IT SHALL BE DONE ON AN AREA STABILIZED WITH CRUSHED STONE THAT DRAINS INTO AN APPROVED SEDIMENT TRAP OR SEDIMENT BASIN.

Temporary Gravel Construction Access

CONSTRUCTION SPECIFICATIONS:

THE AGGREGATE SIZE FOR CONSTRUCTION OF THE PAD SHALL BE 2-3 INCH NO-74 AND STONE. PLACE THE GRAVEL TO THE SPECIFIC GRADE AND DIMENSIONS SHOWN ON THE PLANS, AND SMOOTH IT.

THE THICKNESS OF THE PAD SHALL NOT BE LESS THAN 6 INCHES. USE GEOTEXTILE FABRICS, IF NECESSARY, TO IMPROVE STABILITY OF THE FOUNDATION IN LOCATIONS SUBJECT TO SEEPAGE OR HIGH WATER TABLE.

THE WIDTH OF THE PAD SHALL NOT BE LESS THAN THE FULL WIDTH OF ALL POINTS OF INGRESS OR EGRESS AND IN ANY CASE SHALL NOT BE LESS THAN 12 FEET WIDE.

THE LENGTH OF THE PAD SHALL BE AS REQUIRED, BUT NOT LESS THAN 50 FEET.

LOCATE CONSTRUCTION ENTRANCES AND EXITS TO LIMIT SEDIMENT LEAVING THE SITE AND TO PROVIDE FOR MAXIMUM UTILITY BY ALL CONSTRUCTION VEHICLES. AVOID ENTRANCES WHICH HAVE STEEP GRADES AND ENTRANCES AT CURVES IN PUBLIC ROADS.

THE ENTRANCE SHALL BE MAINTAINED IN A CONDITION THAT WILL PREVENT TRACKING OR FLOWING OF SEDIMENT ONTO PUBLIC RIGHTS-OF-WAY. THIS MAY REQUIRE PERIODIC TOP DRESSING WITH ADDITIONAL STONE AS CONDITIONS DEMAND, AND REPAIR AND/OR MAINTENANCE OF ANY MEASURES USED TO TRAP SEDIMENT.

ALL SEDIMENT SPILLED, DROPPED, WASHED OR TRACKED ONTO PUBLIC RIGHTS-OF-WAY SHALL BE REMOVED IMMEDIATELY.

PROVIDE DRAINAGE TO CARRY WATER TO A SEDIMENT TRAP OR OTHER SUITABLE OUTLET.

WHEN NECESSARY, WHEELS SHALL BE CLEANED TO REMOVE SEDIMENT PRIOR TO ENTRANCE ONTO PUBLIC RIGHTS-OF-WAY. WHEN WASHING IS REQUIRED, IT SHALL BE DONE ON AN AREA STABILIZED WITH CRUSHED STONE THAT DRAINS INTO AN APPROVED SEDIMENT TRAP OR SEDIMENT BASIN.

ALL SEDIMENT SHALL BE PREVENTED FROM ENTERING ANY STORM DRAIN, DITCH OR WATERCOURSE THROUGH USE OF SAND BAGS, GRAVEL, STRAW BALES, OR OTHER APPROVED METHODS.

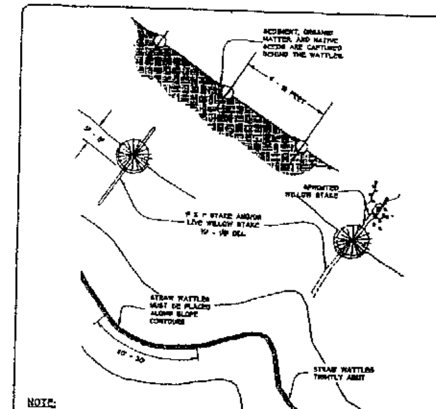
INSPECTION AND MAINTENANCE:

MAINTAIN THE GRAVEL PAD IN A CONDITION TO PREVENT MUD OR SEDIMENT FROM LEAVING THE CONSTRUCTION SITE.

REPLACE GRAVEL MATERIAL WHEN SURFACE VOIDS ARE VISIBLE.

AFTER EACH RAINFALL, INSPECT ANY STRUCTURE USED TO TRAP SEDIMENT AND CLEAN IT OUT AS NECESSARY.

IMMEDIATELY REMOVE ALL OBJECTIONABLE MATERIALS SPILLED, WASHED, OR TRACKED ONTO PUBLIC ROADWAYS. REMOVE ALL SEDIMENT DEPOSITED ON PAVED ROADWAYS WITHIN 24 HOURS.



NOTE:

1. STRAW WATTLES ARE TUBES MADE FROM STRAW BOUND IN PLASTIC NETTING. THEY ARE APPROX. 9" DIA. AND 20 - 30 FT. LONG.

2. STRAW WATTLES TRAP SEDIMENT AND REDUCE SHEET & RILL EROSION BY REDUCING SLOPE GRADIENT, INCREASING INFILTRATION RATES AND BY PRODUCING A FAVORABLE ENVIRONMENT FOR PLANT ESTABLISHMENT.

3. STRAW WATTLE INSTALLATION REQUIRES THE PLACEMENT AND SECURE STAKING OF THE WATTLE IN A TRENCH, 3" - 5" DEEP, DUG ON CONTOUR. RUNOFF MUST NOT BE ALLOWED TO RUN UNDER OR AROUND WATTLE.

Straw Wattles

CONSTRUCTION SPECIFICATIONS

PREPARE SLOPE BEFORE THE WATTLING PROCEDURE IS STARTED. SHALLOW GULLIES SHOULD BE SMOOTHED AS WORK PROGRESSES.

DIG SMALL TRENCHES ACROSS SLOPE ON CONTOUR, TO PLACE WATTLES IN. THE TRENCH SHOULD BE DEEP ENOUGH TO ACCOMMODATE HALF THE THICKNESS OF THE WATTLE. WHEN THE SOIL IS LOOSE AND UNCOMPACTED, THE TRENCH SHOULD BE DEEP ENOUGH TO BURY THE WATTLE 2/3 OF ITS THICKNESS BECAUSE THE GROUND WILL SETTLE. IT IS CRITICAL THAT WATTLES ARE INSTALLED PERPENDICULAR TO WATER MOVEMENT, PARALLEL TO THE SLOPE CONTOUR.

START BUILDING TRENCHES AND INSTALL WATTLES FROM THE BOTTOM OF THE SLOPE AND WORK UP.

CONSTRUCT TRENCHES AT CONTOUR INTERVALS OF THREE TO EIGHT FEET APART DEPENDING ON STEEPNESS OF SLOPE. THE STEEPER THE SLOPE, THE CLOSER TOGETHER THE TRENCHES.

LAY THE WATTLE ALONG THE TRENCHES FITTING IT SNUGLY AGAINST THE SOIL. MAKE SURE NO GAPS EXIST BETWEEN THE SOIL AND THE STRAW WATTLE.

USE A STRAIGHT BAR TO DRIVE HOLES THROUGH THE WATTLE AND INTO THE SOIL FOR THE WILLOW OR WOODEN STAKES.

DRIVE THE STAKE THROUGH THE PREPARED HOLE INTO THE SOIL. LEAVE ONLY ONE OR TWO INCHES OF STAKE EXPOSED ABOVE WATTLE. IF USING WILLOW STAKES REFER TO USDA SOIL CONSERVATION SERVICE TECHNICAL GUIDE, BIOENGINEERING, FOR GUIDELINES TO PREPARING LIVE WILLOW MATERIAL.

INSTALL STAKES AT LEAST EVERY FOUR FEET APART THROUGH WATTLE. ADDITIONAL STAKES MAY BE DRIVEN ON THE DOWNSLOPE SIDE OF THE TRENCHES ON HIGHLY EROSIVE OR VERY STEEP SLOPES.

INSTALLATION AND MAINTENANCE

INSPECT THE STRAW WATTLE AND THE SLOPES AFTER SIGNIFICANT STORMS. MAKE SURE THE WATTLES ARE IN CONTACT WITH THE SOIL.

REPAIR ANY RILLS OR GULLIES PROMPTLY.

RESEED OR REPLANT VEGETATION IF NECESSARY UNTIL THE SLOPE IS STABILIZED.

Environmental Review Inital Study
ATTACHMENT 5, 16 of 17
APPLICATION 03-0465

Parcel 2, 84 PM 10, APN 038-081-35	Erosion Control Plan for: **Saint John the Baptist Episcopal Church**, McGregor Drive, Aptos, California
DATE 04/10/03 · DESIGN Ron · SCALE 1" = 30' · DRAWN Marc	ifland ENGINEERS, INC. — CIVIL ENGINEERING · STRUCTURAL DESIGN · CONSTRUCTION MANAGEMENT · SANTA CRUZ, CA · TEL (831) 426-5313
SHEET 4 OF 4 SHEETS · JOB NO. 02046	For Plan Check Only

Plant Legend

Symbol	Botanical Name	Common Name	Native	Drought Tolerance	Size	Mature Height
Trees						
	Arbutus 'Marina'	Strawberry Tree		High	15 gal	30'+
	Quercus agrifolia	Coast Live Oak	CA	High	24" box	20'+
	Quercus agrifolia	Coast Live Oak	CA	High	15 gal	20'+
	Schinus molle	California Pepper Tree	CA	High	15 gal	25'+
	Ulmus 'True Green'	Chinese Elm		Mod.	15 gal	40'+
Tall conifers						
	Cedrus deodara	Deodar Cedar		High	15 gal	80'
	Cupressus macrocarpa	Monterey Cypress	CA	High	15 gal	80'+
	Sequoia sempervirens	Coast Redwood	CA	Mod.	15 gal	70'+
Shrubs						
Tall	*Arbutus unedo*	Strawberry Tree		High	5 gal	
	Arctostaphylos mezanita 'Dr. Hurd'	Manzanita	CA	High	5 gal	
	Aucuba japonica	Japanese Aucuba		High	1 gal	
	Bambusa multiplex 'Alphonse Carr'	Bamboo		High	5 gal	
	Camellia sasanqua 'Setsugekka'	Camellia		Mod.	1 gal	
	Camellia sasanqua 'Jean May'	Camellia		Mod.	1 gal	
	Camellia sasanqua 'Yuletide'	Camellia		Mod.	1 gal	
	Camellia sietbra 'Winter's Joy'	Camellia		Mod.	1 gal	
	Ceanothus thyrsiflorus	Blueblossom	CA	High	5 gal	
	Cotoneaster lacteus	Red Clusterberry		High	1 gal	
	Dendromecon harfordii	Bush Poppy	CA	High	1 gal	
	Lavatera maritima	Tree Mallow		High	1 gal	
	Nandina domestica 'Royal Princess'	Heavenly Bamboo		High	1 gal	
	Osmanthus fragrans	Sweet Olive		High	5 gal	
	Photinia fraseri			High	5 gal	
	Prunus ilicifolia ssp. lyonii	Catalina Cherry	CA	High	5 gal	
	Rhamnus alaternus	Italian Buckthorn		High	5 gal	
Medium	*Phormium*	NZ Flax		High	5 gal	
	Rhaphiolepis indica	Indian Hawthorn		High	5 gal	
	Rhus integrifolia	Lemonade Berry	CA	High	1 gal	
	Vaccinium corymbosum 'Ravella'	Blueberry		Mod	1 gal	
	Vaccinium corymbosum 'Sharpblue'	Blueberry		Mod.	1 gal	
	Viburnum opulus	Lacecap Viburnum		Mod.	1 gal	
Groundcovers						
	Arctostaphylos u. 'Green Supreme'	Manzanita	CA	High	1 gal	
	Ceanothus gloriosus 'Anchor Bay'	Pt. Reyes Creeper	CA	High	1 gal	
	Erigeron karvinskianus	Santa Barbara Daisy	CA	High	1 gal	
	Hemerocallis species	Daylily		Mod.	1 gal	
Hydroseed Mix						
	Bromus carinatus	California Brome	CA	High	8#/ac	
	Deschampsia cespitosa holciformis'	Tufted Hair Grass	CA	High	8#/ac	
	Festuca occidentalis	California Fescue	CA	High	8#/ac	
	Nassella pulchra	Purple Needlegrass	CA	High	8#/ac	
▲ **Vines**						
	Ampelopsis brevipedunculata	Porcelain Berry		High	1 gal	
	Vitis californica 'Roger's Red'	California Grape	CA	High	1 gal	
○ **Ferns**						
	Polystichum munitum	Western Sword Fern	CA	Mod.	1 gal	
Turf						
	Environ sod	Turf type Tall fescue blend				

Parking area light standards: 18' max. high-pressure sodium vapor or metal halide with cutoff fixtures

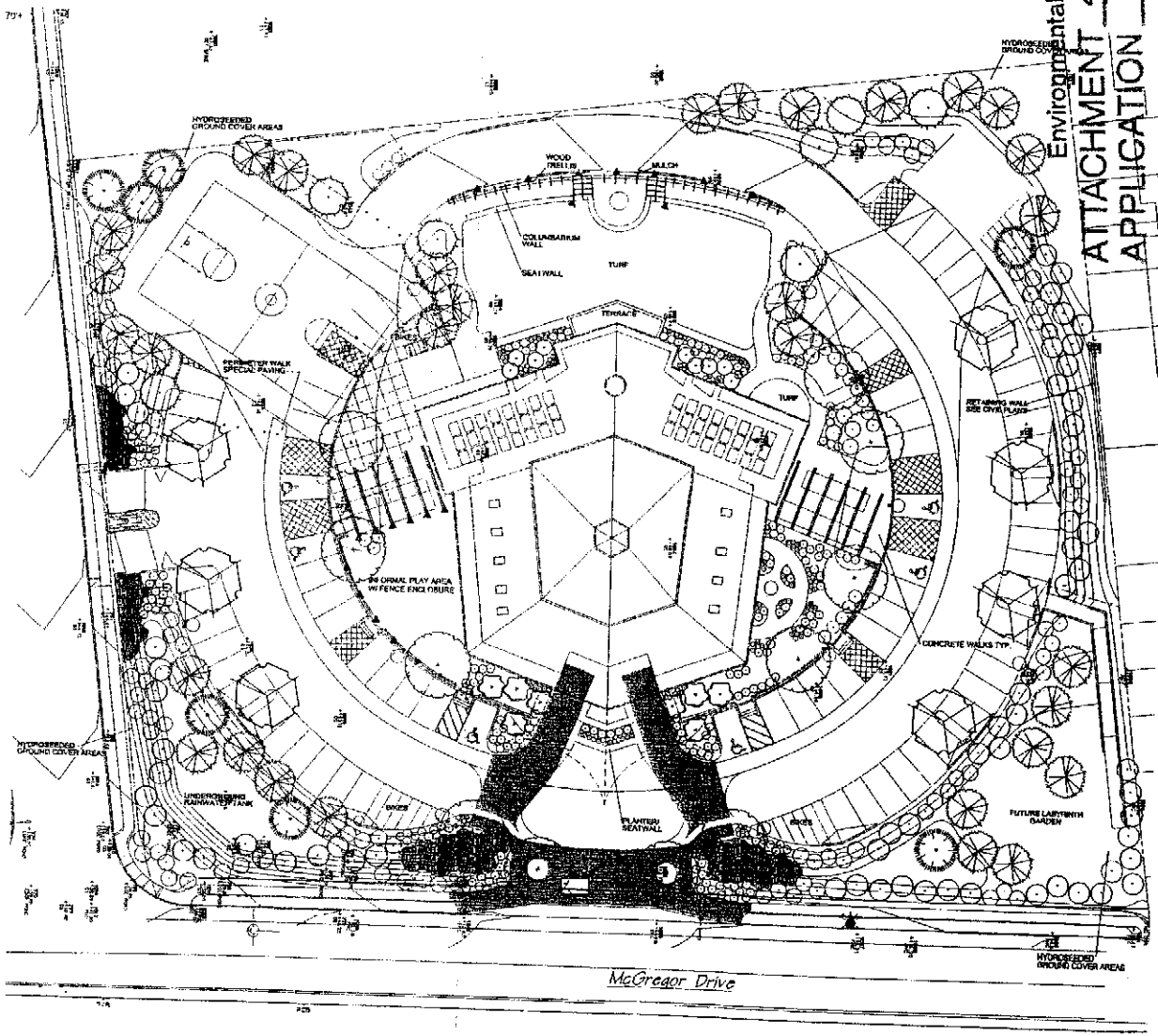
Notes

1. Geotextile fabric and hydroseeded process will be provided around parking area, except where shrubs and groundcovers are shown.
2. Automatic timed irrigation will be provided.
3. Irrigation system will incorporate use of reclaimed rainwater where possible.
4. Soil shall be tilled to a depth of six inches and amended with six cubic yards of organic material per 1000 square feet in all planting areas.
5. Two inches of mulch shall be applied to all newly planted areas.
6. Final landscape improvements to be installed by phase to accommodate construction staging and interim site activities related to phased construction. Initial construction will be irrigated meadow, perimeter plantings, western columbarium garden, and eldyard gardens with related irrigation. Interim groundcovers will be a combination of gazania species and others listed with the plant list, with mulch and watered with an interim automatic irrigation system.

Planting Area	square footage	area total	percentage of total
Outer Ring (beyond parking)			
Hydroseed, shrubs, & trees	27,809 sf	28,791 sf	73%
Inner Circle (within parking)			
Lawn	4745 sf		13%
Shrubs & trees	5165 sf	9883 sf	14%
Total landscape areas		37,719 sf	
Lawn	4745 sf		13%
Hydroseed, shrubs, & trees	32,974 sf		87%

SCALE: 1/20"=1'-0"

20 0 20 40



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APPLICATION 03-0465
Environmental Review Inital Study

100

Bellinger Foster Steinmetz
Landscape Architecture

299 Cannery Row
Monterey, CA
93940
PH 831.646.1383
FX 831.373.8653
EM gobirsla.com

Revisions

Planting Plan
St. John the Baptist Episcopal Church
Aptos, California

Date	5-17-05
Scale	1"=20'
Drawn	EC
Checked	MB
Project No.	02.092
File Name	02092_LSPlan04

Sheet No.
L-1

COUNTY OF SANTA CRUZ

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

December 29,2004

Anne Baker
210 Mission Street
Santa Cruz, CA, 95060

SUBJECT: Review of Geotechnical Investigation by Steven Raas and Associates, Inc.
File NO. 0148-SZ69-J22; Dated: October 29, 2001
w/ October 12,2004 Transfer of Responsibility / Update Letter
by Pacific Crest Engineering, Inc.
APN: 038-081-35; Application No.: 03-0465

Dear Applicant:

Thank you for submitting the soil report for the parcel referenced above. The report was reviewed for conformance with County Guidelines for Soils/Geotechnical Reports and also for completeness regarding site-specific hazards and accompanying technical reports (e.g. geologic, hydrologic, etc.). The purpose of this letter is to inform you that the Planning Department has accepted the report and the following recommendations become permit conditions:

1. All report recommendations must be followed.

2. An engineered foundation plan is required. This plan must incorporate the design recommendations of the soils engineering report.

3. Final plans shall show the drainage system as detailed in the soils engineering report.

4. Final plans shall reference the approved soils engineering report and state that all development shall conform to the report recommendations.

5. Prior to building permit issuance, the soil engineer must submit a brief building, grading and drainage plan review letter to Environmental Planning stating that the plans and foundation design are in general compliance with the report recommendations. If, upon plan review, the engineer requires revisions or additions, the applicant shall submit to Environmental Planning *two* copies of revised plans and a final plan review letter stating that the plans, as revised, conform to the report recommendations.

6. The soil engineer must inspect all foundation excavations and a letter of inspection must be submitted to Environmental Planning and your building inspector prior to placement of concrete.

7. For all projects, the soil engineer must submit a final letter report to Environmental Planning and your building inspector regarding compliance with all technical recommendations of the soil report prior to final inspection. For all projects with

Environmental Review Inital Study
ATTACHMENT 6 1 of 2
APPLICATION 03-0465

engineered fills, the soil engineer must submit a final grading report (reference August 1997 County Guidelines for Soils/Geotechnical Reports) to Environmental Planning and your building inspector regarding the compliance with all technical recommendations of the soil report prior to final inspection.

The soil report acceptance is only limited to the technical adequacy of the report. Other issues, like planning, building, septic or sewer approval, etc., may still require resolution.

The Planning Department will check final development plans to verify project consistency with report recommendations and permit conditions prior to building permit issuance. If not already done, please submit two copies of the approved soil report at the time of building permit application for attachment to your building plans.

Please call 454-3168 if we can be of any assistance

Sincerely,

Kent Edler
Associate Civil Engineer

Cc: Randall Adams, Project Planner
Robin Bolster, Resource Planner
Saint John the Baptist Episcopal Church, Owner

Environmental Review inital Study
ATTACHMENT 6, 2 of 2
APPLICATION 03-0465

Pacific Crest Engineering Inc. www.4pacific-crest.com

Geotechnical Group
444 Airport Blvd, Suite 106
Watsonville, CA 95076
Phone: 831-722-9446
Fax: 831-722-9158

Chemical Process Group
195 Aviation Way, Suite 203
Watsonville, CA 95076
Phone: 831-763-6191
Fax 831-763-6195

October 12, 2004 Project No. 0148-SZ69-J22

Ms. Anne Baker
Saint John's Episcopal Church
216 Oakland Street
Capitoia, CA 95010

Subject: Transfer of Responsibility
Geotechnical Engineer of Record
New Church Site for Saint John's Episcopal Church
Capitola, California

Dear Ms. Baker,

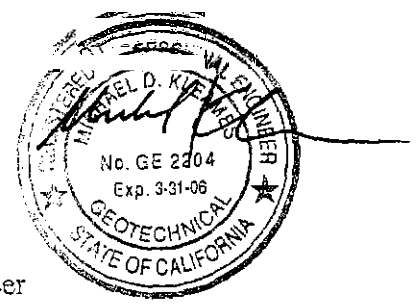
As you know, Steven Raas & Associates, Inc. (SRA) prepared a Geotechnical Investigation for the above referenced project dated October 29,2001. Since that time SRA has merged with Pacific Crest Engineering Inc. (PCEI) in 2002.

This letter is to confirm that we have reviewed the Geotechnical Investigation dated October 29, 2001, and agree with it's findings, conclusions and recommendations. Therefore, Pacific Crest Engineering Inc. is willing to become the Geotechnical Engineer of Record €orthe design review and construction phases of the project.

Should you have any questions we can be reached at (831) 722-9446.

Sincerely,

PACIFIC CREST ENGINEERING INC.



Michael D. Kleames, GE
Vice President\Principal Geotechnical Engineer
GE 2204
Expires 3/31/06

Environmental Review Inital Study
ATTACHMENT 7 1 of 18
APPLICATION 03-0465

GEOTECHNICAL INVESTIGATION
FOR
SAINT JOHN'S EPISCOPAL CHURCH PROJECT SITE
MCGREGOR DRIVE
APTOS, CALIFORNIA

FOR
SAINT JOHN'S EPISCOPAL CHURCH
CAPITOLA, CALIFORNIA

BY
STEVEN RAAS & ASSOCIATES, INC.
CONSULTING GEOTECHNICAL ENGINEERS
0148-SZ69-J22
OCTOBER 2001

Steven Raas & Associates, Inc.

CONSULTING GEOTECHNICAL ENGINEERS

444 AIRPORT BOULEVARD, SUITE 106 WATSONVILLE CA 95076 (831) 722 9446 FAX (831) 722-9158

E-MAIL srai@pacbell net

0148-SZ69-J22
October 29,2001

St. John's Episcopal Church
216 Oakland Drive
Capitola, CA 95010

Attention: Pastor Steven Ellis

Subject: Geotechnical Investigation
New Church Site
McGregor Drive
Aptos, California

Dear Pastor Ellis,

In accordance with your authorization, we have performed a geotechnical investigation for your New Church Project located on McGregor Drive near the intersection with Sea Ridge Drive in Aptos, California.

The accompanying report presents our conclusions and recommendations as well as the results of the geotechnical investigation on which they are based. If you have any questions concerning the data, conclusions or recommendations presented in this report, please call our office.

Very truly yours,

STEVEN RAAS & ASSOCIATES, INC.

Steven M. Raas
Principal Engineer
G.E. 2039
Exp. 6/30/02

Duncan S. Geddes
Senior Geologist
C.E.G. 2176
Exp. 2/28/02

G:\USERS\DSG\0 GEOTECHNICAL INVESTIGATIONS\ST JOHNS CHURCH GI.DOC

Copies. 4 *to* St John's Episcopal Church, Attention: Pastor Steven Ellis
2 to Warren Callister and Associates

Environmental Review Inital Study
ATTACHMENT 7 3 of 18
APPLICATION 03-0465

0148-SZ69-J22
October 29,2001

GEOTECHNICAL INVESTIGATION

PURPOSE AND SCOPE

This report describes the geotechnical investigation and presents results, including recommendations, for your proposed New Church Project located on McGregor Drive near the intersection with Sea Ridge Drive in Aptos, California. Our scope of services for this project has consisted of:

1. Discussions with you.

2. Review of the pertinent published material concerning the site including preliminary site plans, geologic and topographic maps, and other available literature including our Geotechnical Investigation Report for the adjacent property (dated June 26,2000).

3. The drilling and logging of four test borings

4. Laboratory analysis of retrieved soil samples

5. Engineering analysis of the field and laboratory results

6. Preparation of this report documenting our investigation and presenting recommendations for the design of the project.

LOCATION AND DESCRIPTION

The proposed site of your New Church Project is the northeastern comer of the undeveloped field on the northwestern comer of the intersection of McGregor Drive and Sea Ridge Drive in Aptos, California (Figure No. 1, Regional Site Plan). The project site is roughly rectangular with an area of approximately 2% acres. The site slopes gently to the southeast with somewhat hummocky topography. A low swale trends along the eastern edge of the property, At the time of our field investigation, the site was covered with grass and undeveloped.

We understand from our discussions, that you propose to design and construct a new church building surrounded by associated parking lots.

FIELD INVESTIGATION

Soil Borings

Four 6 inch diameter test borings were drilled on the site on October 10, 2001. The location of the test borings are shown on Figure No. 2, Site Plan Showing Test Borings. The drilling method used was hydraulically operated continuous flight augers. A geologist from Steven Raas & Associates, Inc., was present during the drilling operations to log the soil encountered and to choose soil sampling type and locations.

Relatively undisturbed soil samples were obtained at various depths by driving a split spoon sampler 18 inches into the ground. This was achieved by dropping a 140 pound down hole safety hummer through a vertical height of 30 inches. The number of blows needed to drive the sampler for each 6 inch portion is recorded and the total number of blows needed to drive the last 12 inches is reported as the Standard Penetration Test (SPT) value. The outside diameter of the samplers used in this investigation was either 2% inches, or 2 inches, and is noted respectively as "M" or "T" on the boring logs. All standard penetration test data has been normalized to a 2 inch O.D. sampler so as to be the SPT "N" value.

Appendix **A** contains the site plan showing the locations of the test borings and the Log of Test Borings presenting the soil profile enploredin each boring, the sample iocations, and the SPT "N" values for each sample. Stratification lines on the boring logs are approximate as the actual transition between soil types may be gradual.

LABORATORY INVESTIGATION

The laboratory testing program was developed to help in evaluating the engineering properties of the materials encountered on the site. Laboratory tests performed include:

a. Moisture Density relationships in accordance with ASTM test D2937

b. Unconfined Compression tests in accordance with ASTM test D2166-85

c. Atterberg Limits tests in accordance with ASTM test D4318-84

d. "R" Value tests in accordance with California test 301.

The results of the laboratory tests are presented on the boring logs opposite the sample tested.

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ATTACHMENT 7, 5 of 19
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SEISMIC **HAZARDS**

Seismic hazards which may affect project sites in Santa Cruz and Aptos area include ground shaking, ground surface fault rupture, liquefaction and lateral spreading? and seismically induced slope instabilities.

Ground Shaking

Ground shaking will be felt on the site. Structures founded on thick soft soil deposits are more likely to experience more destructive shaking, with higher amplitude and lower frequency, than structures founded on bedrock. Generally, shaking will be more intense closer to earthquake epicenters. Thick soft soil deposits large distances from earthquake epicenters, however, may result in seismic accelerations significantly greater than expecred in bedrock. Structures built in accordance with the latest edition of the Uniform Building Code for Seismic Zone 4 have an increased potential for experiencing relatively minor damage which should De repairable. The seismic design of the project should be based on the 1997 Uniform Building Code as it has incorporated the most recent seismic design parameters. The following values for the seismic design of the project site were derived or taken from the 1997 UBC.

Seismic Zone	Zone 4
Seismic Zone Factor	Z = 0.4
Soil Profile Type	Stiff Soil (S_D)
Near Source Factor N_a	N_a = 1.0
Seismic coefficient C_a	C_a = 0.44
Near Source Factor N_v	N_v = 1.2
Seismic coefficient C_v	C_v = 0.77

Liquefaction Induced **Lateral** Spreading

Liquefaction induced lateral spreading occurs when a liquefied soil mass fails toward an open slope face, or fails on an inclined topographic slope. Our analysis of the project site indicates that the potential for liquefaction to occur is low, and consequently the potential for lateral spreading is also low.

Landsliding

Seismically induced landsliding is a hazard with low potential for affecting your site since the project site is gently sloped and at distance from any significant slopes.

DISCUSSIONS, CONCLUSIONS AND RECOMMENDATIONS

GENERAL

1. The results of our investigation indicate that from a geotechnical engineering standpoint the property may be developed as proposed provided these recommendations are included in the design and construction.

2. Our laboratory testing indicates that the near surface soils possess low to moderate expansive properties similar to the soils on the adjacent property.

3. Grading and foundation plans should be reviewed by Steven Raas & Associates, Inc. during their preparation and prior to contract bidding.

4. Steven Raas & Associates, Inc. should be notified ***at* least four (4) working days** prior to any site clearing and grading operations on the property in order to observe the stripping and disposal of unsuitable materials, and to coordinate this work with the grading contractor. During this period, a pre-construction conference should be held on the site, with at least you or your representative, the grading contractor, a county representative and one of our engineers present. At this meeting, the project specifications and the testing and inspection responsibilities will be outlined and discussed.

5. Field observation and testing must be provided by a representative of Steven Raas & Associates, Inc., to enable them to form an opinion as to the degree of conformance of the exposed site conditions to those foreseen in this report. regarding the adequacy of the site preparation, the acceptability of fill materials, and the extent to which the earthwork construction and the degree of compaction comply with the specification requirements. Any work related to grading performed without the full knowledge of, and not under the direct observation of Steven Raas & Associates, Inc., the Geotechnical Engineer, will render the recommendations of this report invalid.

SITE PREPARATION

6. The initial preparation of the site will consist of the removal of shrubs as required and any debris. Shrub removal should include the entire stump and root ball. Septic tanks and leaching lines, if found, must be completely removed. The extent of this soil removal will be designated by a representative of Steven Raas & Associates, Inc. in the field. This material must be removed from the site.

Environmental Review Inital Study
ATTACHMENT 7, 8 of 18
APPLICATION 03-0465

7. Any voids created by tree and root ball removal, septic tank, and leach line removal must be backfilled with properly compacted native soils that are free of organic and other deletenous materials or with approved imported fill.

8. Any wells encountered shall be capped in accordance with the requirements and approval of the County Health Department. The strength of the cap shall be equal to the adjacent soil and shall not be located within 5 feet of a structural footing.

9. Surface vegetation and organically contaminated topsoil should then be removed ("stripped") from the area to be graded. This material may be stockpiled for future landscaping. It is anticipated that the depth of stripping may be 2 to 3 inches, however the required depth of stripping must be based upon visual observations of a representative of Steven Raas & Associates, Inc., in the field. The depth of stripping will vary upon the type and density of vegetation across the project site and with the time of year. Areas with dense vegetation or groves of trees may require an increased depth of stripping.

10. Following the stripping, the area should be excavated to the design grades. Any and all remaining existing fill should be excavated and removed to undisturbed native material. The extent of removal should be observed and designated by a representative of Steven Raas & Associates, Inc. This fill may be stockpiled for re-use on as engineered fill provided that this material is free from organic material, expansive clay, debris, and/or other deleterious material. The exposed soils in the building and paving areas should be scarified, moisture conditioned, and compacted as an engineered fill except for any contaminated material noted by a representative of Steven Raas & Associates, Inc. in the field. The moisture conditioning procedure will depend on the time of year that the work is done, but it should result in the soils being 1 to 3 percent over their optimum moisture content at the time of compaction. Recompacted sections should extend 5 feet beyond all building and pavement areas.

Note: If this work is done during or soon after the rainy season, the on-site soils **and other materials may be too wet in their existing condition to be used as engineered fill. These materials may require a diligent and active drying and/or mixing operation to reduce the moisture content to the levels required to obtain adequate compaction** as **an engineered fill.** If **the on-site soils or other materials are too dry, water may need to be added.**

11. It is possible that there are areas of man-made fill on the project site that our field investigation did not detect. Areas of man-made fill, if encountered on the project site will need to be completely excavated to undisturbed native material. The excavation process should be observed and the extent designated by **a** representative of-Steven Raas & Associates, Inc., in the field. Any voids created by fill removal must be backfilled with properly compacted approved native soils that are free of organic and other deleterious materials, or with approved imported fill.

12. The soil on the project site should be compacted as follows:

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a. In pavement areas, the upper 8 inches of subgrade, and all aggregate subbase and aggregate base, should be compacted to a minimum of 95% of its maximum dry density,
b. In pavement areas, all utility trench backfill should be compacted to 95% of its maximum dry density,
c. The remaining soil on the project site should be compacted to a minimum of 90% of its maximum dry density.

13. The maximum dry density will be obtained from a laboratory compaction curve run in accordance with ASTM Procedure #D1557. This test will also establish the optimum moisture content of the material. Field density testing will be in accordance with ASTM Test #D2922.

14. Should the use of imported fill be necessary on this project, the fill material should be:

a. free of organics. debris, and other deleterious materials,
b. granular in nature, well graded, and contain sufficient binder to allow utility trenches to stand open,
c. free of rocks in excess of 2 inches in size,
d. have a Plasticity Index between 4 and 12,
e. have a minimum Sand Equivalent of 20, and
f. have a minimum Resistance "R" Value of 30, and be non-expansive.

15. Samples of any proposed imported fill planned for use on this project should be submitted to Steven Raas & Associates, Inc. for appropriate testing and approval not less than 4 working days before the anticipated jobsite delivery. Imported fill material delivered to the project site without prior submittal of samples for appropriate testing and approval must be removed from the project site.

CUT **AND** FILL SLOPES

16. All fill slopes should be constructed with engineered fill meeting the minimum density requirements of this report and have a gradient no steeper than 2:I (horizontal to vertical). Fill slopes should not exceed 5 feet in vertical height unless specifically reviewed by Steven Raas & Associates, Inc.

17. Fill slopes should be keyed into the native slopes by providing a 10 foot wide base keyway sloped negatively at least 2% into the bank. The depth of the keyways will vary, depending on the materials encountered. *It* is anticipated that the depth of the keyways may be 3 to 6 feet, but at **all** locations shall be at least **2** feet into firm material.

Subsequent keys may be required as the fill section progress upslope. Keys will be designated in the field by a representative of Steven Raas & Associates, Inc. See Figure No. 13 for general details.

IS. Cut slopes shall not exceed a 2:1 (horizontal to vertical) gradient and a 5 foot vertical height unless specifically reviewed by a representative of Steven Raas & Associates, Inc.

19. The above slope gradients are based on the strength characteristics of the materials under conditions of normal moisture content that would result from rainfall falling directly on the slope, and do not take into account the additional activating forces applied by seepage from spring areas. Therefore, in order to maintain stable slopes at the recommended gradients, it is important that any seepage forces and accompanying hydrostatic pressure encountered be relieved by adequate drainage. Drainage facilities may include subdrains, gravel blankets, rockfill surface trenches or horizontally drilled drains. Configurations and type of drainage will be determined by a representative of Steven Raas & Associates, Inc. during the grading operations.

20. The surfaces of all cut and fill slopes should be prepared and maintained to reduce erosion. This work, at a minimum, should include track rolling of the slope and effective planting. The protection of the slopes should be installed as soon as practicable so that a sufficient growth will be established prior to inclement weather conditions. It is vital that no slope be left standing through a winter season without the erosion control measures having been urovided.

21. The above recommended gradients do not preclude periodic maintenance of the slopes, as minor sloughing and erosion may take place.

22. If a fill slope is to be placed above a cut slope, the toe of the fill slope should be set back at least 8 feet horizontally from the top of the cut slope. **A** lateral surface drain should be placed in the area between the cut and fill slopes.

EROSION CONTROL

23. The surface soils are classified as moderately to highly erodable. Therefore, the finished ground surface should be planted with ground cover and continually maintained to minimize surface erosion. For specific and detailed recommendations regarding erosion control on and surrounding the project site, you should consult your civil engineer or an erosion control specialist.

FOUNDATIONS - SPREAD FOOTINGS

Number of Stories	Footing Width	Footing Depth
1	12 inches	12 inches
2	15 inches	18 inches
3	18 inches	24 inches

Please note: In computing the pressures transmitted to the soil by the footings, the embedded weight of the footing may *be* neglected.

28. No footing should *be* placed closer than 8 feet to the top of a fill slope nor 6 feet from the base of a cut slope.

29. The footings should contain steel reinforcement as determined by the Project Structural Engineer in accordance with applicable UBC or ACI Standards.

SLAB-ON-GRADE CONSTRUCTION

30. Concrete slab-on-grade floors may be used for ground level construction on native soil or engineered fill.

31. Slabs may be structurally integrated with the footings. If the slabs are constructed as "free floating"' slabs, they should be provided with a minimum ¼ inch felt separation between the slab and footing. The slabs should be separated into approximately 15' x 15' square sections with dummy joints or similar type crack control devices.

32. All concrete slabs-on-grade should be underlain by a minimum 4 inch thick capillary break of ¾ inch clean crushed rock. It is recommended that neither Class II baserock nor sand be employed as the capillary break material.

33. Where floor coverings are anticipated or vapor transmission may be a problem? a waterproof membrane should be placed between the granular layer and the floor slab in order to reduce moisture condensation under the floor coverings. **A** 2 inch layer of moist sand on top of the membrane will help protect the membrane and will assist in equalizing the curing rate of the concrete.

Please Note: Recommendations given above for the reduction of moisture transmission through the slab are general in nature and present good construction practice. Steven Raas & **Associates, Inc. are** not **waterproofing experts. For a more complete and specific discussion of slab moisture protection, a Waterproofing expert should be consulted.**

34. Requirements for pre-wetting of the subgrade soils prior to the pouring of the slabs will depend on the specific soils and seasonal moisture conditions and will be determined by a representative of Steven Raas & Associates, Inc. at the time of construction. **It** is **important that the subgrade soils be thoroughly saturated for a minimum of 48 hours prior to the time the concrete is poured.**

35. Slab thickness, reinforcement, and doweling should be determined by the Project Structural Engineer.

UTILITY TRENCHES

36. Utility trenches that are parallel to the sides of the building should be placed so that they do not extend below a line sloping down and away at a 2:1 (horizontal to vertical) slope from the bottom outside edge of all footings.

37. Trenches may be backfilled with the approved native materials or approved import granular material with the material compacted in thin lifts to a minimum of 95% of its maximum dry density in paved areas and 90% in other areas. Utility trenches should be backfilled wirh controlled densiry fill (such as 2-sack sand slurry) below footing areas to help minimize moisture below slabs.

38. Jetting of the trench backfill should be carefully considered as it may result in an unsatisfactory degree of compaction.

39. Trenches must be shored as required by the local agency and the State of California Division of Industrial Safety construction safety orders.

LATERAL PRESSURES

40. Retaining walls with a horizontal backfill and full drainage should be designed using the following criteria:

a. When walls are free to yield an amount sufficient to develop the active earrh pressure condition (about ½% of height), design for an active earth pressure of 45 psf/ft of depth.

b. When wails are restrained at the top design for the following at-rest earth pressure of 60 psf/ft of depth.

c. For resisting passive earth pressure use 250 psf/ft of depth

d. **A** "coefficient of friction" between base of foundation and soil of 0.30.

e. To develop the resisting passive earth pressure, the retaining wall footings should be embedded a minimum of 24 inches below the lowest adjacent grade. There should be a minimum of 5 feet of horizontal cover as measured from the outside edge of the footing

f. Any live or dead loads which will transmit a force to the wall. Refer to Figure No. 14.

g. The resultant seismic force on the wall is 20 H^2 and acts at a point 0.6H up from the base of the wall. This force has been estimated using the Mononobe-Okabe method of analysis as modified by Seed and Whitman (1970).

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Please note: Should the slope behind the retaining walls be other than horizontal, supplemental design criteria will be provided for the active earth or at rest pressures for the particular slope angle.

41. The above criteria are based on fully drained conditions. Therefore, we recommend that permeable material meeting the State of California Standard Specification Section 68-1.025, Class 1, Type **A,** be placed behind the wall, with a minimum width of 12 inches and extending for the full height of the wall to within I foot of the ground surface. The permeable material should be covered with Mirafi 1-10 filter fabric or equivalent and then compacted native soil placed to the ground surface. A 4 inch diameter perforated rigid plastic drain pipe should be installed within 3 inches of the bottom of the permeable material and be discharged to a suitable, approved location such as the project storm drain system. The perforations should be located and oriented on the lower half of the pipe. Neither the pipe nor the permeable material should be wrapped in filter fabric. Please refer to Figure No. 15, Typical Retaining Wall Drain Detail.

42. The area behind the wall and beyond the permeable material should be compacted with approved material to a minimum relative dry density of 90%.

SURFACE DRAINAGE

43. Surface water must not be allowed to pond or be trapped adjacent to the building foundations nor on the building pad nor in the parking areas.

44. All roof eaves should be guttered, with the outlets from the downspouts provided with adequate capacity to carry the storm water from the structures to reduce the possibility of soil saturation and erosion. The connection should be in a closed conduit which discharges at an approved location away from the structures and the graded area.. The discharge location should not located at the top of, or on the face of any topographic slopes.

45. Final grades should be provided with a positive gradient away from all foundations in order to provide for rapid removal of the surface water from the foundations to an adequate discharge point. Concentrations of surface water runoff should be handled by providing necessary structures, such as paved ditches, catch basins, etc.

46. Cut and fill slopes shall be constructed so that surface water will not be allowed to drain Over the top of the slope face. This may require berms along the top of fill slopes and surface drainage ditches above cut slopes.

47. Irrigation activities at the site should not be done in an uncontrolled or unreasonable manner.

45. The building and surface drainage facilities must not be altered nor any filling or excavation work performed in the area without first consulting Steven Raas & Associates, Inc

PAVEMENT DESIGN

49. The soils that will comprise the pavement subgrade will in all likelihood *be* the a combination of the fill material and near-surface native soils encountered across the project site. The "R" Value result for the sample of a combination of these materials was 11 . We will use this "R' Value for design of the pavement sections noted below. This must be verified in the field and, if necessary, modifications made to these tentative sections.

50. For design purposes, the following traffic indices are suggested:

a. Parking stalls T.I. = **4%**
b. Traffic aisles T.I. = 5
c. Truck usage areas T.I. = 6½

*Steven Raas & Associates, Inc., has not performed a site specific traffic study to determine the actual traffic indices associated with this project. These values are for general design purposes only and the values may need modification.

51. Using CALTRANS Design Procedure and a 20 year design life, the following pavement sections are suggested:

Material	Traffic Index		
	4½	5	6½
Asphalt Concrete	2 inches	2 inches	3 inches
Class 2 Aggregate Base, R=78 min.	6 inches	6 inches	6 inches
Class 4 Aggregate Sub-base, R=55 min.	6 inches	6 inches	10 inches

52. To have the selected pavement sections perform to their greatest efficiency, it is very important that the following items be considered:

a. Properly moisture condition the subgrade and compact it to a minimum of 95% of its maximum dry density, at a moisture content I-3% over the optimum moisture content.

b. Provide sufficient gradient to prevent ponding of water

c. Us2 only quality materials of the type and thickness (minimum) specified. All baserock must meet CALTRANS Standard Specifications for Class 2 Aggregate Base, and be angular in shape.

d. Compact the base and subbase uniformly to a minimum of 95% of its maximum dry density.

e. Place the asphalt concrete only during periods of fair weather when the free air temperature is within prescribed limits.

f. Maintenance should be undertaken on a routine basis.

PLAN REVIEW

53. We respectfully request an opportunity to review the plans during preparation and before bidding to insure that the recommendations of this report have been included and to provide additional recommendations, if needed.

LIMITATIONS AND UNIFORMITY OF CONDITIONS

1. The recommendations of this report are based upon the assumption that the soil conditions do not deviate from those disclosed in the borings. If any variations or undesirable conditions are encountered during construction, or if the proposed construction will differ from that planned at the time, our firm should be notified so that supplemental recommendations can be given.

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

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

4. This report was prepared upon your request for our services in accordance with currently accepted standards of professional geotechnical engineering practice. No warranty as to the contents of this report is intended, and none shall be inferred from the statements or opinions expressed.

5. The scope of our services mutually agreed upon for this project did not include any environmental assessment or study for the presence of hazardous or toxic materials in the soil, surface water, groundwater, or air, on or below or around this site.

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SOQUEL CREEK WATER DISTRICT

July 21,2005

Mr. Francis C. Buchter
St. John The Baptist Episcopal Church
216 Oakland Avenue
Capitola, CA 95010

SUBJECT: **Commercial** Development Agreement – **CWO 06-04**
APN **038-061-35**

Dear Mr. Buchter:

Enclosed for your file *is* an executed copy of the agreement, covering the water system modifications for the subject development, as approved by our Board of Directors at their meeting of July 19, 2005.

The church water service **will** include a 1-1/2-inch domestic service and a one-inch irrigation service. The main extension and road improvements **will** be installed by separate agreement with the Seacliff Highlands Associates, a Limited Partnership for South County Housing.

The church has paid storage & transmission fees totaling $44,700 along with $4,000 in engineering, administration and inspection fees.

The Water Demand Offset (WDO) requirements for this project total 4.202 acre-feet. The WDO requirements for the apartment on site is 0.144 acre-feet, the church building is 2.390 acre-feet and the landscape area is 1.668 acre-feet. ***The church must complete the WDO requirements before the Board accepts theproject as complete and before any water meters are set on the site.***

Should you have any questions concerning the above, you can contract me at 831-475-8501 **ext.** 123.

Sincerely,
SOQUEL CREEK WATER DISTRICT

Jeffery N. Gailey
Engineering Manager/Chief Engineer

Enclosure: Commercial Development Agreement

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ATTACHMENT 9
APPLICATION 03-0465

SANTA CRUZ COUNTY SANITATION DISTRICT

INTER-OFFICE CORRESPONDENCE

DATE: DECEMBER 22,2005 (REQUEST FOR TIME EXTENSION)

TO: PLANNING DEPARTMENT: RANDALL ADAMS

FROM: SANTA CRUZ COUNTY SANITATION DISTRICT

SUBJECT: CONDITIONS OF SERVICE FOR THE FOLLOWING PROPOSED DEVELOPMENT

APN: 038-081-35 APPLICATION NO.: 03-0465

PARCEL ADDRESS: VACANT PROPERTY (NORTHWEST CORNER, INTERSECTION OF STATE PARK DRIVE AND CANTERBURY ROAD)
PROJECT DESCRIPTION: CONSTRUCT CHURCH AND ESTABLISH MASTER OCCUPANCE PERMIT FOR MAXIMUM 50 STUDENT PRIVATE SCHOOL :4 ANNUAL OVERNIGHT RETREATS FOR 30 PEOPLE, PARTICIPATION IN SHELTER OR LIKE PROGRAM, USE OF FACILITY BY SCHOOLS AND COMMUNITY NON-PROFITS, A PERMANENT CARETAKER'S STUDIO UNIT **AND** INSTALL TEMPORARY MOBILE HOME (TO BE REMOVED FROM SITE. AT PROJECT COMPLETION)

This notice is effective for one year from the issuance date to allow rhe 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 availability letter must be obtained by the applicant. Once a tentative map is approved this letter shall apply until the tentative map approval expires.

•A complete engineered sewer plan, addressing all issues required by District staff and meeting County "Design Criteria" standards (unless a variance is allowed), is required. District approval of the subject discretionary pennit is withheld until the plan meets all requirements. The following items need to be shown on the plans (all changes to the plans shall be highlighted):

Proposed location of all on-site sewer lateral(s), clean-out(s), and connections(s) to existing public sewer must be shown on the plot plan. Also to be included are the church, permanent caretaker's unit and temporary mobile home laterals. Finish floor elevarions for all three structures shall he included along with sewer lateral invert stubout elevation, public sewer manholes, and a profile of laterals to connection at church structure, temporary mobile home and permanent caretaker's unit shall be included for determination of backflow prevention device requirements and any special provisions per SS-I 1 that shall be shown on the plans.

Once approved, neither the discretionary permit nor sewer system shall be amended without review by the District. **All** amendments to Permit No. 03-0465 that make changes to sewer system shall require review and approval of the Sanitation District.

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•Sanitation District Food Service Facility Operations/Commercial Kitchen Requirements for the Master Plan that shall become a part of the pennit conditions are:

- All food service operations in the County of Santa Cruz are required to have a minimum 70lb interior grease interceptor. Plans received on December 13, 2005 indicate a grease waste line, but do not illustrate a grease illustrate a grease interceptor. Plans must illustrate the size and location of the grease interceptor prior to approval.
- All sinks and floor drains must be routed through a grease interceptor with the exception of hand washing sinks and bathroom drains.
- Floor drains must be installed with screens that prevent solids from blocking the facility's pipes and from entering the sanitary sewer.
- **A** dishwasher is not permitted unless a minimum exterior 350-gallon grease interceptor is installed.
- All grease interceptors will meet the Santa Cruz County Design Criteria. Grease trap sizing specifications are detailed in the design criteria. (see attached).
- If connecting to an existing interceptor, the District must be allowed to inspect and verify that it is in proper working condition and is properly sized for the facility. Upon approval by the District, the new facility will be allowed to connect to the existing interceptor.

The Sanitation District must be allowed to review plans for the grease interceptor(s) and to inspect the installation. Any questions regarding these criteria should be directed to the Santa Cruz County Sanitation District Environmental Compliance Section (831) 462 *5362.*

Water use data (actual or projected), and other information as may be required for this project, must be submitted to the District for review and use in fee determination and waste pretreatment requirements before sewer connection permits can be approved.

Attach an approved (signed by the District) copy ofthe sewer system plan to the building permit submittal.

Diane Romeo
Sanitation Engineering

Environmeniai**Review Inital Study**
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APPLICATION 03-0465

DR/dr

c: Applicant:
Anne Baker
210 Mission Street
Santa Cruz, **CA** 98060

Property Owner:
Saint John the Baptist Episcopal Church
216 Oakland Avenue
Capitola, **CA** 95010

Engineer/Architect:
Warren Callister & Associates
2.581 Topaz Drive
Novato, **CA** 94945

TJKM
Transportation Consultants

Pleasanton
5960 Inglewood Dr., Suite 100
Pleasanton, CA 94588.8535
925.463.0611
925.463.3690 fax

Sacramento
980 9th St., 16th Floor
Sacramento, CA 95814-2736
916.449.9095

Santa Rosa
141 Stony Cir., Suite 280
Santa Rosa, CA 95401-4110
707.575.5800
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Fresno
516 W Shaw Ave., Suite 200
Fresno, CA 93704-2515
559.325.7530
559.221.4940 fax

tjkm@tjkm.com
www.tjkm.com

MEMORANDUM

November 4,2005

To: Jack Sohnakoff, Santa Cruz County DPW
Via e-mail only: dpw140@co.santa-cruz.ca.us
(4 page Word file)

Project No.: 159-058

From: Gordon Lum

Jurisdiction: Santa Cruz County

Subject: Additional Traffic Analysis for Proposed St. John's the Baptist Church

Introduction

In response to your request, this memo provides the following:

- **A** qualitative analysis indicating why the school is not expected to impact intersection LOS
- Evaluation whether or not the proposed on-site parking is expected to meet demand.
- Discussion regarding "worse LOS" versus overall LOS at State Park Drive/Sea Ridge Road
- Evaluation of two measures to reduce delays for the eastbound left-turn movement from Sea Ridge Road

Traffic Impact of Proposed School

Based on results presented in TJKM's Administrative Drat? Traffic Study for the St. John's the Baptist Church (Church) dated March 13,2003, State Park Drive/Sea Ridge Road is the study intersection with the worse level of service (LOS). **A** closer look at the a.m. and p.m. peak period turning movement counts for this intersection indicates that the peak hours on Wednesday, November 6,2002 were between 7:30-8:30 a.m. and 4:45-5:45 p.m. The Church proposes a school (with approximately 50 students and five staff) that would operate between 9:00 a.m. and 4:00 p.m. on weekdays. Given the proposed times of operation and the very low trip generation expected for the school between 8:15-8:30 a.m. and 4:45-5:00 p.m., the school is not expected to significantly worsen the peak hour level of service at State Park Drive/Sea Ridge or any of the other six study intersections.

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Parking Demand and **Supply**

Based on attendance estimates dated 10115104,250 attendees (i.e., regular parishioners and the general public) may attend the Easter Sunday Worship Service at 9:00 a.m. Assuming 10 percent of the attendees walk, bike or take transit, would result in approximately 225 attendees that arrive in a vehicle that is parked nearby.

Based on a driveway counts conducted by TJKM at another family oriented (Cedar Grove Community) church in Livermore in March 2004, the average occupancy rate (AOR) rate of 2.13 passengers (adults and children) per vehicle was calculated for typical attendees (not Church staff or helpers who may stay for two services). This AOR is a lower rate than the 3.0 AOR assumed in the 10/15/04 document for people attending the worship service. Averaging these two rates would resulr in an AOR of approximately 2.57(= (2.13+3)/2). Applying this AOR of 2.57 to 225 attendees would result in a peak parking demand of approximately 88 vehicles (=225/2.57).

From the architect's letter dared 6/30/04, it appears that the maximum parking capacity of the proposed church will be approximately 85 stalls (=73 permanent stalls + 12 temporary stalls on a basketball court). Based on the assumptions presented above, 85 stalls will be close to meeting the peak demand on Easter Sunday. If not, the Church should consider one or more of the following measures:

- Increase parking supply (perhaps through "valet parking" similar *to* what has been used at First Baptist Church in Castro Valley).
- Strongly encourage carpooling.
- Recommend regular parishioners attend the second Easter Service scheduled at 11:00 (and estimated to have 150 attendees rather than 250 attendees).
- Arrange to have a shuttle service toifrom a nearby parking lot.

"Worse LOS" versus **Overall** Intersection **LOS**

Consistent with the 2000 Highway Capacity Manual methodology, the results presented in the March 13,2003 Traffic Study indicate only the minor movement level of service (LOS) for the following STOP controlled study intersections: 1) State Park Drive/Sea Ridge Road and *2)* McGregor Drive/Sea Ridge Drive. However, the printout from Synchro Software (included in the Appendices of the 3/13/03 Study) does provide an overall intersection level of service based on the Intersection Capacity Utilization (ICU) methodology, which essentially provides a volume to capacity ratio. The intersection LOS provides an indication of how well the all approaches together are operating, and not just the highest delay experienced by a minor movement. Table I presents the overall LOS for State Park Drive/Sea Ridge Road and McGregor Drive/Sea Ridge Drive under the four study scenarios.

The results presented in Table I indicates that although the eastbound left-turn movement on Sea Ridge Road at State Park Drive is expected to continue to operate at LOS F, the intersection as a whole *is* expected to operate at LOS C or better.

TABLE I: INTERSECTION LEVELS OF SERVICE

Intersection	Control	A.M. Peak Hour		P.M. Peak Hour	
		Delay/Veh (secs)	LOS	Delay/Veh (secs)	LOS
Existing Conditions					
State Park Dr/Sea Ridge Rd	STOP* on Sea Ridge	60.2%	B	46.1%	A
- EB Sea Ridge Rd LT		(120+)	(F)	(28.4)	(D)
McGregor Dr/Sea Ridge Rd	STOP* on McGregor	42.0%	A	32.5%	A
- SB McGregor Dr Approach		(12.0)	(B)	(12.6)	(B)
Background plus Adjacent Pending Conditons (assumes Mikkelsen Court is a through street)					
State Park Dr/Sea Ridge Rd	STOP* on Sea Ridge	54.9%	A	61.2%	B
- EB Sea Ridge Rd LT		(120+)	(F)	(70.6)	(F)
McGregor Dr/Sea Ridge Rd	STOP* on McGregor	43.9%	A	39.6%	A
- SB McGregor Dr Approach		(12.7)	(B)	(15.7)	(C)
Background plus Project plus Adjacent Pending Conditons (assumes Mikkelsen is a through street)					
State Park Dr/Sea Ridge Rd	STOP* on Sea Ridge	65.3%	B	57.5%	A
- EB Sea Ridge Rd LT		(120+)	(F)	(90.3)	(F)
McGregor Dr/Sea Ridge Rd	STOP* on McGregor	46.6%	A	42.4%	A
- SB McGregor Dr Approach		(13.0)	(B)	(16.8)	(C)
Cumulative plus Project plus Adjacent Pending Conditons (assumes Mikkelsen is a through street)					
State Park Dr/Sea Ridge Rd	STOP* on Sea Ridge	76.2%	C	66.1%	B
- E3 Sea Ridge Rd LT		(120+)	(F)	(120+)	(F)
McGregor Dr/Sea Ridge Rd	STOP* on McGregor	54.3%	A	48.0%	A
- SB McGregor Dr Approach		(14.7)	(B)	(21.6)	(C)

Note: LOS = Level of Service

*2000 HCM methodology does not report the overall intersection delay for one-way STOP intersections
XX.X% =Overall Intersection Capacity Utilization (ICU) as presented in Synchro Software
X =Overall intersection level of service based on ICU method
(X.X) = Average delay for minor approach in seconds per vehicle, reported for one-way STOP intersections
(X) = Level of service for minor approach, reported for one-way STOP intersections

Possible Mitigation Measures at State Park Drive/Sea Ridge Road

Although the State Park Drive/Sea Ridge Road intersection is expected to operate at LOS C or better (based on the ICU method), the intersection is expected to meet the Caltrans peak hour warrant starting with the p.m. peak hour under the Background plus Project plus Adjacent Pending Conditions. Signalization is the *best* method to create gaps for the eastbound left-turn movement on Sea Ridge Road at State Park Drive that currently operates unacceptably at LOS F during the a.m. peak hour even without the project.

Apart from signalization, the following measures were considered to reduce delays for the eastbound left-tum movement:

- "Refuge lane" on State Park Drive
- Southbound right-tum lane on State Park Drive

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However, these two measures would not adequately provide the gaps (in State Park Drive traffic) necessary to substantially improve the LOS F currently experienced by the drivers attempting a left-tum from eastbound Sea Ridge Road at State Park Drive during the a.m. peak hour. Therefore, signalization of State Park Drive/Sea Ridge Road intersection is probably the best method to mitigate the LOS F for the eastbound left-turn movement. Our understanding is that the signalization of State Park Drive/Sea Ridge Road intersection is included in the County's Capital Improvement Program (CIP), with the installation expected *to* occur in approximately five years.

Environmental Review Inital Study
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Jurisdiction\santa cruz county\159-058 church\m110405 jack.doc

Deliberate Design + Architecture

480 Gate 5 Road
Industrial Center Building Studio 200
Sausalito, CA 94965

415 332 1300

www.deliberate-design.net

6 June 04

St John the Baptist proposed activities, hours of operation and parking demands

The following data can be used to obtain a basic understanding of the hours of operotion and projected uses of the proposed facility when it has reached its ultimate anticipated membership and that Phase III of the project's construction has been completed. It also con be used to predict parking demands by these various user. Of the many possible use scenarios, we chore to graph the days of the week and days of the year where it is anticipated the most demands will he mode of the facility and its parking lot. Additional informution con be obtained from the data following the graphs and the traffic study already submitted to the County of Santa Cruz for this project. It should be noted that since the traffic study has been completed and submitted, the proposed vehicular access to the site has been relocated frnm its direct engagement of McGregor Drive to a direct engagement ot the adjacent Canterbury Road (Mikkelson Drive). This change allows for a pedestrian loading / unloading area outside of ine parking lot and so will diminish traffic flow within the parking lot, and this change will also reduce the traffic impart on McGregor Drive.

The car/person ratios in this study were obtained by a survey of the current church body at their present facility and ore rather conservatively projected on this proposed facility. With the proposed adjacent Metro bus stop, proposed adjacent housing, existing adjacent housing and proposed church operated shuttle, the car/person rotio will most certainly be lower than is assumed here. The proposed parking ior has 73 permanent parking stalls, with the possibility of 10+ more temporary stalls on the paved basketball court giving o max. capacity of about 83-85 parking places.

The remainder of the dato contained herein shows all the projected uses and times of use for each of the three phases of the facility. The exact duration of each phase is still relatively uncertain oiid will depend on the needs ond financial abilities ef the church.

Barry Peterson, Associate Architect

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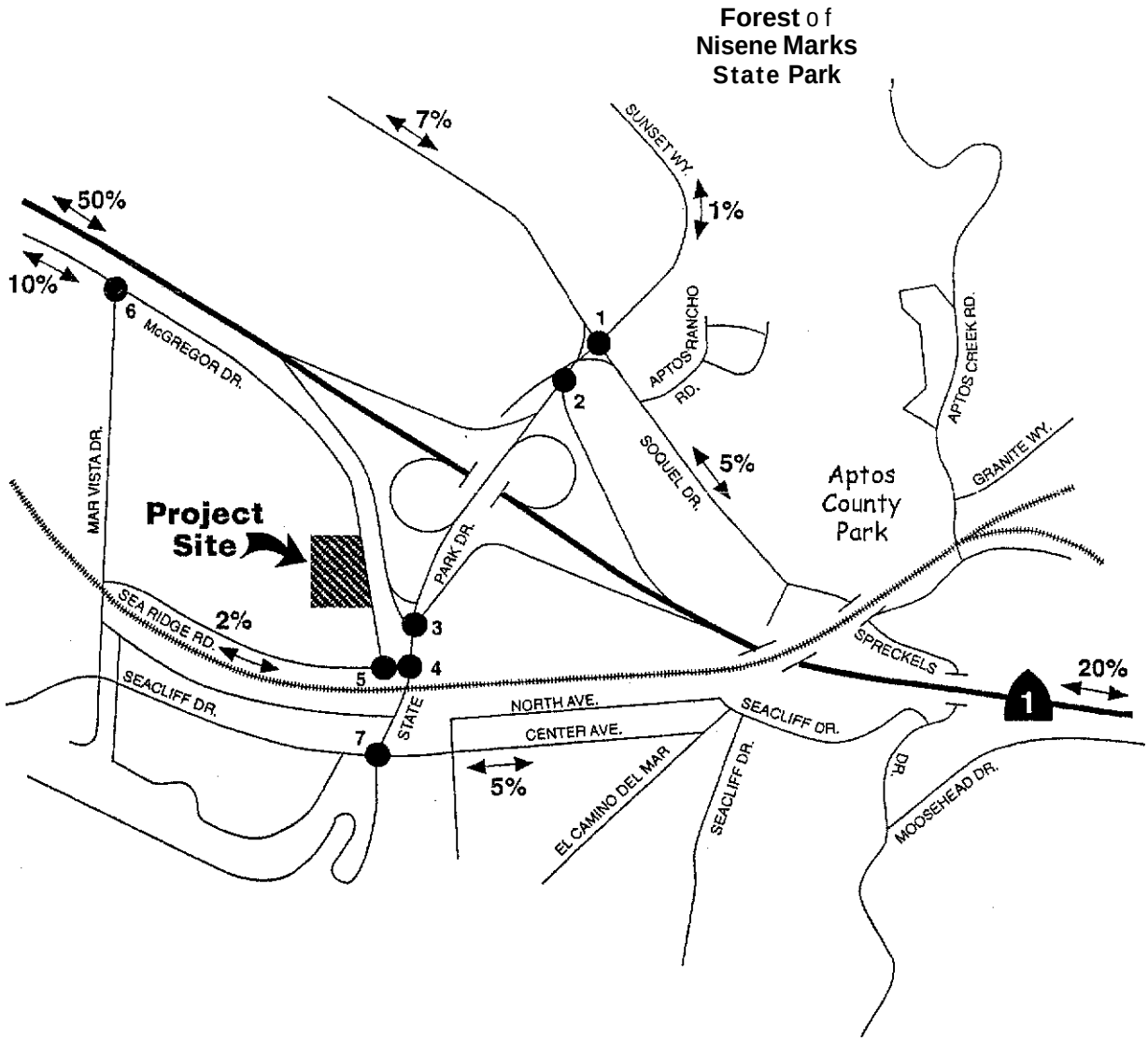

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APPLICATION 03-06s

LEGEND

● Study Intersection

North
Not M Scale

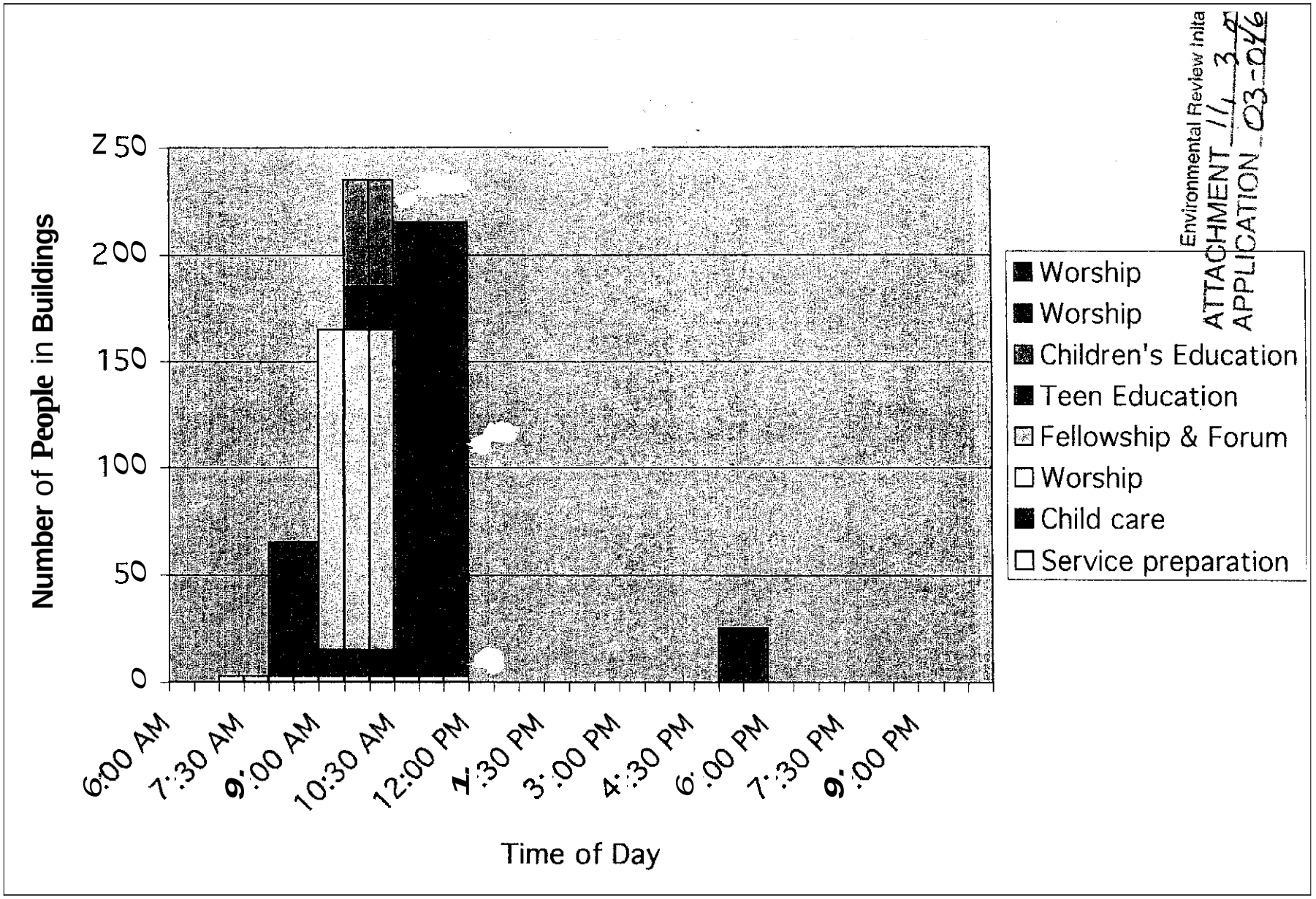
Santa Cruz County
Church of St. John the Baptist

Trip Distribution Assumptions for Church Component

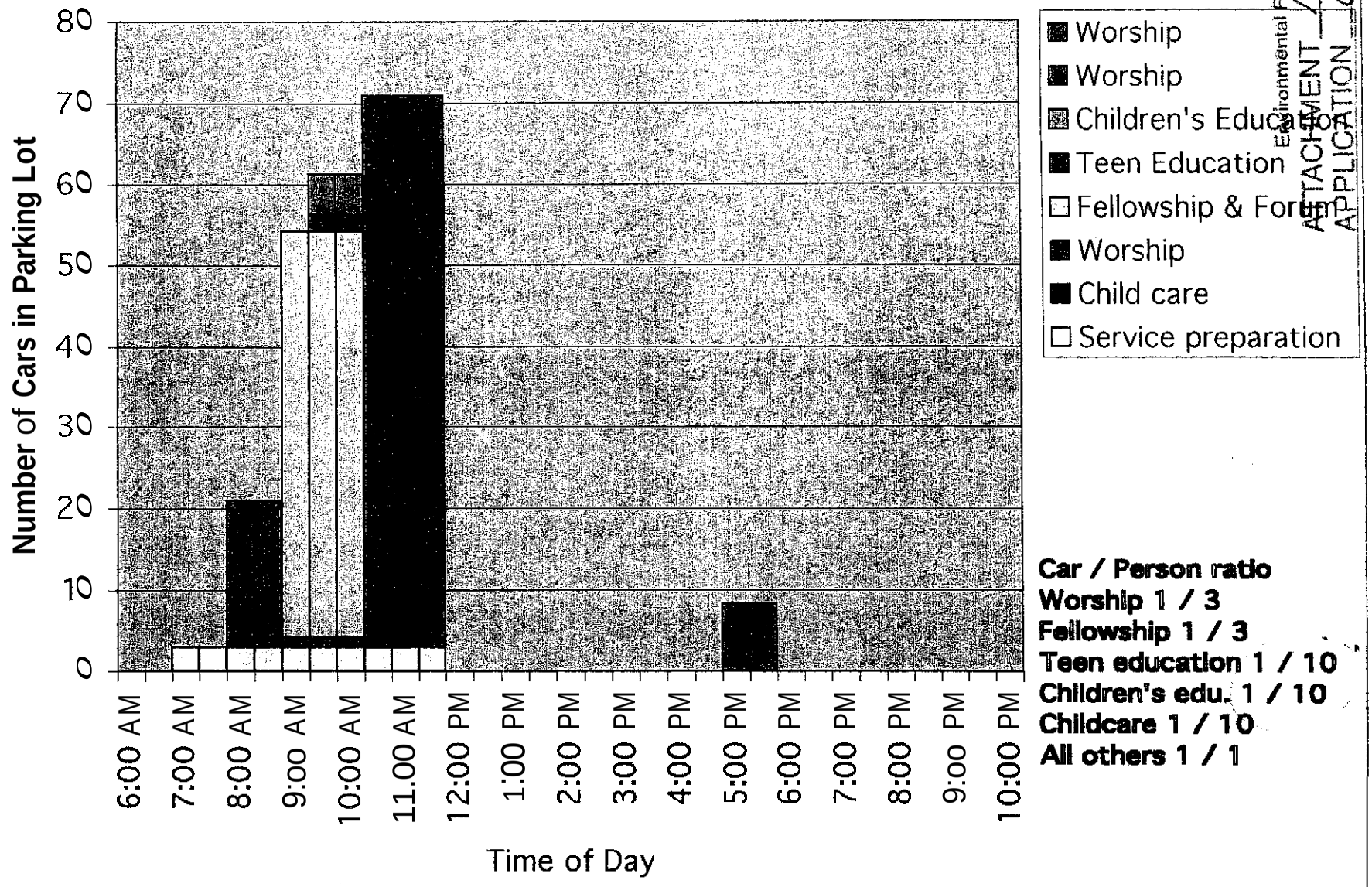
Figure 6

TJKM

159-058 - 12/02 - PL



St. John Parking Lot Use: SUNDAY



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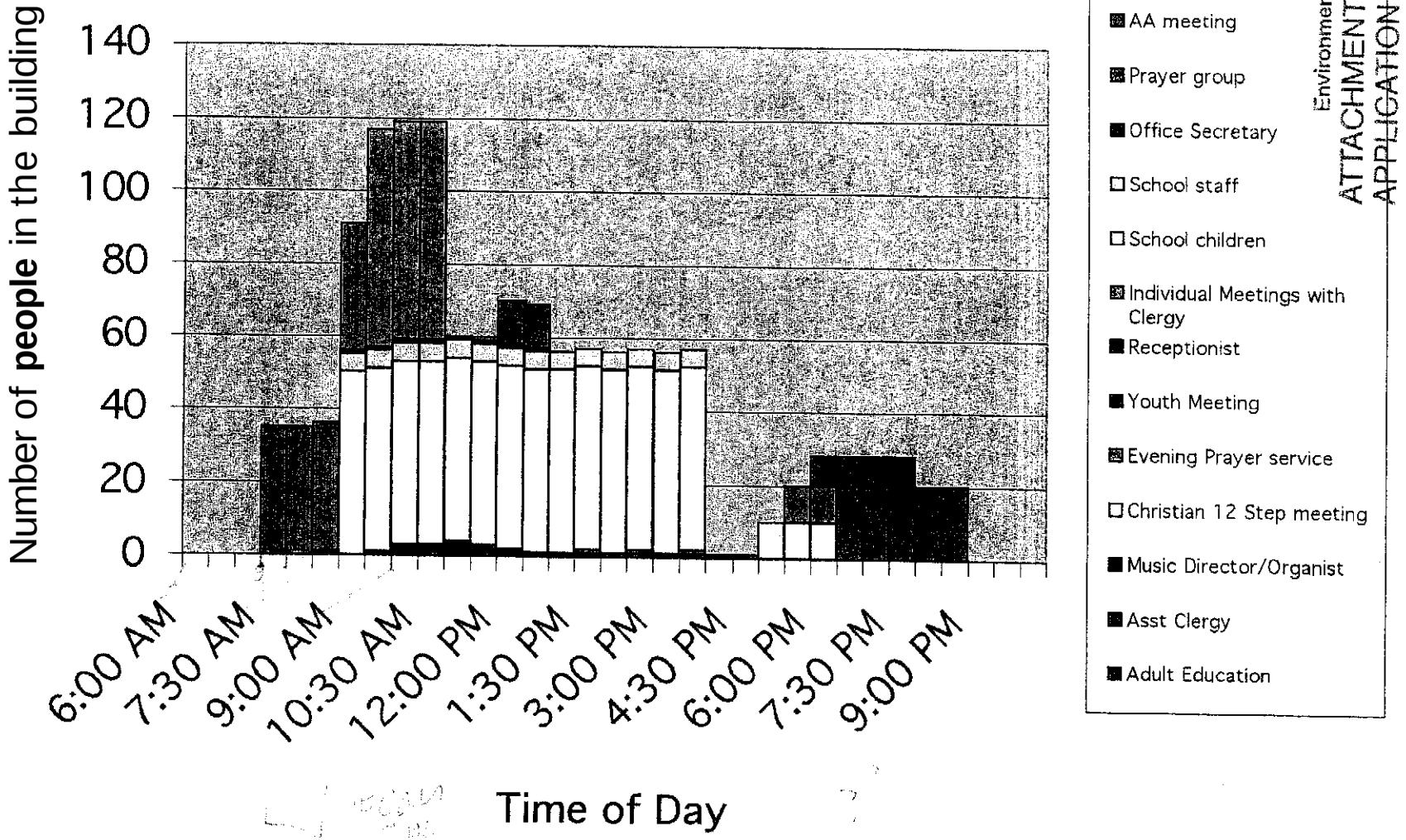
St. John Building Use: MONDAY



Environmental Review Initial Study
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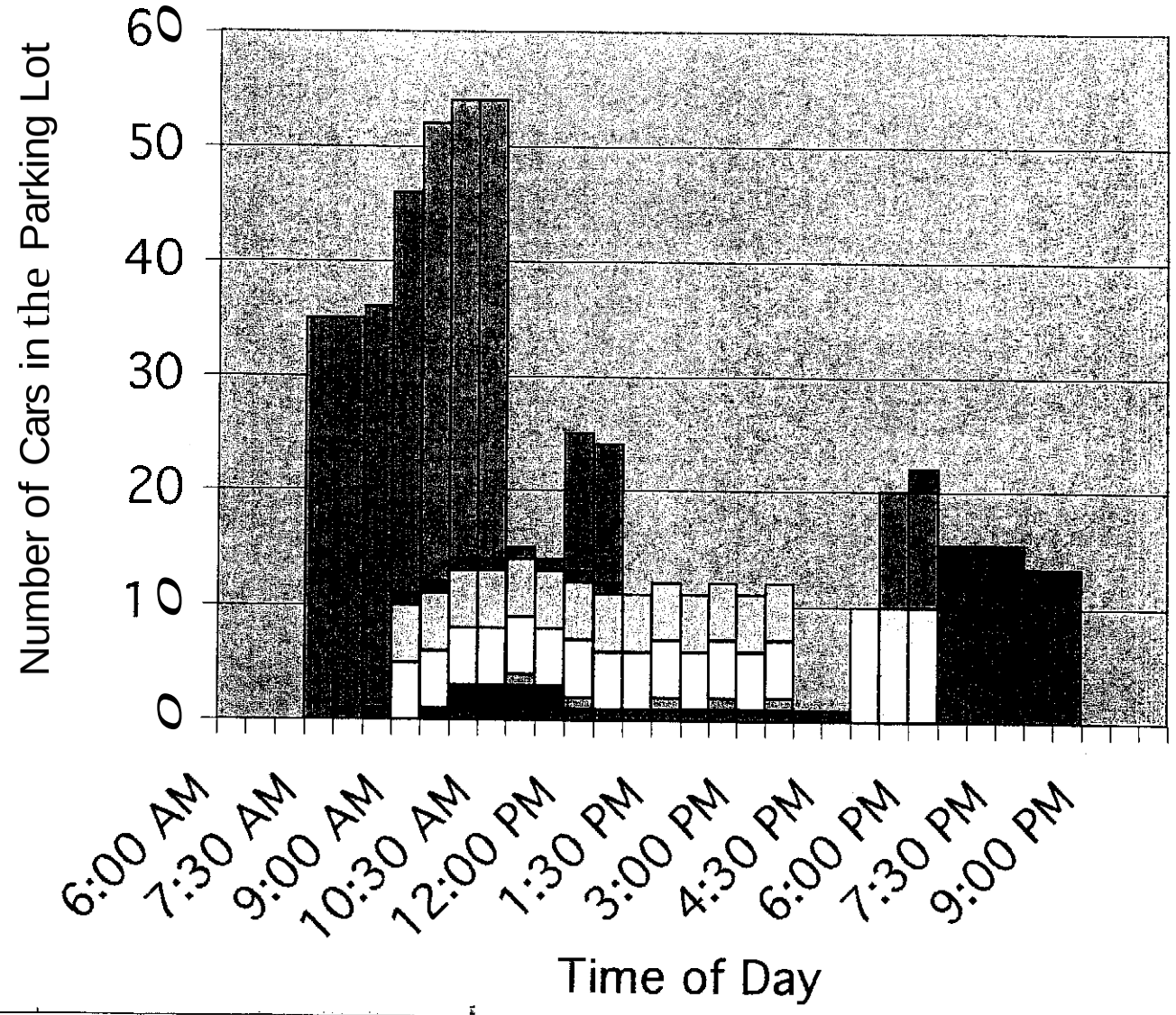
St. John Parking Use: MONDAY



Car / Person ratio
Adult education 1 /1.5
Al-Anon 1 /1.5
Youth meeting 1 / 4
School children 1 / 10
All others 1 / 1

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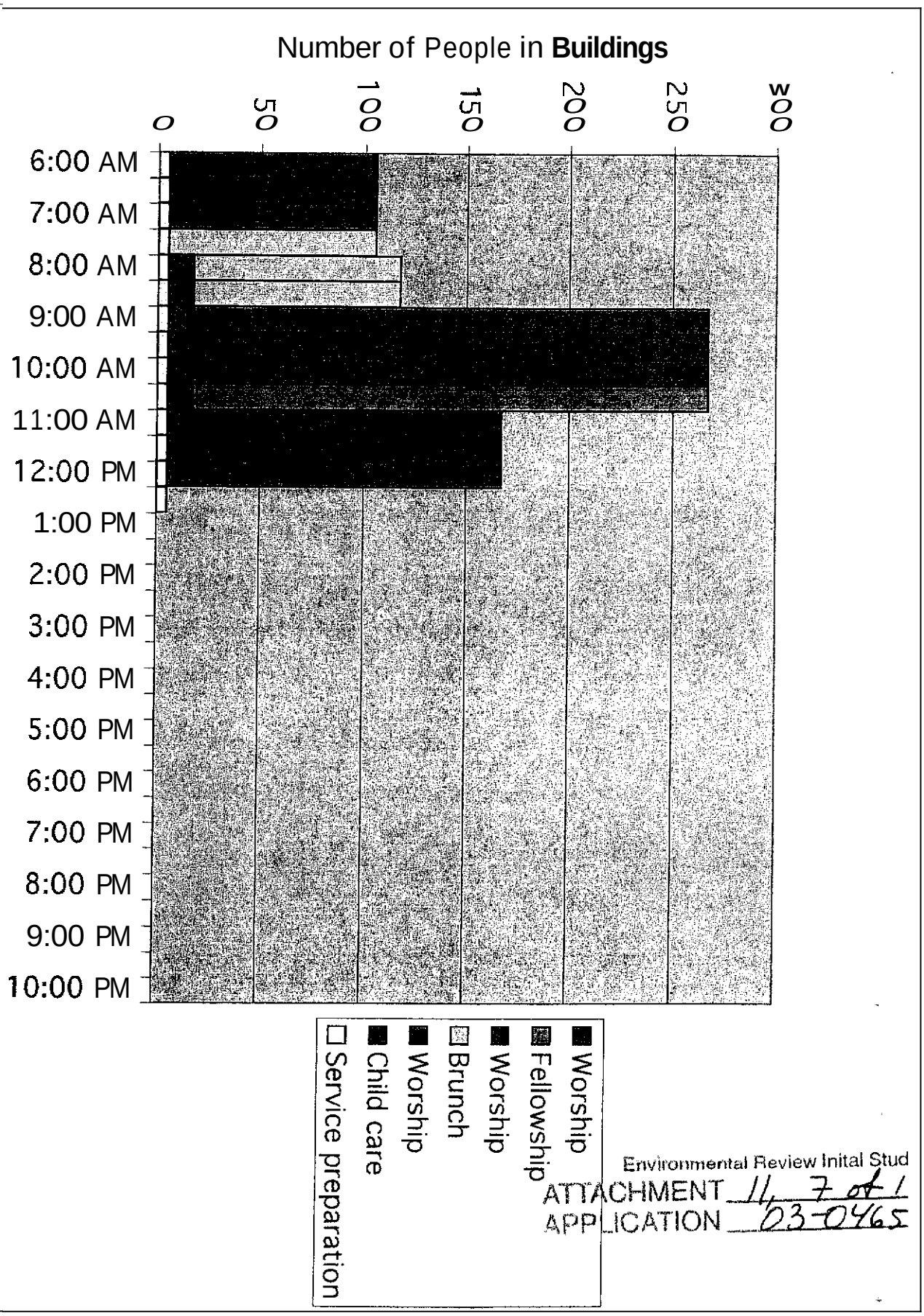
Anne Baker



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Canterbury Site Building Committee

6/12/04

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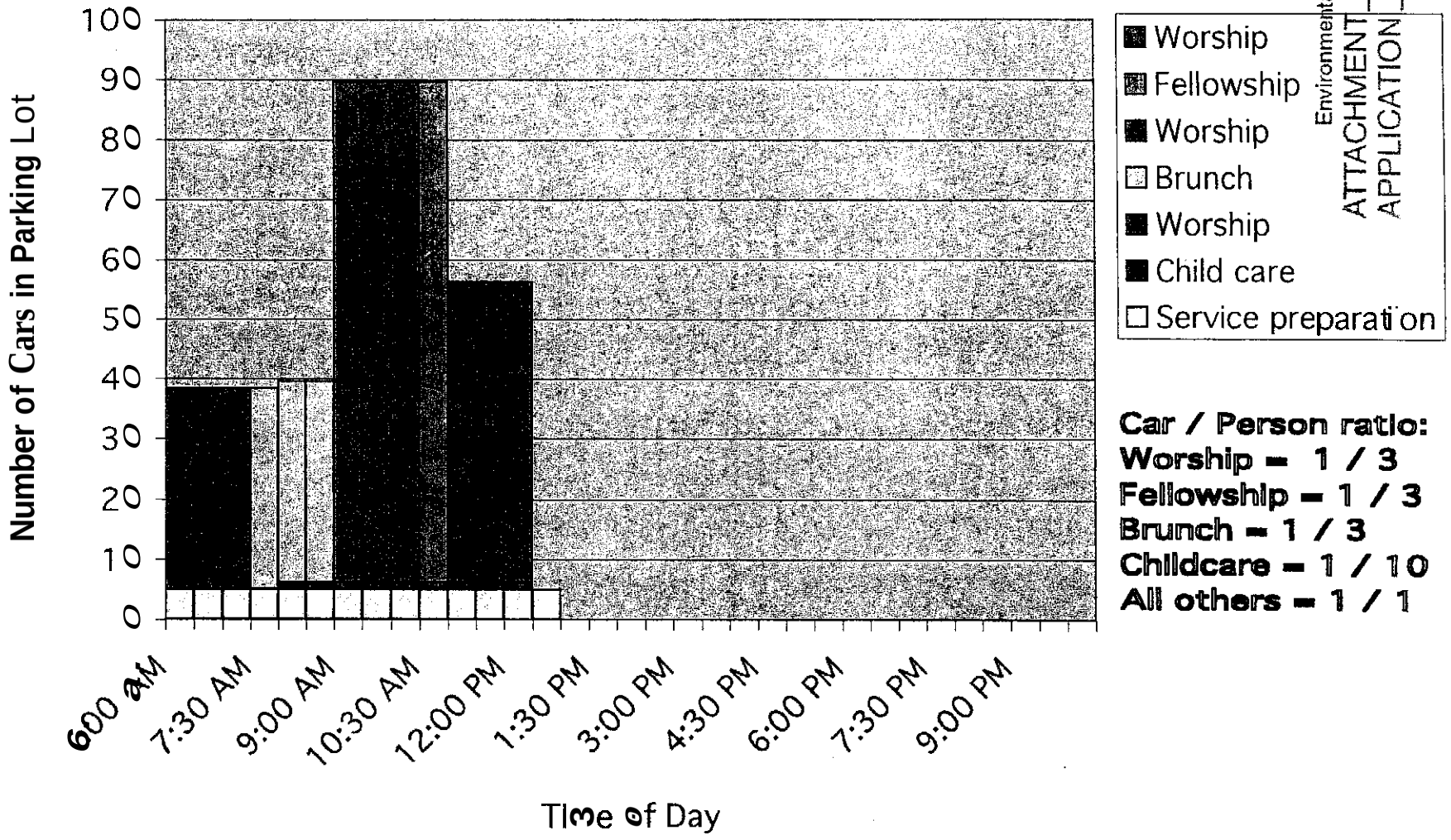
St. John Parking Lot Use: EASTER SUNDAY



St. John the Baptist, Episcopal Church — Capitola, California

	Who		Event or Staff title	Arrival	Depart.	Duration	Final Location	Phase 2 Location	Phase 1 Location	Example
Monday										
	Community	35	AA meeting	7:30 AM	9:00 AM	:3: 0	Hall (AB)	Hall (A)	<<<<<<<<<<	
	Staff	1	Office Secretary	8:30 AM	1:00 PM	:3: 0	Office	Office	Library	
	Community	50	School children	9:00 AM	4:00 PM	:0: 0	Classrooms	<<<<<<<<<<	<<<<<<<<<<	
	Community	5	School staff	9:00 AM	4:00 PM	:0: 0	Classrooms	<<<<<<<<<<	<<<<<<<<<<	
	Staff	1	Receptionist	9:30 AM	12:00 PM	:3: 0	Office	Office	<<<<<<<<<<	
	Community	50	Al-Anon	9:30 AM	11:00 AM	:3: 0	Hall (AB)	Hall (A)	Hall (A)	
	Staff	1	Asst Clergy	10:00 AM	3:00 PM	:0: 0	Office	Office	Music room	
	Parish./Comm.	5	Individual Meetings with Clergy	various	various	:0: 0	Office	Office	Vesting	
	Staff	1	Music Director/Organist	10:00 AM	12:00 PM	:0: 0	Office	Office	Music room	
	Parishioner	2	Prayer group	12:00 PM	1:00 PM	:0: 0	Library	Library	Hall (D)	
	Community	0	Christian 12 Step meeting	5:00 PM	6:30 PM	:3: 0	Hall (A)	Hall (A)	Hall (A)	
	Parishioner		Evening Prayer service	5:30 PM	6:15 PM	:4: 5	Chapel	Chapel	Chapel	
	Parish./Comm.		Youth Meeting	6:00 PM	8:00 PM	:0: 0	Youth room	Youth room	<<<<<<<<<<	band practice
	Parishioner		Adult Education	6:45 PM	9:00 PM	:1: 5	Library	Library	Hall (A)	EFM
Tuesday										
	Community	35	AA meeting	7:30 AM	9:00 AM	130	Hall (A & B)	Hall (A)	<<<<<<<<<<	
	Staff	1	Office Secretary	8:30 AM	1:00 PM	430	Office	Office	Library	
	Community	50	School children	9:00 AM	4:00 PM	700	Classrooms	<<<<<<<<<<	<<<<<<<<<<	
	Community	5	School staff	9:00 AM	4:00 PM	700	Classrooms	<<<<<<<<<<	<<<<<<<<<<	
	Staff	2	Collection counters	9:30 AM	1:00 PM	330	Office	Office	Sacristy	
	Staff	1	Receptionist	9:30 AM	12:00 PM	230	Office	Office	<<<<<<<<<<	
	Staff	1	Bookkeeper	10:00 AM	2:00 PM	400	Office	Office	Library	
	Staff	1	Asst Clergy	10:00 AM	3:00 PM	500	Office	Office	Music room	
	Staff	1	Treasurer	12:00 PM	2:00 PM	200	Office	Office	Library	
	Staff	1	Youth Minister	1:00 PM	7:00 PM	600	Office	Office	<<<<<<<<<<	
	Parish./Comm.	10	Individual Meetings with Clergy	various	various	100	Office	Office	Vesting	
	Community	8	Children's Music	3:30 PM	5:00 PM	130	Hall (A)	Hall (A)	Hall (A)	
	Staff	1	Choir Director	3:30 PM	7:30 PM	400	Office	Office	Music room	
	Parishioner	25	Adult Choir	5:30 PM	7:00 PM	130	Sanctuary	Chapel	Chapel	
	Parishioner	0	Evening Prayer/bible study	5:30 PM	6:15 PM	045	Chapel	Library	Hall (D)	
	Parish./Comm.	8	Youth Meeting	6:00 PM	8:00 PM	200	Youth room	Youth room	<<<<<<<<<<	band practice
	Parishioner	6	Committee meeting	7:00 PM	9:00 PM	200	Library	Library	Hall (A)	

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Wednesday

Community	35	AA meeting	7:30 AM	9:00 AM	1:30	Hall (A & B)	Hall (A)	<<<<<<<<<	
Staff	1	Office Secretary	8:30 AM	1:00 PM	4:30	Office	Office	Library	
Staff	1	Rector	9:00 AM	3:00 PM	6:00	Office	Office	Vesting	
Community	50	School children	9:00 AM	4:00 PM	7:00	Classrooms	<<<<<<<<<	<<<<<<<<<	
Community	5	School staff	9:00 AM	4:00 PM	7:00	Classrooms	<<<<<<<<<	<<<<<<<<<	
Staff	1	Receptionist	9:30 AM	12:00 PM	2:30	Office	Office	<<<<<<<<<	
Staff	1	Asst Clergy	10:00 AM	3:00 PM	5:00	Office	Office	Music room	
Parish./Comm.	15	Individual Meetings with Cle y	various	various	1:00	Office	Office	Vesting	
Parishioner	15	Worship	11:00 AM	12:00 PM	1:00	Chapel	Chapel	Chapel	
Staff	1	Check signer	11:45 AM	12:15 PM	0:30	Office	Office	Library	
Staff	1	Youth Minister	1:00 PM	7:00 PM	6:00	Office	Office	<<<<<<<<<	
Parishioner	20	Committee meeting	3:30 PM	5:00 PM	1:30	Library	Library	Hall (A)	Globalization/
Parishioner	15	Evening Prayer/Healing service	5:30 PM	6:15 PM	0:45	Chapel	Chapel	Chapel	
Community	25	AA SIS	5:30 PM	7:00 PM	1:30	Hall (A & B)	Hall (A & B)	Hall (A)	
Parish./Comm.	8	Youth Meeting	6:00 PM	8:00 PM	2:00	Youth room	Youth room	<<<<<<<<<	band practice
Parishioner	16	Committee meeting	7:00 PM	9:00 PM	2:00	Library	Library	Hall (D)	

Thursday

Community	35	AA meeting	7:30 AM	9:00 AM	1:30	Hall (A & B)	Hall (A)	<<<<<<<<<	
Staff	1	Office Secretary	8:30 AM	1:00 PM	4:30	Office	Office	Library	
Staff	1	Rector	9:00 AM	3:00 PM	6:00	Office	Office	Vesting	
Community	50	School children	9:00 AM	4:00 PM	7:00	Classrooms	<<<<<<<<<	<<<<<<<<<	
Community	5	School staff	9:00 AM	4:00 PM	7:00	Classrooms	<<<<<<<<<	<<<<<<<<<	
Staff	1	Receptionist	9:30 AM	12:00 PM	2:30	Office	Office	<<<<<<<<<	
Staff	1	Bookkeeper	10:00 AM	2:00 PM	4:00	Office	Office	Library	
Staff	1	Asst Clergy	10:00 AM	3:00 PM	5:00	Office	Office	Music room	
Parish./Comm.	10	Individual Meetings with Clergy	various	various	1:00	Office	Office	Vesting	
Staff	1	Treasurer	12:00 PM	2:00 PM	2:00	Office	Office	Library	
Staff	2	bulletin printing	2:00 PM	4:00 PM	2:00	Office	Office	Library	
Parishioner	10	Evening Prayer service	5:30 PM	6:15 PM	0:45	Chapel	Chapel	Chapel	
Parish./Comm.	8	Youth Meeting	6:00 PM	8:00 PM	2:00	Youth room	Youth room	<<<<<<<<<	band practice
Parishioner	14	Committee meeting	7:00 PM	9:00 PM	2:00	Library	Library	Hall (A)	Vestry, Canter
Parishioner	16	Committee meeting	7:00 PM	9:00 PM	2:00	Hall (A)	Hall (D)	<<<<<<<<<	

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Friday									
Parishioner	12	Planning meeting	7:00 AM	9:00 AM	2:00	Library	Library	Hall (D)	Worship Comm
Community	35	AA meeting	7:30 AM	9:00 AM	1:30	Hall (A & B)	Hall (A)	<<<<<<<<<<	
Staff	1	Office Secretary	9:00 AM	1:00 PM	4:00	Office	Office	Library	
Staff	1	Rector	9:00 AM	3:00 PM	6:00	Office	Office	Vesting	
Community	50	School children	9:00 AM	4:00 PM	7:00	Classrooms	<<<<<<<<<<	<<<<<<<<<<	
Community	5	School staff	9:00 AM	4:00 PM	7:00	Classrooms	<<<<<<<<<<	<<<<<<<<<<	
Volunteer	3	Bulletin Folders	9:15 AM	12:00 PM	2:45	Office	Office	Hall (D)	
Staff	1	Receptionist	9:30 AM	12:00 PM	2:30	Office	Office	<<<<<<<<<<	
Staff	1	Asst Clergy	10:00 AM	3:00 PM	5:00	Office	Office	Music room	
Staff	1	Youth Minister	1:00 PM	7:00 PM	6:00	Office	Office	<<<<<<<<<<	
Parish./Comm.	8	Youth Meeting	6:00 PM	8:00 PM	2:00	Youth room	Youth room	<<<<<<<<<<	band practice
Parish./Comm.	15	Individual Meetings with Clergy	various	various	1:00	Office	Office	Vesting	counseling, Wa
Parishioner	10	Evening Prayer service	5:30 PM	6:15 PM	0:45	Chapel	Chapel	Chapel	
Saturday									
Parishioner	10	Church preparation & training	9:00 AM	10:30 AM	1:30	Sanc./Sacri.	Sacri./Hall	Sacri./Hall	
Parishioner	25	Choir practice (alternate weeks)	8:30 AM	10:00 AM	1:30	Sanctuary	Chapel	Chapel	
Volunteer	5	Altar Guild	9:00 AM	11:00 AM	2:00	Sacristy	Sacristy	Sacristy	
Parishioner	16	Committee meeting	9:00 AM	11:00 AM	2:00	Library	Library	Hall (A)	
Parishioner	16	Committee meeting	11:00 AM	12:30 PM	1:30	Library	Library	Hall (A)	
Sunday									
Staff	3	Service preparation	7:00 AM	12:00 PM	5:00	Sanctuary	Office	Vesting	
Parishioner	50	Worship	8:00 AM	9:00 AM	1:00	Sanctuary	Hall (ABCD)	Hall (ABCD)	
Parishioner	150	Fellowship & Forum	9:00 AM	10:30 AM	1:30	Hall (ABCD)	Hall (ABCD)	Hall (ABCD)	
Parishioner	200	Worship	10:30 AM	12:00 PM	1:30	Sanctuary	Hall (ABCD)	Hall (ABCD)	
Parishioner	50	Children's Education	9:30 AM	10:30 AM	1:00	Classrooms	Classrooms	Youth room	
Parishioner	25	Worship	5:00 PM	6:00 PM	1:00	Sanctuary	Chapel	Chapel	
Parishioner	12	Child care	8:00 AM	12:00 PM	4:00	Nursery	Nursery	Classroom A	
Parishioner	20	Teen Education	9:30 AM	10:30 AM	1:00	Youth room	Youth room	Music room	
Weekly									
Community	15	Interfaith Satellite Shelter	5:00 PM	7:00 AM	14:00	Hall (A)	<<<<<<<<<<	<<<<<<<<<<	
Monthly									
Volunteer	10	Newsletter mailing preparation	11:00 AM	2:00 PM	3:00	Office	Office	Hall (D)	
Parishioner	12	Library Committee	9:00 AM	10:30 AM	1:30	Library	Library	Hall (D)	
Community	25	Meeting (Friday)	7:00 PM	9:00 PM	2:00	Hall (A & B)	Hall (A & B)	Hall (A & B)	
Volunteer	15	Maintenance (Saturday)	9:00 AM	12:00 PM	3:00	Whole Site	Whole Site	Whole Site	
Parishioner	35	Committee meeting (Saturday)	11:00 AM	12:30 PM	1:30	Hall (A & B)	Hall (A & B)	Hall (A & B)	

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Yearly

	Parishioner	20	Ash Wednesday worship	6:30 AM	8:00 AM	1:30	Sanctuary	Chapel	Chapel
	Parishioner	20	Ash Wednesday worship	11:00 AM	2:00 PM	3:00	Sanctuary	Chapel	Chapel
	Parishioner	80	Ash Wednesday worship	7:00 PM	8:00 PM	1:00	Sanctuary	Hall (ABCD)	Hall (ABCD)
	Parishioner	100	Maundy Thursday worship	7:00 PM	8:30 PM	1:30	Sanctuary	Hall (ABCD)	Hall (ABCD)
	Parishioner	75	Good Friday worship	12:00 PM	3:00 PM	3:00	Sanctuary	Hall (ABCD)	Hall (ABCD)
	Parishioner	50	Good Friday worship	7:00 PM	8:00 PM	1:00	Sanctuary	Hall (ABCD)	Hall (ABCD)
	Parishioner	100	Easter Sunday worship	6:00 AM	7:30 AM	1:30	Sanctuary	Hall (ABCD)	Hall (ABCD)
	Parish./Comm.	250	Easter Sunday worship	9:00 AM	10:30 AM	1:30	Sanctuary	Hall (ABCD)	Hall (ABCD)
	Parish./Comm.	150	Easter Sunday worship	11:00 AM	12:30 PM	1:30	Sanctuary	Hall (ABCD)	Hall (ABCD)
	Parishioner	50	Thanksgiving worship	10:00 AM	11:00 AM	1:00	Sanctuary	Chapel	Chapel
	Parish./Comm.	75	Thanksgiving dinner	11:00 AM	3:00 PM	4:00	Hall (ABCD)	Hall (ABCD)	Hall (ABCD)
	Parishioner	100	Advent evensong worship	5:00 PM	6:00 PM	1:00	Sanctuary	Hall (ABCD)	Hall (ABCD)
	Parish./Comm.	150	Christmas Eve worship	4:00 PM	5:30 PM	1:30	Sanctuary	Hall (ABCD)	Hall (ABCD)
	Parishioner	100	Christmas Eve worship	8:00 PM	9:30 PM	1:30	Sanctuary	Hall (ABCD)	Hall (ABCD)
	Parish./Comm.	200	Christmas Eve worship	11:00 PM	12:30 AM	1:30	Sanctuary	Hall (ABCD)	Hall (ABCD)
	Parishioner	60	Christmas Day worship	10:00 AM	11:00 AM	1:00	Sanctuary	Chapel	Chapel
4 per ye	Volunteer	25	Preparation for special events	9:00 AM	12:00 PM	3:00	Whole Site	Whole Site	Whole Site
4 per ye	Parish./Comm.	50	Retreat	weekend	overnight	48 hrs	Hall (ABCD)	<<<<<<<<<<	<<<<<<<<<<
4 per ye	Parishioner	150	Barbecue	weedend	afternoon	4 hrs	Lawn area	Lawn area	Lawn area
6 conse	Parishioner	60	Lenten study evenings	6:00 PM	9:00 PM	3:00	Hall (ABCD)	Hall (ABCD)	Hall (ABCD)
8 per ye	Community	50	Meeting (Sunday)	5:00 PM	6:30 PM	1:30	Hall (A & B)	Hall (A)	Hall (A)
9 per ye	Community	150	Concert	7:30 PM	9:00 PM	1:30	Sanctuary	Hall (ABCD)	Hall (ABCD)
15 per y	Parish./Comm.	100	Memorial Service	2:00 PM	3:00 PM	1:00	Sanctuary	Hall (ABCD)	Hall (ABCD)
15 per y	Parish./Comm.	50 to 200	Reception	10:00 AM	9:00 PM	~ 2:00	Hall (ABCD)	Hall (ABCD)	Hall (ABCD)
15 per y	Parish./Comm...	25	Wedding rehearsal (Friday)	6:00 PM	7:30 PM	1:30	Sanctuary	Hall (ABCD)	Hall (ABCD)
15 per y	Parish./Comm...	200	Wedding (Saturday)	10:00 AM	5:00 PM	~ 1:00	Sanctuary	Hall (ABCD)	Hall (ABCD)
8 per ye	Parish./Comm..	200	Wedding reception	11:00 AM	7:00 PM	~ 2:00	Hall (ABCD)	Hall (ABCD)	Hall (ABCD)

Notes:

Hall A: is the section of the Parish Hall closest to the café/kitchen, Hall D is the section closest to the Sacristy. Hall (ABCD) is all sections + chapel
Phase 1: includes the Parish Hall, Youth room, storage units, bathrooms, one classroom and one office
Phase 2: adds the office wing and the classroom wing
Final: adds the sanctuary, with the tall roof tower.
Staff: Person, paid or volunteer, who hold an organizational title
Volunteer: Person, unpaid, on site to perform a certain task
Parishioner: Person on the parish address list
Community: General public
<<<<<<<<<<: Not in this phase

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ENVIRONMENTAL NOISE STUDY
FOR
SAINT JOHN'S EPISCOPAL CHURCH

CSA Project No: 04-0112

Prepared for:

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15 June 2004

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1.0 Introduction

The purpose of this study is to evaluate potential increase to the existing noise environment associared with the construction of the St. John's Episcopal Churcli. The new church includes the main sanctuary. classrooms: a 78-car parking lot and outdoor basketball/volleyball court . This study quantifies the existing noise environment, predicts noise increase of the project based on future noise levels compares this noise with applicable city standards, and recommends noise reduction measures where appropriare.

2.0 Acoustical Criteria

Applicable criteria for this project are contained in the County of Santa Cruz Noise Element, adopted 1994. We will also discuss the likelihood of the project causing a significant noise impact, as per the California Environmental Quality Act,

2.1 Noise Element – County of Santa Cruz

The County of Santa Cruz has adopted this noise elemenr to achieve two primary goals. These goals are as follows:

Objective 6.9a "To promote land uses which are compatible with each other and with the existing and future noise environment. Prevent new noise sources from increasing the existing noise levels above acceptable standards and eliminate or reduce noise from existing or objectionable noise sources."

Objective 6.9b "To educate and assist the residents of Santa Cruz in the meaning and use of this noise element."

To achieve these goals, the Noise Element outlines several policies to be used in the design of new projects. The relevant noise element policies for St. John's Episcopal Church are listed below.

Policy 6.9.1 Land Use Compatibility Guidelines

Require new development *to* conform to the Land Use Compatibility Guidelines (Figure]). All new residential and noise sensitive land developments should conform to a noise exposure standard of 60dB L_{dn} (day/night average sound level) for outdoor use and 45 dB L_{dn} for indoor use. Appendix A has been included for those readers unfamiliar with the concepts of environmental acoustics.

Policy 6.9.2 Acoustical Studies

Require acoustical studies for all new projects, which may affect the existing noise level and may not conform to the Land Use Compatibility Guidelines in Figure 1.

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Hour)

Table 1 – Noise Measurements – Continuous (24 Hour)
A-weighted Noise Levels, dB

Site	Location	Date / Start Time	L_{dn} (dB)	Notes Notes
A	30 feet from centerline of McGregor Drive	29 March 2004/ 11:00 a.m.	70	12'-0" above grade

Site	Location	Date ! Start Time	L_{10}	L_{33}	L_{50}	L_{90}	L_{eq}	DNL*
B	150 feet from centerline of McGregor Drive	29 March 2004/ 11:15 a.m.	53	51	50	48	52	54
C	300 feet from centerline of McGregor Drive	29 March 2004/ 11:15 a.m.	50	47	47	45	48	50

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The project site and surrounding residences are exposed lo noise levels that range from L_{dn} 50 dB to L_{dn} 70 dB. According to the County's Land Use Compatibility Guidelines. this noise exposure is "normally acceptable." to "conditionally acceptable" for churches and residences.

4.0 Impacts **and** Mitigation Measures

The existing project and adjacent residences comply with the County's "conditionally acceptable" noise limits. The construction of a new church facility will contribute some additional noise to the existing noise conditions. The following sections discuss these new noise sources and the need to mitigate future noise levels at the project site and at adjacent residences.

4.1 Increased Traffic Noise **at** Neighboring Residences

Existing and future traffic volumes were obtained from TJKM Traffic Engineers. Roads that were analyzed include McGregor Drive and Via Los Altos. Future noise levels were calculated using the Federal Highway Administration Traffic Noise Prediction Method (FHWA RD-77-108). Based on our calculations, project generated traffic could increase the L_{dn} by less than 1 dB. This increase would not be noticeable and should not cause a significant community response. Therefore, noise mitigation of traffic noise is not required.

4.2 New Parking **Lot Noise at** Neighboring Residences

The new parking lot will be located along McGregor Drive and is divided into 2 lots. The north parking lor along the residential property line will have 47 car stalls. The south parking lot will have 31 car stalls.

In order to quantify the potential noise from the new parking lot at the nearest residences, we assumed that 47 vehicles would arrive within a one-hour time span and park on the north side parking lot. These same 47 vehicles would then depart at a later time within a one-hour period. Future noise levels were then calculated using the Federal Highway Administration Traffic Noise Prediction Method (FHWA RD-77-108).

Based on these calculations, the hourly Leq due to 47 vehicles entering the parking lot at the nearest residential receivers would be 48 dB. We assumed this activity would occur two times during daytime hours. This activity would raise the L_{dn} by 1 dB.

In addition to noise from vehicles, the new parking lot would also generate various single event noises. To estimate the noise levels of these events at neighboring residences, we used data from previous projects. The noise levels reported are scaled according to the distance between the parking lot and nearest residence. Table 4 lists various events and corresponding noise levels.

Table 4 – Single Event Noise	
Event	Noise Level (dBA)
Car Honks	60
Car Start-ups	57
Door Slams	63
Vehicle Backing out of Parking Space	55

Mitigatiou

Since the L_{dn} increase due to the parking lot noise is less than 5 dB, it would not constitute a significant impact, according to the California Environmental Quality Act. Single event noise under worst-case conditions could elevate the hourly L_{eq} tip to 3 decibels above the average daytime ambient noise level. A 3-decibel increase is barely noticeable to the human ear and should not cause a community response.

Although the predicted noise levels from the new church parking lot are not expected to cause a community response, the church should consider improving the existing wood fence at the residences along the north property line to mitigate single event noises. The mitigation of these noises is not a code issue but may decrease the likelihood of complaints from adjacent residences. The fence would serve as a noise and visual barrier fi-om church parking lot activity especially any activities that take place in the nighttime hours. This fence should be 6-feet high, free from gaps or air-leaks and should have a minimum surface density of 2 pounds per square foot.

4.2 Outdoor **Activity** Noise **at** Neighboring Residences

A hardtop basketball/volleyball court has been planned as part of the new church project. It is located on the southwestern comer of the project approximately 280 feet away from the nearest residence. To quantify the noise exposure from the basketball court at the neighboring residences, we used measurements of an outdoor basketball game from a previous project. The noise levels are scaled according to the distance between the basketball court and nearest residence. The L_{eq} for a full court game is calculated to be 41 dB at thenearest residence. In addition to the L_{eq}, Table 5 lists various single event noise levels from a basketball game.

Table 5 – Single Event Noise	
Event	Noise Level (dBA)
Yelling	61
Ball Dribbling	49

To assess the change to L_{dn}, we assumed that the basketball court would be in use 8 hours during the daytime hours. Based on our calculations, noise basketball activity will not increase the L_{dn} at the nearest residence because the basketball court is located a significant distance away. Therefore no mitigation is required.

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4.3 Youth Center Activities at Neighboring Residences

Included in the design of the new church is a small building designated for youth activities. We have been informed that this building will be used in the early evening for rock band rehearsals. This activity has been scheduled to last for 2 hours every weeknight. Typical noise levels generated inside a music rehearsal room can reach 100 dB.

The youth building is located approximately 230 feet away from the nearest residence and is shielded by the main sanctuary. The doors to the youth building are facing away from the nearest residences. We calculate that the combined noise reduction of distance and shielding is 55 decibels. In addition to this noise reduction, the youth building walls will also provide additional noise reduction.

Mitigation

To further reduce noise from band rehearsal, the church should require the doors and windows to be closed during all music rehearsals. An acoustical consultant should be hired to assist in the design of the walls and doors to minimize noise leakage to the outdoor environment. With these measures implemented, noise from band rehearsal should not cause a significant community response.

4.4 Annual Event Noise at Neighboring Residences

Throughout the year, the church plans to conduct various annual events at the project site. Of these events, the Annual Barbeque, Christmas Eve Service and Easter Sunrise Service have been selected as activities that could potentially increase noise on that specific day. The selection is based on the potential activities, duration of the event and/or time of day when the event occurs. This section discusses the activity noise surrounding these events and the need to mitigate these noises.

Barbeque

The church plans to hold a yearly barbeque and picnic on the church grounds once a year. This gathering would be held on a weekend afternoon **at** the outdoor patio and lawn to the west of the church sanctuary. The church estimates that 150 people could attend this event. The estimated duration for this event is 4 hours. There is also a possibility that amplified music may be played during this event.

To estimate the noise level from guests at the barbeque, we used previously measured noise levels from children playing in a schoolyard during lunch recess. Although these events are not identical, it is assumed that children will be present at the barbeque. Based on our experience, children playing and yelling generate the more noise than their adult counter parts. The noise is scaled according to the distance between the outdoor patio and nearest residence located 175 feet away. The L_{eq} for 120 children playing is calculated to be 60 dB at the nearest residence.

To assess the change to L_{dn}, we assumed that the noise from the barbeque would be constant and last 4 hour. This contribution to the L_{dn} would result in a 2 dB increase at tlie closest residences. Since the L_{dn} increase due io rhe barbeque noise is less than 5 dB, it would not constitute a significant impact, according to the California Environmental Quality Act

Single event noise under worst-case conditions could elevate the hourly L_{eq} up to 6 decibels above the ambient noise level on *the* day of the event. A 6-decibel increase is noticeable to the human ear and could cause community response. To reduce event noise at the nearest residential property line, we recommend implementing the fence improvement in Section 4.2 *of* this report. This fence could provide up to 5 decibels of noise reduction from the barbeque. Therefore the noise from the barbeque would only elevate the ambient noise by 2 decibels This I-decibel increase should not cause. a significant community response.

If speakers are used outdoors to amplify music, they should be facing away from the residences. The maximum volume of the speskers should be set using a limiter at the amplifier. The exact level of the speakers can be determined at a later date.

Mitigation for Christmas Eve and **Easter Sunrise Service:**

Once a year, the church holds seasonal worship services at Christmas and Easter. These services will extend one hour into the nighttime hours (between 10:00 p.m. to 7:00 a.m.) In order io quantify the potentia! noise from these events, we assumed that the greatest noise impact would he fi-om cars arriving and leaving during !he nighttime hours. The north parking lot (closest lot to residences) holds *37* vehicles We anticipate that in one hour, 47 cars will either arrive or leave. Rased on this traffic count, future noise levels were then calculated usiag the Federal Highway Administration Traffic Noise Prediction Method (FHWA RD-77-108).

Based on these calculations, the hourly L_{eq} due to 47 vehicles entering the parking lot at the nearest residential receivers would be 48 dB. We assumed this activity would occur two times, once Airing daytime hours and once during nighttime hours. This noise contribution to the L_{dn} would resulr in a 1 dB increase.

Since the L_{dn} increase due to the parking lot noise is less than 5 dB, it would not constitute a significant impact, according to the California Environmental Quality Act. Single event noise from parking iot activity is addressed in Section 4.2 of this report. We recommend the same mitigation measures for these annual activities as for the parking lot.

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4.5 Construction Noise at Neighboring Residences

Building the new church will result in constniction noise at existing land uses. Residences are located in close proximity to the developing area. Construction happens over the course of several months. Typically noise levels from construction range from 80 to 90 dB at 50 feet. Although construction may cause short-term elevated noise levels, it is constrained to specific hours based on the County's zoning restrictions. Due to the close proximity of existing noise sensitive uses, including residential homes, construction could generate a significant impact.

Mitigation

The project must comply with the County's noise ordinances. In addition, we recommend that the project applicant designate a construction noise coordinator. This coordinator would he available to respond to (potential) complaints from neighbors and take appropriate measures to reduce noise.

4.6 Site Noise at the Project

The proposed project includes various outdoor use spaces. This section ofthe report compares the existing noise levels to applicable County standards. The proposed project is exposed to L_{dn} *50* dB to L_{dn} 70 dB depending on the proximity to McGregor Drive. According to the County's Land Use Compatibility guidelines, these noise levels are "conditionally acceptable" for this project. The east and south sides of the project are bounded by City streets and are subject to the highest noise levels approaching L_{dn} 70 dB.

The east side of the property is the church parking lot. We do not anticipate that any outdoor activities involving oral communication will be held in this area. Therefore this land use is acoustically compatible with a noise level of L_{dn} 70 dB.

At the southwest end of the property, the church is proposing a basketball court. It is our opinion that proposed basketball court would still be acoustically compatible because traffic noise would probably not affect a basketball game--a sporting activity requiring minimal oral communication.

The outdoor patio area is located further west on the property and receives partial shielding from the new church building. Based on our calculations, the noise levels at this location are below L_{dn} 60 dB. According to the County's standard, these noise levels are "normally acceptable". Therefore no additional mitigation is necessary.

Environmental Review Inital Study
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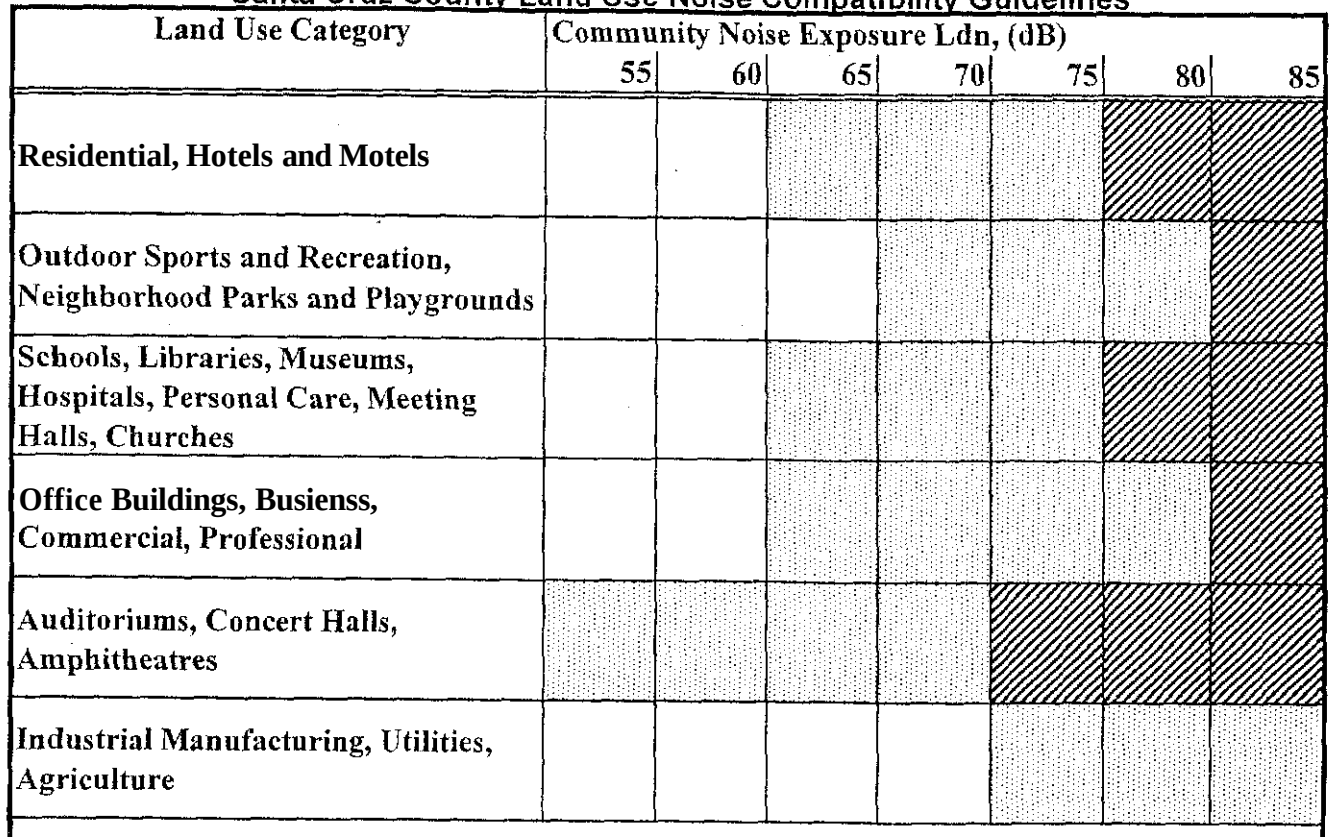
Figure 1

Santa Cruz County Land Use Noise Compatibility Guidelines



Normally Acceutable

Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction without any special insulation requirements.

Conditionally Acceutable

Specified land use may be permitted only after a detailed analysis of the noise reduction requirements and needed noise insulation features included in the design

Unacceptable

New construction or development should generally not be undertaken because mitigation is usually not feasible to comply with noise element policies.

Environmental Review Inital Study
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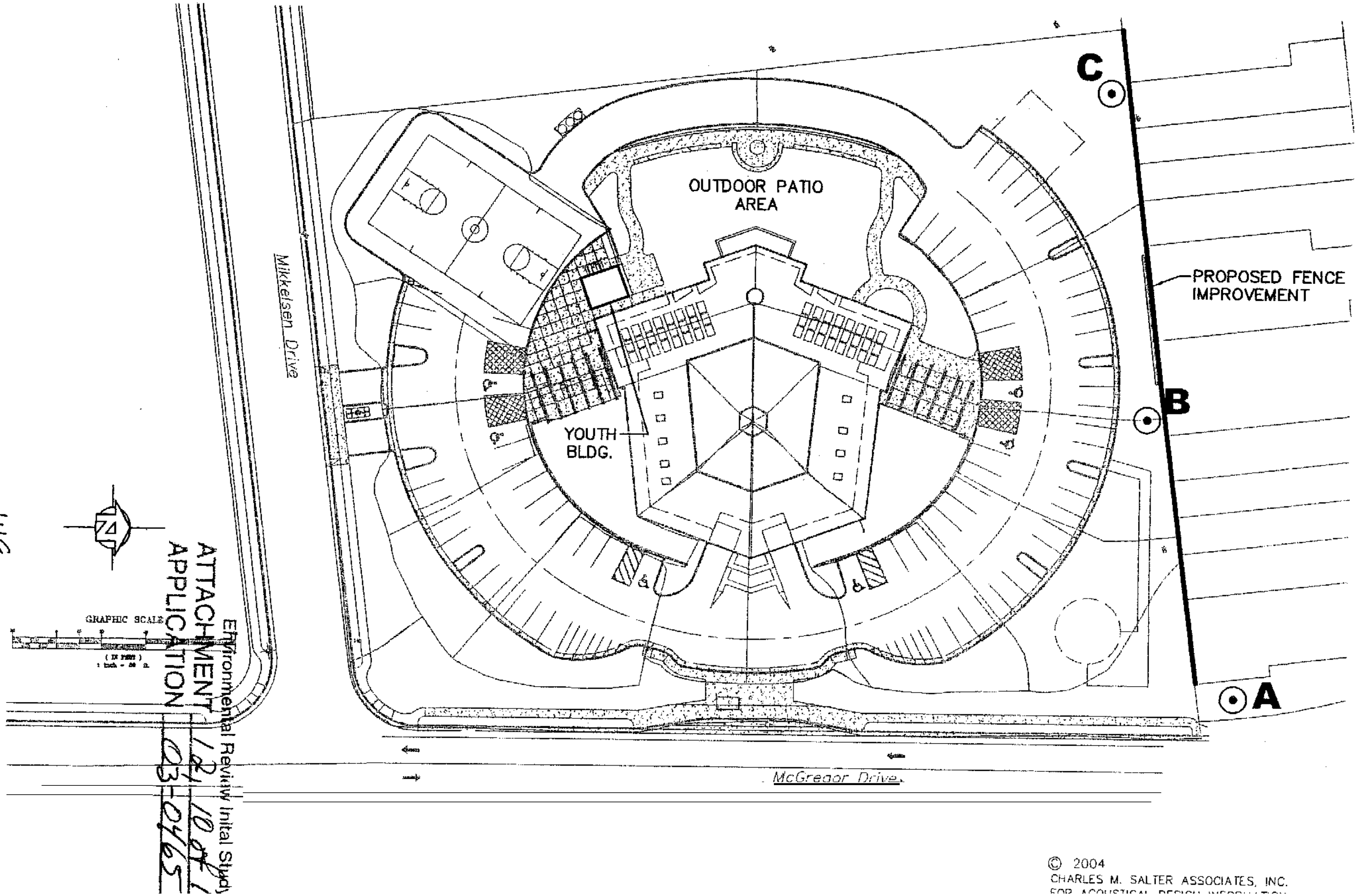
APPLICATION 03-0465



MEASUREMENT LOCATIONS
Saint John the Baptist Episcopal Church

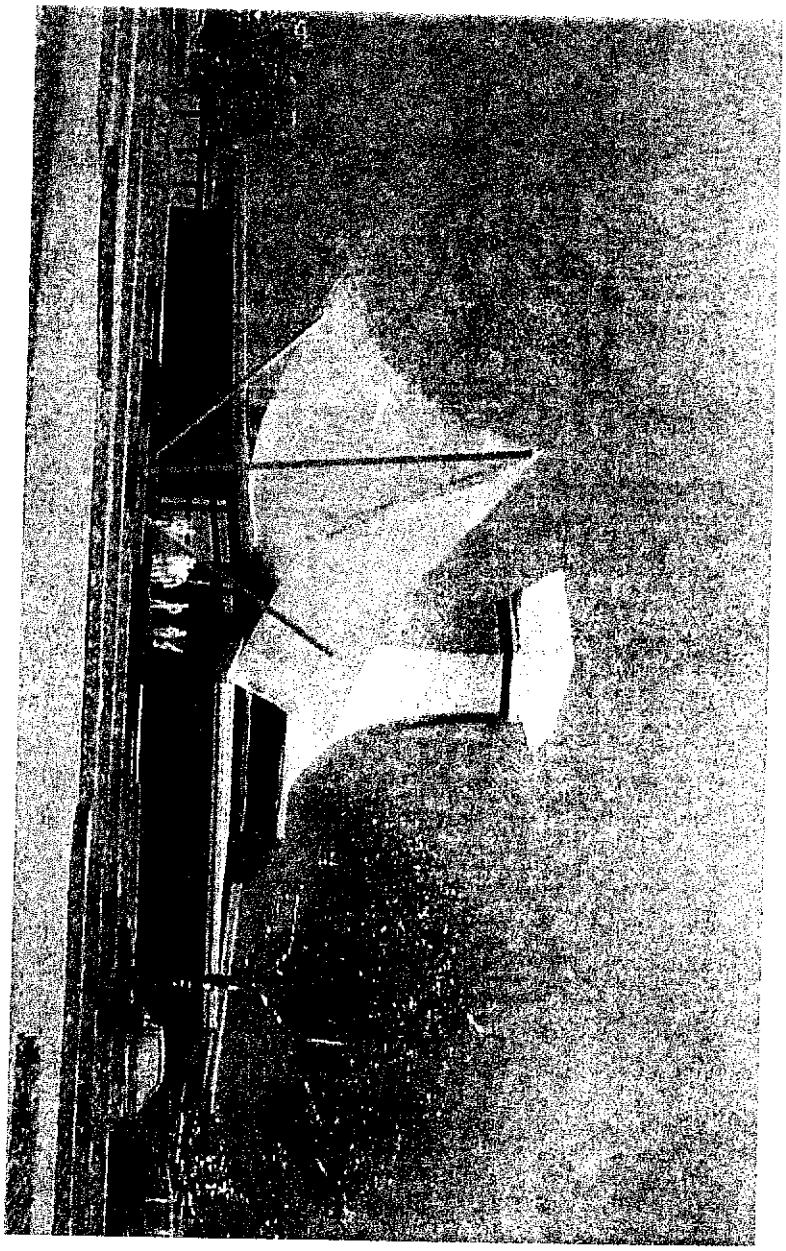
FIGURE 2

04-0112 EAY
KDF 04.20.04

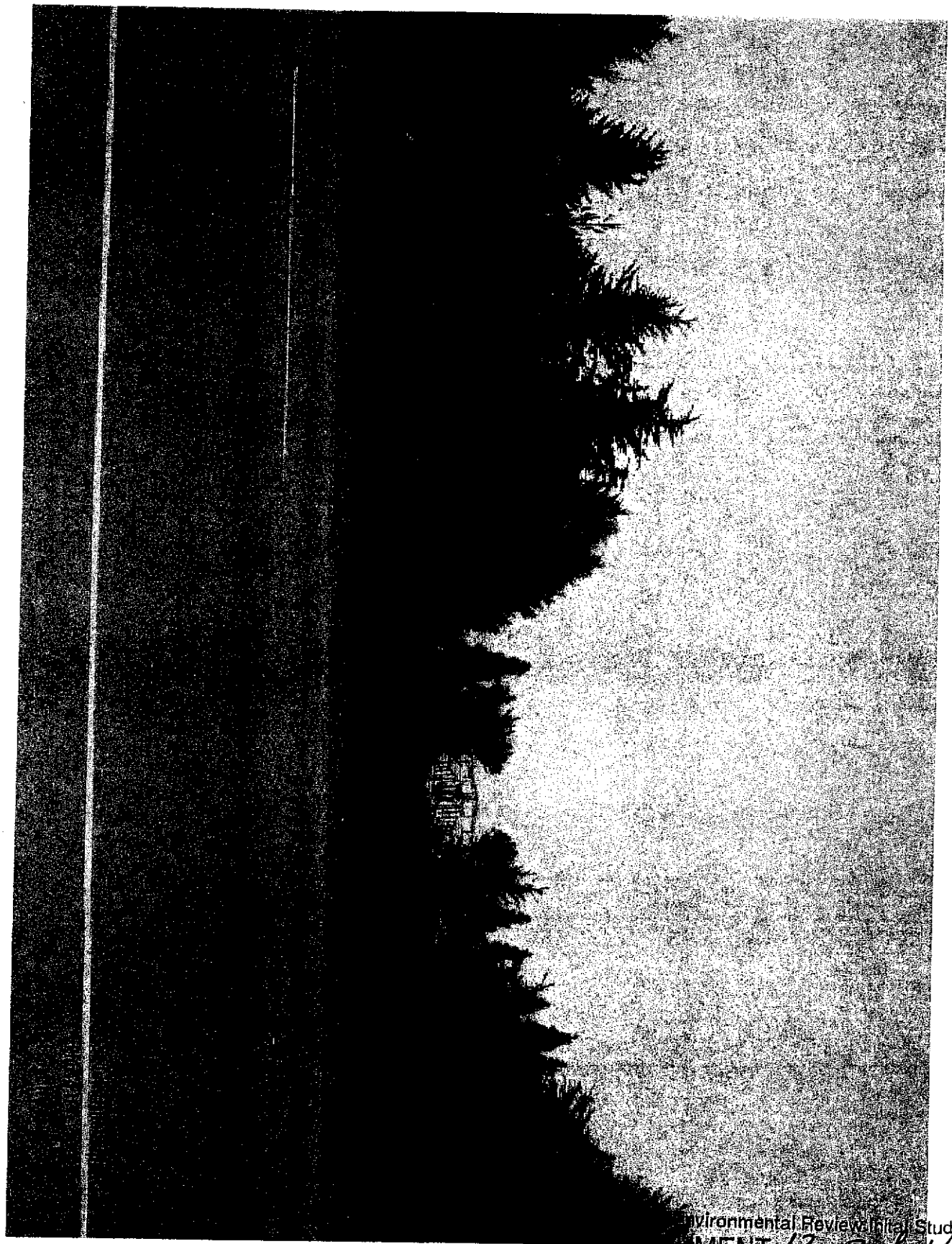
Environmental Review Inital Study
ATTACHMENT 12, 10 of 1
APPLICATION 03-0465

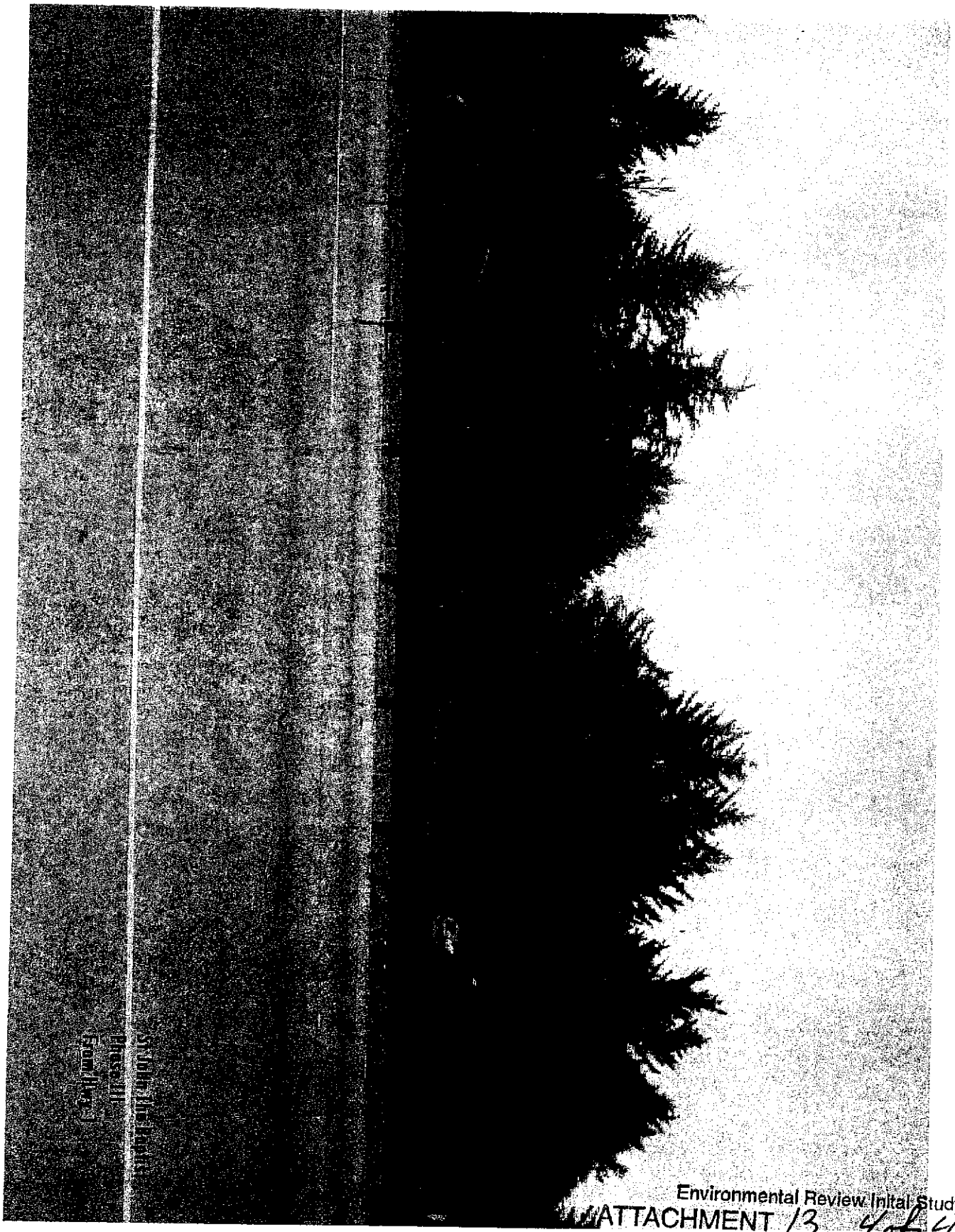
Charles M Salter Associates Inc 130 Sutter Street San Francisco California 94104 Tel 415 397 0442 Fax: 415 397 0454

PHASE III WEST ELEVATION



Environmental Review Inital Study
ATTACHMENT 13, 1 of 4
APPLICATION 03-0465





COUNTY OF SANTA CRUZ
DISCRETIONARY APPLICATION COMMENTS

Project Planner: Randal1 Adams
Application No.: 03-0465
APN: 038-081-35

Date: November 28, 2005
Time: 11:27:28
Page: 1

Environmental Planning Completeness Comments

========== REVIEW ON DECEMBER 9, 2003 BY KENT M EDLER ========== 1. A soils report is required for this project. The soils report submitted is for the adjacent parcel and is not acceptable to be submitted for review.

2. Show the proposed contours of the Mikkelson Drive improvements and show how the grading for the church ties into/ relates to the Mikkelson Drive grades.

3. Include n-s and e-w grading x-sections that run from property line to property line. Include additional x-sections at the structure that show excavation and fill, existing and proposed contours, and fininshed pad elevation (if applicable).

4. Can the quantity of grading be reduced by not keeping the parking lot 146 contour at a constant elevation?

========== UPDATED ON JULY 26, 2004 BY KENT M EDLER ========== 1. The soils report that was submitted was done by a company that is no longer is buisness. A transfer of responsibility form is required to be submitted from a new soils engineer. The new soils engineer will need to provide an update letter as well. The soils report will be reviwed when the update letter and transfer of responsibility form is received.

2. The proposed Mikkelson Drive contours are still not shown. Again these need to be shown so that the grading for the church can be checked vs. the grading for the road.

3. The grading x-sections previously requested were not submitted

4. The previous comment to minimize grading was not addressed in the recent submittal. If the parking lot grading is changed to more closely follow the existing ground elevations, the extent of grading can be greatly reduced (especially the areas outside of the parking lot). The grading and disturbance in these areas can be eliminated.

========== UPDATED ON DECEMBER 29, 2004 BY KENT M EDLER ========== Previous comment #1 - The soils report has been accepted.

Previous comments #2 and #3 have been addressed.

Previous comment #4 has still not been addressed. Again the site design does not minimize grading. Revise plans to more closely follow existing contours.

New comment (#5) - The soils report states that cut and fill slopes should be constructed so that water will not be allowed to drain over the top of the slope face. The plans need to be revised to meet this requirement of thesoiis report. (Reference soils report recommendation #46).

New comment (#6) - The soils report states that cut and fill slopes greater than 5 in height must be reviewed by the soils engineer. Provide a letter from the soils engineer stating that the cut and fill slopes which are greater than 5' in height

are ok

========== UPDATED ON JUNE 2, 2005 BY KENT M EDLER ========== Previous comments have not been addressed.
---------- UPDATED ON JUNE 13, 2005 BY KENT M EDLER ==========

Update to previous comments:

12/29/04 comment #4 re: grading: The grading volumes and site disturbance could be reduced further by designing the parking lot to more closely follow the existing topography. The most recent submittal does show a reduction in export volumes to an acceptable 1evel.

12/29/04comments #5 & #6 can be conditions of approval, and do not need to be completeness items.

Environmental Planning Miscellaneous Comments

========== REVIEW ON DECEMBER 9, 2003 BY KENT M EDLER ========== 1. Show top of wall and bottom of wall elevations.

2. A plan review letter will be required from the soils engineer once the soils report is accepted and once the plans have been approved.
========== UPDATED ON JULY 26. 2004 BY KENT M EDLER ==========
========== UPDATED ON DECEMBER 29, 2004 BY KENT M EDLER ========== Same misc. comments still apply,

New misc. comment - The soils engineer will need to supply supplemental design criteria for the retaining wall behind the garage.

Long Range Planning Completeness Comments

========== REVIEW ON DECEMBER 18. 2003 BY STEVE D GUINEY ========== This is an LCP Priority Site. LC? policy 2.23.3 requires master plans for these sites and. when "priority use sites unclude more than one parcel, the master plan for any portion shall address the issues of site utilization, circulation, infrastructure improvements, and landscaping. design and use compatibility for the remainder of teh designated priority use site. The Master Plan shall be reviewed as part of the development permit approval for the priority site."

Long Range Planning Miscellaneous Comments

========== REVIEW ON DECEMBER 18, 2003 BY STEVE D GUINEY ==========
NO COMMENT

Environmental Review Inital Study
ATTACHMENT 14, 2 of 10
APPLICATION 03-0465

Dpw Drainage Completeness Comments

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

========== REVIEW ON DECEMBER 17, 2003 BY DAVID W SIMS ========== Comments saved in

M/Text document 1ibrary.
========== UPDATED ON FEBRUARY 26, 2004 BY DAVID W SIMS ========== Comments saved in M/Text document library.
========== UPDATED ON JULY 20, 2004 BY DAVID W SIMS ==========
========== UPDATED ON JANUARY 10, 2005 BY DAVID W SIMS ========== 3rd Routing:
Prior Item #1: Informational, with requirements still applicable. No additional comment.

Prior Item #2: In order to meet aspects of policy 7.23.1 New Development the retention function must be capable of operating during all storm levels, and not only during the infrequent occurrences when detention is operational. Please clarify with notation that the independence of these systems will be assured when designed.

The Storm Water Management section continues to request grading reduction that is less disturbing to site hydrology.

Prior Item #3: It has been proposed to provide permeable A.C. pavement to meet CGP policy 7.23.2 Minimizing Impervious Surfaces. This proposal is acceptable and will also serve to meet some aspects of policy 7.23.1 New Development. The limits of this proposal should be made clearer. Is the entire circumference of the parking lot to be made of this material. apart from the decorative pavement and walkway strip? Construction clarifications not found in the architectural plans for the decorative pavement and it is not clear whether this is intended as a permeable surface.

Prior Item #4: Completed. Notation on detention level has been corrected as requested. Outlet pipe has been added.

Prior Item #5: The County will be requiring that this development provide an extension off of the recently completed Center Ave storm drain replacement. Please provide on the discretionary plan set a plan view depiction of this required off-site pipe improvement .that is sufficient for exhibit to the Approving Body. Detailed drawings and calculations are not required at this stage. See prior comment #5 for extents.

Prior Item #6: Completed. Stormceptor stormwater filtration manhole/drop inlet added upstream of the detention system.

Please call the Dept. of Public Works, Stormwater Management Section, from 8:00 am to 12:00 noon if you have questions. ========== UPDATED ON JUNE 6. 2005 BY DAVID W SIMS ========== 4th Routing:
Prior Item 1: Informational, with requirements still applicable. No additional comment

Prior Item 2: Incomplete. Portion deferred as miscellaneous comment A), and portion transferred as completeness item 7.

Prior Item 3: Complete. Delineation of permeable asphalt and permeable colored concrete pavers is clear. This proposal is acceptable and will serve to meet Policy 7.23.2 Minimizing Impervious Surfaces and some aspects of policy 7.23.1 New Development,

Prior Item 4: Complete. Notation on detention level has been corrected as requested. Outlet pipe has been added.

Prior Item 5: Incomplete. The request for adjustment of the requirement for offsite improvements conditioned for this project is not accepted by the Stormwater Management Section. These improvements are required by County policy. and off-site capacity conditions warrant the upgrade. The extent of offsite improvements has been made as small as practical, including sharing the extent with another major development in the watershed. The off-site improvements required are consistent with expenditures provided by similarly sized developments in the recent past. Please provide on the discretionary plan set a plan view depiction of this required off-site pipe improvement that is sufficient for exhibit *to* the Approving Body. Detailed drawings and calculations are not required at this stage. See prior comment 5. 2nd routing, for extents.

Prior Item 6: Completed. Stormceptor stormwater filtration manhole/drop inlet added upstream of the detention system.

Transferred Item 7: The Storm Water Management section continues to request grading reduction that is less disturbing to site hydrology. If this is not performed to a significantly greater extent than the present proposal, the project design will be required to include the following provisions on the discretionary civil plan set:

a) Provide a reduced compaction specification for the entire fill prism of the landscape mounds that will achieve levels of soil permeability approximating native soil conditions.

b) Specify that sufficient amounts of the organic surface horizon of the site soils are salvaged and stockpiled in reserve for placement over the final grading of all disturbed soils in landscape zones (not less than 8"). both cut and fill areas.

c) Delineate boundaries and zones for items a) and b) on the plans.

d) When sizing retention and detention facilities, develop site estimates for runoff generation with a post-development C-factor that is higher than the pre-development C-factor for all landscape areas disturbed, both cut and fill areas. See miscellaneous comment C). ========== UPDATED ON OCTOBER 26. 2005 BY DAVID W SIMS ==========
5th Routing: Not Approved

A single page, partial routing was submitted that addresses one item from prior reviews.

Prior Item 5: Complete. Applicant has shown a plan view depiction of the required off-site pipe improvement on Center Ave.. which is sufficient for exhibit to the Approving Body. The County maintains its requirement that this development provide this improvement and the full design and details with the building application. The designer should note that the location of the proposed manhole may need to be shifted to provide a future eastern pipe alignment that provides more separation from other parallel utilities.

Prior Item 7a through 7d: These items remain unaddressed and incomplete.

Dpw Drainage Miscellaneous Comments

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

========== REVIEW ON DECEMBER 17, 2003 BY DAVID W SIMS ========== NO COMMENT
========== UPDATED ON FEBRUARY 26, 2004 BY DAVID W SIMS ========== NO COMMENT
========== UPDATED ON JULY 20, 2004 BY DAVID W SIMS ========== NO COMMENT
========== UPDATED ON JANUARY 10, 2005 BY DAVID W SIMS ========== NO COMMENT
========== UPDATED ON JUNE 6, 2005 BY DAVID W SIMS ==========
Miscellaneous:

A) Prior completeness item 2: In order to meet aspects of policy 7.23.1New Development the retention function must be capable of operating during all storm levels, and not only during the infrequent occurrences when detention is operational. The independence of these systems is to be assured when designed.

B) A sub-grade design detail for the pervious pavements will be required with the building application. The sub-grade **fill** materials and placement specifications are to be done such as to assure the infiltration and permeability rates inherent in the undisturbed native sub-soils is maintained.

C) Retention and detention calculations will be required with the building application. See completeness item 7-d).

D) A maintenance agreement will be required with the building application

Please call the Dept. of Public Works. Stormwater Management Section. from 8:00 am to 12:00 noon **if** you have questions. ========== UPDATE0 ON OCTOBER 26, 2005 BY DAVID W SIMS ==========
NO COMMENT

Dpw Driveway/Encroachment Completeness Comments

========== REVIEW ON DECEMBER 4, 2003 BY DEBBIE F LOCATELLI ==========
Show driveway plan view and centerline profile.
Show existing ground and driveway elevations on profile.
Show existing roadside improvements, ie. curb and gutter or valley gutter or . . ."

Dpw Driveway/Encroachment Miscellaneous Comments

========== REVIEW ON DECEMBER 4, 2003 BY DEBBIE F LOCATELLI ==========
Driveway to conform to County Design Criteria Standards.
Encroachment permit required for all off-site work in the County road right-of-way. to be obtained at the time of building application process.

Dpw Road Engineering Completeness Comments

========== REVIEW ON DECEMBER 18, 2003 BY GREG J MARTIN ========== These comments have been saved, although they are only available by contacting Diane Thorsen, ISD223. If you have any questions please contact Greg Martin at 831-454-2811.
========== UPDATED ON JULY 27, 2004 BY GREG J MARTIN ========== The Department of Pub-

lic Works has reviewed the March 13, 2003, Administrative Draft Traffic Study by TJKM Transportation Consultants for the church project . The proposed church project is not expected to create impacts to the local street network as the project is defined in the traffic study. However, the project description for the development permit application includes a Master Occupancy Program for land uses not included in the traffic study. The traffic study needs to be updated to include these other uses in order to determine applicable traffic impacts and associated mitigation measures (if any). or the applicant must remove the future land uses from the project description so the project description is consistent with the trip generation analysis in the traffic study.

The traffic study is very similar to the recent report for the affordable housing project on the adjacent parcel. We had analysis requested changes to the affordable housing project report to reflect issues associated with the intersection level of service and possible improvements at State Park Drive and Sea Ridge Road, and we will request the traffic consultant to make those same changes for the church report. The traffic study cannot be accepted by us until those changes are made and the report is reviewed again. Transportation Improvement Area (TIA) fees are required. The traffic study must calculate the TIA fees based upon the final land uses proposed. The current Aptos TIA fee is $200 per trip end for transportation improvements, and $200 per trip end for roadside improvements.

Mikkelsen Drive has not been constructed. We recommend the applicant be responsible for construction of Mikkelsen Drive from McGregor Drive to the edge of their property. This will ensure that the project has access, required frontage improvements are constructed, and a connection to future improvements is provided.

The parking layout proposed shows walkways at grade (at the same height as the road) behind the perpendicular parking spaces. Our department does not recommend this proposal due to potential pedestrian/vehicular conflicts. Vehicles that are backing up are a potential safety concern to pedestrians within the parking lot and there is no evidence that placing a pedestrian walkway directly behind parked vehicles enhances safety for pedestrians. It is recommended that standard sidewalk be constructed in front of the parking with standard curbs thereby reducing the pedestrian/vehicular conflict risk. A garage is shown with no vehicular access. A mountable curb or driveway should be shown. Its our understanding that the bus stop on McGregor was oringinally intended for private use. The bus stop should be for Santa Cruz Metro only and the location should be coordinated with Santa Cruz Metro.

The sidewalk adjacent to the bus bay should be contiguous for forty feet at the loading area only. Behind the bus bay a large area of sidewalk or plaza is proposed with two atypical decorative pedestrian crossings. We recommend the connection to the sidewaik along McGregor be through a four to six foot sidewalk and that a single decorative crossing be used that matches the footprint of a standard crosswalk. A standard crosswalk is ten feet wide and does not have curves within it.

Other plan details that need to be addressed include: 1. Full cross sections for McGregor Drive and Mikelsen Drive. 2. The shared parking lot/basketball court is recommended to be designed with landscaping and fencing to limit the accessibility of this area & to contain errant balls, 3. Typical dimensions for parking spaces and aisles are required to be shown on the civil engineered plans (Sheet 1 of 3). 4. The

driveway width behind the building is proposed at 20 feet. We recommend the standard commercial driveway width of 24 feet. 5. One-way driveways are required to be a minimum of 16 feet wide. If you have any questions please contact Greg Martin at 831-454-2811. ========= UPDATED ON JANUARY 3, 2005 BY GREG J MARTIN =========
The Department of Public Works has reviewed the March 13, 2003, Administrative Draft Traffic Study by TJKM Transportation Consultants for the church project. The proposed church project is not expected to create impacts to the local street network as the project is defined in the traffic study. However, the project description for the development permit application includes a Master Occupancy Program for land uses not included in the traffic study. The traffic study needs to be updated to include these other uses in order to determine applicable traffic impacts and associated mitigation measures (if any), or the applicant must remove the future land uses from the project description so the project description is consistent with the trip generation analysis in the traffic study.

The traffic study is very similar to the recent report for the affordable housing project on the adjacent parcel. We had requested changes to the affordable housing project report to reflect issues associated with the intersection level of service and possible improvements at State Park Drive and Sea Ridge Road, and we will request the traffic consultant to make those same changes for the church report. The traffic study cannot be accepted by us until those changes are made & the report is reviewed again.

Transportation Improvement Area (TIA) fees are required. The traffic study must calculate the TIA fees based upon the final land uses proposed. The current Aptos TIA fee is $200 per trip end for transportation improvements, and $200 per trip end for roadside improvements

Mikkelsen Drive has not been constructed. We recommend the applicant be responsible for construction of Mikkelsen Drive from McGregor Drive to the edge of their property. This will ensure that the project has access, required frontage improvements are constructed, and a connection to future improvements is provided. Separate plans should be provided for these improvements. The parking layout proposed shows walkways at grade (at the same height as the road) behind the perpendicular parking spaces. Our department does not recommend this proposal due to potential pedestrian/vehicular conflicts. Vehicles that are backing up are a potential safety concern to pedestrians within the parking lot and there is no evidence that placing a pedestrian walkway directly behind parked vehicles enhances safety for pedestrians. It is recommended that standard sidewalk be constructed in front pf the parking with standard curbs thereby reducing the pedestrian/vehicular conflict risk. A garage is shown with no vehicular access, A mountable curb or driveway should be shown. It has also come to our attention that the garage actually shall have a residence above it. Since the garage and residence could be used together. access to the garage should meet standards. A rolled curb is unacceptable, and the parking in front of the garage should be eliminated.

Its our understanding that the bus stop on McGregor was orinally intended for private use. The bus stop is recommended to be for Santa Cruz Metro only and the location should be coordinated with Santa Cruz Metro. An easement for the bus shelter shall be required. Decorative pavement in place of sidewalk along the bus pull out shall not be allowed. The sidewalk adjacent to the bus turnout should be con-

tiguous for forty feet at the loading area only with landscaping behind the sidewalk except where the shelter is located. Behind the bus bay a large area of sidewalk or plaza is proposed with two atypical decorative pedestrian crossings. We recommend the connection to the sidewalk along McGregor be through a four to six foot sidewalk and that a single crossing be used that matches the footprint of a standard crosswalk. A standard crosswalk is ten feet wide and does not have curves within it. Other plan details that need to be addressed include: 1. Full cross sections for McGregor Drive and Mikelsen Drive. 2. The shared parking lotibasketball court is recommended to be designed with landscaping and/or fencing to limit the accessibility of this area & to contain errant balls. 3. Typical dimensions for parking spaces and aisles are required to be shown on the civil engineered plans (Sheet 1 of 3). 4. The driveway width behind the building is proposed at 20 feet. We recommend the standard commercial driveway width of 24 feet. 5. One-way driveways are required to be a minimum of 16 feet wide. 6. A street light is required on McGregor Drive. 7. Please reference all standard County details when appropritate. Ie. Type A Fig. ST-4a

If you have any questions please contact Greg Martin at 831-454-2811. ========= UPDATED ON JUNE 14, 2005 BY GREG J MARTIN =========
The Department of Public Works has reviewed the Traffic Study by TJKM Transation Consultants for the church project. The proposed church project is not expected to create impacts to the local street network as the project *is* defined in the traffic study. However, the project description for the development permit application includes a Master Occupancy Program for land uses not included in the traffic study. The traffic study needs to be updated to include these other uses in order to determine applicable traffic impacts and associated mitigation measures (if any). or the applicant must remove the future land uses from the project description so the project description is consistent with the trip generation analysis in the traffic study.

The traffic study is very similar to the recent report for the affordable housing project on the adjacent parcel, We had requested changes to the affordable housing project report to reflect issues associated with the intersection level of service and possible improvements at State Park Driveand Sea Ridge Road, and we will request the traffic consultant to make those same changes for the church report. The traffic study cannot be accepted by us until those changes are made & the report is reviewed again.

Transportation Improvement Area (TIA) fees are required. The traffic study must calculate the TIA fees based upon the final land uses proposed. The current Aptos TIA fee is $200 per trip end for transportation improvements, and $200 per trip end for roadside improvements.

Mikkelsen Drive has not been constructed, We recommend as condition of apprthe applicant be responsible for construction of Mikkelsen Drive from McGregor Drive to the western edge of their property if it has not been constructed at the time uilding permit approval. This will ensure that the project has access, required frontage improvements are constructed, and a connection to future improvements is provided. A garage is shown with a rolled curb and public parking in front of it. It has also come to our attention that the garage actually shall have a residence above it. Since the garage and residence could be used together, access to the garage should

meet standards. A rolled curb and parking in front of the garage is unacceptable.

Its our understanding that the bus stop on McGregor was originally intendedfor private use. The bus stop is recommended to be for Santa Cruz Metro only. An easement for the bus shelter shall be required. Decorative pavement in place of sidewalk along the bus pull out shall not be allowed. The sidewalkadjacent to the bus turnout should be contiguous for forty feet at the loading area only with landscaping behind the sidewalk except where the shelter is located.

Behind the bus bay a large area of sidewalk or plaza is proposed with two atypical decorative pedestrian crossings. We require the connection to the sidewalk along McGregor be through a four to six foot sidewalk.

Other plan details that need to be addressed include: 1. Full cross sections for McGregor Drive. 2. The shared parking lot/basketball court is recommended to be designed with landscaping and/or fencing to limit the accessibility of this area & to contain errant balls. 3. Typical dimensions for parking spaces and aisles are required to be shown on the civil engineered plans (Sheet 1 of 3). 4. The driveway width behind the building is proposed at 20 feet. We recommend the standard commercial driveway width of 24 feet. 5. One-way driveways are required to be a minimum of 16 feet wide. 6. A street light is required on McGregor Drive.

If you have any questions please contact Greg Martin at 831-454-2811. ======== UPDATED ON NOVEMBER 9, 2005 BY GREG J MARTIN ========

Public Works has reviewed the memo attached with the plans dated November 4, 2005. from TJKM and find that it addresses the issues in an acceptable manner. The onsite parking demand during Easter services was the only issue that does not currently have a possible mitigation. However, it is not always appropriate (fiscally or physically)to engineer for the peak parking demand that occurs only once per year. The Church should be expected to organize and implement the necessary parking arrangements. There will be some on-street parking along the access road that would help with any overflow parking. An impact to the surrounding residential neighborhood is not expected.

Dpw Road Engineering Miscellaneous Comments

======== REVIEW ON DECEMBER 18. 2003 BY GREG J MARTIN ========
========= UPDATED ON JULY 27. 2004 BY GREG J MARTIN =========
========= UPDATED ON JANUARY 3, 2005 BY GREG J MARTIN =========
========= UPDATED ON JUNE 14, 2005 BY GREG J MARTIN ========

Environmental Health Completeness Comments

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

--------- REVIEW ON DECEMBER 17. 2003 BY JIM G SAFRANEK ========
NO COMMENT

Environmental Health Miscellaneous Comments

Environmental Review Inital Study
ATTACHMENT 14 9 of 10
APPLICATION 03-0465

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

========== REVIEW ON DECEMBER 17. 2003 BY JIM G SAFRANEK ==========
Applicant may need approval for an Environmental Health Plan Review prior to submittal of building plans. Environ- mental Health Plan Check approval. a construction inspection final and a Food Establishment Health Permit prior to opening would be required if the church intends to use the kitchen for commercial purposes (including public consumption) or subletting the facilities for food prep by commercial operators. Inhouse church use of the kitchen for events where food is not sold does not require EH food facilty permit. For consultationcontact Roger Houston of EHS at 454-2734.

Aptos-La Selva Beach Fire Prot Dist Completeness C

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

========== REVIEW ON DECEMBER 17, 2003 BY ERIN K STOW ==========
DEPARTMENT NAME:Aptos/La Selva Fire Dept
Plans denied.
Fire Flow requirements for the subject property are 2,000 gallons. The AVAILABLE FIRE FLOW information can be obtained from the water company.
A minimum of 2 hydrants is required spaced so as to not exceed 450 feet
Preliminary grading. draining and utility plans need correction. 6" fire sprinkler line extends from main to building,
A secondary means of egress/ingress from Mikkelson or relocate driveway. ==========
UPDATED ON AUGUST 5, 2004 BY ERIN K STOW ==========
DEPARTMENT NAME:Aptos/La Selva Fire Dept. APPROVED
Fabric awning shall be flame treated and fire resistive.
All Fire Department building requirements and fees wi11 be addressed in the Building Permit phase.
Plan check is based upon plans submitted to this office. Any changes or alterations shall be re-submitted for review prior to construction.
========== UPDATED ON FEBRUARY 25. 2005 BY ERIN K STOW ==========
DEPARTMENT NAME:Aptos/La Selva Fire Dept, APPROVED
Awning to be flame treated and fire resistive.
All Fire Department building requirements and fees will be addressed in the Building Permit phase.
Plan check is based upon plans submitted to this office. Any changes or alterations shall be re-submitted for review prior to construction.

Aptos-La Selva Beach Fire Prot Dist Miscellaneous

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

========== REVIEW ON DECEMBER 17. 2003 BY ERIN K STOW ==========
NO COMMENT
========== UPDATED ON AUGUST 5. 2004 BY ERIN K STOW ==========
NO COMMENT
========== UPDATED ON FEBRUARY 25, 2005 BY ERIN K STOW ==========
NO COMMENT

Environmental Review Inital Study
ATTACHMENT 14, 10 of 10
APPLICATION 03-0465

AMBAG
ASSOCIATION OF MONTEREY BAY AREA GOVERNMENTS

March 9,2006

Paia Levine
County of Santa Cruz
701 Ocean Street, Room 420
Santa Cruz, CA 95060

Re: MCH# 020606- Mitigated Negative Declaration (MND)
St. John the Baptist Episcopal Church

Dear Ms. Levine:

AMBAG's Regional Clearinghouse circulated a summary of notice of your environmental document to our member agencies and interested parties for review and comment.

The AMBAG Board of Directors considered the project on **March 8,2006** and has no comments at this time.

Thank you for complying with the Clearinghouse process.

Sincerely,

Nicolas Papadakis
Executive Director

Environmental Review Inital Study
ATTACHMENT 15, 1 of 3
APPLICATION 03-0465

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

AIR POLLUTION CONTROL OFFICER
Douglas Quetin

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

March 13, 2006

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

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

SUBJECT: MND FOR ST. JOHN THE BAPTIST EPISCOPAL CHURCH AND SCHOOL

Dear Mr. Adams:

Staff has reviewed the Mitigated Negative Declaration and has the following comment:

Impacts of Diesel Emissions from Grading, Construction and Paving Equipment

Given the location of residences to the north and west of the proposed project, please contact the District to determine if a diesel health risk assessment is necessary. Depending on the type of equipment used, District thresholds for cancer and acrolein may be exceeded. The District suggests the following, which would eliminate the need to prepare an assessment:

1. All pre-1994 model year diesel equipment used for grading, construction, and paving of the project shall be retrofitted with EPA-certified diesel oxidation catalysts, or all such diesel equipment shall *be* fueled with B99 biodiesel fuel;
2. Project Applicant shall retain receipts for either all purchases and installation of diesel oxidation catalysts. or purchases of B99 biodiesel fuel, until completion of the project.
3. Project Applicant shall allow the Monterey Bay Unified Air Pollution Control District to inspect such equipment and said receipts throughout the construction of the project.

Fugitive Dust Generated by Grading, Construction and Paving Work

Given the uncertainty of the amount of grading, paving or construction to be done at any time, the District suggests the following mitigation measures to reduce the amount of fugitive dust to a less than significant level:

- Limit grading to 8.1 acres per day, and grading and excavation to 2.2 acres per day.

*Water graded / excavated areas at least twice daily, Frequency should be based on the type of operations, soil and wind exposure.

*Prohibit all grading activities during periods of high wind (over 15 mph)

- Apply chemical soil stabilizers on inactive construction areas (disturbed lands within construction projects that are unused for at least four consecutive days)
- Apply non-toxic binders (e.g., latex acrylic copolymer) to exposed areas after cut and fill operations, and hydro-seed area.

Environmental Review Inital Study
ATTACHMENT 4 of 3
APPLICATION 03-0465

- Haul trucks shall maintain at least 2'0" of freeboard.
*Cover all trucks hauling dirt, sand, or loose materials.
*Plant vegetative ground cover in disturbed areas as soon as possible.
- Cover inactive storage piles.
*Install wheel washers at the entrance to construction sites for all exiting trucks.

Thank you for the opportunity to review the document.

Yours truly,

Jean Getchell
Supervising Planner
Planning and Air Monitoring Division

Environmental Review Inital Study
ATTACHMENT 15, 3 of 3
APPLICATION 03-0465

12/5/03

Master Plan
for "McGregor Drive at Searidge Road in Aptos" Coastal Priority Area

INTRODUCTION

Master Plan Requirement

Section 2.23 of the Santa Cruz County General Plan, "Conservation of Coastal Land Resources," adopted on May 24,1994, contains Local Coastal Plan (LCP) designated coastal priority sites in the County. "McGregor Drive at Searidge Road in Aptos," which is made up of APN's 038-081-34, 038-081-35 and 038-081-36, is identified as one of those sites (the "Site"), and is shown on **Attachment 1.**

Section 2.23.3 of the General Plan/LCP states:

> *Require a master plan for all priority sites, with an integrated design providing for full utilization of the site and a phasing program based on the availability of infrastructure and projected demand Where priority use sites include more than one parcel, the master plan for any portion shall address the issues of site utilization, circulation, infrastructure improvements, and landscaping, design and use compatibility for the remainder of the designated priority use site. The master plan shall be reviewed as part of the development permit approval for the priority site.*

The framework for the master plan was prepared from the following planning documents:

1. Minor Land Division (MLD 93-0437)

   On November 9,1994, Minor Land Division (MLD) 93-0437 was approved, creating the three lots in the Site, APN's 038-081-34, 35 and 36, and a street, Mikkelsen Drive, now known as Canterbury Road, with underground infrastructure (Attachment 1). The zoning designation for Lot 1 (APN 038-081-34) and Lot 2 (APN 038-081-35) is RM-3-H (Multifamily Residential, minimum 3,000 sf/unit - Affordable); and Lot 3 (APN 038-081-36) was zoned C-2 (Community Commercial). Adoption of the Seacliff Village Plan changed the zoning for Lot 3 to VA-D (Visitor Accommodation - Designated Park Site).

2. Seacliff Village Plan

   On May 20,2003 the Board adopted the Seacliffvillage Plan ("Plan"), which contains design guidelines for an area that includes part of the Site. The reference to the "McGregor Site" in the Plan refers to APN 038-081-36 (Lot 3), and is Site 1-a of Design Area 1 in the Plan, included herein as **Attachment 2.** The Plan also refers to design and architectural compatibility of the other two lots with the McGregor Site, even though they are outside of the planning area. This master plan incorporates elements of the Seacliff Village Plan.

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EXHIBIT

MASTER PLAN FOR "MCGREGOR DRIVE AT SEARIDGE ROAD IN APTOS"
COASTAL PRIORITY SITE

Purpose

The purpose of the master plan for the "McGregor Drive at Searidge Road in Aptos" Coastal Priority Site (the "Site") is to establish development standards for the three lots and road with underground infrastructure that make up the Site to ensure that the lots will be developed in a manner that will be compatible with each other, with the residential neighborhood, and with the nearby Village commercial area.

Site Utilization

Development on any one lot in the Site shall be sensitive to the type and scale of development on the other lots, and the developments shall be compatible in architecture, design and landscaping, within the constraints of each lot's development requirements.

The road in MLD 93-0437, now named Canterbury Drive, was designed to provide access to all three lots from both Searidge Road and McGregor Drive. Canterbury Drive also separates the residentially zoned lots from the non-residentially zoned lot.

Circulation, Traffic and Transportation System

Canterbury Road will be constructed pursuant to MLD 93-0437 and will connect to Searidge Road and to McGregor Drive. Circulation for the Site was designed for the lots to be accessed from Canterbury Road.

A Traffic Study was completed in September 2003 and an addendum memo submitted on November 5,2003. A *summary* is included as **Attachment 3** in this master plan. The Study analyzed the projected traffic on surrounding streets if all three lots were developed to their maximum uses. Upon Site build-out, a traffic light would be warranted at the intersection of Searidge Road and State Park Drive. A traffic signal for this intersection has been identified and included in the County's Five-Year Capital Improvement Plan. Development of each lot within the Site *shall* be subject to the County's requirements for traffic mitigation at the time of development approval, including the payment of Transportation Improvement Area Fees.

Where feasible, improvements to bus stops on Searidge Road and McGregor Drive may include construction of bus shelters and handicap access to the shelters.

Infrastructure Improvements

Infrastructure improvements serving the Site are included in MLD 93-0437. These improvements consist of the construction of Canterbury Drive, installation of underground utilities and the construction of water lines, sewer lines and storm drains to serve the Site.

EXHIBIT E

Standard street and sidewalk dimensions for Canterbury Drive and the McGregor Drive sidewalks were approved for MLD 93-0437.

Construction of the MLD improvements will be substantially completed at the time of construction of the first lot within the Site to be developed. The construction of the above-ground street improvements may be phased to coincide with the development timing of each of the three lots in the Site.

Water lines, sewer lines and storm drains shall be built per the approved MLD plans and shall connect to onsite systems in accordance with County requirements for the development of each lot within the Site.

A Downstream Drainage Study was completed on November 18,2003, of which a *summary* is included herein as Attachment 4, to evaluate off-site drainage capacity for the watershed in which the Site is included, and which ultimately drains through a storm drain system down State Park Drive into the bay. This Study updates a study completed in 1994 in connection with adoption of the final MLD map, and a *summary* is attached and made a part of the master plan. Development of the Site may require Drainage Impact fees, as well as onsite and/or off-site mitigation measures to correct or offset deficiencies in the downstream drainage system.

The Seacliff Village Plan states that streetscape plantings within the Site "shall be a unifying element, and serve as 'focal points' for the Site. The streetscape plantings shall be trimmed and trained (limbed up) so as not to interfere with the viewsheds, and where appropriate, should be used to block out undesirable views. Understory plants shall also be used, such as shrubs and ground covers, to complement the trees."

Street trees shall be of a type recommended by, installed and maintained pursuant to the Santa Cruz County Urban Forestry Master Plan and the Street Tree Criteria for New Residential Development, included herein as **Attachment 5,** and shall blend in with the surrounding landscape. The palette of shrubs and ground covers in the parkways shall include plant species that are drought tolerant, low maintenance and compatible with the coastal region.

Design and Use Compatibility

The Site zoning was established with the approval of MLD 93-0437. The zoning adopted for Lots 1 and 2, Multifamily Residential, minimum 3,000 sf/unit - Affordable (RM-3-H), created two residentially zoned lots adjacent to existing multifamily residential development. Lot 3 is now zoned Visitor Accommodation - Designated Park Site (VA-D), which has several potential alternatives for development as the southeast side faces State Park Drive, the major entrance to Seacliff State Park.

The design guidelines for the Site, listed below, are derived from the Seacliff Village Plan, although Lots 1 and 2 are not within the planning area. The Plan states that the "building designs for the two other parcels just outside of the Village boundary on the north of the McGregor site

should be compatible in their designs to the building designs on the McGregor site." In addition, the following shall apply:

- Lots 1 and 2 shall be sensitive to and compatible with the adjacent residential neighborhood, as well as with the developments within the Site.
- Building materials shall appear to be natural, such as wood, or a combination of wood and stucco, with earth tones dominating the exterior color palette.
- The primary building styles shall include the following: Shingle Style (Seaside Estate, Country House - Victorian Era); Craftsman and/or Bungalows.
- In addition to the requirements above, Lot 3 shall comply with the Seacliff Village Plan development requirements for Design Area 1, Site 1-a.

Other Requirements in the Seacliff Village Plan Affecting the Site

1. Site Landscaping

   Landscaping for Lot 3 shall include a landscape buffer between the adjacent residential area and the new developments, especially at the entrance to Canterbury Road at Searidge Road. Lots 1 and 2 may include other types of buffers in addition to landscaping, such as wider setbacks and/or fencing, between the new developments and the surrounding neighborhood.

   For Lot 3, a heavily landscaped buffer shall be created along the edge of the property facing Highway 1, using trees that are native, such as Redwoods and Coastal Live Oaks. Within Lots 1 and 2, landscaped buffers may consist of trees best adapted to each lot's soil type and compatible with each development's architecture and with the street landscaping.

2. Signage

   The signage for the Site shall meet the sign regulations contained in County Code Section 13.10.581, ***et. seq.*** In addition, for Lot 3, the McGregor Site, the Seacliffvillage Plan describes the number, type, material and sue of signage allowed for the lot. For Lots 1 and 2 and any Site entryway treatments, the signage shall be of a design, type and material that complement the architectural styles of the Site buildings.

References

1. *Traffic Study for the Affordable Housing Development;* TJKM Transportation Consultants, September 30,2003; and Memo to Jack Sohriakoff, DPW, from Gordon Lum, TJKM, dated November 5,2003. A copy is available in the Planning Department project file #03-0276.

2. ***Drainage Report for the Storm Drain*** *Trunk* ***System Downsiream of the*** *MLD 93-0437* ***Property;*** Ruggeri-Jensen-Azar & Associates, November 18,2003. A copy is available in the Planning Department project file #03-0276.

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EXHIBIT E

3. *Seacliff Village Plan; County of Santa Cruz Planning Department; adopted by the Board of Supervisors May* 20,2003 and Coastal Commission July 10,2003.

Attachments

1. Site Map for GP/LCP Coastal Priority Area.

2. Seacliff Community Planning Area, Design Area 1, Site I-a ("McGregor Site").

3. Summary from *Traffic Study for the Affordable Housing Development;* TJKM Transportation Consultants, September 30, 2003; and Memo to Jack Sohriakoff, DPW, from Gordon Lum, TJKM, dated November 5, 2003.

4. Summary from *Drainage Report for the Storm Drain Trunk System Downstream of the MLD 93-0437 Property;* Ruggeri-Jensen-Azar & Associates, November 18, 2003

5. *Draft Street Tree Criteria for New Residential Development;* Santa Cruz County Redevelopment Agency; **August 1996.**

→ See Exhibit D for revised technical information

EXHIBIT E

38-08

PE

ATTACHMENT 1

Coastal Priority Site
"McGregor Drive and Searidge Road in Aptos"

Lot 1 - APN 038-081-34
Lot 2 - APN 038-081-35
Lot 3 - APN 038-081-36

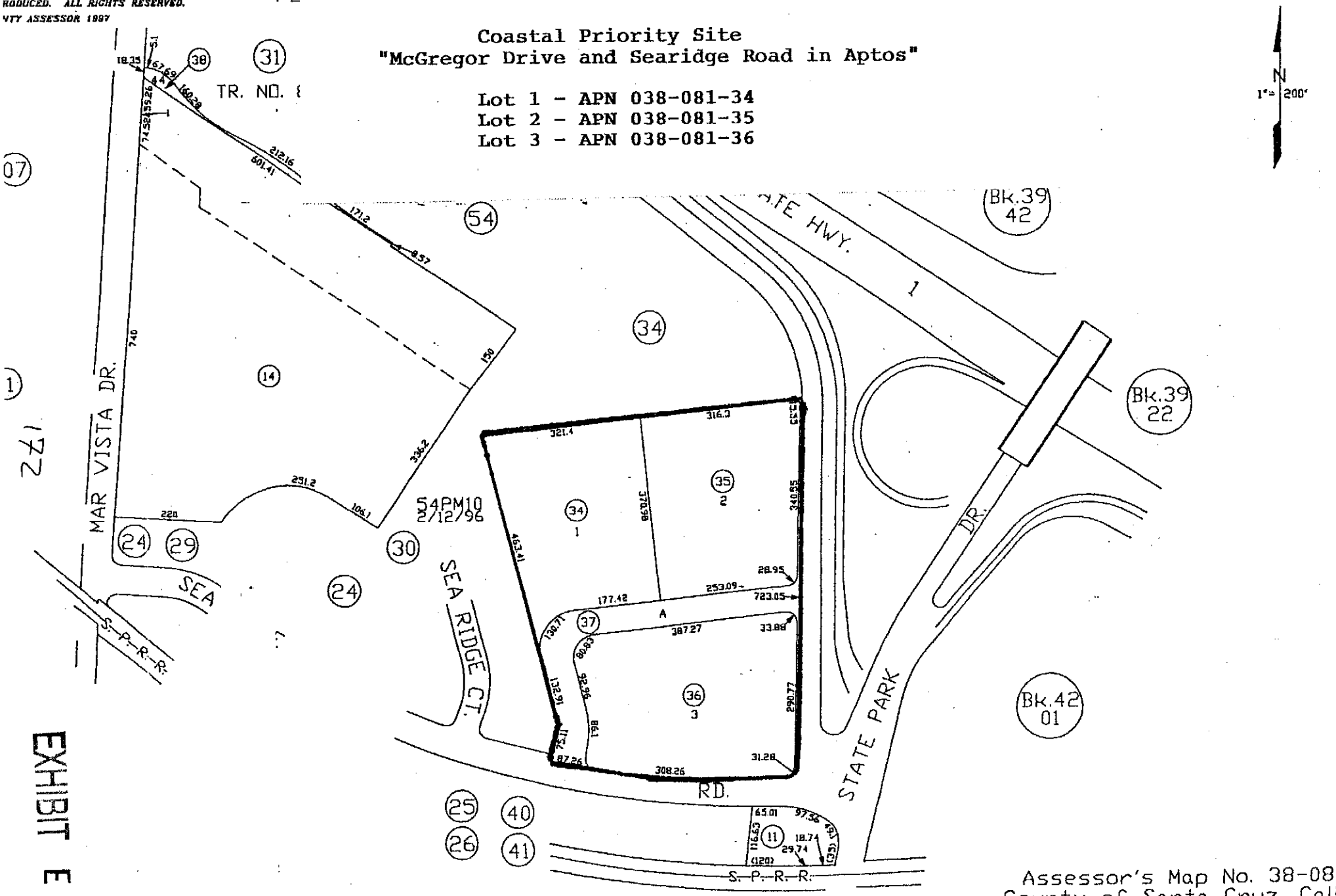
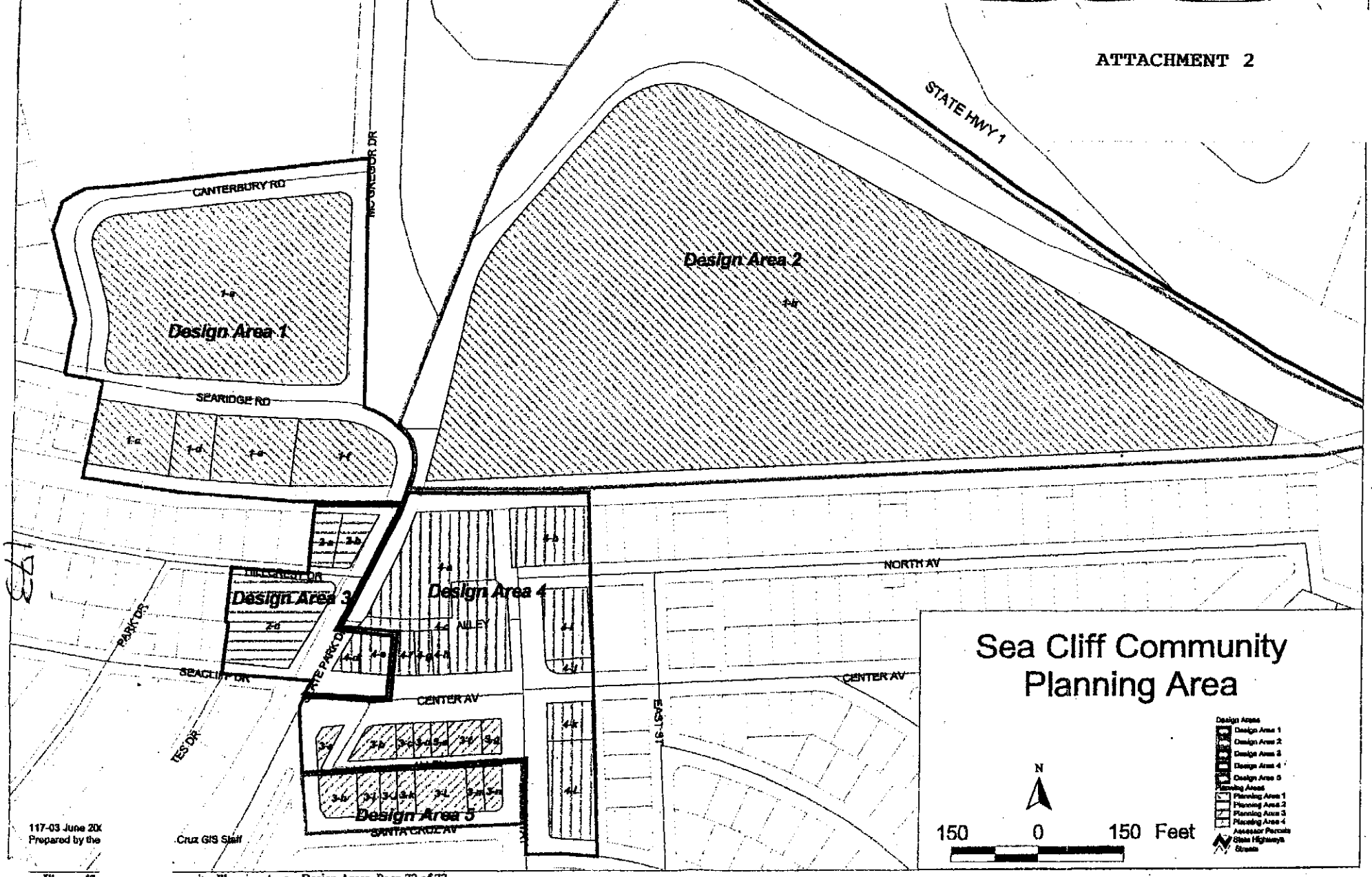


EXHIBIT E

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

Assessor's Map No. 38-08
County of Santa Cruz, Cali
Nov., 1997



117-03 June 20(
Prepared by the Cruz GIS Staff

Figure 42 ...munity Planning Area Design Areas Page 72 of 77

EXHIBIT E

COUNTY OF SANTA CRUZ

INTER-OFFICE CORRESPONDENCE

DATE: February 10, 1994

To: Andy Schiffrin, Administrative Assistant, Supervisor Patton

FROM: Dwight Herr, County Counsel

SUBJECT: McGregor Site, Aptos

This is in response to your memo dated January 27, 1994, concerning the above-referenced property. Specifically, you inquired whether, under the circumstances described below, the market-rate residential project intended for a portion of the site is subject to the inclusionary requirements for affordable housing as set forth in Chapter 17.10 of the Santa Cruz County Code. For the reasons set forth below, I conclude that it is.

The subject property is one parcel of approximately nine acres in size. Under the current General Plan, the property has a split land use designation: approximately one half of the parcel is designated as VA (Visitor Accommodations); the other half is designated as R-UM (Residential-Urban Medium) with a Circle H (Affordable Housing) overlay designation.

Under the proposed General Plan Update, the VA portion would be designated Residential-Urban High (R-UH), for market-rate housing; the Circle H portion would be designated Residential-Urban High and continue to have the Circle H overlay.

The Housing Authority for the County of Santa Cruz has purchased the entire site under an agreement that provides for the Housing Authority to obtain a minor land division to divide the single parcel into three separate parcels; the VA/R-UH portion would be one parcel and the Circle H portion would be divided into two parcels. The VA/R-UH portion would then be transferred back to James Lass, the owner from who the Housing Authority purchased the property, for development as high-density market-rate housing. One parcel of the Circle H portion would be developed by the Housing Authority as affordable housing with sufficient density to fulfill the affordability requirements for the entire Circle H overlay designation; the other parcel would be conveyed to St. John the Baptist Episcopal Church to serve as the site to construct a church.

EXHIBIT F

By his letter dated December 10, 1993, addressed to each member of the Board of Supervisors and to several Planning Department employees, Mr. Lass asserts that, since he has "already provided the affordable housing component on the property which the Housing Authority is now processing," he should "not be required to give further affordable housing credits."

It is my understanding that the Housing Authority paid to Mr. Lass the full market value of the property it intends to develop as affordabie housing -- the value was in no way discounted because of the affordable housing designation. With respect to the property as a whole, Mr. Lass has not made any contribution to increasing the affordable housing stock in the unincorporated area of the county. Consequently, the market-rate residential portion of the property (VA/R-UH) is still fully subject to Chapter 17.10's requirements for inclusionary units.

Please advise should you have further questions in this regard.

Very truly yours,

DWIGHT L. HERR, COUNTY COUNSEL

Dwight L. Herr

DLH:DS:sf:mcgrandy.2hm

cc: Each Supervisor
Mary James, Housing Authority
Dan Shaw, Planning Director
Mark Deming, Principal Planner
Ron Powers, Long Range Planner
"Martin Jacobson, Project Planner

EXHIBIT F

Saint John the Baptist

A Parish **of** the **Episcopal** Church

The Rev Steven M Ellis, Rector

October 20,2003

Facilities Use

Current Usage:
The current building was raised when Capitola was a summer community. The congregation and its activity, numbers and mission have grown. The church building is used for prayer services every weekday evening, and Holy Communion twice on Wednesdays (IIAM and 7:30 PM) and three times on Sunday (8AM, 9AM, 11AM), **as** well **as** for concerts [usually Saturday evening) and other community activities **on** an as-needed basis. Our approximate average attendance on Sunday is 140 persons, spread over three services. Easter. Chnstmas, etc. draw more.

The parish hall adjacent to the church building is used daily, for offices, meetings, classes and community meetings. The house at 407 Escalona, adjacent to the hall, is also used daily for meetings and on Sunday for children's classes. Approximately **5** to 50 persons attend each meeting weekdays and evenings, most on the smaller side as only one of our spaces will handle more than twenty. This is a huge challenge for us currently, **as** our programming far outstrips the spaces available.

Our office staff consists of one half-time and one part-time person and a good number of volunteers who come in during our office hours (8:30 - 1:00) to assist, and there is a quarter-time youth director. There **are** other volunteers, like the altar guild, who may come at any hour to prepare for services. We have three administrative offices, with a total of **six** desks. We plan eventually to increase our office staff to a full-time person and one half-time, and our clergy staff to **two.**

At The New Site:
We anticipate fhe same number of services, at first, or fewer. as we will be able to worship together at one time. Attendance will increase gradually as we grow into the new facilities. The core of the new structure **will** be the worship space, which will be used for weekday services of prayer and Holy Communion as detailed in the first paragraph above. It is our intention eventually **to** reach two and a half times our present Sunday attendance. This would predict a largest Sunday gathering of about 275 persons. We would continue to use our very inspiring, flexible and acoustically gifted space for concerts and plays €or the benefit of schools and the community.

Surrounding the worship space are offices for the staff we anticipate, a library, workspaces for **Altar** Guild and hospitality, children's classrooms, meeting spaces, and a parish hall for meals and social gatherings. These would house youth group meetings, children's classes, prayer groups, outreach planning groups, adult education, committee work, receptions, and community meetings of various sizes ana descriptions. Our parish is very open to other non-profit groups, and several have regular meetings or classes at St. John's at present. We anticipate hosting other groups, including neighborhood groups, **as** needed *in* the mid-county mea, and coordinating them, **as** we do now, with our own program needs.

We expect, at least until the building is completed, to have *an* on-site caretaker, housed in a mobile home. Our long-term plans would include occasional over-night retreats, perhaps quarterly, no more. We might invite the Interfaith Satellite Shelter or a like program to use our facility one night a week. We might want to house a very small private school (less *than* 50 students) if our facilities and community presence were to attract the **right** partnership.

Located at the corner of Oakland Ave and Escalona Rd, just uphill from Monterey Ave (Bay Street) in Capitola Village
216 Oakland Avenue, Capitola, CA 95010 + Office 408 *415-1924* + Fax *415-1953*

EXHIBIT G

Warren Callister & Associates

Architecture and Development Planning

Mr. Randall Adams
Development Review Planner
County of Santa Cruz
Planning Department
701 Ocean Street, room 400

July 9, 2004

Warren Callister.
2581 Topaz Drive
Novato, CA. 94945
415-878-4910

Dear Mr. Adams,

I apologize in not being able to personally review with you the submittal of revised preliminary use permit plans for Saint John the Baptist Episcopal Churth in Aptos. The revised plans were submitted to your planning department on Monday, June 30,2004. I am presently recovering from a very .serious eye operation and have not been able to travel. However, the eye surgeon, yesterday, gave me a very encouraging report on the healing process of my left eye.

The over all circular site plan of access remains substantially the same with the parking closely related to the various uses and functions of the church for every day uses as well as provide the parking for the arrivals and departures at the times when. the members all gather for the weekly religious services.

The church department that does address the care and over-seeing the protection of infants and young children is the church school facility which includes a nursery, an enclosed play yard during good weather and computer aided entertainment for children during inclement weather, this is while the parents are involved in other church endeavors. Such uses are provided for within the presently submitted preliminary site use layout at every stage of the three construction phases.

The older youth have their youth hutch clubhouse and ball court for basket ball. and volley ball, plus study hall rooms that can be made available within all phases of building construction, by multiple use of the parish hall meeting rooms. The ball courts will only be used when the church services are not going on. The traffic will be diverted and the 20ft. wide crossover driveway will be closed off at the north end at the caretaker's garage area. Temporary turn arounds will be provided at both ends so the ball games will not interfere with access to any other activity of the church.

EXHIBIT G

Essentially, I wish to show how the near by parking to all activities of the church will provide constant on going supervision of the parking area by the parents leaving and picking up their youngest kids during the week and particularly before and after church services. No small child will need to walk behind parked cars alone or unchaperoned. This parking circle will have in it's activities the inherent safety of many people being able to assist each other, by the nature and manner and good purpose of those involved. The parking circle concept helps establish and support the achievement of these good purposes.

As important as the day to day convenience of this at hand circular access is, it is also able, architecturally, to be a means of visually separating the people endeavors and activities from the automobile realm of parked cars. By using the allowable sloping of ramps for the disabled the level plateau of the church building is set about one and a half feet above the parking level. With the addition of low fencing the automobiles are not a visual part of the church environment.

The Church Members have set, as a goal, the inclusion of those with disabilities into the activities of the church without the onerous sense of being segregated. The slopes of the driveways, the entrance ramps are all within the capabilities of the disabled without the need of railings. The disabled are then simply a part of the church gathering. The closeness of the access, from the car to every activity for the disabled has been a generator of the circular design solution.

The floor plan within the church allows great flexibility with its interior connections and exterior walkaways in the provision of access to the six exterior passenger zones where members can gather when waiting to be picked up after the church services. Each of these six arrival and departure passenger zones will be very social and enjoyable church occasions.

The whole theme of the planning and architectural design concept is one of emphasizing the celebration of the gathering for religious worship. The parked cars in a circle become a major design element and functional feature of this religious expression. It is the integration of the experience of arrival and departure as a functional religious and esthetic experience of going to church.

EXHIBIT G

A family can drive up to the church at any one of the six entranceways, mother taking the children into the church school while father parks the car and then rejoins her. The maximum distance to and from the car at any entranceway is no greater than 75ft. The drivers of the cars being the only ones who need to be walking in the street on arrival or departure.

The congregation leaving, after the church services goes to an enjoyable and extended event of socializing in the Parish Hall. The members and guests gradually gather their families and friends together when in the process of planning to leave. As it may be, mother is the one who collects the children or an elderly member, while father brings the car to the agreed upon passenger zone and they drive home. Four of the six passenger zones are covered and will be useful during the winter rains. All of the arrival and the departures will be accommodated by providing a close by passenger loading zone that is designed for those with disabilities, and will quite easily include them in the participation in this very sociable activity of arrival and departure.

The context of this public church facility as a gathering place of friends and neighbors from the Capitola, Sea Cliff, and Aptos areas *is* a context quite distinct from the setting of a shopping or commercial center. By the very nature of the occasion, there will be greater concern for each other within this circular street, it will be a very secure and safe environment.

Regarding the location of the church site and church building and their relationship **to** the scenic corridor of Highway One,I have included a few photographs and refer to (A1.3) aerial photograph of the site in our set of plans. This information shows that there is only a narrow glimpse ***of*** State Highway One from the site,it demonstrates most certainly that it will not be possible to see the church site nor the church when driving on Highway One going in either direction day or night. As the enclosed photographs demonstrate this narrow glimpse from the sight is being planted out by the State Highway Department. These newly planted conifer trees will join the existing tall woods of conifer trees in preventing any sighting of the new church. We expect that this will allow our landscape architect to be able to minimize the amount of tall trees now shown on their planting plans to allow for a more environmentally positive development in the use of solar collectors both for heating and to some degree as a source of electric power. **Also**, regsrding visability,I do wish to point out that the height of the steeple has been reduced from 60ft. to 52ft. above finished floor.

EXHIBIT G

The program *of* construction is to let the new church grow with the need as attendance increases. The first phases of the construction are simple post and beam structures that later become the support and seismic bracing of the higher sanctuary roof and steeple which will be designed and engineered as a tension ring structure.

The cars in their movement and in their placement around the central purpose of the gathering is also an initial part of religious participation. It is within the existing saucer form of the site, which by minor balanced cut and fill **lowers** the plateau *of* the circular driveway on the north side below the neighbors' view, and provides on the east and south edges of the circular driveway a earth berm when planted will conceal the parking from being seen from McGregor Drive and from Cantabury Road. Most importantly it provides and achieves **a** level plateau allowing complete accessibility to all parts of the site for the complete integration of movement and accessibility for everyone, *for* those with and for those without disabilities, into every part of the church and all areas of the site for all who attend the church.

This church project is the building of a community facility, the church members and their professional team very much need the County's participation and assistance in understanding the unique needs of this church facility and the need to work out together the interpretation and the application of County planning and building codes. This is truly **a** joint venture that we can be enjoyed by everyone. As my eye heals I will be available, please let me know if a conference would be helpful.

Yours truly,

Warren Callister

Warren Callister, Architect

EXHIBIT G

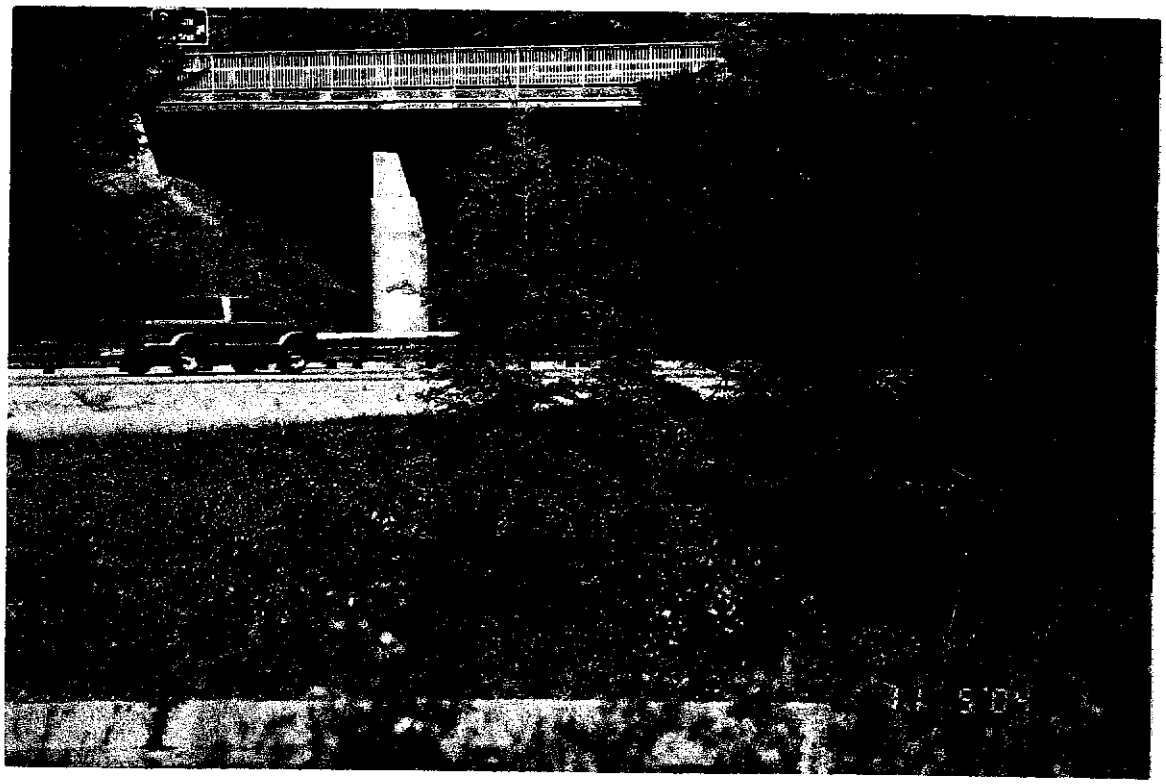


EXHIBIT G

COUNTY OF SANTA CRUZ | Planning Department

MEMORANDUM

Application No: 03-0465

Date: March 23,2006

To: Randall Adams, Project Planner

From: Lawrence Kasparowitz, Urban Designer

Re: Design Review revisions to the St. John the Baptist Episcopal Church, Seacliff

The building and site design have gone through two or three iterations since the first submittal. While the Urban Designer had no issues with the basics of the site layout and architecture, however there were some particular concerns, which were mentioned in the first review and subsequently addressed by the architect in subsequent re-routes. Among them were:

- *The skylight was a distinct prism-like shape that was not incovporated into the curves of the main roof. The architect revised the bottompart ofthe skylight to conform with the line of the curve of the roof.*
- *The entry tentpavilion wasproposed in a yellowish color. The architect was asked to return with a more muted tone and has nowproposed a "cream"color that reflects the native grasses.*
- *Copper shingles were proposed on the roof. Staff was concerned about the reflectivity of the copper and the architectfoundpre-patina copper shingles, which will be light green when applied.*
- *The access to the site was centered on the entry to the church on McGregor. Staff felt that the enhy needed to be shifted to Canterbury. The architect then revised the site plan to show a vehicular entry at 90 degrees to the building?while maintaining the drop off, the gathering area, and the main entry in the original position.*
- *There was concern expressed that this is a very visible site from Highway One, a designated scenic com'dor. The architect added additionalplanting to assist with screening.*
- *The skylight* was *original@designed* as *something that resembled the top of a lighthouse, which was deliberate@created to glow* as *a "symbolicbeacon''. Stafffelt that the shape, capping the curved roof may be appropriate, however any light emanating from the top would be obtrusive. The architect redesigned the lowerpart of the skylight and staff is conditioning theproject toprevent light from purposefully being directed upward through the skylight.*

Churches throughout the history of architecture have been featured elements of towns and countryside. The Duomo (Santa Maria degli Fiore) of Florence can be seen from quite a distance and the actual dome marks a "heart" of the town (along with the Palazzo Publico tower – which is the city hall). The Cathedral of Chartes is seen on the plain miles before one realizes that they are approachmg the actual town. The Cathedral of Saint Mary (with it's hyperbolic white tiled roof structure) is set apart from the skyline of the rest of the area surrounding it in San Francisco. This structure is not out of character, but will actually provide a marker for the Seacliff area.

EXHIBIT G

CONTACT US
▶ Lynette Evans, Home&Garden Editor
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ONLINE
sfgate.com/homeandgarden

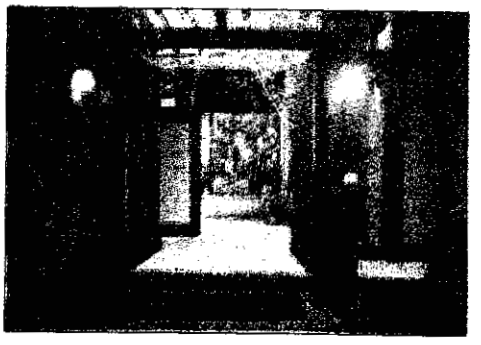
San Francisco Chronicle
HOME & GARDEN

SECTION E
Saturday, March 6, 2004

SIGNATURE STYLE | *Warren Callister*

Boldly modern, yet arising from the spirit of the place

Listening for architecture



In the home Warren Callister designed atop Twin Peaks, a grand entrance with a two-story window paves the way to a vaulted living area that's overlooked by a lofty master bedroom.

ERIC LUSE / The Chronicle

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By Dave Weinstein
SPECIAL TO THE CHRONICLE

The editors at House & Home thought they had Warren Callister nailed.

"You can tell Callister's homes," they told their readers in a lavish 14-page layout in 1962, "by the strong sculptural forms of his roofs . . . the interplay of straight and curved lines . . . the pervading sense of solid strength . . . the lofty and the dramatic interior spaces . . . the windows whose mullions are maximized."

But Callister, still doing architecture at 87, doesn't believe his designs can be easily told. Ask about his style and he talks philosophy, place, climate, client, and tells a few anecdotes. Then he denies designing buildings at all. "They manifest themselves," he says. "I think I have a Callister way of going about it. I don't think of a style per se, but I do see that I repeat myself at times.

"It's not International Style. It's more regional in feeling," he says. "The work I do is trying to reflect the region I'm in."

Callister comes up with designs by walking the site and listening, a technique he learned from photographer Minor White. "You leave yourself open and it all starts flooding in," he says. "You're listening for more than superficial things. The most powerful things come in when you listen.

"You have to find the architecture, you don't come to it preconceived."

Callister remains best known for boldly modern custom homes with wooden beams and panels rhythmically and expressively arrayed. But his work includes some surprises — including bayside homes that resemble ships, and trend-setting suburban communities.

His firm designed the first phases of Rossmoor, a sprawling retirement community in Walnut Creek, as well as large-scale residential projects on the East Coast. He even designed a never-built city for the Central Valley that would have preserved farmland by housing a quarter-million people in high-rise towers.

Many modern homes proclaim a less-is-more aesthetic. Not Callister's Duncan house, where three planks of wood are consistently used where one would do to create rhythm and visual texture, and where the two-story window that overlooks San Francisco from Twin Peaks is divided into three views by immense and deeply recessed wooden piers, each sculpted of multiple wooden members.

Adding further drama to the house is a vaulted roof of laminated wood.

▶ **CALLISTER:** *Page E6*

Warren Callister (born 1917)

Style: Charles Warren Callister (he goes by his middle name) has worked in the modern Bay Tradition style and in more eclectic styles rooted in modern tenets since 1946.

Active: Callister and his firm designed several hundred homes and other projects from the late 1940s to the present.

Known for: Hand-crafted, dramatic custom homes and medium and large planned neighborhoods.

Other practitioners: His former partner, Jack Hillmer, is also known for the expressive use of wood.

Worth a visit: One of Callister's favorite projects is the Chapel at Mills College, Oakland.

EXHIBIT H

cultivated plants from local
series.
Louisianas were originally
nd growing in the swamps and
ons of southeastern Louisiana
other Gulf Coast states. Hy-
ls of these species have pro-
ed graceful, flatish flowers that
ge in color from pure white to
ow, pink, red, purple and
les of blue. Their leaves are
and narrow. They bloom after
bearded, so they can extend
iris season well into the sum-

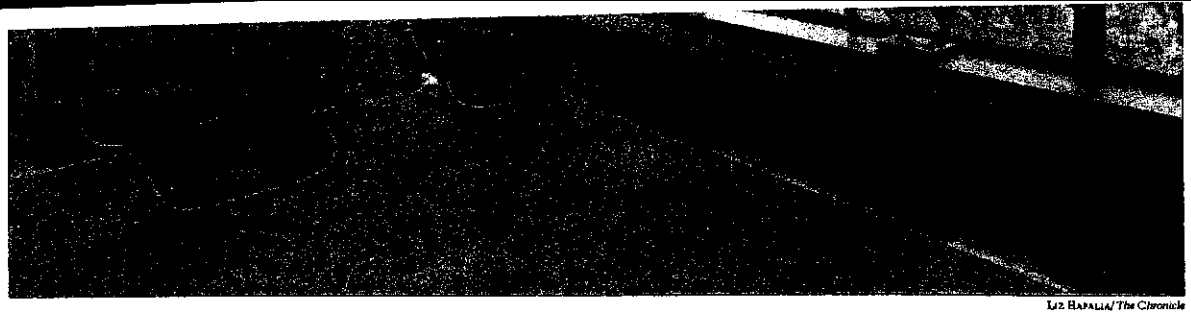
ouisiana irises do very well in
ding water and on the banks
onds. They like rich, neutral to
, high nitrogen soil. Filtered
le is necessary where it is ex-
ively hot, but their adaptation
ultivated gardens is surprising-
ide where soil, fertilizer and
r are sufficient. They are
ably the easiest beardless iris
ultivate.

owever, their rhizomes are
restless and tend to grow
long rather than staying in a
clump. Given optimal condi-
, Louisianas can spread easily
far, necessitating lifting and
ing more often than not. If
lon't have the room, consider
ing them in containers with
e-loving impatiens or prim-
to cover the roil.
ie Japanese irises (Iris
ipferi) differ considerably in
from other beardless irises.
produce abundant stalks
just a few flowers on each.
beardless flowers, often 6
s across, can reach up to a
n diameter, and are held hor-
ally and flat. Colors may be
d to purple, blue, white,
or burgundy, but there are al-
ectacular bicolors. Its pat-
are the most diverse of any
, and can be spotted, netted,
d, rimmed, marbled, dou-
or ruffled — almost more
ou can imagine.
e Louisianas, Japanese irises
blooming when bearded
stop, and continue through
nd July. They will grow and
best if planted 1 to 2 inches
n a humusy, acid soil in full
They are heavy feeders, en-
a liberal application of an
ertilizer in spring and just
bloom. A damp spot suits
plants best, with an abun-
upply of water and a heavy
to conserve moisture, for
ng their rhizomes to dry out
e fatal. Ancient Japanese
rs grew these irises on dikes
rice paddies.
nese irises are a little more
than other irises but do
hem established. To keep
healthy, the clumps should
rded every three to four
While not troubled with any
or insect pest, moles seem
an especial liking for the
Japanese irises. To avoid
t damage, grow the clump-
g rhizomes in containers.

freelance writer Roberta
at bfloden@yahoo.com.

KAT WADE / *The Chronicle*

Douglas iris is native to
t of California.



LIZ HAFALIA / *The Chronicle*

Warren Callister built this house in the Oakland hills to replace one that burned in 1991. Paired posts hold up the living-dining area.

In some designs, more is more

▶ **CALLISTER**
From Page E1

His expressive use of wood joinery recalls Japan and the work of Arts and Crafts architects Greene and Greene, and it is not surprising that Callister is also a sculptor.

"The house has two moods -- party and cathedral," Gwendolyn Evans-Duncan says of the house, which was commissioned by her husband, Cloyce Duncan, in the late 1950s. "It really inspires meditation, creativity, abstract thought."

As his firm expanded, Callister moved beyond this "Bay Tradition" modernism, designing homer, apartments, condos and entire neighborhoods in a variety of styles -- still modern in plan and outlook, but recalling Nantucket cottages, New England barns or sheds.

Bay Tradition architects always sought a sense of place, which was avoided by International Style purists. Callister borrowed from regional styles even more freely than many of hi. contemporaries.

Callister's work never lost its sense of rhythm, attention to detail, connection to place, and humor. Architecture, he told an interviewer in 1966, should 'make you weep, make you laugh." Architecture, he said, "is not building a shelter, but a mood, a feeling, a sense."

Barn in Rochester, N.Y., and raised in Florida and Texas, Callister studied architecture because his scholarship only covered schools in Texas -- and there wasn't a fine arts program among them. His studies at the University of Texas -- architecture, sculpture and sociology -- were interrupted by World Wu II, and he never got his degree.

Drafted into the Army, he worked on the Alcan Highway in Alaska and designed barracks and officers' clubs with the Carp of Engineers, then joined the Army *Air* Corps, where he flew B-17s and B-24s in the states His first sight of San Francisco was from the air.

After the war, Callister brought his wife and son to San Francisco to join farmer classmate Jack Hillmer in the firm Hillmer-Callister.

Hillmer and Callister's first house, in Marin in 1946, won much attention. They designed two others that were never built, then split up.

Callister always worked with partners because he never sought an architect's license. "It's like licensing artists. How do you do that? This is a genuine artist, and this is not a genuine artist," he says, and laughs. (He was finally awarded a license on his 70th birthday.) He also enjoyed collaborating. His firms included Callister & Payne; Callister, Payne & Bischoff; Callister, Payne & Rosse; end Callister, Gately & Heckman. The firms worked from two old railroad storehouses overlooking the bay in Tiburon.

Asia influenced Callister's way of do. ing things as well as his style. During a trip to Asia with a client in 1966, he was unpressed by the "art of doing."

"They sort of tolerated the finished work," he says, "but the great part of it was the ceremony. The tea ceremony, it's not drinking the tea. It's the ceremony."

Equally influential were social theorists like Lewis Mumford, who believed that improving man's habitat would improve man himself. In the 1950s Callister belonged to Telesis, a group of architects and planners who advocated regional planning.

By the mid-1960s, his firm, with 50 people and offices in Tiburon and Amherst, Mass., was designing tract homes for developers, spec homes and entire communities.

At Heritage Village in Connecticut, gabled models had names like "Mark Twain," "Villager," "Carriage House" and "Ethan Allen." The homes were low-slung and fit into the landscape, and trees were preserved. Callister's firm did its own land planning.

"New developments were usually pretty rigid," Callister says. "We were clustering the houses in a different way."

Callister understood that architecture could affect social dynamics. Common gardens were provided, and homes were arrayed in groups of no more than 15. "If it gets larger than that, it's like an apartment building," he says.

Rossmoor in Walnut Creek, the retirement community that celebrates its 40th anniversary this year, won Callister national attention. "A harmony of land planning and architecture that is unprecedented in a complete town," the trade magazine House *4* Home wrote.

The homes -- mostly six- to eight-unit condos and co-ops -- that Callister designed for Rossmoor's early phases remain intact, as do portions of his community centers and art rooms. The architecture ranges from Bay Tradition modern -- broad eaves over board-and-batten siding -- to more eclectic. Callister's firm designed roughly 3,000 units on 600 acres.

But Callister never got too big to turn out another single-family house.

A friend suggested Jim McMurray call Callister after losing his house in the 1991 Oakland hills fire. "I don't think Callister wants to design a little house for me," McMurray said. Indeed, the architect seemed suspicious at first.

"He asked how I felt about my house before. I liked it. It was a nice house. But it's not a Callister house. All of a sudden he got a big smile on his face and said, 'Let's talk.' "

Soon Callister was hovering over the site, lunching with the workmen on a ledge 50 feet above the ground and arguing with the painters over color.

The result is a symphony of redwood, mahogany and knotty pine, with interior siding held in place like Oriental panels. The living-dining area is arched and held up by paired posts, and the shape of the hillside provides an asymmetrical rhythm that is echoed in the pitch of the roof and the shape of windows and a hanging lamp.

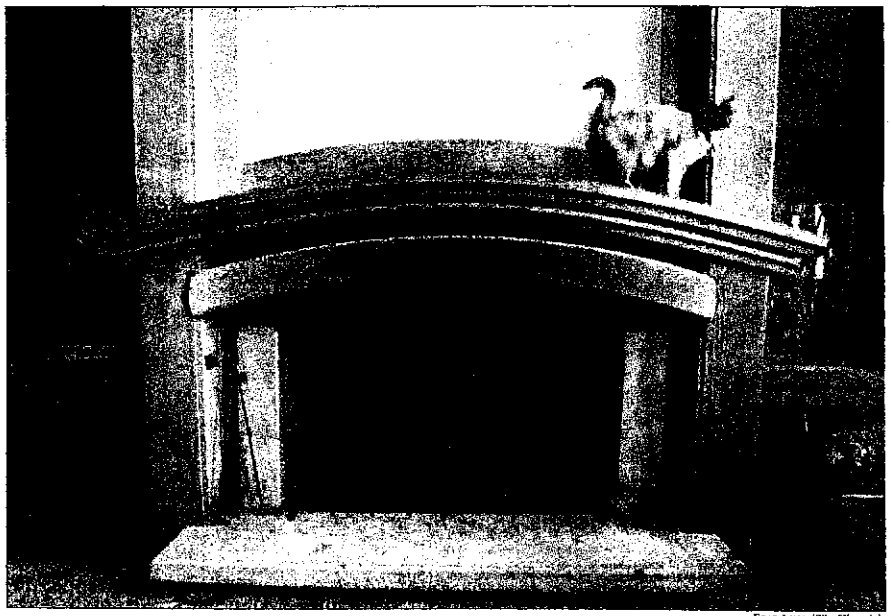
"To me, that's like a stroke of genius," McMurray says. "One thing might be an accident. But you duplicate it over and over again. It worked well."

Today Callister shares a home with Hillmer at Bahia, a bayside development he designed in Novato. One of his sons is a builder, another an architectural photographer.

Working with part-time computer drafting assistants, Callister is doing a guest house, a remodel and a church in Santa Cruz with a catenary roof that recalls waves M the sea. "This church we're doing down there," he says, "the whole thing is coming together like magic."

He misses the camaraderie of the old days, however.

"People come back and say it was the greatest time of our life," he says. "I don't think we realized it so much, but we were having fun, we were having a great time."



ERIC LUSE / *The Chronicle*

That's China on the mantel of the Twin Peaks home of Gwendolyn Duncan-Evans and her husband, Cloyce Duncan.

ERIC LUSE / *The Chronicle*

Redwood detail distinguishes the fireplace and chimney.

Signature Style is a monthly series profiling architects and builders who influenced the look of Bay Area neighborhoods but who may not have been well-known outside their time and immediate community. If you know of an unsung Bay Area architect or builder who should be included in this series, let us know at home@sfchronicle.com or davidsweinstein@yahoo.com.

EXHIBIT H