



## Staff Report to the Planning Commission

Application Number: **171179**

**Applicant:** Kimley Horn

**Owner:** Don Groppetti

**APN:** 030-121-06, 07, 08, 12, 13, 27, 53, 57

**Agenda Date:** April 25, 2018

**Agenda Item #:** 1

**Time:** After 9:00 a.m.

**Project Description:** Proposal to combine eight parcels totaling approximately 2.6 acres and construct an approximately 12,550 square foot car dealership and an approximately 10,000 square foot service area. The project application requests approval of a General Plan Amendment to re-designate the site from C-C (Community Commercial) to C-S (Service Commercial), a rezoning of the site from C-2 (Community Commercial) to C-4 (Service Commercial), a Commercial Development Permit, a Sign Exception, and a Roadway and Roadside Exception.

**Location:** The proposed project site is located at the southwest corner of the intersection of Soquel Drive and 41st Avenue in Soquel.

**Supervisory District:** First District (District Supervisor: John Leopold)

**Entitlements/Permits Required:** General Plan Amendment, Rezoning, Commercial Development Permit, Sign Exception, Roadway/Roadside Exception.

**Technical Reviews:** Preliminary Grading Review and Soils Report Review

### Staff Recommendation:

- Adopt the attached resolution (Exhibit A), sending a recommendation to the Board of Supervisors for **Certification** of the Final Environmental Impact Report per the requirements of the California Environmental Quality Act (CEQA), adoption of a Mitigation Monitoring and Reporting Program (MMRP), CEQA Findings and a Statement of Overriding Consideration; and for **Approval** of Application Number **171179**, based on the attached findings and conditions.

### Exhibits

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|---|---|
| A. Planning Commission Resolution recommending Board of Supervisors certification of Final Environmental Impact Report and adoption of Mitigation Monitoring and Reporting Program and Statement of Overriding Consideration), and approval of General Plan Amendment, Rezoning ordinance, and Commercial Development Permit. | B. CEQA Findings of Fact and Statement of Overriding Considerations |
|   | C. Findings General Plan Amendment, Rezoning, and permit approvals  |
|   | D. Conditions   |
|   | E. <u>Final Environmental Impact Report</u>                         |

- |   |   |
|---|---|
| F. Draft Environmental Impact Report<br>(Previously distributed to the Planning Commissioners, on file with the Planning Department and available online at: <a href="http://www.sccoplanning.com">www.sccoplanning.com</a> ) | G. Project plans<br>H. Assessor's, Location, Zoning and General Plan Maps<br>I. Comments & Correspondence |
|---|---|

### Parcel Information

Parcel Size:	2.568 acres
Existing Land Use - Parcel:	Residential/Commercial
Existing Land Use - Surrounding:	Commercial
Project Access:	41 <sup>st</sup> Avenue and Soquel Drive
Planning Area:	Soquel
Land Use Designation:	C-C (Community Commercial)
Zone District:	C-2 (Community Commercial)
Coastal Zone:	<input type="checkbox"/> Inside <input checked="" type="checkbox"/> Outside
Appealable to Calif. Coastal Comm.	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No

### Environmental Information

Geologic Hazards:	Not mapped/no physical evidence on site
Soils:	Soils report accepted (REV161134)
Fire Hazard:	Not a mapped constraint
Slopes:	Flat site
Env. Sen. Habitat:	Mapped, no physical evidence on site
Grading:	2,500 cubic yards cut, 1600 cubic yards fill, 860 cubic yards export
Tree Removal:	Tree removal proposed
Scenic:	Not a mapped resource
Drainage:	Drainage improvements proposed
Archeology:	Partial mapped resource

### Services Information

Urban/Rural Services Line:	<input checked="" type="checkbox"/> Inside <input type="checkbox"/> Outside
Water Supply:	City of Santa Cruz Water
Sewage Disposal:	County Sanitation District
Fire District:	Central Fire Protection District
Drainage District:	Flood Control District 5

### Project Setting

The subject properties are located within the Soquel Planning Area fronting 41<sup>st</sup> Avenue and Soquel Drive. The project site is relatively flat with a gradual downward slope to the south. The project site consists of eight individual parcels containing a mix of residential and commercial development. The surrounding commercial area includes Home Depot, Best Buy, Safeway super market and gas station along with a variety of retail and commercial services. The project site is adjoined by a car wash to the south, a lumber yard to the west, and an existing auto dealer and auto

services/repair (Honda) located to the north, across Soquel Drive.

All of the subject properties are in common ownership and currently zoned C-2 (Community Commercial) which is consistent with the parcels' General Plan designation of C-C (Community Commercial).

### **Rezoning & General Plan Land Use Amendment**

The subject property is approximately 2.6 acres in size, located in the C-2 zone district which is consistent with the existing General Plan Land Use Designation of C-C (Community Commercial). The proposed automobile dealership with auto service is not an allowed use under the parcels' current zoning and land use designation, however, car dealerships with automobile service are allowed in the C-4 (Service Commercial) zone district with a C-S (Service Commercial) Land Use Designation. Consequently the proposed use would be consistent with the proposed rezoning to C-4 and proposed General Plan Land Use Designation of C-S (Service Commercial).

Several of the surrounding properties include uses that would only be allowed in the C-4 zone district including lands immediately to the west (lumber yard) and across Soquel Drive (automotive repair and sales). Additional automobile serving uses exist in the upper 41<sup>st</sup> Avenue area located immediately to the south (carwash) and across 41<sup>st</sup> Avenue (gas station). The existing character of the surrounding area being predominantly service commercial supports the proposed rezoning and General Plan Land Use Designation Amendment.

The project site is in the Soquel Drive corridor that was included in the Sustainable Santa Cruz County Plan (SSCC) which describes a vision and guiding principles and strategies intended to lead to a more sustainable development pattern in Santa Cruz County. The primary goals of the SSCC are the reduction of greenhouse gases generated by the use of cars, improved walkability, and a strengthened economy. The SSCC had not contemplated a change in land use designation for the site. While the SSCCP provided a vision and guiding principles for sustainable development, the SSCCP is considered a planning and feasibility study, not a land use determinative document such as the County General Plan, and its ideas have not been incorporated into the County General Plan or County Code.

As indicated in Table 3.6-4 of Exhibit D (Final Environmental Impact Report (EIR)), an assessment of the relationship of the proposed project to the Sustainable Santa Cruz County Plan was provided due to the extensive public involvement and interest in the plan. While the project site was not specifically identified for possible future land use and circulation changes by the SSCC, the Guiding Principles for Transportation in SSCC Chapter 5 do reflect general feedback from residents: that it should be easy and safe to walk or bike from one neighborhood or commercial center to another, with new connections supplementing the existing network of sidewalks and bike facilities. For those less able to walk or ride a bike, it is important to improve street connectivity and bus frequencies.

The proposed project is compatible with the surrounding development in terms of design and is consistent with the intensity of surrounding commercial development. The project preserves areas intended for future roadways as described in the SSCC and provides enhancements to the existing streetscape such as sidewalks, improved access to transit stops, roadway improvements, and enhanced streetscapes thereby improving bicycle and pedestrian experiences. Further, the

proposed development would help to strengthen the local economy by providing additional employment opportunities and potential increased tax revenue thereby meeting many of the objectives of the SSCC Plan.

In addition, the EIR evaluated several alternatives for comparison to the proposed development with respect to potential environmental impacts and alternative land uses. These alternatives included: No project alternative, a proposal similar to the proposed project which incorporates an additional parcel (APN 030-121-34), an all commercial project, a mixed-use alternative of one-half commercial and one-half residential, and an offsite car dealership alternative.

As indicated in Section 5.0 of the EIR, Alternative No. 2, Proposed Project with APN 030-121-34 was determined to be the environmentally superior alternative. While Alternative No. 2 had similar impacts to that of the proposed project, inclusion of APN 030-121-34 was projected to be more likely to enable redevelopment of that parcel allowing the removal of the dilapidated single family structure on the parcel. Removal of the structure would be a significant visual improvement to the existing condition of the site resulting in an improvement to the entire project area because it would reduce most environmental impacts and meet all of the project objectives.

### **Commercial Development**

The project proposes to combine eight adjoining parcels to facilitate construction of a 12,550 square foot automobile dealership with a 10,000 square foot automobile service department with six service bays. The proposed dealership would provide a full range of automotive services.

The proposed hours of operation will be 9:00am to 8:00pm Monday through Friday, 9:00am to 7:00pm on Saturday and 11:00am to 6:00pm on Sunday. Outside of business hours, all lighting, with the exception of minimal security lighting, would be turned off. Access to the site would be from both Soquel Drive and 41<sup>st</sup> Avenue. Deliveries will only occur during business hours and will be required to use the 41<sup>st</sup> Avenue entrance.

As proposed, the project complies with all site standards for the proposed zone district including setbacks, height and parking.

### **Sign Exception**

The applicant is requesting an exception to the sign standards contained in Santa Cruz County Code (SCCC) section 13.10.587, which generally limits signage to 50 square feet. The proposed sign exception will be consistent with SCCC 13.10.587 in that the corner location of the proposed buildings and configuration of the project site support the need for increasing the allowed 50 square feet of signage to approximately 275 square feet for building mounted signage. As indicated in Exhibit E, building mounted signage consists of an approximately 50 square foot "Santa Cruz", a 73 square foot "Nissan", an approximately 15 square foot "Service" and an approximately 64 square foot Nissan Logo mounted on an architectural element at the front and center of the building. Additionally, a 73 square foot façade mounted "Nissan" sign will be located on the north side of the proposed service building fronting Soquel Drive.

The project proposes a 6 foot high monument sign located at the entrance along 41<sup>st</sup> Avenue.



Several internal directional signs are proposed. These directional monument signs are intended for safe circulation rather than advertisement of the proposed use.

The signage will be architecturally and aesthetically compatible with the surrounding neighborhood, environmental setting and associated buildings and will not create or contribute to visual clutter. As a condition, all sign lighting will be turned off when the business is closed. The project is located outside of the scenic corridor and will not be visible from nearby scenic Highway 1.

### **Design Review**

The proposed automobile sales and service project complies with the requirements of the County Design Review Ordinance, in that the proposed project will incorporate site and architectural design features such as increased front yard setbacks, articulation to the façade, and landscaping of the site and frontage to reduce the visual impact of the proposed development on surrounding land uses. The scale of the proposed development is consistent with the range of architectural designs found in the vicinity and the proposed color and material will be complimentary to the site.

### **Site Improvements and Utilities**

As previously indicated, the project would construct two buildings consisting of an automobile dealership (sales, showroom, and offices) and a service building. Grading volumes associated with the proposed development include approximately 2,485 cubic yards of cut, and 1,625 cubic yards of fill with 860 cubic yards of export from the site.

All existing vegetation on the project site is proposed to be removed including a 48 inch diameter at breast height (dbh) redwood tree, six Podocarpus ranging from 10 inches to 24 inches in dbh, and one 30 inch dbh walnut tree. The removal of the existing vegetation is necessary due to the nature of the proposed development (auto sales and service) and need for clear, unimpeded, continuous internal circulation. The project proposes installation of approximately 50 trees including planting areas containing a mix of drought tolerant vegetation. Landscaping along the periphery of the project site shall be consistent with the County of Santa Cruz Urban Forestry Master Plan. The proposed landscape plan would augment the loss of the existing vegetation on site. Vegetation located onsite and along the frontage of the project site would be conditioned to be maintained in perpetuity.

A continuous Americans with Disabilities Act (ADA) - compliant separated sidewalk will be constructed along the entire frontage of the proposed development. Offsite improvements include an ADA-compliant sidewalk and street improvements extending 300 feet west of the project site on Soquel Drive and 250 feet south of the project site on 41<sup>st</sup> Ave. Additionally, a new right turn lane would be constructed in the eastbound direction of Soquel Drive at the intersection with 41<sup>st</sup> Avenue. While the proposed right hand turn lane as such is consistent with the Soquel Drive Plan Line, the length of the proposed turn lane exceeds the standards provided in the Plan Line, to better facilitate traffic flow.

Additionally, the 41<sup>st</sup> Avenue Plan Line was approved with the intent to provide sidewalk along the west side of 41st Avenue but the existing King's Paint and Paper building was expected to

remain. Therefore, the approved plan line shows the new sidewalk protruding out into the existing roadway. The proposed project intends to demolish the King's Paint and Paper building so the sidewalk can be built along the project frontage behind the existing curb. Extending the right turn lane and modifying the sidewalk location require a Roadway/Roadside Exception to vary from the two plan lines. The Department of Public Works Road Engineering Division has reviewed the proposed development and supports the exception in that the proposed development would result in an enhancement to the Board-approved plan lines.

All new utilities serving the site would be placed underground whereas existing overhead utility lines (two utility poles) along Soquel Drive would be relocated approximately 15 feet to the south to accommodate the proposed right turn lane.

### **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 April 6, 2017. A Draft Environmental Impact Report was released for public review on December 27, 2017. The 45-day public comment period was set to expire on February 12 but was extended to February 20, 2018. Public comments and responses to comments are contained within the Final EIR (Exhibit D).

Potential impacts requiring mitigation were identified in the categories of Air Quality, Cultural Resources, Noise, and Transportation. Many of the impacts were determined to be temporary (during construction phase); however, traffic impacts were identified requiring mitigation and/or determined to be significant and unavoidable.

Implementation of the proposed project would result in potentially significant impacts to the Soquel Drive/Robertson Street intersection, and the Soquel Drive/Porter Street intersection under Existing Plus Project and Near Term Plus Project traffic conditions. With the identified mitigation measures, both intersections would move to acceptable levels of service (LOS) C or D. LOS D is the minimum acceptable to the County of Santa Cruz where additional enhancements to achieve LOS C may be considered infeasible. The Final EIR characterizes Mitigation Measure TRA-1 (signalization of the intersection of Soquel Drive and Robertson Road) as potentially not feasible due to a lack of currently identified available funding, however, further discussions with the Department of Public Works concluded that a signalized intersection project at Soquel Drive and Robertson Street could be designed and implemented within the next 5 years. While there are no funds currently programmed for this project, the types of funds that could be used/allocated are as follows:

#### **Regular Annual Road Department Revenues**

Transportation Impact Fees (TIA)

Senate Bill 1 Gas Taxes (SB1 - 2017 legislation)

Highway User Tax Account – Gas Taxes (HUTA – Historic Gas Taxes)

County Service Area 9 (CSA 9 – Highway Safety Lighting including signals)

Therefore, if the Board of Supervisors determines that the Soquel/Robertson intersection signalization mitigation is feasible, the impacts would be reduced to less than significant, except that there would be a short-term temporal unavoidable and significant impact for the duration of

time between the dealership being completed and operational and the signalization project being completed and operational.

As discussed in the EIR, the proposed project would result in potentially significant impacts to the segment of Highway 1 located west of 41st Avenue and the Highway 1 segment located east of 41st Avenue. These segments currently operate at LOS F in both the AM and PM peak hours. LOS D or better is acceptable under Caltrans significance criteria, and LOS E and F is considered unacceptable. Any new trips added to Highway 1 at these segments is considered to be significant, requiring mitigation. However, no mitigation is available to reduce impacts to Highway 1. Therefore, project impacts under Existing Plus Project and Near Term Plus Project conditions, as well as Cumulative conditions, would be significant and unavoidable for Highway 1 segment operations.

CEQA Findings of Fact and Statement of Overriding Considerations regarding temporal and long-term significant and unavoidable environmental impacts is attached (Exhibit B).

## **Conclusion**

As proposed and conditioned, the project is consistent with all applicable codes and policies of the Zoning Ordinance and General Plan. Please see Exhibits "B" (CEQA Findings of Fact and Statement of Overriding Considerations) and "C" (Findings General Plan Amendment, Rezoning, and permit approvals) for a complete listing of findings and evidence related to the above discussion.

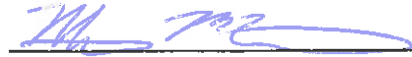
## **Staff Recommendation**

- It is recommended that the Planning Commission adopt the attached resolution (Exhibit A) recommending 1) that the Board of Supervisors adopt the Mitigation Monitoring and Reporting Program and Statement of Overriding Consideration and certify the Final Environmental Impact Report and Mitigation Monitoring and Reporting Program per the requirements of the California Environmental Quality Act; 2) that the Board of Supervisors approve a General Plan land use designation amendment and zone district amendment for Assessor Parcel Numbers 030-151-06, 030-121-07, 030-121-08, 030-151-12, 030-151-13, 030-151-27, 030-151-53, and 030-121-57; and 3) that the Board of Supervisors approve Commercial Development Permit under Application 171179, with 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](http://www.co.santa-cruz.ca.us)**

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# **Planning Commission Resolution**

**Application Number 171179**

**EXHIBIT A**

BEFORE THE PLANNING COMMISSION  
OF THE COUNTY OF SANTA CRUZ, STATE OF CALIFORNIA

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

On the motion of Commissioner  
duly seconded by Commissioner  
the following Resolution is adopted:

PLANNING COMMISSION RESOLUTION  
SENDING RECOMMENDATION TO THE BOARD OF SUPERVISORS  
ON PROPOSED GENERAL PLAN AMENDMENT

WHEREAS, the Planning Commission has held a public hearing on Application No. 171179, involving properties located at 41<sup>st</sup> Avenue and Soquel Drive, Soquel (APNs 030-121-06, 030-121-07, 030-121-08, 030-121-12, 030-121-13, 030-121-27, 030-121-53 030-121-57), and the Planning Commission has considered the proposed General Plan amendment, rezoning, commercial development permit, sign exception, and roadway and roadside exception, all testimony and evidence received at the public hearing, the proposed Final Environmental Impact Report for the project and the attached staff report.

NOW, THEREFORE, BE IT RESOLVED, that the Planning Commission recommends that the Board of Supervisors adopt the attached resolution adopting a Mitigation Monitoring and Reporting Program and Statement of Overriding Considerations and certifying the Final Environmental Impact Report and amending the General Plan by changing the properties' land use designation from the "C-C" Community Commercial land use designation to the "C-S" Service Commercial land use designation;

BE IT FURTHER RESOLVED, that the Planning Commission recommends that the Board of Supervisors adopt the attached ordinance amending the Zoning Plan and map by changing the properties' zone district from the "C-2" Community Commercial zone district to the "C-4" Service Commercial zone district;

BE IT FURTHER RESOLVED, that the Planning Commission recommends that the Board of Supervisors approve the commercial development permit, sign exception, and roadway and roadside exception;

BE IT FURTHER RESOLVED, that the Planning Commission makes findings with respect to the proposed rezoning and commercial development as contained in the Report to the Planning Commission.

PASSED AND ADOPTED by the Planning Commission of the County of Santa Cruz, State of California, this \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_, by the following vote:

AYES: COMMISSIONERS  
NOES: COMMISSIONERS  
ABSENT: COMMISSIONERS  
ABSTAIN: COMMISSIONERS

\_\_\_\_\_  
Rachel Dann, Chairperson

ATTEST: Steven Guiney  
Steven Guiney, AICP, Secretary

APPROVED AS TO FORM:

J. Miller  
Assistant County Counsel

BEFORE THE BOARD OF SUPERVISORS OF THE COUNTY OF SANTA CRUZ,  
STATE OF CALIFORNIA

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

On the motion of Supervisor:  
Duly seconded by Supervisor:  
The following Resolution is adopted:

RESOLUTION ADOPTING A MITIGATION MONITORING AND REPORTING PROGRAM AND STATEMENT OF OVERRIDING CONSIDERATIONS AND CERTIFYING THE FINAL ENVIRONMENTAL IMPACT REPORT PER THE REQUIREMENTS OF THE CALIFORNIA ENVIRONMENTAL QUALITY ACT AND ADOPTING A GENERAL PLAN LAND USE DESIGNATION FOR APNs 030-121-06, 030-121-07, 030-121-08, 030-121-12, 030-121-13, 030-121-27, 030-121-53, 030-121-57, BY CHANGING THE GENERAL PLAN LAND USE DESIGNATION FROM COMMUNITY COMMERCIAL TO SERVICE COMMERCIAL

WHEREAS, on April 25, 2018, the Planning Commission of the County of Santa Cruz held a duly-noticed public hearing on Application No. 171179, to amend the General Plan to change the land use designation of property located within the Soquel planning area and approving a commercial development permit, sign exception, roadway and roadside exception, and forwarded recommendations to the Board of Supervisors for further consideration; and

WHEREAS, the Board of Supervisors for the County of Santa Cruz has held a duly-noticed public hearing on Application No. 171179, to change the land use designation of property located within the Soquel planning area, and the Board of Supervisors has considered the proposed General Plan Amendment, the Final Environmental Impact Report associated with this project, and all testimony and evidence received at the public hearing, and the attached staff report; and

WHEREAS, the Environmental Impact Report was prepared and circulated for public comment in accordance with the requirements of the California Environmental Quality Act (CEQA); and

WHEREAS, the Final Environmental Impact Report identified certain significant and potentially significant adverse effects on the environment caused by the project; and

WHEREAS, the Board of Supervisors is required, pursuant to CEQA Guidelines Section 15021, to adopt all feasible mitigation measures or feasible project alternatives that can substantially avoid or substantially lessen the significant environmental effects as identified in the final EIR, keeping in mind the obligation to balance a variety of public objectives; and

WHEREAS, CEQA, at Public Resources Code Section 21081, and CEQA Guidelines Sections 15043, 15091 and 15093 authorize the Board of Supervisors to approve the project even though the project would cause a significant effect on the environment if the Board of Supervisors makes a fully informed and publicly disclosed decision that there is no feasible way to lessen or avoid the significant effects, and specifically identified expected benefits from the project outweigh the policy of reducing or avoiding significant environmental effects of the project; and

WHEREAS, the material which constitutes the record of proceedings upon which the Board of Supervisor's decision is based shall be located in the offices of the Planning Department, located at 701 Ocean Street Santa Cruz, California.

NOW, THEREFORE, BE IT RESOLVED AND ORDERED that the Board of Supervisors hereby:

1. Adopts and incorporates by this reference the Mitigation Monitoring and Reporting Program into this resolution, determines that the feasible mitigation measures identified therein are fully enforceable conditions on the project and shall be binding on all affected parties, and finds on the basis of substantial evidence in the record that changes or alterations have been required in, or

incorporated into, the project which eliminate, avoid or substantially lessen the significant environmental effects as identified in the Final EIR, where feasible.

2. Finds and determines, on the basis of substantial evidence in the record, that specific economic, legal, social, technological, or other considerations make infeasible the mitigation measures or alternatives identified in the Final EIR which avoid or substantially lessen the significant environmental effects identified in the Final EIR, and that specific overriding economic, legal, social, technological, or other benefits of the project as set forth in Statement of Overriding Considerations (Exhibit II) outweigh the significant effects on the environment, and adopts and incorporates by this reference the Statement of Overriding Consideration into this resolution.
3. Finds and determines, on the basis of substantial evidence in the record, that any remaining significant effects on the environment found to be unavoidable are acceptable due to overriding concerns as described in the Statement of Overriding Considerations.
4. Finds and determines, on the basis of substantial evidence in the record, that the project is the best alternative that can be feasibly implemented in light of relevant economic, legal, social, technological and other reasons, and rejects all other alternatives, and combinations and variations thereof.
5. Finds that the proposed General Plan Land Use Designation Amendment, as shown on the attached Exhibits, is consistent with State Law, and all portions of the County of Santa Cruz General Plan.
6. Finds that the General Plan Land Use Designation Amendment has been processed consistent with applicable provisions of CEQA and the CEQA Guidelines.
7. Finds, on the basis of the whole record before it, that the Final Environmental Impact Report reflects the independent judgment and analysis of the County of Santa Cruz, certifies the Final Environmental Impact Report and directs a Notice of Determination to be filed with the Clerk of the Board in accordance with CEQA, and adopts the General Plan Amendment by changing the "Community Commercial" designation to "Service Commercial", as indicated in the attached Exhibits, to be included and in effect with the next round of General Plan Amendments for 2018 and approves commercial development permit, sign exception, and roadway and roadside exception.

PASSED AND ADOPTED by the Board of Supervisors of the County of Santa Cruz, State of California, this \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_ by the following vote:

AYES:            SUPERVISORS  
NOES:            SUPERVISORS  
ABSENT:        SUPERVISORS  
ABSTAIN:       SUPERVISORS

\_\_\_\_\_  
Chairperson of the Board of Supervisors

ATTEST: \_\_\_\_\_  
Clerk of the Board

APPROVED AS TO FORM:

\_\_\_\_\_  
COUNTY COUNSEL

Exhibits:

- I. CEQA Findings of Fact and Overriding Considerations
- II. Findings General Plan Amendment, Rezoning, and permit approvals
- III. General Plan Amendment Map

DISTRIBUTION:    County Counsel  
                         Planning-Nathan MacBeth  
                         County GIS



# **CEQA Findings of Fact and Statement of Overriding Considerations**

**Application Number 171179**

## **EXHIBIT I**



# Nissan of Santa Cruz Project

## CEQA Findings of Fact and Statement of Overriding Considerations

State Clearinghouse #2017072002

*Prepared by:*

**County of Santa Cruz  
Planning Department**

701 Ocean Street, 4<sup>th</sup> Floor  
Santa Cruz, CA 95060



April 2018



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## 1.0 Introduction

A Draft Environmental Impact Report (DEIR) was prepared for the proposed Nissan of Santa Cruz Project (Project) and circulated on December 27, 2017 for a 45-day public review period ending on February 12, 2018, which was later extended to end on February 20, 2018, to solicit agency and public input on the analysis of the potential environmental effects associated with construction and operation of the Project. After close of the public review and comment period, a Final EIR consisting of responses to comments and changes to the Draft EIR was completed, which was released to the public on April 13, 2018. The Planning Commission held a public hearing on April 25, 2018 and prepared a recommendation to the Board of Supervisors regarding certification of the Final EIR and action on the project, and the Board of Supervisors held a public hearing on May 22, 2018 and determined to certify the Final EIR and to approve the requested Project entitlements.

The Findings of Fact (Findings) and Statement of Overriding Considerations (SOC) presented herein address the environmental effects associated with the Project that are described and analyzed within the Final EIR, reflecting the Board's determinations about feasible mitigation measures, the adequacy of the Final EIR, and about the Project. Of particular note is the Board's determination that the mitigation measure to address impacts to the Soquel/Robertson intersection, consisting of a traffic signal and intersection improvements, is a feasible mitigation that will be implemented by the County of Santa Cruz within about five years. The Draft and Final EIR had indicated the potential that the mitigation measure could be found to be infeasible due to lack of funding commitment from the County, but the Board's determination to make a commitment to implement the traffic signal mitigation means that impacts to the intersection can be reduced to a less than significant level, rather than be significant and unavoidable, with the exception of a short-term temporal significant and unavoidable impact to the intersection during the time after the Project is completed and before the traffic signal is completed, projects to be about a five year time period. These Findings have been made pursuant to the California Environmental Quality Act (CEQA; California Public Resources Code Section 21000 et seq.), specifically Public Resources code Section 21081 and 21081.6, as well as the CEQA Guidelines (14 CCR 15000 et seq.) Sections 15091 and 15093.

Public Resources Code Section 21081 and CEQA Guidelines Section 15091 require that the County of Santa Cruz (County) as the Lead Agency for this project, prepare written findings for any identified significant environmental effects along with a brief explanation of the rationale for each finding. Specific findings under CEQA Guidelines Section 15091(a) are:

- (1) Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effects as identified in the Final EIR.
- (2) Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.



- (3) Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the Final EIR.

Further, in accordance with Public Resources Code Section 21081 and CEQA Guidelines Section 15093, whenever significant effects cannot be mitigated to below a level of significance, the County as the decision-making agency is required to balance, as applicable, the benefits of the project against its unavoidable environmental risks when determining whether to approve the project. If the benefits of a project outweigh the unavoidable adverse environmental effects, the adverse effects may be considered “acceptable,” in which case the lead agency must adopt a formal statement of overriding considerations.

The Final EIR identified potentially significant environmental effects that could result from construction of the project, but could be reduced to a less-than-significant level through implementation of mitigation measures. Those effects were related to cultural resources (potential for impacts on previously unidentified archaeological resources), hazards and hazardous materials (impacts related to asbestos-containing materials and lead based paints), and noise (short-term temporary noise). Significant and unavoidable (unmitigable) impacts associated with transportation/traffic were identified to Highway 1 under the Existing Plus Project, Near Term Plus Project and Cumulative Plus Project conditions due to lack of feasible mitigation measures, and thus a statement of overriding considerations is required. In addition to the Highway 1 impacts, the statement of overriding considerations also pertains to the identified short-term temporal impact at the Soquel/Porter intersection, for the time period (projected to be for about 5 years) after the Project is completed but before the new traffic signal mitigation measure is operational, during which time impacts are considered significant and unavoidable.

## 2.0 Project Description

The project proposes to construct a 12,551 square foot automobile dealership with a separate 9,996 square foot automobile service building on a 2.568-acre site located at the southwest corner of the intersection of Soquel Drive and 41st Avenue in Soquel.

The site would provide 129 parking spaces to accommodate inventory as well as service and visitor parking. Discretionary approvals would include a General Plan Amendment, Rezoning, Commercial Development Permit with Preliminary Grading Approval, Sign Exception and Roadway/Roadside Exception.

The 12,551 square foot automobile dealership would be constructed primarily from aluminum composite metal panels, glass, and concrete block. The two story structure would have a maximum height of 29 feet six inches with an additional four feet allowed for the Nissan Tablet sign, for a total height of 33 feet six inches. The first floor amenities include a showroom, shared lounge, service advisors office, service manager office, sales offices, quiet lounge, restrooms, administrative conference room, parts department, and new vehicle delivery area. The second



floor amenities include a small meeting room, general manager's office, administrative office, additional office, and bulk parts area.

The 20 foot high single story 9,996 square foot service facility would provide six service bays with rollup doors, an oil change bay, car wash bay, restrooms, lounge, and oil and tool storage areas. The service department would be constructed primarily from aluminum composite metal panels, glass, and concrete block as is the main dealership building.

The project would also dedicate or provide approximately 15 feet for road right-of-way along the project frontage on Soquel Drive that would be used for an approximately 340 foot long right-turn pocket onto 41st Avenue from eastbound Soquel Drive (see Figure 2-3 of the Draft EIR). The existing signal light arm and associated control cabinet located at the corner of Soquel Drive and 41st Avenue would be relocated approximately 15 feet to the south to allow for the construction of the dedicated right-turn pocket. In addition, two PG&E power poles and associated street lights would also be relocated approximately 15 feet to the south to accommodate the proposed turn pocket. The project also proposes to meet and exceed its frontage improvement requirements by installing new curb gutter and standard ADA six-foot sidewalk along the entire project frontage of Soquel Drive and 41st Avenue, as well as along off-site frontages in order to connect to existing sidewalk improvements. Specifically, the proposed project would provide a standard ADA six foot separated sidewalk along Soquel Drive from the project frontage west approximately 300 feet to connect with existing sidewalk per the approved plan line. The proposed project would also provide a standard ADA six foot separated sidewalk (where feasible, or contiguous sidewalk where necessary) along 41st Avenue from the project frontage south approximately 250 feet to connect with existing sidewalk at the traffic signal to Redwood Shopping Center per the approved plan line.

### 3.0 Project Objectives

The applicant's project objectives are as stated below. These project objectives are also used to develop and evaluate a reasonable range of alternatives to the project within the EIR:

- To provide a conveniently located, attractively designed automotive dealership and service center that will offer a full range of automotive models and services that satisfy the demand for new car buying opportunities within unincorporated Santa Cruz County.
- To provide Service Commercial development within an area currently designated as Community Commercial.
- To combine multiple small parcels into one large parcel that can be developed to provide a greater community benefit.
- To provide for the efficient redevelopment of an existing community commercial area that is currently underutilized with blighted non-conforming residential properties, outdated commercial uses, and non-conforming site improvements.
- To provide commercial tax revenues to the unincorporated County of Santa Cruz.



These objectives have been considered in preparing the findings and statement of overriding considerations contained herein.

## 4.0 Findings of Fact

Having received, reviewed, and considered the information in the Final EIR for this project, as well as the supporting administrative record, the County of Santa Cruz makes findings pursuant to, and in accordance with, Sections 21081, 21081.5, and 21081.6 of the Public Resources Code.

### 4.1 Environmental Effects Found Not to be Significant

Through project scoping and the environmental analysis contained within the Final EIR, it was determined that the Project would not result in potentially significant effects on the environment with respect to aesthetics and visual resources, agricultural and forestry resources, air quality, biological resources, geology and soils, greenhouse gas emissions, hydrology and water quality, land use and planning, mineral resources, population and housing, public services and utilities, mineral resources, recreation, and tribal cultural resources. A summary of the reasons for this determination can be found in Sections 1.4 and 3.0 of the Draft EIR. No further findings are required for these subject areas.

### 4.2 Findings for Significant but Mitigated Effects

The following findings are hereby made by the County of Santa Cruz Board of Supervisors for the significant environmental effects identified in the EIR related to cultural resources (potential for impacts on previously unidentified archaeological resources), hazards and hazardous materials (impacts related to asbestos-containing materials and lead based paints), and noise (short-term temporary noise).

#### CULTURAL RESOURCES

**Impact CUL-1:** Construction associated with the proposed project would involve surface excavation, which has the potential to unearth and adversely impact previously unidentified archaeological resources.

**Finding:**

Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effects as identified in the Final EIR. (*Section 15091(a)(1)*).

**Mitigation Measures:**

Pursuant to CEQA Guidelines Section 15091, the following mitigation measures have been included in a mitigation monitoring and reporting program (MMRP) that is to be adopted concurrently with these findings.

**CUL-1 Extended Phase I Testing in Areas Covered in Asphalt.** For Extended Phase I surveys, all portions of a survey area shall be examined by systematic shovel testing whenever possible, in combination with systematic pedestrian survey,





and/or additional techniques such as augering, coring, soil probes, or mechanically excavated trenching, depending upon the surface conditions and potential for deeply buried archaeological sites. If extended testing reveals potential for archaeological resources to occur on site, Mitigation Measures CUL-2(a) and CUL-2(b) shall be implemented.

**CUL-2(a) Archaeological Resource Construction Monitoring.** At the commencement of construction within the project area, an orientation meeting shall be conducted by an archaeologist for construction workers associated with earth disturbing procedures. The orientation meeting shall describe the possibility of exposing unexpected archaeological resources and directions as to what steps are to be taken if such a find is encountered.

A qualified archaeologist and Ohlone/Costanoan representative shall monitor all earth moving activities conducted within native soil. In the event that archaeological and historic artifacts are encountered during project construction, all work in the vicinity of the find shall be halted until such time as the find is evaluated by a qualified archaeologist and appropriate mitigation (e.g., curation, preservation in place, etc.), if necessary, is implemented.

**CUL-2(b) Unanticipated Discovery of Cultural Resources.** Pursuant to Section 16.40.040 of the Santa Cruz County Code, and consistent with State Health and Safety Code Section 5097.98, if at any time during site preparation, excavation, or other ground disturbance associated with the project, human remains are discovered, the responsible person shall immediately cease and desist from all further site excavation and notify the sheriff-coroner and Planning Director. If the coroner determines that the remains are not of recent origin, the applicant shall implement a Phase 2 subsurface testing program to determine the resource boundaries, assess the integrity of the resource, and evaluate the site's significance through a study of its features and artifacts. The results and recommendations of the Phase 2 study shall determine the need for additional construction monitoring. If the site is determined insignificant, no further archaeological investigation or mitigation would be required.

If the discovered cultural resources are deemed significant, the County will work with the applicant to determine the appropriate extent of further mitigation. Examples of mitigation include, but are not limited to, capping of the resource with culturally sterile and chemically neutral fill material or Phase 3 data recovery.

**Significance after Mitigation:**

Through Extended Phase I testing and the potential monitoring of ground disturbance and evaluation of any unidentified cultural resources, implementation of Mitigation Measures CUL-1, and potentially CUL-2(a) and CUL-2(b) are anticipated to reduce impacts to previously





unidentified archaeological resources to a less than significant level based on current known resources at the site and in the general vicinity. However, the actual significance of buried resources is unknown until such time that they are discovered and properly evaluated. Although not anticipated, it is possible that construction activities may unearth resources of particular significance that would require more extensive investigation. With the incorporation of the above mitigation measures, significant environmental effects to cultural resources would be reduced to less than significant.

## HAZARDS AND HAZARDOUS MATERIALS

**Impact HAZ-1:** Construction and operation of the proposed project could include the use, storage, or transport of hazardous materials that could potentially create a safety hazard to public or the environment.

### Finding:

Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effects as identified in the Final EIR. (*Section 15091(a)(1)*).

### Mitigation Measures:

Pursuant to CEQA Guidelines Section 15091, the following mitigation measures have been included in a mitigation monitoring and reporting program (MMRP) that is to be adopted concurrently with these findings.

**HAZ-1:** Pursuant to Cal OSHA regulations, project applicants shall have each structure within the planning area within Assessor Parcel Numbers 030-121-08, 030-121-12, and 030-121-13 inspected by a qualified environmental specialist for the presence of ACMs in compliance with 40 CFR Part 61M and LBPs prior to obtaining a demolition permit from the County of Santa Cruz Planning Department. If ACMs and LBPs are found during the investigations, project applicants within the planning area shall develop a remediation program to ensure that these materials are removed and disposed of by a licensed contractor in accordance with all federal, state and local laws and regulations, subject to approval by the MBARD, and the Santa Cruz County Environmental Health Department, as applicable. Any hazardous materials that are removed from the structures shall be disposed of at an approved landfill facility in accordance with federal, state and local laws and regulations.

**HAZ-2:** Project applicants within the planning area shall have the interior of all on-site structures within Assessor Parcel Numbers: 030-121-08, 030-121-12, and 030-121-13 visually inspected by a qualified environmental specialist to determine the presence of hazardous materials prior to obtaining a demolition permit from the County of Santa Cruz Planning Department. Should any hazardous materials be encountered with any of the structures, the materials shall be tested and properly disposed of in accordance with federal, state and local regulatory requirements. Any stained soils or



surfaces underneath the removed materials shall be sampled. Subsequent testing shall indicate the appropriate level of remediation necessary and a work plan shall be prepared in order to remediate the soil in accordance with all applicable federal, state and local regulations prior to issuance of a grading permit.

**Significance after Mitigation:**

Implementation of these mitigation measures would reduce this impact to less than significant by ensuring that residential homes and associated structures are inspected by a qualified environmental specialist and hazardous materials properly addressed.

**NOISE**

**Impact NOI-4** Construction of the proposed project would result in a short-term increase in noise levels due to the operation of heavy equipment.

**Finding:**

Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effects as identified in the Final EIR. (*Section 15091(a)(1)*).

**Mitigation Measures:**

Pursuant to CEQA Guidelines Section 15091, the following mitigation measures have been included in a mitigation monitoring and reporting program (MMRP) that is to be adopted concurrently with these findings.

**NOI-1: Construction Hours**

The project shall comply with the Santa Cruz County Noise Ordinance and prohibition on offensive noise. Hours of construction for the project shall be limited to the hours of between 8:00 AM and 6:00 PM.

**NOI-2: Construction Equipment**

All construction equipment shall be properly maintained and all exhaust mufflers and engine shrouds shall be in good condition and appropriate for the equipment. Equipment engine shrouds shall be closed during equipment operation. Whenever feasible, electrical power shall be used to run air compressors and similar power tools rather than diesel equipment.

**NOI-3: Vehicle and Equipment Idling**

Construction vehicles and equipment shall not be left idling for longer than five minutes when not in use.

**NOI-4: Stationary Equipment**

Stationary construction equipment that generates noise exceeding 75 dB at the property line of the project site shall be shielded. Temporary noise barriers used



during construction activity shall be made of noise-resistant material sufficient to achieve a Sound Transmission Class (STC) rating of STC 40 or greater, based on sound transmission loss data taken according to ASTM Test Method E90. Such a barrier may provide as much as a 10 dB insertion loss, provided it is positioned as close as possible to the noise source or to the receptors. To be effective, the barrier must be long and tall enough (a minimum height of eight feet) to completely block the line-of-sight between the source and the receptors. The gaps between adjacent panels must be filled-in to avoid having noise penetrate directly through the barrier. The recommended minimum noise barrier or sound blanket requirements would reduce construction noise levels by at least 10 dB.

**Significance after Mitigation:**

Construction related noise effects would be temporary. With implementation of the above mitigation measures, noise generated by construction would be limited to daytime hours and would be muffled to the extent practicable. As a result, construction would be consistent with the County of Santa Cruz's requirements for construction activity and impacts would be reduced to a less than significant level.

**TRANSPORTATION/TRAFFIC**

**Impact TRA-1** Implementation of the Project will result in potentially significant impacts to the Soquel Drive/Robertson Street intersection, and the Soquel Drive/Porter Street intersection under Existing Plus Project and Near Term Plus Project and Cumulative Plus Project conditions. With the identified mitigation measures, both intersections would move to acceptable levels of service C or D. LOS D is the minimum acceptable to the County of Santa Cruz where additional enhancements to achieve LOS C may be considered infeasible. However, there would be a short-term temporal significant and unavoidable impact at the Soquel/Robertson intersection due to the time needed to implement the traffic signal mitigation measure. The duration of that short-term significant and unavoidable impact would begin with the start of Project operations and end with signal implementation, a period projected to not exceed five years. In addition, the Project will result in significant and unavoidable impacts to the segment of Highway 1 located north/west of 41st Avenue and to the Highway 1 segment located south/east of 41st Avenue. These segments currently operate at LOS F in both the AM and PM peak hours. LOS D or better is acceptable under Caltrans significance criteria, and LOS E and F is considered unacceptable. Any new trips added to Highway 1 at these segments is considered to be significant requiring mitigation. However, no mitigation is available to reduce impacts to Highway 1, and therefore the impacts to Highway 1 are considered significant and unavoidable.



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**Finding:**

Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effects as identified in the Final EIR. (*Section 15091(a)(1)*).

**Mitigation Measures:**

Pursuant to CEQA Guidelines Section 15091, the following mitigation measures have been included in a mitigation monitoring and reporting program (MMRP) that is to be adopted concurrently with these findings.

**TRA-1: Soquel Drive/Robertson Street (Intersection #4)**

Traffic at the Soquel Drive / Robertson Street intersection, which is currently operating at an unacceptable LOS E during the AM and PM peak hour, will continue to operate at LOS E or worse during all future conditions. To mitigate these significant impacts, the project applicant shall, prior to issuance of a building occupancy permit, pay \$14,200 (2.84% of the total unfunded improvement costs) toward the cost of construction, and the County of Santa Cruz shall take actions to design and commit all required additional funding to pay costs of implementing the following improvements to the Soquel Drive/Robertson Street intersection, with construction to occur within a projected five year period after completion of the Project:

- Install a traffic signal control.
- On Soquel Drive, restripe the westbound approach to one left turn lane and one thru lane, consolidate north driveways and close the north leg (southbound approach), converting the intersection to a signalized, three-directional intersection. Until north driveways are consolidated, the north leg will remain open to provide access to the building(s) using the existing driveway. The analysis evaluated this intersection with three approaches (i.e., a signalized “T” intersection with east, west, and south legs). Existing traffic volumes on the north approach are very low at (0 vehicles in the AM peak and 3 vehicles in the PM peak). The intersection would also operate acceptably should the County decide to construct a signalized four-way intersection instead (i.e., with east, west, south, and north legs).
- On Robertson Street, restripe the northbound approach from one lane to one left- and one right-turn lane. Limit the restriping to approximately 25 feet, due to the close spacing of the mobile home park driveway southwest of the intersection. The design for this improvement will be challenging and the designer should exercise care to ensure that northbound and southbound traffic can be safely accommodated. Analysis conservatively analyzed this intersection with one shared thru, left, and right lane.



## **TRA-2: Soquel Drive/Porter Street (Intersection #6)**

On Soquel Drive, the area on the south side west of Porter Street (adjacent to the curb) is currently signed as a loading zone from 8am to 5pm, Monday through Friday. When not in use as loading zone, this area currently operates as a de facto right-turn pocket. To mitigate AM and PM peak hour traffic impacts, the project applicant shall, prior to building occupancy permit, pay \$20,000 to the County of Santa Cruz to construct the following improvements:

- Through signage and restriping, convert the on-street loading zone on the south side of west leg (eastbound approach) into an eastbound right-turn pocket lane during peak hours, and optimize the signal phasing, cycle length, and splits.
- Restripe the existing bike lane to provide a right-turn with bike access, the lane should be combined into a 12-foot shared bike lane and right turn lane. The combined bike lane/turn lane treatment will include signage advising motorists and bicyclists of proper positioning within the lane.
- The project shall be conditioned to require the improvements to be completed prior to occupancy.

### **Significance after Mitigation:**

With the implementation within a projected five year period of the improvements outlined in Mitigation Measure TRA-1, the Soquel Drive at Robertson Street intersection would improve from LOS E to LOS B in AM and from LOS F to LOS D in the PM peak hours for Existing Plus Project. It should be noted that there would be a short-term temporal significant and unavoidable impact at this Soquel/Robertson intersection beginning with project operations and ending with signal construction (a period projected to not exceed five years). See Section 4.3 *Findings for Significant and Unavoidable Effects* for findings on this impact. Impacts to the Soquel Drive at Robertson Street intersection would be reduced to a less than significant level for Existing Plus Project, Near-term Plus Project and Cumulative Plus Project conditions with the incorporation of the above mitigation measures.

With the implementation of the improvements outlined in Mitigation Measure TRA-2, the Soquel Drive at Porter Street intersection would improve from LOS E to LOS C in the AM and from LOS E to LOS D in the PM peak hours for Existing Plus Project. With the implementation of the improvements outlined in Mitigation Measure TRA-2, the Soquel Drive at Porter Street intersection would improve from LOS E to LOS B in the AM and LOS F to LOS B in the PM peak hours for Near-term Plus Project. Impacts to the Soquel Drive at Porter Street intersection level of service would be reduced to a less than significant level for Existing Plus Project, Near-term Plus Project and Cumulative Plus Project conditions with the incorporation of the above mitigation measures.



### 4.3 Findings for Significant and Unavoidable Effects

Public Resources Code 21081 and 21081.5, and CEQA Guidelines Section 15093, require that the County of Santa Cruz balance the economic, legal, social, technological, or other benefits of a proposed project against its unavoidable environmental effects when determining to approve a project. And if specific economic, legal, social, technological, or other benefits outweigh the unavoidable adverse environmental effects, the adverse effects may be considered “acceptable.”

Significant and unavoidable effects related to transportation/traffic (added vehicle trips to failing Highway 1 segments and short-term temporal impacts to failing Intersection #4 Soquel Drive at Robertson Street during the time before the traffic signal is constructed) were identified for the project. The temporal significant and unavoidable impact to the intersection of Soquel Drive at Robertson Street would occur from the time the Project becomes operational until the time the intersection is signalized. The following findings and statement of overriding considerations outlines the specific reasons to support the County of Santa Cruz Planning Department recommendation for approval.

**Impact TRA-1** Implementation of the Project would result in potentially significant impacts to the Soquel Drive/Robertson Street intersection, and the Soquel Drive/Porter Street intersection under Existing Plus Project and Near Term Plus Project and Cumulative Plus Project conditions. With the identified mitigation measures, both intersections would move to acceptable levels of service C or D. LOS D is the minimum acceptable to the County of Santa Cruz where additional enhancements to achieve LOS C may be considered infeasible. However, there would be a temporal significant and unavoidable impact to the Soquel Drive/Robertson Street intersection during the time period before the traffic signal is implemented, beginning with project operations and ending with signal construction, a period projected to not exceed five years. In addition, the Project would result in significant and unavoidable impacts to the segment of Highway 1 located north/west of 41st Avenue and to the Highway 1 segment located south/east of 41st Avenue. These segments currently operate at LOS F in both the AM and PM peak hours. LOS D or better is acceptable under Caltrans significance criteria, and LOS E and F is considered unacceptable. Any new trips added to Highway 1 at these segments is considered to be significant requiring mitigation. However, no mitigation is available to reduce impacts to Highway 1, and therefore the Existing Plus Project, Near Term Plus Project and Cumulative Plus Project conditions and impacts are considered significant and unavoidable.





**Finding:**

The County of Santa Cruz finds that specific economic, legal, social, technological, or other considerations, make infeasible the mitigation measures or project alternatives identified in the Final EIR as related to the short-term impact to the Soquel Drive/Robertson Street intersection and to impacts on Highway 1. Regardless of the nature of development that could occur on the subject site, it will require time for the County of Santa Cruz to design, fund and implement the traffic signal mitigation at Soquel/Robertson. Similarly, any development that adds trips to Highway 1 would have significant and unavoidable impacts, as no mitigation project or funding has been identified that could be implemented to bring Highway 1 into an acceptable level of service. Implementation of the project alternatives is not feasible due to a) not meeting the project objectives, and/or b) the applicant not owning all of the parcels involved with an alternative, and/or c) the alternate development scenarios not meeting the project objectives and not being economically feasible according to an economic feasibility analysis prepared by a development consultant under contract to the County of Santa Cruz.

**Finding:**

The County of Santa Cruz finds that changes or alterations to improve Highway 1 level of service are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency. It is the responsibility of CalTrans and the Santa Cruz Regional Transportation Commission to define, permit, fund and implement improvements to Highway 1. An Environmental Impact Report is being developed which evaluates a variety of improvements that could be implemented in the future, but there has been no decision about which improvements to implement, and there is no established timeframe or funding program for making the improvements which may be approved and pursued in the future.

**Mitigation Measures:**

The Final EIR characterizes Mitigation Measure TRA-1 (signalization of the intersection of Soquel Drive and Robertson Street) as potentially not feasible due to a lack of currently identified available funding. The complete cost to signalize the intersection of Soquel Drive at Robertson Street is estimated at \$373,612 in the 2017/2018 County of Santa Cruz Capital Improvement Program (CIP); however, updated cost estimates by the County of Santa Cruz Department of Public Works have placed the cost of the signalization closer to \$500,000. The applicant is being required to pay the project's fair share contribution toward the cost of the signal project (\$14,200 or 2.84% of the total improvement costs). Currently, there are no funds currently programmed in the County's Capital Improvement Program (CIP) for this project. However, further discussions with the Department of Public Works and deliberations by the County Board of Supervisors concluded that a signalized intersection project could be designed and implemented within approximately the next five years, and the Board of Supervisors has determined to commit to County implementation of the mitigation by identifying and allocating funds and authorizing and directing completion of the work. The types of funds that could potentially be used/allocated are as follows:



Regular Annual Road Department Revenues  
Transportation Impact Fees (TIA)  
Senate Bill 1 Gas Taxes (SB1 – 2017 legislation)  
Highway User Tax Account – Gas Taxes (HUTA – Historic Gas Taxes)  
County Service Area 9 (CSA 9 – Highway Safety Lighting including signals)  
County General Fund

No feasible mitigation has been identified to address the short term period of time that would experience significant and unavoidable impacts at the Soquel/Robertson intersection before the traffic signal can be implemented. Although the County of Santa Cruz Board of Supervisors has committed to undertake design, funding and construction of the traffic signal project within five years of Project implementation, there is no way to get the signal implemented more quickly, and therefore there is no feasible mitigation for the short-term temporal impact to the Soquel/Robertson intersection that is associated with the additional traffic trips generated by the proposed project at the intersection of Soquel Drive and Robertson Street during the short term.

#### **Significance after Mitigation**

The County of Santa Cruz finds that the implementation of Mitigation Measure TRA-1 is not feasible to implement before approximately five years after the Project is developed, and therefore temporal (five years) LOS impacts associated with the intersection of Soquel Drive and Robertson Street are considered to be significant and unavoidable.

#### **4.4 Mitigation Monitoring and Reporting Program**

As referenced above in the Findings, a MMRP has been prepared for the project and is to be adopted concurrently with these findings and statement of overriding considerations pursuant to Public Resources Code Section 21081(a)(1). The MMRP is a separate stand-alone document that will be used by the County of Santa Cruz to track compliance with the project mitigation measures. The MMRP will remain available for public review during the compliance period, which includes pre-construction coordination, construction, and post-construction documentation.

#### **5.0 Project Alternatives**

Where the County of Santa Cruz has determined that, even after the adoption of all feasible mitigation measures the project would still cause one or more significant environmental impacts that cannot be avoided or lessened to below a level of significance, the County of Santa Cruz must determine if there is a project alternative that is both environmentally superior and feasible. An alternative may be “infeasible” if it fails to achieve the most basic project objectives identified within the EIR. Further, “feasibility” under CEQA encompasses the desirability of the project “based on a reasonable balancing of the relevant economic, environmental, social,





and technological factors” of a project (*City of Del Mar, supra*, 133 Cal.App.3d at p. 417; see also *Sequoyah Hills, supra*, 23 Cal.Ap.4<sup>th</sup> at p. 715).

### Alternative No. 1: No Project/No Development

This alternative assumes that the Proposed Nissan of Santa Cruz Project is not pursued, and that the project site remains in its current state (defined as at the time the Notice of Preparation was distributed). The project site is located on 2.6 acre property, which is currently developed with the exception of one 0.82 acre parcel. The alternative assumes that the existing structures to include the commercial building, self-serve car wash, and single-family homes would remain, and that the site would remain designated and zoned Community Commercial/C-2. No automotive dealership would be constructed as proposed.

Since the proposed development would not occur on the project site, impacts related to construction and long-term site disturbances, such as those related to air quality, cultural resources, hazards and hazardous materials, and noise would not occur. Also, since no additional employees and customers would be traveling to the project site as a result of the proposed development, impacts based on a per capita trip generation from new customers, residents or employees resulting from the project would not occur under this alternative. These impacts include those primarily related to transportation/traffic. Existing Plus Project, Near-term Plus Project, and Cumulative Plus Project traffic trips generated by the Proposed Project would not occur; and therefore, there would be no impacts to the intersections of Soquel Drive at Robertson Street and Soquel Drive at Porter Street. In addition the added project-generated traffic trips would not occur; and therefore there would be no impacts on Highway 1 north/west and south/east of 41st Avenue.

Section 15126.6 of the State of California CEQA Guidelines states that: “an EIR shall describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project...” The No Project/No Development Alternative does not meet most of the project objectives includes “To provide a conveniently located, attractively designed automotive dealership and service center that will offer a full range of automotive models and services that satisfy the demand for new car buying opportunities within the unincorporated County.” Therefore, this alternative is considered to be infeasible.

### Alternative No. 2: Proposed Project with APN 030-121-34

Under Alternative No. 2, development of the eight parcels included under the Proposed Project would occur as proposed with the addition of Assessor Parcel Number 030-121-34, for a total of nine parcels. The additional 0.123 acre (5,348 square foot) parcel is located on the eastern side of the Proposed Project area fronting on 41<sup>st</sup> Avenue. The addition of this parcel to the project area would increase the acreage from 2.568 acres to 2.691 acres. Two possible scenarios are possible under this alternative. Under the first, the parcel would not be added to the automotive dealership site, but the County would initiate and approve a re-designation and rezoning of the parcel to Service Commercial / C-4 if the dealership is approved, in order to maintain consistency



of land use designation and a logical land use pattern in the immediate area. It is not foreseeable to identify how the parcel might be developed in the future; under this scenario it is assumed that the existing single-family structure and associated detached garage (which has been listed for sale for an extended time but with no change in its status) remains in its present condition.

Under the second scenario, the parcel is added to the automotive dealership project and the parcel is re-designated and rezoned. Under that scenario, an existing 15 foot wide access easement to be maintained under the Proposed Project, which extends from Soquel Drive to the western boundary of APN 030-121-34, would be abandoned and the existing dilapidated single-family structure and associated detached garage would be demolished. Alternative No. 2 scenario of including the additional parcel within the Nissan of Santa Cruz project has been determined to be infeasible because the project applicant does not own APN 030-121-34. The Alternative No. 2 scenario of changing the General Plan land use designation and zoning of the additional parcel from Community Commercial/C-2 to Service Commercial/C-4 may at some time be considered to be feasible by the County of Santa Cruz and/or the owner of the parcel. Approval of the Proposed Project as submitted does not preclude the County and/or the owner of this parcel from pursuing a legislative process to change the land use designation and zoning of the parcel in the future, if it is determined that would support a rational land use pattern and be the preferred land use for the area.

## 6.0 Statement of Overriding Considerations

Where there are significant and unavoidable impacts from a project, pursuant to Section 15093 of the California Code of Regulations, the County of Santa Cruz must “balance, as applicable, the economic, legal, social, technological, or other benefits, including region-wide or statewide environmental benefits, of a proposed project against its unavoidable environmental risks, when determining whether to approve the project.” The record of those considerations shall include a written statement of overriding considerations that is supported by substantial evidence within the administrative record. A finding consistent with Section 15091(a)(3), that specific economic, legal, social, technological, or other consideration, make infeasible any other mitigation measures or project alternatives that would avoid or lessen this impact to below a level of significance.

### Significant and Unavoidable Impacts

The environmental analysis in the Final EIR identifies two Transportation/Traffic impacts from the project that are significant and unavoidable (Section 3.8 Transportation/Traffic of the Final EIR): a short-term temporal unacceptable level of service impact at the Soquel/Robertson intersection during the period of time between the Project becoming operational and the traffic signal being completed; and unacceptable level of service impacts on Highway 1, for which there is no identified mitigation program

Congestion on Highway 1 during peak use periods is currently substantial, and there is limited opportunity for the County or an individual project proponent to affect this regional condition. The current performance of the highway is so degraded that the limited number trips in the AM



and PM peak hours attributable to the project (Section 3.8 Transportation/Traffic of the Final EIR), and which cannot be fully mitigated with measures identified in Section 3.8 Transportation/Traffic of the Final EIR, are considered to be significant and unavoidable. In this situation, any project that contributes trips to Highway 1 during peak periods will be found to create significant and unavoidable impacts, unless and until some type of local mitigation becomes available, which is the responsibility of Caltrans and/or the Santa Cruz Regional Transportation Commission to address.

The second impact that is considered to be significant and unavoidable is the increased vehicle delay at the intersection of Soquel Drive with Robertson Street during the approximately five years it may take to design, fund and implement a new traffic signal. Though the increase in vehicle delay is limited, ranging from .1 seconds per vehicle in the morning peak period to .7 seconds per vehicle in the afternoon peak period (Section 3.8 Transportation/Traffic of the Final EIR), and will occur for a limited time, the intersection already operates at Level of Service (LOS) E and F, respectively, and therefore even limited additional delay is considered to be significant.

### **Benefits of the Project:**

Transportation: Mobility, Reliability, Mode Choice

The project is located in an area which is deficient and or lacks viable pedestrian access and fronting on two major arterial roads (Soquel Drive and 41st Avenue).

The Project would dedicate or provide approximately 15 feet for road right-of-way along the project frontage on Soquel Drive that would be used for an approximately 340 foot long right-turn pocket onto 41st Avenue from eastbound Soquel Drive (see Figure 2-3 of the Draft EIR). The existing signal light arm and associated control cabinet located at the corner of Soquel Drive and 41st Avenue would be relocated approximately 15 feet to the south to allow for the construction of the dedicated right-turn pocket. In addition, two PG&E power poles and associated street lights would also be relocated approximately 15 feet to the south to accommodate the proposed turn pocket. The project also proposes to meet and exceed its frontage improvement requirements by installing new curb gutter and standard ADA six-foot sidewalk along the entire project frontage of Soquel Drive and 41st Avenue, as well as along off-site frontages in order to connect to existing sidewalk improvements. Specifically, the proposed project would provide a standard ADA six foot separated sidewalk along Soquel Drive from the project frontage west approximately 300 feet to connect with existing sidewalk per the approved plan line. The proposed project would also provide a standard ADA six foot separated sidewalk (where feasible, or contiguous sidewalk where necessary) along 41st Avenue from the project frontage south approximately 250 feet to connect with existing sidewalk at the traffic signal to Redwood Shopping Center per the approved plan line.

The project would therefore improve transportation conditions and increase mobility, reliability and mode choice options in the area, improving both pedestrian access and vehicular circulation. The sidewalk infrastructure would include connecting Soquel Drive with the first pedestrian crosswalk across 41<sup>st</sup> Avenue, creating connection to the major shopping area on 41<sup>st</sup> Avenue.



The additional and wider, separated sidewalk will support pedestrian use of the commercial area and contribute to pedestrian safety. The signal at the intersection of Soquel Drive and Robertson, when installed within five years, would allow for coordination of signalization that would improve timing and reduce delay on the segment of Soquel Drive from north Rodeo Gulch to Main Street in Soquel. The installation of a 340 foot long right turn lane on Soquel Drive along the property frontage is also a sizeable benefit to flow of vehicular traffic, in an area that experiences significant congestion. Further, the project would incrementally support increased use of more green technology, in that the proposed dealership would be one of few automobile dealerships which offer both all-electric and hybrid vehicles.

The proposed development would result in the combination of 8 parcels totaling approximately 2.6 acres. The combination and joint development of the subject parcels facilitates these comprehensive roadway and roadside improvements, which would otherwise be unlikely to occur under the condition of the individual parcels being developed separately from one another. The traffic impact report prepared by Kimley-Horn dated October, 2017 concluded that the proposed roadway improvements post-mitigation will result in improved LOS to the intersections of Soquel Drive/41st Avenue, Soquel Drive/ Robertson and Soquel Drive/Porter. Each of these intersections currently operates at a below acceptable level of service, and with installation of the traffic signal at Soquel/Robertson, LOS will improve along this segment of Soquel Drive.

There would be economic benefit to the County in the installation of these improvements as part of the project, as the County would not have to itself fund the roadway and roadside improvements in the vicinity of the project site. There is further economic benefit in that a car dealership in this location, facilitated by the combination of parcels to create a site large enough to accommodate this type of business, would create the opportunity for significant sales tax revenues to the County of Santa Cruz, which can be used to support public services to the unincorporated area.

Lastly, the project site is currently developed with non-conforming uses which have become a public nuisance and are unsafe to occupy. The project proposes a General Plan Amendment and rezoning of the project site to accommodate an economically feasible car dealership development, and the proposed use will be consistent with the Proposed General Plan Designation and Zoning. The new development would replace the dilapidated, existing development that is in unsafe condition. The area has been underdeveloped and other new retail commercial uses that would be consistent with the existing Community Commercial/C-2 zoning have not been proposed to the County. There has been no change of land use on the subject site for many decades, which is evidence of low market demand and low feasibility for development as a community commercial use. Economic analysis by a consultant to the County of Santa Cruz has shown that a commercial or a mixed residential/commercial development would not be economically feasible, especially given the changing nature of retailing in the United States and elsewhere.



### **Findings:**

For each and all of these reasons, the County of Santa Cruz finds that the benefits of the Project outweigh the significant and unavoidable environmental effects related to temporary impacts and unacceptable/decreased Level of Service at the Soquel Drive and Robertson Street intersection, and those related to impacts from additional traffic on Highway 1. Therefore, these adverse significant and unavoidable effects are considered to be acceptable by the Santa Cruz County Board of Supervisors, which is the decision-making body for the project, given the importance of this project to the County of Santa Cruz.

## **7.0 Statement of Location and Custodian of Documents**

Public Resources Code Section 21081.6(a)(2) and Section 15091(e) of the California Code of Regulation requires that the County of Santa Cruz, as the Lead Agency, specify the location and custodian of the documents of other materials that constitute the record of proceedings upon which the decision has been based. The following location is where review of the record may be performed:

County of Santa Cruz Planning Department

Santa Cruz County Governmental Center

701 Ocean Street, 4<sup>th</sup> Floor

Santa Cruz, CA 95060

The County of Santa Cruz has relied on all of the documents contained within the record of proceedings in reaching its decision on the project.

## **General Plan Amendment Findings**

1. The reasons for the recommendation.

The Planning Commission of the County of Santa Cruz held a public hearing on Application No. 171179, to amend the General Plan to change the land use designation of property located within the Soquel planning area and approving commercial development permit, sign exception, roadway and roadside exception, and forwarded recommendations to the Board of Supervisors for further consideration

2. A statement of the consistency of the proposal to the other parts of the adopted General Plan.

The finding can be made that the proposed General Plan Land Use Designation Amendment is consistent with State Law, and all portions of the County of Santa Cruz General Plan.

3. A statement of required findings regarding compliance with the California Environmental Quality Act (CEQA).

The finding can be made in that the General Plan Land Use Designation Amendment has been processed consistent with applicable provisions of CEQA and the CEQA Guidelines in that, on the basis of the whole record, that the Final Environmental Impact Report reflects the independent judgment and analysis of the County of Santa Cruz.

## **Rezoning Findings**

1. The proposed zone district will allow a density of development and types of uses which are consistent with the objectives and land use designations of the adopted General Plan; and

This finding can be made, in that the subject property is located within the Urban Services Line with all public services available and is adjacent to existing commercial development, with another car dealership across the street. The property is currently zoned C-2 (Community Commercial) and would be rezoned to the C-4 (Service Commercial) zone district, which is a rezoning consistent with the amended General Plan C-S (Service Commercial) land use designation.

2. The proposed zone district is appropriate for the level of utilities and community services available to the land; and

This finding can be made, in that the subject property is located within the Urban Services Line with all public services available.

3. The character of development in the area where the land is located has changed or is changing to such a degree that the public interest will be better served by a different zone district.

This finding can be made, in that the surrounding area is characterized by uses associated with the C-4 zone district and C-S land use designation. The proposed automobile dealer is consistent with the existing surrounding uses which include Home Depot, Best Buy, a Safeway supermarket and gas station, and a variety of retail stores, restaurants and commercial services. The project site is bordered by Soquel Drive/commercial uses and 41st Avenue/commercial uses, on the north and east, a microbrewery and full service carwash to the south, and by a lumberyard to the west. Ocean Honda, allocated in the C-4 Service Commercial zoning district, is located across Soquel Drive; therefore, the rezoning is appropriate.

### **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 commercial uses and is not encumbered by physical constraints to development. Construction will comply with prevailing building technology, the California Building Code, and the County Building ordinance to insure safety and the conservation of energy and resources. The proposed automobile dealer and service facility will not deprive adjacent properties or the neighborhood of light, air, or open space, in that the structures meet or exceed all required setbacks that ensure access to light, air, and open space in the neighborhood. Environmental Planning staff reviewed and accepted the preliminary grading plan and soils report for the project.

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 proposed use and the conditions under which it would be operated or maintained will be consistent with all pertinent County ordinances and the purpose of the C-4 (Service Commercial) zone district as the primary use of the property will be an automobile dealer and service facility that meets all required site standards for the zone district. Auto dealer and service uses are an allowed use within the C-4 zone district.

The proposed sign exception will be consistent with SCCC 13.10.587 in that the location of the proposed buildings are a significant distance away from the street and configuration of the project site support the need for increasing the allowed 50 square feet of signage to approximately 275 square feet for building mounted signage. Building mounted signage consists of an approximately 50 square foot "Santa Cruz", a 73 square foot "Nissan", an approximately 15 square foot "Service" and an approximately 64 square foot Nissan logo mounted on an architectural element at the front and center of the building. An additional 73 square foot "Nissan" sign is proposed on the façade of the service building fronting Soquel Drive. The project proposes a 6 foot high monument sign located at the entrance along 41<sup>st</sup> Avenue and two monument signs for directional purposes rather than advertisement of the proposed use. The directional signs are intended for safe onsite circulation rather than advertisement of the business.



The signage will be architecturally and aesthetically compatible with the surrounding neighborhood, environmental setting and associated buildings and will not create or contribute to visual clutter. As a condition, all sign lighting will be turned off when the business is closed. The project is located outside of the scenic corridor and will not be visible from nearby scenic Highway 1.

The grading associated with the proposed development has been reviewed for consistency with the County Code and further analyzed in the Environmental Impact Report. Section 16.20.080 (c) of the County Code states an application for a grading, dredging or diking shall be denied if the Planning Director or Planning Commission makes any of the following findings:

- (a) That the design of the proposed site is not consistent with the applicable general and specific plans adopted pursuant to Chapters 13.01 and 13.03 of the Santa Cruz County Code.
- (b) That the proposed grading plan for the development contemplated does not comply with the requirements of the Santa Cruz County Code.
- (c) If the project is for the creation of a building site, that adequate sewage facilities and water supplies cannot be provided.
- (d) If the project as proposed will cause excessive and unnecessary disturbance of the site particularly as defined in Section 16.10.050.

Staff recommends approval since the findings for denial of the grading approval cannot be made:

- (a) The design of the proposed site is consistent with the General Plan in that the proposed grading plans indicate that all grading will occur under the observation of a soils engineer, and will be constructed in accordance with an approved Storm Water Pollution Control plan, which is consistent with General Plan Policies 6.3.4 and 6.3.5; adopted pursuant to Chapter 13.01 of the SCCC. No specific Plan has been adopted for this area.
- (b) The proposed grading plan for the development does comply with SCCC for the following reasons. The purpose of the Grading Ordinance (Chapter 16.20) is to “safeguard health, safety, and the public welfare; to minimize erosion and the extent of grading; to protect fish and wildlife, to protect the watersheds; to ensure the natural appearance of grading projects; and to otherwise protect the natural environment of Santa Cruz County.” The grading plans have been reviewed by Environmental Planning staff and have been found to meet the purpose and technical requirements of the County Grading Ordinance (Chapter 16.20). The proposed grading will be completed under the observation of the project civil and geotechnical engineers to ensure adherence to these provisions. Implementation of the grading plan as designed does not result in significant changes to existing site grades.

The purpose of the Erosion Control Ordinance (Chapter 16.22) is to “eliminate and prevent accelerated erosion that have led to or could lead to, degradation of water quality, loss of fish habitat, damage to property, loss of topsoil and vegetation cover, disruption of water supply, and increased danger from flooding, and to implement Local Coastal Program land use policies.” The project grading plans meet the purpose of the erosion control ordinance in that will be constructed in accordance with an approved Storm Water Pollution Control plan, thereby preventing erosion and degradation of water quality. The project has been conditioned to comply with the requirements of the Department of Public Works



**Stormwater Management.**

- (c) The project site is served by the County of Santa Cruz Department of Public Works Sanitation District and City of Santa Cruz Water Department. Will-serve letters from the sanitation district and water department have been provided indicating that adequate services are available for the proposed development.
  - (d) The proposed grading does not result in significant changes to existing grades, and is the minimum necessary to serve the proposed use.
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 auto dealer and service facility is consistent with the use and density requirements specified for the C-S (Service Commercial) land use designation in the County General Plan.

The proposed automobile dealer and service facility will be located in an area that is developed with existing commercial uses, including a car dealership located across the street. The proposed development will be of appropriate design to ensure compatibility with the range of architectural styles found in the vicinity. As specified in General Plan Policy 8.5.2 (Commercial Compatibility with Other Uses), the proposed development would be consistent with County Design Review guidelines.

The proposed automobile dealer and service will be of appropriate design to ensure compatibility with the surrounding commercial uses as specified in General Plan Policy 2.17.4 (Design of Service Commercial/Light Industrial Uses), in that the proposed automobile dealer and service will comply with the site standards for the C-4 zone district (including setbacks and height) and will result in a structure consistent with County Design Review Ordinance.

A specific plan has not been adopted for this portion of the County. The project is located within a study area identified in the Sustainable Santa Cruz County Plan (SSCC) planning study, however, the SSCC has not been formally adopted by the Board of Supervisors.

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, based on the following reasons. Will-serve letters have been obtained from the City of Santa Cruz Water Department and County Sanitation District, indicating availability of services and capacity to serve the proposed use.

Transportation impact analysis prepared by Kimley Horn dated 2017 and peer reviewed by Mott McDonald indicates the proposed project is anticipated to generate 728 average daily trips. The existing uses on the project site consisting of single family dwellings, commercial use and car wash generate 560 daily trips which will be taken as trip credits. Therefore, the net new trip generation for the proposed project is 168 daily trips, -5 AM peak hour trips (11 in/-16 out), and 26 PM peak hour trips (5 in/21 out).

Development of the proposed project would result in potentially significant impacts to the Soquel Drive/Robertson Street intersection, and the Soquel Drive/Porter Street intersection however, with implementation of the identified mitigation measures, both intersections would move to acceptable levels of service (LOS) C or D. LOS D is the minimum acceptable to the County of Santa Cruz where additional enhancements to achieve LOS C may be considered infeasible. With implementation of the identified mitigation, impacts would be reduced to less than significant, except that there would be a short-term temporal unavoidable and significant impact for the duration of time between the dealership being completed and operational and the signalization project being completed and operational.

In addition, the proposed project would result in potentially significant impacts to the segment of Highway 1 located west of 41st Avenue and the Highway 1 segment located east of 41st Avenue. These segments currently operate at LOS F in both the AM and PM peak hours. LOS D or better is acceptable under Caltrans significance criteria, and LOS E and F is considered unacceptable. Any new trips added to Highway 1 at these segments is considered to be significant requiring mitigation. However, no mitigation is available to reduce impacts to Highway 1. Therefore, project impacts under Existing Plus Project and Near Term Plus Project and Cumulative conditions would be Class I, significant and unavoidable for Highway 1 segment operations.

CEQA Findings of Fact and Statement of Overriding Considerations regarding temporal and long-term significant an unavoidable environmental impacts is attached (Exhibit B).

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

This finding can be made, in that the proposed project will compliment and harmonize with the existing land uses in the vicinity. The proposed design is consistent with the existing pattern of commercial development found in the vicinity and the proposed sign exception will only vary from sign standards to the extent necessary to ensure the project will not be out of character with the project setting. The proposed sign exception is necessary due to special circumstances applicable to the site including the project being located on a corner lot and the primary building located approximately 150 feet from Soquel Drive and 41<sup>st</sup> Avenue. Additionally, the primary building will be oriented to face 41<sup>st</sup> Avenue resulting in the need for additional business identifying signage on the façade of the service building fronting Soquel Drive. Existing commercial uses in the vicinity (including Home Depot, Best Buy, and Safeway) have obtained similar approvals to increase the required signage, therefore approval of the proposed sign exception would not be a granting of special privileges and the proposed sign exception would be in character with the surrounding pattern of commercial development. The proposed development and associated improvements will result in an enhanced streetscape including the construction of a separated sidewalk, planting of street trees, and landscaping at a location previously lacking these amenities.

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 development is consistent with the Design Standards and Guidelines of the County Code in that the proposal will be of an appropriate scale and type of

design that will enhance the aesthetic qualities of the surrounding properties and will not reduce or visually impact available open space in the surrounding area. The proposed project will incorporate site and architectural design features such as increased front yard setback, articulated facades and landscaping to reduce the visual impact of the proposed development on surrounding land uses. Site lighting will be minimized to greatest extent feasible when the business is closed.

### **Roadway and Roadside Exception**

1. The improvements are not appropriate due to the character of the development in the area and the lack of such improvements on surrounding developed property;

A Roadway and Roadside Exception is required to vary from the 41st Avenue and Soquel Drive plan lines. The 41<sup>st</sup> Avenue plan line was approved with the intent to provide sidewalk along the west side of 41st Avenue but the existing King's Paint and Paper building was expected to remain. Therefore, the approved plan line shows the new sidewalk out into the existing roadway. The proposed project intends to demolish the King's Paint and Paper building so the sidewalk can be built along the project frontage behind the existing curb. Additionally, the Soquel Drive plan line requires installation of the proposed dedicated right turn lane however, the project proposes to extend the length of the turn lane an additional 190 feet. The Department of Public Works Road Engineering Division has reviewed the proposed development and supports the exception in that the proposed development would result in an enhancement to the Board-approved plan lines.

# Proposed General Plan Designation



## Legend

-  Project Area
-  Assessors Parcels
-  Street
-  Commercial-Community
-  Commercial-Service
-  Residential - Urban High Density
-  Urban Open Space



*Map Created by  
County of Santa Cruz  
Planning Department  
January 2018*

**ORDINANCE NO. \_\_\_\_\_**

**ORDINANCE AMENDING CHAPTER 13  
OF THE SANTA CRUZ COUNTY CODE  
CHANGING FROM ONE ZONE DISTRICT TO ANOTHER**

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The Board of Supervisors of the County of Santa Cruz ordains as follows:

**SECTION I**

The Board of Supervisors finds that the public convenience, necessity and general welfare require the amendment of the County Zoning to implement the policies of the County General Plan regarding the properties (eight parcels) located on the southwest corner of the intersection of 41<sup>st</sup> Avenue and Soquel Drive, in Soquel; finds that the zoning established herein, as shown on the attached exhibit, is consistent with all elements of the Santa Cruz County General Plan; and finds and certifies that all environmental regulations specified in the California Environmental Quality Act, the State and County Environmental Guidelines, and Chapter 16 of the County Code have been complied with by the preparation and approval of an Environmental Impact Report for the project.

**SECTION II**

The Board of Supervisors hereby adopts the recommendations and findings of the Planning Commission for the Zoning Plan Amendment as described in Section III, based on the following findings without modification:

1. The proposed zone district will allow a density of development and types of uses which are consistent with the objectives and land use designations of the adopted General Plan; and

This finding can be made, in that the subject property is located within the Urban Services Line with all public services available and is adjacent to existing commercial development, with another car dealership located across the street. The property is currently zoned C-2 (Community Commercial) and would be rezoned to the C-4 (Service Commercial) zone district. The General Plan land use designation is proposed to be amended from C-C (Community Commercial) to the C-S (Service Commercial) land use designation.

2. The proposed zone district is appropriate for the level of utilities and community services available to the land; and

This finding can be made, in that the subject property is located within the Urban Services Line with all public services available.

3. The character of development in the area where the land is located has changed or is changing to such a degree that the public interest will be better served by a different zone district.

This finding can be made, in that the surrounding area is characterized by uses associated with the C-4 zone district and C-S land use designation. The proposed automobile dealer is consistent with the

existing surrounding uses which include Home Depot, Best Buy, a Safeway supermarket and gas station, and a variety of retail stores, restaurants and commercial services. The project site is bordered by Soquel Drive/commercial uses and 41st Avenue/commercial uses, on the north and east, a microbrewery and full service carwash to the south, and by a lumberyard to the west. Ocean Honda, located in the C-4 Service Commercial zoning district, is located across Soquel Drive; therefore, the rezoning is appropriate.

### SECTION III

Chapter 13.10, Zoning Regulations of the Santa Cruz County Code is hereby amended by amending the County Zoning Plan to change the following properties from the existing zone district to the new zone district as follows:

<u>Assessor's Parcel Number</u>	<u>Existing Zone District</u>	<u>New Zone District</u>
030-121-06	C-2	C-4
030-121-07	C-2	C-4
030-121-08	C-2	C-4
030-121-12	C-2	C-4
030-121-13	C-2	C-4
030-121-27	C-2	C-4
030-121-53	C-2	C-4
030-121-57	C-2	C-4

### SECTION IV

This ordinance shall take effect on the 31<sup>st</sup> day after the date of final passage.

PASSED AND ADOPTED THIS \_\_\_\_\_ day of \_\_\_\_\_ 20\_\_\_\_, by the Board of Supervisors of the County of Santa Cruz by the following vote:

AYES: SUPERVISORS  
 NOES: SUPERVISORS  
 ABSENT: SUPERVISORS  
 ABSTAIN: SUPERVISORS

\_\_\_\_\_  
 Chairperson of the Board of Supervisors

ATTEST: \_\_\_\_\_  
 Clerk of the Board

APPROVED AS TO FORM:

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Assistant County Counsel

Exhibit: Rezoning Map

DISTRIBUTION:   County Counsel  
                      Planning-Nathan MacBeth  
                      Assessor  
                      County GIS



# Proposed Zoning Designation



## Legend

- Project Area
- Assessors Parcels
- Street
- LIGHT INDUSTRIAL
- RESIDENTIAL-MULTI FAMILY
- SPECIAL USE
- COMMERCIAL-SERVICE
- COMMERCIAL-COMMUNITY



Map Created by  
County of Santa Cruz  
Planning Department  
January 2018



# **CEQA Findings of Fact and Statement of Overriding Considerations**

**Application Number 171179**

## **EXHIBIT B**



# Nissan of Santa Cruz Project

## CEQA Findings of Fact and Statement of Overriding Considerations

State Clearinghouse #2017072002

*Prepared by:*

**County of Santa Cruz  
Planning Department**

701 Ocean Street, 4<sup>th</sup> Floor  
Santa Cruz, CA 95060



April 2018



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## 1.0 Introduction

A Draft Environmental Impact Report (DEIR) was prepared for the proposed Nissan of Santa Cruz Project (Project) and circulated on December 27, 2017 for a 45-day public review period ending on February 12, 2018, which was later extended to end on February 20, 2018, to solicit agency and public input on the analysis of the potential environmental effects associated with construction and operation of the Project. After close of the public review and comment period, a Final EIR consisting of responses to comments and changes to the Draft EIR was completed, which was released to the public on April 13, 2018. The Planning Commission held a public hearing on April 25, 2018 and prepared a recommendation to the Board of Supervisors regarding certification of the Final EIR and action on the project, and the Board of Supervisors held a public hearing on May 22, 2018 and determined to certify the Final EIR and to approve the requested Project entitlements.

The Findings of Fact (Findings) and Statement of Overriding Considerations (SOC) presented herein address the environmental effects associated with the Project that are described and analyzed within the Final EIR, reflecting the Board's determinations about feasible mitigation measures, the adequacy of the Final EIR, and about the Project. Of particular note is the Board's determination that the mitigation measure to address impacts to the Soquel/Robertson intersection, consisting of a traffic signal and intersection improvements, is a feasible mitigation that will be implemented by the County of Santa Cruz within about five years. The Draft and Final EIR had indicated the potential that the mitigation measure could be found to be infeasible due to lack of funding commitment from the County, but the Board's determination to make a commitment to implement the traffic signal mitigation means that impacts to the intersection can be reduced to a less than significant level, rather than be significant and unavoidable, with the exception of a short-term temporal significant and unavoidable impact to the intersection during the time after the Project is completed and before the traffic signal is completed, projects to be about a five year time period. These Findings have been made pursuant to the California Environmental Quality Act (CEQA; California Public Resources Code Section 21000 et seq.), specifically Public Resources code Section 21081 and 21081.6, as well as the CEQA Guidelines (14 CCR 15000 et seq.) Sections 15091 and 15093.

Public Resources Code Section 21081 and CEQA Guidelines Section 15091 require that the County of Santa Cruz (County) as the Lead Agency for this project, prepare written findings for any identified significant environmental effects along with a brief explanation of the rationale for each finding. Specific findings under CEQA Guidelines Section 15091(a) are:

- (1) Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effects as identified in the Final EIR.
- (2) Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.



- (3) Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the Final EIR.

Further, in accordance with Public Resources Code Section 21081 and CEQA Guidelines Section 15093, whenever significant effects cannot be mitigated to below a level of significance, the County as the decision-making agency is required to balance, as applicable, the benefits of the project against its unavoidable environmental risks when determining whether to approve the project. If the benefits of a project outweigh the unavoidable adverse environmental effects, the adverse effects may be considered “acceptable,” in which case the lead agency must adopt a formal statement of overriding considerations.

The Final EIR identified potentially significant environmental effects that could result from construction of the project, but could be reduced to a less-than-significant level through implementation of mitigation measures. Those effects were related to cultural resources (potential for impacts on previously unidentified archaeological resources), hazards and hazardous materials (impacts related to asbestos-containing materials and lead based paints), and noise (short-term temporary noise). Significant and unavoidable (unmitigable) impacts associated with transportation/traffic were identified to Highway 1 under the Existing Plus Project, Near Term Plus Project and Cumulative Plus Project conditions due to lack of feasible mitigation measures, and thus a statement of overriding considerations is required. In addition to the Highway 1 impacts, the statement of overriding considerations also pertains to the identified short-term temporal impact at the Soquel/Porter intersection, for the time period (projected to be for about 5 years) after the Project is completed but before the new traffic signal mitigation measure is operational, during which time impacts are considered significant and unavoidable.

## 2.0 Project Description

The project proposes to construct a 12,551 square foot automobile dealership with a separate 9,996 square foot automobile service building on a 2.568-acre site located at the southwest corner of the intersection of Soquel Drive and 41st Avenue in Soquel.

The site would provide 129 parking spaces to accommodate inventory as well as service and visitor parking. Discretionary approvals would include a General Plan Amendment, Rezoning, Commercial Development Permit with Preliminary Grading Approval, Sign Exception and Roadway/Roadside Exception.

The 12,551 square foot automobile dealership would be constructed primarily from aluminum composite metal panels, glass, and concrete block. The two story structure would have a maximum height of 29 feet six inches with an additional four feet allowed for the Nissan Tablet sign, for a total height of 33 feet six inches. The first floor amenities include a showroom, shared lounge, service advisors office, service manager office, sales offices, quiet lounge, restrooms, administrative conference room, parts department, and new vehicle delivery area. The second



floor amenities include a small meeting room, general manager's office, administrative office, additional office, and bulk parts area.

The 20 foot high single story 9,996 square foot service facility would provide six service bays with rollup doors, an oil change bay, car wash bay, restrooms, lounge, and oil and tool storage areas. The service department would be constructed primarily from aluminum composite metal panels, glass, and concrete block as is the main dealership building.

The project would also dedicate or provide approximately 15 feet for road right-of-way along the project frontage on Soquel Drive that would be used for an approximately 340 foot long right-turn pocket onto 41st Avenue from eastbound Soquel Drive (see Figure 2-3 of the Draft EIR). The existing signal light arm and associated control cabinet located at the corner of Soquel Drive and 41st Avenue would be relocated approximately 15 feet to the south to allow for the construction of the dedicated right-turn pocket. In addition, two PG&E power poles and associated street lights would also be relocated approximately 15 feet to the south to accommodate the proposed turn pocket. The project also proposes to meet and exceed its frontage improvement requirements by installing new curb gutter and standard ADA six-foot sidewalk along the entire project frontage of Soquel Drive and 41st Avenue, as well as along off-site frontages in order to connect to existing sidewalk improvements. Specifically, the proposed project would provide a standard ADA six foot separated sidewalk along Soquel Drive from the project frontage west approximately 300 feet to connect with existing sidewalk per the approved plan line. The proposed project would also provide a standard ADA six foot separated sidewalk (where feasible, or contiguous sidewalk where necessary) along 41st Avenue from the project frontage south approximately 250 feet to connect with existing sidewalk at the traffic signal to Redwood Shopping Center per the approved plan line.

### 3.0 Project Objectives

The applicant's project objectives are as stated below. These project objectives are also used to develop and evaluate a reasonable range of alternatives to the project within the EIR:

- To provide a conveniently located, attractively designed automotive dealership and service center that will offer a full range of automotive models and services that satisfy the demand for new car buying opportunities within unincorporated Santa Cruz County.
- To provide Service Commercial development within an area currently designated as Community Commercial.
- To combine multiple small parcels into one large parcel that can be developed to provide a greater community benefit.
- To provide for the efficient redevelopment of an existing community commercial area that is currently underutilized with blighted non-conforming residential properties, outdated commercial uses, and non-conforming site improvements.
- To provide commercial tax revenues to the unincorporated County of Santa Cruz.



These objectives have been considered in preparing the findings and statement of overriding considerations contained herein.

## 4.0 Findings of Fact

Having received, reviewed, and considered the information in the Final EIR for this project, as well as the supporting administrative record, the County of Santa Cruz makes findings pursuant to, and in accordance with, Sections 21081, 21081.5, and 21081.6 of the Public Resources Code.

### 4.1 Environmental Effects Found Not to be Significant

Through project scoping and the environmental analysis contained within the Final EIR, it was determined that the Project would not result in potentially significant effects on the environment with respect to aesthetics and visual resources, agricultural and forestry resources, air quality, biological resources, geology and soils, greenhouse gas emissions, hydrology and water quality, land use and planning, mineral resources, population and housing, public services and utilities, mineral resources, recreation, and tribal cultural resources. A summary of the reasons for this determination can be found in Sections 1.4 and 3.0 of the Draft EIR. No further findings are required for these subject areas.

### 4.2 Findings for Significant but Mitigated Effects

The following findings are hereby made by the County of Santa Cruz Board of Supervisors for the significant environmental effects identified in the EIR related to cultural resources (potential for impacts on previously unidentified archaeological resources), hazards and hazardous materials (impacts related to asbestos-containing materials and lead based paints), and noise (short-term temporary noise).

#### CULTURAL RESOURCES

**Impact CUL-1:** Construction associated with the proposed project would involve surface excavation, which has the potential to unearth and adversely impact previously unidentified archaeological resources.

**Finding:**

Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effects as identified in the Final EIR. (*Section 15091(a)(1)*).

**Mitigation Measures:**

Pursuant to CEQA Guidelines Section 15091, the following mitigation measures have been included in a mitigation monitoring and reporting program (MMRP) that is to be adopted concurrently with these findings.

**CUL-1 Extended Phase I Testing in Areas Covered in Asphalt.** For Extended Phase I surveys, all portions of a survey area shall be examined by systematic shovel testing whenever possible, in combination with systematic pedestrian survey,





and/or additional techniques such as augering, coring, soil probes, or mechanically excavated trenching, depending upon the surface conditions and potential for deeply buried archaeological sites. If extended testing reveals potential for archaeological resources to occur on site, Mitigation Measures CUL-2(a) and CUL-2(b) shall be implemented.

**CUL-2(a) Archaeological Resource Construction Monitoring.** At the commencement of construction within the project area, an orientation meeting shall be conducted by an archaeologist for construction workers associated with earth disturbing procedures. The orientation meeting shall describe the possibility of exposing unexpected archaeological resources and directions as to what steps are to be taken if such a find is encountered.

A qualified archaeologist and Ohlone/Costanoan representative shall monitor all earth moving activities conducted within native soil. In the event that archaeological and historic artifacts are encountered during project construction, all work in the vicinity of the find shall be halted until such time as the find is evaluated by a qualified archaeologist and appropriate mitigation (e.g., curation, preservation in place, etc.), if necessary, is implemented.

**CUL-2(b) Unanticipated Discovery of Cultural Resources.** Pursuant to Section 16.40.040 of the Santa Cruz County Code, and consistent with State Health and Safety Code Section 5097.98, if at any time during site preparation, excavation, or other ground disturbance associated with the project, human remains are discovered, the responsible person shall immediately cease and desist from all further site excavation and notify the sheriff-coroner and Planning Director. If the coroner determines that the remains are not of recent origin, the applicant shall implement a Phase 2 subsurface testing program to determine the resource boundaries, assess the integrity of the resource, and evaluate the site's significance through a study of its features and artifacts. The results and recommendations of the Phase 2 study shall determine the need for additional construction monitoring. If the site is determined insignificant, no further archaeological investigation or mitigation would be required.

If the discovered cultural resources are deemed significant, the County will work with the applicant to determine the appropriate extent of further mitigation. Examples of mitigation include, but are not limited to, capping of the resource with culturally sterile and chemically neutral fill material or Phase 3 data recovery.

**Significance after Mitigation:**

Through Extended Phase I testing and the potential monitoring of ground disturbance and evaluation of any unidentified cultural resources, implementation of Mitigation Measures CUL-1, and potentially CUL-2(a) and CUL-2(b) are anticipated to reduce impacts to previously





unidentified archaeological resources to a less than significant level based on current known resources at the site and in the general vicinity. However, the actual significance of buried resources is unknown until such time that they are discovered and properly evaluated. Although not anticipated, it is possible that construction activities may unearth resources of particular significance that would require more extensive investigation. With the incorporation of the above mitigation measures, significant environmental effects to cultural resources would be reduced to less than significant.

## HAZARDS AND HAZARDOUS MATERIALS

**Impact HAZ-1:** Construction and operation of the proposed project could include the use, storage, or transport of hazardous materials that could potentially create a safety hazard to public or the environment.

### Finding:

Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effects as identified in the Final EIR. (*Section 15091(a)(1)*).

### Mitigation Measures:

Pursuant to CEQA Guidelines Section 15091, the following mitigation measures have been included in a mitigation monitoring and reporting program (MMRP) that is to be adopted concurrently with these findings.

**HAZ-1:** Pursuant to Cal OSHA regulations, project applicants shall have each structure within the planning area within Assessor Parcel Numbers 030-121-08, 030-121-12, and 030-121-13 inspected by a qualified environmental specialist for the presence of ACMs in compliance with 40 CFR Part 61M and LBPs prior to obtaining a demolition permit from the County of Santa Cruz Planning Department. If ACMs and LBPs are found during the investigations, project applicants within the planning area shall develop a remediation program to ensure that these materials are removed and disposed of by a licensed contractor in accordance with all federal, state and local laws and regulations, subject to approval by the MBARD, and the Santa Cruz County Environmental Health Department, as applicable. Any hazardous materials that are removed from the structures shall be disposed of at an approved landfill facility in accordance with federal, state and local laws and regulations.

**HAZ-2:** Project applicants within the planning area shall have the interior of all on-site structures within Assessor Parcel Numbers: 030-121-08, 030-121-12, and 030-121-13 visually inspected by a qualified environmental specialist to determine the presence of hazardous materials prior to obtaining a demolition permit from the County of Santa Cruz Planning Department. Should any hazardous materials be encountered with any of the structures, the materials shall be tested and properly disposed of in accordance with federal, state and local regulatory requirements. Any stained soils or



surfaces underneath the removed materials shall be sampled. Subsequent testing shall indicate the appropriate level of remediation necessary and a work plan shall be prepared in order to remediate the soil in accordance with all applicable federal, state and local regulations prior to issuance of a grading permit.

**Significance after Mitigation:**

Implementation of these mitigation measures would reduce this impact to less than significant by ensuring that residential homes and associated structures are inspected by a qualified environmental specialist and hazardous materials properly addressed.

**NOISE**

**Impact NOI-4** Construction of the proposed project would result in a short-term increase in noise levels due to the operation of heavy equipment.

**Finding:**

Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effects as identified in the Final EIR. (*Section 15091(a)(1)*).

**Mitigation Measures:**

Pursuant to CEQA Guidelines Section 15091, the following mitigation measures have been included in a mitigation monitoring and reporting program (MMRP) that is to be adopted concurrently with these findings.

**NOI-1: Construction Hours**

The project shall comply with the Santa Cruz County Noise Ordinance and prohibition on offensive noise. Hours of construction for the project shall be limited to the hours of between 8:00 AM and 6:00 PM.

**NOI-2: Construction Equipment**

All construction equipment shall be properly maintained and all exhaust mufflers and engine shrouds shall be in good condition and appropriate for the equipment. Equipment engine shrouds shall be closed during equipment operation. Whenever feasible, electrical power shall be used to run air compressors and similar power tools rather than diesel equipment.

**NOI-3: Vehicle and Equipment Idling**

Construction vehicles and equipment shall not be left idling for longer than five minutes when not in use.

**NOI-4: Stationary Equipment**

Stationary construction equipment that generates noise exceeding 75 dB at the property line of the project site shall be shielded. Temporary noise barriers used



during construction activity shall be made of noise-resistant material sufficient to achieve a Sound Transmission Class (STC) rating of STC 40 or greater, based on sound transmission loss data taken according to ASTM Test Method E90. Such a barrier may provide as much as a 10 dB insertion loss, provided it is positioned as close as possible to the noise source or to the receptors. To be effective, the barrier must be long and tall enough (a minimum height of eight feet) to completely block the line-of-sight between the source and the receptors. The gaps between adjacent panels must be filled-in to avoid having noise penetrate directly through the barrier. The recommended minimum noise barrier or sound blanket requirements would reduce construction noise levels by at least 10 dB.

**Significance after Mitigation:**

Construction related noise effects would be temporary. With implementation of the above mitigation measures, noise generated by construction would be limited to daytime hours and would be muffled to the extent practicable. As a result, construction would be consistent with the County of Santa Cruz's requirements for construction activity and impacts would be reduced to a less than significant level.

**TRANSPORTATION/TRAFFIC**

**Impact TRA-1** Implementation of the Project will result in potentially significant impacts to the Soquel Drive/Robertson Street intersection, and the Soquel Drive/Porter Street intersection under Existing Plus Project and Near Term Plus Project and Cumulative Plus Project conditions. With the identified mitigation measures, both intersections would move to acceptable levels of service C or D. LOS D is the minimum acceptable to the County of Santa Cruz where additional enhancements to achieve LOS C may be considered infeasible. However, there would be a short-term temporal significant and unavoidable impact at the Soquel/Robertson intersection due to the time needed to implement the traffic signal mitigation measure. The duration of that short-term significant and unavoidable impact would begin with the start of Project operations and end with signal implementation, a period projected to not exceed five years. In addition, the Project will result in significant and unavoidable impacts to the segment of Highway 1 located north/west of 41st Avenue and to the Highway 1 segment located south/east of 41st Avenue. These segments currently operate at LOS F in both the AM and PM peak hours. LOS D or better is acceptable under Caltrans significance criteria, and LOS E and F is considered unacceptable. Any new trips added to Highway 1 at these segments is considered to be significant requiring mitigation. However, no mitigation is available to reduce impacts to Highway 1, and therefore the impacts to Highway 1 are considered significant and unavoidable.



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**Finding:**

Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effects as identified in the Final EIR. (*Section 15091(a)(1)*).

**Mitigation Measures:**

Pursuant to CEQA Guidelines Section 15091, the following mitigation measures have been included in a mitigation monitoring and reporting program (MMRP) that is to be adopted concurrently with these findings.

**TRA-1: Soquel Drive/Robertson Street (Intersection #4)**

Traffic at the Soquel Drive / Robertson Street intersection, which is currently operating at an unacceptable LOS E during the AM and PM peak hour, will continue to operate at LOS E or worse during all future conditions. To mitigate these significant impacts, the project applicant shall, prior to issuance of a building occupancy permit, pay \$14,200 (2.84% of the total unfunded improvement costs) toward the cost of construction, and the County of Santa Cruz shall take actions to design and commit all required additional funding to pay costs of implementing the following improvements to the Soquel Drive/Robertson Street intersection, with construction to occur within a projected five year period after completion of the Project:

- Install a traffic signal control.
- On Soquel Drive, restripe the westbound approach to one left turn lane and one thru lane, consolidate north driveways and close the north leg (southbound approach), converting the intersection to a signalized, three-directional intersection. Until north driveways are consolidated, the north leg will remain open to provide access to the building(s) using the existing driveway. The analysis evaluated this intersection with three approaches (i.e., a signalized “T” intersection with east, west, and south legs). Existing traffic volumes on the north approach are very low at (0 vehicles in the AM peak and 3 vehicles in the PM peak). The intersection would also operate acceptably should the County decide to construct a signalized four-way intersection instead (i.e., with east, west, south, and north legs).
- On Robertson Street, restripe the northbound approach from one lane to one left- and one right-turn lane. Limit the restriping to approximately 25 feet, due to the close spacing of the mobile home park driveway southwest of the intersection. The design for this improvement will be challenging and the designer should exercise care to ensure that northbound and southbound traffic can be safely accommodated. Analysis conservatively analyzed this intersection with one shared thru, left, and right lane.



## **TRA-2: Soquel Drive/Porter Street (Intersection #6)**

On Soquel Drive, the area on the south side west of Porter Street (adjacent to the curb) is currently signed as a loading zone from 8am to 5pm, Monday through Friday. When not in use as loading zone, this area currently operates as a de facto right-turn pocket. To mitigate AM and PM peak hour traffic impacts, the project applicant shall, prior to building occupancy permit, pay \$20,000 to the County of Santa Cruz to construct the following improvements:

- Through signage and restriping, convert the on-street loading zone on the south side of west leg (eastbound approach) into an eastbound right-turn pocket lane during peak hours, and optimize the signal phasing, cycle length, and splits.
- Restripe the existing bike lane to provide a right-turn with bike access, the lane should be combined into a 12-foot shared bike lane and right turn lane. The combined bike lane/turn lane treatment will include signage advising motorists and bicyclists of proper positioning within the lane.
- The project shall be conditioned to require the improvements to be completed prior to occupancy.

### **Significance after Mitigation:**

With the implementation within a projected five year period of the improvements outlined in Mitigation Measure TRA-1, the Soquel Drive at Robertson Street intersection would improve from LOS E to LOS B in AM and from LOS F to LOS D in the PM peak hours for Existing Plus Project. It should be noted that there would be a short-term temporal significant and unavoidable impact at this Soquel/Robertson intersection beginning with project operations and ending with signal construction (a period projected to not exceed five years). See Section 4.3 *Findings for Significant and Unavoidable Effects* for findings on this impact. Impacts to the Soquel Drive at Robertson Street intersection would be reduced to a less than significant level for Existing Plus Project, Near-term Plus Project and Cumulative Plus Project conditions with the incorporation of the above mitigation measures.

With the implementation of the improvements outlined in Mitigation Measure TRA-2, the Soquel Drive at Porter Street intersection would improve from LOS E to LOS C in the AM and from LOS E to LOS D in the PM peak hours for Existing Plus Project. With the implementation of the improvements outlined in Mitigation Measure TRA-2, the Soquel Drive at Porter Street intersection would improve from LOS E to LOS B in the AM and LOS F to LOS B in the PM peak hours for Near-term Plus Project. Impacts to the Soquel Drive at Porter Street intersection level of service would be reduced to a less than significant level for Existing Plus Project, Near-term Plus Project and Cumulative Plus Project conditions with the incorporation of the above mitigation measures.



### 4.3 Findings for Significant and Unavoidable Effects

Public Resources Code 21081 and 21081.5, and CEQA Guidelines Section 15093, require that the County of Santa Cruz balance the economic, legal, social, technological, or other benefits of a proposed project against its unavoidable environmental effects when determining to approve a project. And if specific economic, legal, social, technological, or other benefits outweigh the unavoidable adverse environmental effects, the adverse effects may be considered “acceptable.”

Significant and unavoidable effects related to transportation/traffic (added vehicle trips to failing Highway 1 segments and short-term temporal impacts to failing Intersection #4 Soquel Drive at Robertson Street during the time before the traffic signal is constructed) were identified for the project. The temporal significant and unavoidable impact to the intersection of Soquel Drive at Robertson Street would occur from the time the Project becomes operational until the time the intersection is signalized. The following findings and statement of overriding considerations outlines the specific reasons to support the County of Santa Cruz Planning Department recommendation for approval.

**Impact TRA-1** Implementation of the Project would result in potentially significant impacts to the Soquel Drive/Robertson Street intersection, and the Soquel Drive/Porter Street intersection under Existing Plus Project and Near Term Plus Project and Cumulative Plus Project conditions. With the identified mitigation measures, both intersections would move to acceptable levels of service C or D. LOS D is the minimum acceptable to the County of Santa Cruz where additional enhancements to achieve LOS C may be considered infeasible. However, there would be a temporal significant and unavoidable impact to the Soquel Drive/Robertson Street intersection during the time period before the traffic signal is implemented, beginning with project operations and ending with signal construction, a period projected to not exceed five years. In addition, the Project would result in significant and unavoidable impacts to the segment of Highway 1 located north/west of 41st Avenue and to the Highway 1 segment located south/east of 41st Avenue. These segments currently operate at LOS F in both the AM and PM peak hours. LOS D or better is acceptable under Caltrans significance criteria, and LOS E and F is considered unacceptable. Any new trips added to Highway 1 at these segments is considered to be significant requiring mitigation. However, no mitigation is available to reduce impacts to Highway 1, and therefore the Existing Plus Project, Near Term Plus Project and Cumulative Plus Project conditions and impacts are considered significant and unavoidable.





**Finding:**

The County of Santa Cruz finds that specific economic, legal, social, technological, or other considerations, make infeasible the mitigation measures or project alternatives identified in the Final EIR as related to the short-term impact to the Soquel Drive/Robertson Street intersection and to impacts on Highway 1. Regardless of the nature of development that could occur on the subject site, it will require time for the County of Santa Cruz to design, fund and implement the traffic signal mitigation at Soquel/Robertson. Similarly, any development that adds trips to Highway 1 would have significant and unavoidable impacts, as no mitigation project or funding has been identified that could be implemented to bring Highway 1 into an acceptable level of service. Implementation of the project alternatives is not feasible due to a) not meeting the project objectives, and/or b) the applicant not owning all of the parcels involved with an alternative, and/or c) the alternate development scenarios not meeting the project objectives and not being economically feasible according to an economic feasibility analysis prepared by a development consultant under contract to the County of Santa Cruz.

**Finding:**

The County of Santa Cruz finds that changes or alterations to improve Highway 1 level of service are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency. It is the responsibility of CalTrans and the Santa Cruz Regional Transportation Commission to define, permit, fund and implement improvements to Highway 1. An Environmental Impact Report is being developed which evaluates a variety of improvements that could be implemented in the future, but there has been no decision about which improvements to implement, and there is no established timeframe or funding program for making the improvements which may be approved and pursued in the future.

**Mitigation Measures:**

The Final EIR characterizes Mitigation Measure TRA-1 (signalization of the intersection of Soquel Drive and Robertson Street) as potentially not feasible due to a lack of currently identified available funding. The complete cost to signalize the intersection of Soquel Drive at Robertson Street is estimated at \$373,612 in the 2017/2018 County of Santa Cruz Capital Improvement Program (CIP); however, updated cost estimates by the County of Santa Cruz Department of Public Works have placed the cost of the signalization closer to \$500,000. The applicant is being required to pay the project's fair share contribution toward the cost of the signal project (\$14,200 or 2.84% of the total improvement costs). Currently, there are no funds currently programmed in the County's Capital Improvement Program (CIP) for this project. However, further discussions with the Department of Public Works and deliberations by the County Board of Supervisors concluded that a signalized intersection project could be designed and implemented within approximately the next five years, and the Board of Supervisors has determined to commit to County implementation of the mitigation by identifying and allocating funds and authorizing and directing completion of the work. The types of funds that could potentially be used/allocated are as follows:



Regular Annual Road Department Revenues  
Transportation Impact Fees (TIA)  
Senate Bill 1 Gas Taxes (SB1 – 2017 legislation)  
Highway User Tax Account – Gas Taxes (HUTA – Historic Gas Taxes)  
County Service Area 9 (CSA 9 – Highway Safety Lighting including signals)  
County General Fund

No feasible mitigation has been identified to address the short term period of time that would experience significant and unavoidable impacts at the Soquel/Robertson intersection before the traffic signal can be implemented. Although the County of Santa Cruz Board of Supervisors has committed to undertake design, funding and construction of the traffic signal project within five years of Project implementation, there is no way to get the signal implemented more quickly, and therefore there is no feasible mitigation for the short-term temporal impact to the Soquel/Robertson intersection that is associated with the additional traffic trips generated by the proposed project at the intersection of Soquel Drive and Robertson Street during the short term.

#### **Significance after Mitigation**

The County of Santa Cruz finds that the implementation of Mitigation Measure TRA-1 is not feasible to implement before approximately five years after the Project is developed, and therefore temporal (five years) LOS impacts associated with the intersection of Soquel Drive and Robertson Street are considered to be significant and unavoidable.

#### **4.4 Mitigation Monitoring and Reporting Program**

As referenced above in the Findings, a MMRP has been prepared for the project and is to be adopted concurrently with these findings and statement of overriding considerations pursuant to Public Resources Code Section 21081(a)(1). The MMRP is a separate stand-alone document that will be used by the County of Santa Cruz to track compliance with the project mitigation measures. The MMRP will remain available for public review during the compliance period, which includes pre-construction coordination, construction, and post-construction documentation.

#### **5.0 Project Alternatives**

Where the County of Santa Cruz has determined that, even after the adoption of all feasible mitigation measures the project would still cause one or more significant environmental impacts that cannot be avoided or lessened to below a level of significance, the County of Santa Cruz must determine if there is a project alternative that is both environmentally superior and feasible. An alternative may be “infeasible” if it fails to achieve the most basic project objectives identified within the EIR. Further, “feasibility” under CEQA encompasses the desirability of the project “based on a reasonable balancing of the relevant economic, environmental, social,





and technological factors” of a project (*City of Del Mar, supra*, 133 Cal.App.3d at p. 417; see also *Sequoyah Hills, supra*, 23 Cal.Ap.4<sup>th</sup> at p. 715).

### Alternative No. 1: No Project/No Development

This alternative assumes that the Proposed Nissan of Santa Cruz Project is not pursued, and that the project site remains in its current state (defined as at the time the Notice of Preparation was distributed). The project site is located on 2.6 acre property, which is currently developed with the exception of one 0.82 acre parcel. The alternative assumes that the existing structures to include the commercial building, self-serve car wash, and single-family homes would remain, and that the site would remain designated and zoned Community Commercial/C-2. No automotive dealership would be constructed as proposed.

Since the proposed development would not occur on the project site, impacts related to construction and long-term site disturbances, such as those related to air quality, cultural resources, hazards and hazardous materials, and noise would not occur. Also, since no additional employees and customers would be traveling to the project site as a result of the proposed development, impacts based on a per capita trip generation from new customers, residents or employees resulting from the project would not occur under this alternative. These impacts include those primarily related to transportation/traffic. Existing Plus Project, Near-term Plus Project, and Cumulative Plus Project traffic trips generated by the Proposed Project would not occur; and therefore, there would be no impacts to the intersections of Soquel Drive at Robertson Street and Soquel Drive at Porter Street. In addition the added project-generated traffic trips would not occur; and therefore there would be no impacts on Highway 1 north/west and south/east of 41st Avenue.

Section 15126.6 of the State of California CEQA Guidelines states that: “an EIR shall describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project...” The No Project/No Development Alternative does not meet most of the project objectives includes “To provide a conveniently located, attractively designed automotive dealership and service center that will offer a full range of automotive models and services that satisfy the demand for new car buying opportunities within the unincorporated County.” Therefore, this alternative is considered to be infeasible.

### Alternative No. 2: Proposed Project with APN 030-121-34

Under Alternative No. 2, development of the eight parcels included under the Proposed Project would occur as proposed with the addition of Assessor Parcel Number 030-121-34, for a total of nine parcels. The additional 0.123 acre (5,348 square foot) parcel is located on the eastern side of the Proposed Project area fronting on 41<sup>st</sup> Avenue. The addition of this parcel to the project area would increase the acreage from 2.568 acres to 2.691 acres. Two possible scenarios are possible under this alternative. Under the first, the parcel would not be added to the automotive dealership site, but the County would initiate and approve a re-designation and rezoning of the parcel to Service Commercial / C-4 if the dealership is approved, in order to maintain consistency



of land use designation and a logical land use pattern in the immediate area. It is not foreseeable to identify how the parcel might be developed in the future; under this scenario it is assumed that the existing single-family structure and associated detached garage (which has been listed for sale for an extended time but with no change in its status) remains in its present condition.

Under the second scenario, the parcel is added to the automotive dealership project and the parcel is re-designated and rezoned. Under that scenario, an existing 15 foot wide access easement to be maintained under the Proposed Project, which extends from Soquel Drive to the western boundary of APN 030-121-34, would be abandoned and the existing dilapidated single-family structure and associated detached garage would be demolished. Alternative No. 2 scenario of including the additional parcel within the Nissan of Santa Cruz project has been determined to be infeasible because the project applicant does not own APN 030-121-34. The Alternative No. 2 scenario of changing the General Plan land use designation and zoning of the additional parcel from Community Commercial/C-2 to Service Commercial/C-4 may at some time be considered to be feasible by the County of Santa Cruz and/or the owner of the parcel. Approval of the Proposed Project as submitted does not preclude the County and/or the owner of this parcel from pursuing a legislative process to change the land use designation and zoning of the parcel in the future, if it is determined that would support a rational land use pattern and be the preferred land use for the area.

## 6.0 Statement of Overriding Considerations

Where there are significant and unavoidable impacts from a project, pursuant to Section 15093 of the California Code of Regulations, the County of Santa Cruz must “balance, as applicable, the economic, legal, social, technological, or other benefits, including region-wide or statewide environmental benefits, of a proposed project against its unavoidable environmental risks, when determining whether to approve the project.” The record of those considerations shall include a written statement of overriding considerations that is supported by substantial evidence within the administrative record. A finding consistent with Section 15091(a)(3), that specific economic, legal, social, technological, or other consideration, make infeasible any other mitigation measures or project alternatives that would avoid or lessen this impact to below a level of significance.

### Significant and Unavoidable Impacts

The environmental analysis in the Final EIR identifies two Transportation/Traffic impacts from the project that are significant and unavoidable (Section 3.8 Transportation/Traffic of the Final EIR): a short-term temporal unacceptable level of service impact at the Soquel/Robertson intersection during the period of time between the Project becoming operational and the traffic signal being completed; and unacceptable level of service impacts on Highway 1, for which there is no identified mitigation program

Congestion on Highway 1 during peak use periods is currently substantial, and there is limited opportunity for the County or an individual project proponent to affect this regional condition. The current performance of the highway is so degraded that the limited number trips in the AM



and PM peak hours attributable to the project (Section 3.8 Transportation/Traffic of the Final EIR), and which cannot be fully mitigated with measures identified in Section 3.8 Transportation/Traffic of the Final EIR, are considered to be significant and unavoidable. In this situation, any project that contributes trips to Highway 1 during peak periods will be found to create significant and unavoidable impacts, unless and until some type of local mitigation becomes available, which is the responsibility of Caltrans and/or the Santa Cruz Regional Transportation Commission to address.

The second impact that is considered to be significant and unavoidable is the increased vehicle delay at the intersection of Soquel Drive with Robertson Street during the approximately five years it may take to design, fund and implement a new traffic signal. Though the increase in vehicle delay is limited, ranging from .1 seconds per vehicle in the morning peak period to .7 seconds per vehicle in the afternoon peak period (Section 3.8 Transportation/Traffic of the Final EIR), and will occur for a limited time, the intersection already operates at Level of Service (LOS) E and F, respectively, and therefore even limited additional delay is considered to be significant.

### **Benefits of the Project:**

Transportation: Mobility, Reliability, Mode Choice

The project is located in an area which is deficient and or lacks viable pedestrian access and fronting on two major arterial roads (Soquel Drive and 41st Avenue).

The Project would dedicate or provide approximately 15 feet for road right-of-way along the project frontage on Soquel Drive that would be used for an approximately 340 foot long right-turn pocket onto 41st Avenue from eastbound Soquel Drive (see Figure 2-3 of the Draft EIR). The existing signal light arm and associated control cabinet located at the corner of Soquel Drive and 41st Avenue would be relocated approximately 15 feet to the south to allow for the construction of the dedicated right-turn pocket. In addition, two PG&E power poles and associated street lights would also be relocated approximately 15 feet to the south to accommodate the proposed turn pocket. The project also proposes to meet and exceed its frontage improvement requirements by installing new curb gutter and standard ADA six-foot sidewalk along the entire project frontage of Soquel Drive and 41st Avenue, as well as along off-site frontages in order to connect to existing sidewalk improvements. Specifically, the proposed project would provide a standard ADA six foot separated sidewalk along Soquel Drive from the project frontage west approximately 300 feet to connect with existing sidewalk per the approved plan line. The proposed project would also provide a standard ADA six foot separated sidewalk (where feasible, or contiguous sidewalk where necessary) along 41st Avenue from the project frontage south approximately 250 feet to connect with existing sidewalk at the traffic signal to Redwood Shopping Center per the approved plan line.

The project would therefore improve transportation conditions and increase mobility, reliability and mode choice options in the area, improving both pedestrian access and vehicular circulation. The sidewalk infrastructure would include connecting Soquel Drive with the first pedestrian crosswalk across 41<sup>st</sup> Avenue, creating connection to the major shopping area on 41<sup>st</sup> Avenue.



The additional and wider, separated sidewalk will support pedestrian use of the commercial area and contribute to pedestrian safety. The signal at the intersection of Soquel Drive and Robertson, when installed within five years, would allow for coordination of signalization that would improve timing and reduce delay on the segment of Soquel Drive from north Rodeo Gulch to Main Street in Soquel. The installation of a 340 foot long right turn lane on Soquel Drive along the property frontage is also a sizeable benefit to flow of vehicular traffic, in an area that experiences significant congestion. Further, the project would incrementally support increased use of more green technology, in that the proposed dealership would be one of few automobile dealerships which offer both all-electric and hybrid vehicles.

The proposed development would result in the combination of 8 parcels totaling approximately 2.6 acres. The combination and joint development of the subject parcels facilitates these comprehensive roadway and roadside improvements, which would otherwise be unlikely to occur under the condition of the individual parcels being developed separately from one another. The traffic impact report prepared by Kimley-Horn dated October, 2017 concluded that the proposed roadway improvements post-mitigation will result in improved LOS to the intersections of Soquel Drive/41st Avenue, Soquel Drive/ Robertson and Soquel Drive/Porter. Each of these intersections currently operates at a below acceptable level of service, and with installation of the traffic signal at Soquel/Robertson, LOS will improve along this segment of Soquel Drive.

There would be economic benefit to the County in the installation of these improvements as part of the project, as the County would not have to itself fund the roadway and roadside improvements in the vicinity of the project site. There is further economic benefit in that a car dealership in this location, facilitated by the combination of parcels to create a site large enough to accommodate this type of business, would create the opportunity for significant sales tax revenues to the County of Santa Cruz, which can be used to support public services to the unincorporated area.

Lastly, the project site is currently developed with non-conforming uses which have become a public nuisance and are unsafe to occupy. The project proposes a General Plan Amendment and rezoning of the project site to accommodate an economically feasible car dealership development, and the proposed use will be consistent with the Proposed General Plan Designation and Zoning. The new development would replace the dilapidated, existing development that is in unsafe condition. The area has been underdeveloped and other new retail commercial uses that would be consistent with the existing Community Commercial/C-2 zoning have not been proposed to the County. There has been no change of land use on the subject site for many decades, which is evidence of low market demand and low feasibility for development as a community commercial use. Economic analysis by a consultant to the County of Santa Cruz has shown that a commercial or a mixed residential/commercial development would not be economically feasible, especially given the changing nature of retailing in the United States and elsewhere.



### **Findings:**

For each and all of these reasons, the County of Santa Cruz finds that the benefits of the Project outweigh the significant and unavoidable environmental effects related to temporary impacts and unacceptable/decreased Level of Service at the Soquel Drive and Robertson Street intersection, and those related to impacts from additional traffic on Highway 1. Therefore, these adverse significant and unavoidable effects are considered to be acceptable by the Santa Cruz County Board of Supervisors, which is the decision-making body for the project, given the importance of this project to the County of Santa Cruz.

## **7.0 Statement of Location and Custodian of Documents**

Public Resources Code Section 21081.6(a)(2) and Section 15091(e) of the California Code of Regulation requires that the County of Santa Cruz, as the Lead Agency, specify the location and custodian of the documents of other materials that constitute the record of proceedings upon which the decision has been based. The following location is where review of the record may be performed:

County of Santa Cruz Planning Department

Santa Cruz County Governmental Center

701 Ocean Street, 4<sup>th</sup> Floor

Santa Cruz, CA 95060

The County of Santa Cruz has relied on all of the documents contained within the record of proceedings in reaching its decision on the project.

# **Permit Findings**

**Application Number 171179**

## **EXHIBIT C**

## **General Plan Amendment Findings**

1. The reasons for the recommendation.

The Planning Commission of the County of Santa Cruz held a public hearing on Application No. 171179, to amend the General Plan to change the land use designation of property located within the Soquel planning area and approving commercial development permit, sign exception, roadway and roadside exception, and forwarded recommendations to the Board of Supervisors for further consideration

2. A statement of the consistency of the proposal to the other parts of the adopted General Plan.

The finding can be made that the proposed General Plan Land Use Designation Amendment is consistent with State Law, and all portions of the County of Santa Cruz General Plan.

3. A statement of required findings regarding compliance with the California Environmental Quality Act (CEQA).

The finding can be made in that the General Plan Land Use Designation Amendment has been processed consistent with applicable provisions of CEQA and the CEQA Guidelines in that, on the basis of the whole record, that the Final Environmental Impact Report reflects the independent judgment and analysis of the County of Santa Cruz.

## **Rezoning Findings**

1. The proposed zone district will allow a density of development and types of uses which are consistent with the objectives and land use designations of the adopted General Plan; and

This finding can be made, in that the subject property is located within the Urban Services Line with all public services available and is adjacent to existing commercial development, with another car dealership across the street. The property is currently zoned C-2 (Community Commercial) and would be rezoned to the C-4 (Service Commercial) zone district, which is a rezoning consistent with the amended General Plan C-S (Service Commercial) land use designation.

2. The proposed zone district is appropriate for the level of utilities and community services available to the land; and

This finding can be made, in that the subject property is located within the Urban Services Line with all public services available.

3. The character of development in the area where the land is located has changed or is changing to such a degree that the public interest will be better served by a different zone district.

This finding can be made, in that the surrounding area is characterized by uses associated with the C-4 zone district and C-S land use designation. The proposed automobile dealer is consistent with the existing surrounding uses which include Home Depot, Best Buy, a Safeway supermarket and gas station, and a variety of retail stores, restaurants and commercial services. The project site is bordered by Soquel Drive/commercial uses and 41st Avenue/commercial uses, on the north and east, a microbrewery and full service carwash to the south, and by a lumberyard to the west. Ocean Honda, allocated in the C-4 Service Commercial zoning district, is located across Soquel Drive; therefore, the rezoning is appropriate.

### **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 commercial uses and is not encumbered by physical constraints to development. Construction will comply with prevailing building technology, the California Building Code, and the County Building ordinance to insure safety and the conservation of energy and resources. The proposed automobile dealer and service facility will not deprive adjacent properties or the neighborhood of light, air, or open space, in that the structures meet or exceed all required setbacks that ensure access to light, air, and open space in the neighborhood. Environmental Planning staff reviewed and accepted the preliminary grading plan and soils report for the project.

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 proposed use and the conditions under which it would be operated or maintained will be consistent with all pertinent County ordinances and the purpose of the C-4 (Service Commercial) zone district as the primary use of the property will be an automobile dealer and service facility that meets all required site standards for the zone district. Auto dealer and service uses are an allowed use within the C-4 zone district.

The proposed sign exception will be consistent with SCCC 13.10.587 in that the location of the proposed buildings are a significant distance away from the street and configuration of the project site support the need for increasing the allowed 50 square feet of signage to approximately 275 square feet for building mounted signage. Building mounted signage consists of an approximately 50 square foot "Santa Cruz", a 73 square foot "Nissan", an approximately 15 square foot "Service" and an approximately 64 square foot Nissan logo mounted on an architectural element at the front and center of the building. An additional 73 square foot "Nissan" sign is proposed on the façade of the service building fronting Soquel Drive. The project proposes a 6 foot high monument sign located at the entrance along 41<sup>st</sup> Avenue and two monument signs for directional purposes rather than advertisement of the proposed use. The directional signs are intended for safe onsite circulation rather than advertisement of the business.



The signage will be architecturally and aesthetically compatible with the surrounding neighborhood, environmental setting and associated buildings and will not create or contribute to visual clutter. As a condition, all sign lighting will be turned off when the business is closed. The project is located outside of the scenic corridor and will not be visible from nearby scenic Highway 1.

The grading associated with the proposed development has been reviewed for consistency with the County Code and further analyzed in the Environmental Impact Report. Section 16.20.080 (c) of the County Code states an application for a grading, dredging or diking shall be denied if the Planning Director or Planning Commission makes any of the following findings:

- (a) That the design of the proposed site is not consistent with the applicable general and specific plans adopted pursuant to Chapters 13.01 and 13.03 of the Santa Cruz County Code.
- (b) That the proposed grading plan for the development contemplated does not comply with the requirements of the Santa Cruz County Code.
- (c) If the project is for the creation of a building site, that adequate sewage facilities and water supplies cannot be provided.
- (d) If the project as proposed will cause excessive and unnecessary disturbance of the site particularly as defined in Section 16.10.050.

Staff recommends approval since the findings for denial of the grading approval cannot be made:

- (a) The design of the proposed site is consistent with the General Plan in that the proposed grading plans indicate that all grading will occur under the observation of a soils engineer, and will be constructed in accordance with an approved Storm Water Pollution Control plan, which is consistent with General Plan Policies 6.3.4 and 6.3.5; adopted pursuant to Chapter 13.01 of the SCCC. No specific Plan has been adopted for this area.
- (b) The proposed grading plan for the development does comply with SCCC for the following reasons. The purpose of the Grading Ordinance (Chapter 16.20) is to “safeguard health, safety, and the public welfare; to minimize erosion and the extent of grading; to protect fish and wildlife, to protect the watersheds; to ensure the natural appearance of grading projects; and to otherwise protect the natural environment of Santa Cruz County.” The grading plans have been reviewed by Environmental Planning staff and have been found to meet the purpose and technical requirements of the County Grading Ordinance (Chapter 16.20). The proposed grading will be completed under the observation of the project civil and geotechnical engineers to ensure adherence to these provisions. Implementation of the grading plan as designed does not result in significant changes to existing site grades.

The purpose of the Erosion Control Ordinance (Chapter 16.22) is to “eliminate and prevent accelerated erosion that have led to or could lead to, degradation of water quality, loss of fish habitat, damage to property, loss of topsoil and vegetation cover, disruption of water supply, and increased danger from flooding, and to implement Local Coastal Program land use policies.” The project grading plans meet the purpose of the erosion control ordinance in that will be constructed in accordance with an approved Storm Water Pollution Control plan, thereby preventing erosion and degradation of water quality. The project has been conditioned to comply with the requirements of the Department of Public Works

Stormwater Management.

- (c) The project site is served by the County of Santa Cruz Department of Public Works Sanitation District and City of Santa Cruz Water Department. Will-serve letters from the sanitation district and water department have been provided indicating that adequate services are available for the proposed development.
  - (d) The proposed grading does not result in significant changes to existing grades, and is the minimum necessary to serve the proposed use.
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 auto dealer and service facility is consistent with the use and density requirements specified for the C-S (Service Commercial) land use designation in the County General Plan.

The proposed automobile dealer and service facility will be located in an area that is developed with existing commercial uses, including a car dealership located across the street. The proposed development will be of appropriate design to ensure compatibility with the range of architectural styles found in the vicinity. As specified in General Plan Policy 8.5.2 (Commercial Compatibility with Other Uses), the proposed development would be consistent with County Design Review guidelines.

The proposed automobile dealer and service will be of appropriate design to ensure compatibility with the surrounding commercial uses as specified in General Plan Policy 2.17.4 (Design of Service Commercial/Light Industrial Uses), in that the proposed automobile dealer and service will comply with the site standards for the C-4 zone district (including setbacks and height) and will result in a structure consistent with County Design Review Ordinance.

A specific plan has not been adopted for this portion of the County. The project is located within a study area identified in the Sustainable Santa Cruz County Plan (SSCC) planning study, however, the SSCC has not been formally adopted by the Board of Supervisors.

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, based on the following reasons. Will-serve letters have been obtained from the City of Santa Cruz Water Department and County Sanitation District, indicating availability of services and capacity to serve the proposed use.

Transportation impact analysis prepared by Kimley Horn dated 2017 and peer reviewed by Mott McDonald indicates the proposed project is anticipated to generate 728 average daily trips. The existing uses on the project site consisting of single family dwellings, commercial use and car wash generate 560 daily trips which will be taken as trip credits. Therefore, the net new trip generation for the proposed project is 168 daily trips, -5 AM peak hour trips (11 in/-16 out), and 26 PM peak hour trips (5 in/21 out).

Development of the proposed project would result in potentially significant impacts to the Soquel Drive/Robertson Street intersection, and the Soquel Drive/Porter Street intersection however, with implementation of the identified mitigation measures, both intersections would move to acceptable levels of service (LOS) C or D. LOS D is the minimum acceptable to the County of Santa Cruz where additional enhancements to achieve LOS C may be considered infeasible. With implementation of the identified mitigation, impacts would be reduced to less than significant, except that there would be a short-term temporal unavoidable and significant impact for the duration of time between the dealership being completed and operational and the signalization project being completed and operational.

In addition, the proposed project would result in potentially significant impacts to the segment of Highway 1 located west of 41st Avenue and the Highway 1 segment located east of 41st Avenue. These segments currently operate at LOS F in both the AM and PM peak hours. LOS D or better is acceptable under Caltrans significance criteria, and LOS E and F is considered unacceptable. Any new trips added to Highway 1 at these segments is considered to be significant requiring mitigation. However, no mitigation is available to reduce impacts to Highway 1. Therefore, project impacts under Existing Plus Project and Near Term Plus Project and Cumulative conditions would be Class I, significant and unavoidable for Highway 1 segment operations.

CEQA Findings of Fact and Statement of Overriding Considerations regarding temporal and long-term significant an unavoidable environmental impacts is attached (Exhibit B).

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

This finding can be made, in that the proposed project will compliment and harmonize with the existing land uses in the vicinity. The proposed design is consistent with the existing pattern of commercial development found in the vicinity and the proposed sign exception will only vary from sign standards to the extent necessary to ensure the project will not be out of character with the project setting. The proposed sign exception is necessary due to special circumstances applicable to the site including the project being located on a corner lot and the primary building located approximately 150 feet from Soquel Drive and 41<sup>st</sup> Avenue. Additionally, the primary building will be oriented to face 41<sup>st</sup> Avenue resulting in the need for additional business identifying signage on the façade of the service building fronting Soquel Drive. Existing commercial uses in the vicinity (including Home Depot, Best Buy, and Safeway) have obtained similar approvals to increase the required signage, therefore approval of the proposed sign exception would not be a granting of special privileges and the proposed sign exception would be in character with the surrounding pattern of commercial development. The proposed development and associated improvements will result in an enhanced streetscape including the construction of a separated sidewalk, planting of street trees, and landscaping at a location previously lacking these amenities.

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 development is consistent with the Design Standards and Guidelines of the County Code in that the proposal will be of an appropriate scale and type of

design that will enhance the aesthetic qualities of the surrounding properties and will not reduce or visually impact available open space in the surrounding area. The proposed project will incorporate site and architectural design features such as increased front yard setback, articulated facades and landscaping to reduce the visual impact of the proposed development on surrounding land uses. Site lighting will be minimized to greatest extent feasible when the business is closed.

### **Roadway and Roadside Exception**

1. The improvements are not appropriate due to the character of the development in the area and the lack of such improvements on surrounding developed property;

A Roadway and Roadside Exception is required to vary from the 41st Avenue and Soquel Drive plan lines. The 41<sup>st</sup> Avenue plan line was approved with the intent to provide sidewalk along the west side of 41st Avenue but the existing King's Paint and Paper building was expected to remain. Therefore, the approved plan line shows the new sidewalk out into the existing roadway. The proposed project intends to demolish the King's Paint and Paper building so the sidewalk can be built along the project frontage behind the existing curb. Additionally, the Soquel Drive plan line requires installation of the proposed dedicated right turn lane however, the project proposes to extend the length of the turn lane an additional 190 feet. The Department of Public Works Road Engineering Division has reviewed the proposed development and supports the exception in that the proposed development would result in an enhancement to the Board-approved plan lines.

**Permit Conditions**  
(Including Mitigation Monitoring and Reporting Program)

**Application Number 171179**

**EXHIBIT D**

## **Conditions of Approval (Development Permit)**

Exhibit G: Project Plans 41 sheets, prepared by Scott and Associates, dated 8/15/17

- I. This permit authorizes the construction of an automobile dealer and service facility consistent with Exhibit G. This approval does not confer legal status on any existing structure(s) or existing use(s) on the subject property that are not specifically authorized by this permit. 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 a Demolition Permit from the Santa Cruz County Building Official.
  - C. Combine APNs 030-121-06, 07, 08, 12, 13, 27, 53, & 57 into one parcel, prior to issuance of any Building or Grading Permit. An Affidavit to retain these parcels as one parcel shall be recorded.
  - D. Obtain a Building Permit from the Santa Cruz County Building Official.
    1. Any outstanding balance due to the Planning Department must be paid prior to making a Building Permit application. Applications for Building Permits will not be accepted or processed while there is an outstanding balance due.
  - E. Obtain a Grading Permit from the Santa Cruz County Building Official.
  - F. Obtain an Encroachment Permit from the Department of Public Works for all off-site work performed in the County road right-of-way.
  - G. Submit proof that these conditions have been recorded in the official records of the County of Santa Cruz (Office of the County Recorder) within 30 days from the effective date of this permit.
- II. Prior to issuance of a Building Permit the applicant/owner shall:
  - A. 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 "G" on file with the Planning Department. Any changes from the approved Exhibit "G" 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. A copy of the text of these conditions of approval incorporated into the full size sheets of the architectural plan set.
  2. One elevation shall indicate materials and colors as they were approved by this Discretionary Application. If specific materials and colors have not been approved with this Discretionary Application, in addition to showing the materials and colors on the elevation, the applicant shall supply a color and material sheet in 8 1/2" x 11" format for Planning Department review and approval.
  3. Grading, drainage, and erosion control plans.
  4. Landscape and architectural plans with surfacing, grading, and drainage information. These plans shall be consistent with the civil plans.
  5. Details showing compliance with fire department requirements.
  6. All rooftop mechanical and electrical equipment shall be designed to be an integral part of the building design, and shall be screened.
  7. Details showing compliance with accessibility requirements.
- B. Meet all requirements of and pay Zone 5 drainage fees to the County Department of Public Works, Stormwater Management. Drainage fees will be assessed on the net increase in impervious area.
- C. Provide final stormwater management plans that are adequately detailed for construction and that demonstrate compliance with the County Design Criteria.
- D. Recorded a maintenance agreement for the maintenance of the stormwater management and mitigation facilities.
- E. Obtain an Environmental Health Clearance for this project from the County Department of Environmental Health Services.
- F. Meet all requirements and pay any applicable plan check fee of the Central Fire Protection District.
- G. Submit 2 copies of a soils report prepared and stamped by a licensed Geotechnical Engineer.
- H. Submit a plan review letter from the project soils engineer approving the final revised plans once all agency comments have been addressed.
- I. Pay the current fees for Child Care mitigation for 22,550 square feet of new commercial space. Currently, this fee is \$0.23 per square foot.
- J. Transportation Improvement Area (TIA) fees are required to be paid into the

Soquel TIA. The traffic analysis concluded there will be a net increase of 168 trips per day. The TIA fees are calculated to be \$50,400 for the transportation improvement fee and \$50,400 for the roadside improvement fee based upon the current rate of \$300 per trip end per fee. The TIA fees are subject to change and the rate to be paid is the one in effect at the time the building permit is issued.

- K. Pay the current fees for Roadside and Transportation improvements. Please contact the Department of Public Works for a current list of fees. The proposed off site pedestrian improvements along 41st Avenue and Soquel Drive are eligible for TIA fee credit (improvements beyond the side property lines). All required written authorizations from adjacent property owners must be submitted before the encroachment permit is issued for these roadside improvements.
- L. Pay the current Affordable Housing Impact Fee. The fees are based on square footage of the project. The current fee for a new commercial building is \$2.00 per square foot.
- M. Provide required off-street parking for 129 cars to accommodate inventory as well as service and customer/visitor parking. Customer parking must be clearly designated on the plot plan. Customer parking shall be clearly marked on the site. Offsite parking is prohibited.
- N. Submit a final sign program shall be consistent with Exhibit E and include:
  - 1. Location and size of all proposed signage (including directional signage),
  - 2. Maximum height of the monument sign on 41<sup>st</sup> Ave shall be 6 feet, and
  - 3. Building mounted signage for the dealership and service facility shall not exceed 275 square feet.
  - 4. Signage which is to be illuminated shall be clearly marked on the sign program. Any sign lighting which creates off-site glare, as determined by the Planning Director, shall be addressed through:
    - a. Reduction of the total effective light emitted (change in wattage or bulb intensity),
    - b. Change in the type or method of sign lighting (change in bulb or illumination type),
    - c. Removal of the sign lighting creating the off-site glare.
- O. 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 shall indicate the location, intensity and variety of all exterior lighting fixtures.
  - 1. All lighting shall meet energy code requirements of the California Building Code.
  - 2. All lighting shall be directed downward onto the site and shielded such



that there is not overspill onto adjacent properties.

3. In the event that site lighting results in off-site glare as determined by the Planning Director, the following measures shall be implemented to the extent necessary to reduce glare:
  - a. Reduction in the total effective light emitted (change in wattage or bulb intensity,
  - b. change in the type or method of lighting (change in bulb or illumination type),
  - c. Removal of lighting creating the off-site glare.
4. Outside of the approved hours of operation, all lighting (including sign lighting) shall be turned off with exception of minimal lighting necessary to provide security of the site.
- P. 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.

### III. Prior to Site Disturbance

- A. The Waste Discharge Identification (WDID) number shall be provided to Environmental Planning staff.
- B. A preconstruction meeting shall be scheduled 1-4 days prior to commencement of earthwork. Attendees shall include Environmental Planning staff, the grading contractor, the soils engineer and the civil engineer.
- C. If tree removal will occur during the bird nesting season, February 1 through August 15, a qualified biologist shall conduct nesting bird surveys no more than 2 weeks prior to vegetation removal. If active nests are observed, the biologist shall designate a buffer zone around the nest tree or shrub as follows: 200 feet for nesting raptors and 50 feet for all other bird species. No vegetation removal shall take place within the buffer zone until the biologist has determined that all chicks have fledged and are able to feed on their own.

### IV. All construction shall be performed according to the approved plans for the Building Permit. Prior to final building inspection, the applicant/owner must meet the following conditions:

- A. All site improvements shown on the final approved Building Permit plans shall be installed.
- B. Earthwork is prohibited during the rainy season (October 15-April 15) unless a separate winter grading permit is approved by the Planning Director. The application for a winter grading permit shall include a winterized stormwater

pollution control plan with adequately-sized sediment basins, a detailed (and phased) grading schedule, and written approval from the soils engineer.

- C. Provide a standard ADA six foot separated sidewalk along Soquel Drive from the project frontage west approximately 300 feet to connect with existing sidewalk per the approved plan line. Additional easements on the adjacent parcels to the west will be required to build this sidewalk.
- D. Provide a standard ADA six foot separated sidewalk (where feasible, or contiguous sidewalk where necessary) along 41<sup>st</sup> Avenue from the project frontage south approximately 250 feet to connect with existing sidewalk at the traffic signal to Redwood Shopping Center per the approved plan line. Additional easements on the adjacent parcels to the south will be required to build this sidewalk.
- E. All inspections required by the building permit shall be completed to the satisfaction of the County Building Official.
- F. The project must comply with all recommendations of the approved soils reports.
- G. Pursuant to Sections 16.40.040 and 16.42.080 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 16.42.080, shall be observed.

V. Operational Conditions

- A. Hours of Operation of the automobile dealership and repair and service operations shall be 9:00am to 8:00pm Monday through Friday, 9:00am to 7:00pm on Saturday and 11:00am to 6:00pm on Sunday.
- B. Deliveries shall enter through the 41<sup>st</sup> Avenue entrance and exit through the western most exist to Soquel Drive. Unloading of vehicles shall occur onsite in the designated location identified on the project plans (Exhibit G).
- C. Lighting which creates off-site glare, as determined by the Planning Director, shall be addressed through:
  - 1. Reduction of the total effective light emitted (change in wattage or bulb intensity),
  - 2. Change in the type or method of lighting (change in bulb or illumination type,
  - 3. Removal of the lighting creating the off-site glare.

- D. Outside of the approved hours of operation, all lighting (including sign lighting) shall be turned off with exception of minimal lighting necessary to provide security of the site.
  - E. Customer parking shall be clearly marked. Spaces designated for customer parking shall not be used for employee or inventory parking.
  - F. Employee parking shall be limited to the project site (off-site employee parking is prohibited).
  - G. All landscaping shall be permanently maintained by the property owner including any plantings within the County right of way along the frontage of the property.
  - H. Landscaping located within the County right of way shall be approved by the Department of Public Works and shall be installed in according to the provisions of the County Design Criteria.
  - I. Test drives shall be limited to arterial roads and highways. Use of North Rodeo Gulch for test drives is prohibited.
  - J. Comply with the requirements of Environmental Health Services regarding the storage of hazardous materials.
  - K. Earthwork is prohibited during the rainy season (October 15-April 15) unless a separate winter grading permit is approved by the Planning Director. The application for a winter grading permit shall include a winterized stormwater pollution control plan with adequately-sized sediment basins, a detailed (and phased) grading schedule, and written approval from the soils engineer.
  - L. 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, its 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 in the conditions of approval for this project in order to mitigate or avoid significant effects on the environment. As required by Section 21081.6 of the California Public Resources Code, a monitoring and reporting program for the above mitigation is hereby adopted as a condition of approval for this project. This program is specifically described following each mitigation measure listed below. The purpose of this monitoring is to ensure compliance with the environmental mitigations during project implementation and operation. Failure to comply with the conditions of approval, including the terms of the adopted monitoring program, may result in permit revocation pursuant to section 18.10.462 of the Santa Cruz County Code.

#### VIII. Mitigation measures

See attached pages.

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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 three years from the effective date listed below unless a building permit (or permits) is obtained for the primary structure described in the development permit (does not include demolition, temporary power pole or other site preparation permits, or accessory structures unless these are the primary subject of the**

Application #: 171179  
APN: 030-121-06, 07, 08, 12, 13, 27, 53, & 57  
Owner: Groppetti

**development permit). Failure to exercise the building permit and to complete all of the construction under the building permit, resulting in the expiration of the building permit, will void the development permit, unless there are special circumstances as determined by the Planning Director.**

Approval Date: \_\_\_\_\_

Effective Date: \_\_\_\_\_

Expiration Date: \_\_\_\_\_

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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.



## County of Santa Cruz

### PLANNING DEPARTMENT

701 OCEAN STREET, 4<sup>TH</sup> FLOOR, SANTA CRUZ, CA 95060  
(831) 454-2580 FAX: (831) 454-2131 TDD: (831) 454-2123  
KATHLEEN MOLLOY PREVISHI, PLANNING DIRECTOR

## MITIGATION MONITORING AND REPORTING PROGRAM

for the

NISSAN OF SANTA CRUZ PROJECT  
Application No. 1711179, April 2018

No.	Environmental Impact	Mitigation Measures	Responsibility for Compliance	Method of Compliance	Timing of Compliance
<b>Cultural Resources</b>					
<b>CUL-1</b>	Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5.	<b>Extended Phase I Testing in Areas Covered in Asphalt.</b> For Extended Phase I surveys, all portions of a survey area shall be examined by systematic shovel testing whenever possible, in combination with systematic pedestrian survey, and/or additional techniques such as augering, coring, soil probes, or mechanically excavated trenching, depending upon the surface conditions and potential for deeply buried archaeological sites. If extended testing reveals potential for archaeological resources to occur on site, Mitigation Measures CUL-2(a) and CUL-2(b) shall be implemented.	Project applicant and contractor.	To be conducted by a qualified archaeologist meeting the Secretary of the Interior's Standards for archaeology.	To be implemented during construction.
<b>CUL-2a</b>		<b>Archaeological Resource Construction Monitoring.</b> At the commencement of construction within the project area, an orientation meeting shall be conducted by an archaeologist for construction workers associated with earth disturbing procedures. The orientation meeting shall describe the possibility of exposing unexpected archaeological resources and directions as to what steps are to be taken if such a find is encountered.  A qualified archaeologist and Ohlone/Costanoan representative shall monitor all earth moving activities conducted within native soil. In the event that archaeological and historic artifacts are encountered during project construction, all work in the vicinity of the find shall be halted until such time as the find is evaluated by a qualified archaeologist and appropriate mitigation (e.g., curation, preservation in place, etc.), if necessary, is implemented.	Project applicant and contractor.	To be conducted by a qualified archaeologist meeting the Secretary of the Interior's Standards for archaeology and Ohlone/Costanoan representative.	To be implemented during construction.
<b>CUL-2b</b>		<b>Unanticipated Discovery of Cultural Resources.</b> Pursuant to Section 16.40.040 of the Santa Cruz County Code, and consistent with State Health and Safety Code §7050.5 and Public Resources Code Section 5097.98, if at any time during site preparation, excavation, or other ground disturbance associated with the project, human remains are discovered, the responsible person shall immediately cease and desist from all further site excavation and notify the sheriff-coroner and Planning Director. If the coroner determines that the remains are not of recent origin, the applicant shall implement a Phase 2 subsurface testing program to determine the resource boundaries, assess the integrity of the resource, and evaluate the site's significance through a study of its features and artifacts. The results and	Project applicant and contractor.	Compliance monitored by the County Planning Department and qualified archaeologist.	To be implemented during construction.

No.	Environmental Impact	Mitigation Measures	Responsibility for Compliance	Method of Compliance	Timing of Compliance
		<p>recommendations of the Phase 2 study shall determine the need for additional construction monitoring. If the site is determined insignificant, no further archaeological investigation or mitigation would be required.</p> <p>If the discovered cultural resources are deemed significant, the County will work with the applicant to determine the appropriate extent of further mitigation. Examples of mitigation include, but are not limited to, capping of the resource with culturally sterile and chemically neutral fill material or Phase 3 data recovery.</p>			
<b>Hazards and Hazardous Materials</b>					
<b>HAZ-1</b>	Create a significant hazard to the public or the environment through routine transport, use, or disposal of hazardous materials.	Pursuant to Cal OSHA regulations, project applicants shall have each structure within the planning area within Assessor Parcel numbers 030-121-08, 030-121-12, and 030-121-13 inspected by a qualified environmental specialist for the presence of ACMs in compliance with 40CFR Part 61M and LBPs prior to obtaining a demolition permit from the County of Santa Cruz Planning Department. If ACMs and LBPs are found during the investigations, project applicants with the planning area shall develop a remediation program to ensure that these materials are removed and disposed of by a licensed contractor in accordance with all federal, state and local laws and regulation, subject to approval by the MBARD, and the Santa Cruz County Environmental Health Department, as applicable. Any hazardous materials that are removed from the structures shall be disposed of at an approved landfill facility in accordance with federal, state and local laws and regulations.	Project Applicant and Contractor	To be monitored by the County Planning and the Contractor.	To be implemented during project design and construction.
<b>HAZ-2</b>		Project applicants within the planning area shall have the interior of all on-site structures within Assessor Parcel Numbers: 030-121-08, 030-121-12, and 030-121-13 visually inspected by a qualified environmental specialist to determine the presence of hazardous materials prior to obtaining a demolition permit from the County of Santa Cruz Planning Department. Should any hazardous materials be encountered with any of the structures, the materials shall be tested and properly disposed of in accordance with federal, state and local regulatory requirements. Any stained soils or surfaces underneath the removed materials shall be sampled. Subsequent testing shall indicate the appropriate level of remediation necessary and a work plan shall be prepared in order to remediate the soil in accordance with all applicable federal, state and local regulations prior to issuance of a grading permit.	Project Applicant and Contractor	To be monitored by the County Planning and the Contractor.	To be implemented during project design and construction.
<b>Noise</b>					
<b>NOI-1</b>	A substantial temporary or periodic increase in ambient noise levels in the project vicinity above	<b>Construction Hours.</b> The project shall comply with the Santa Cruz County Noise Ordinance and prohibition on offensive noise. Hours of construction for the project shall be limited to the hours of between 8:00 AM and 6:00 PM.	Project Applicant and Contractor	To be monitored by the County Planning and the Contractor.	To be implemented during project design and construction.



No.	Environmental Impact	Mitigation Measures	Responsibility for Compliance	Method of Compliance	Timing of Compliance
NOI-2	levels existing without the project.	<b>Construction Equipment.</b> All construction equipment shall be properly maintained and all exhaust mufflers and engine shrouds shall be in good condition and appropriate for the equipment. Equipment engine shrouds shall be closed during equipment operation. Whenever feasible, electrical power shall be used to run air compressors and similar power tools rather than diesel equipment.	Project Applicant and Contractor	To be monitored by the County Planning and the Contractor.	To be implemented during project design and construction.
NOI-3		<b>Vehicle and Equipment idling.</b> Construction vehicles and equipment shall not be left idling for longer than five minutes when not in use.	Project Applicant and Contractor	To be monitored by the County Planning and the Contractor.	To be implemented during project design and construction.
NOI-4		<b>Stationary Equipment.</b> Stationary construction equipment that generates noise exceeding 75 dB at the property line of the project site shall be shielded. Temporary noise barriers used during construction activity shall be made of noise-resistant material sufficient to achieve a Sound Transmission Class (STC) rating of STC 40 or greater, based on sound transmission loss data taken according to ASTM Test Method E90. Such a barrier may provide as much as a 10 dB insertion loss, provided it is positioned as close as possible to the noise source or to the receptors. To be effective, the barrier must be long and tall enough (a minimum height of eight feet) to completely block the line-of-sight between the source and the receptors. The gaps between adjacent panels must be filled-in to avoid having noise penetrate directly through the barrier. The recommended minimum noise barrier or sound blanket requirements would reduce construction noise levels by at least 10 dB.	Project Applicant and Contractor	To be monitored by the County Planning and the Contractor.	To be implemented during project design and construction.
<b>Transportation/Traffic</b>					
TRA-1	Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit.	<b>Soquel Drive/Robertson Street (Intersection #4) Uncertain feasibility therefore classified as Infeasible</b> Traffic at the Soquel Drive / Robertson Street intersection, which is currently operating at an unacceptable LOS E during the AM and PM peak hour, will continue to operate at LOS E or worse during all future conditions. To mitigate these significant impacts, the project applicant shall, prior to issuance of a building occupancy permit, pay \$14,200 (2.84% of the total unfunded improvement costs) toward the cost of construction of the following improvements: <ul style="list-style-type: none"> <li>• Install a traffic signal control.</li> <li>• On Soquel Drive, resurface the westbound approach to one left turn lane and one thru lane, consolidate north driveways and close the north leg (southbound approach), converting the intersection to a signalized, three-directional intersection. Until north driveways are consolidated, the north leg will remain open to provide access to the building(s) using the existing driveway. The analysis evaluated this intersection with three approaches (i.e., a signalized "T" intersection with east, west, and south legs). Existing traffic volumes on the north approach are very low at (0 vehicles in the AM peak and 3 vehicles in the PM peak). The intersection</li> </ul>	Project Applicant pays fees; County of Santa Cruz responsible for construction of improvements	Applicant payment of pro-rata fair share fees prior to issuance of Building Permit.	If deemed feasible, to be implemented by County of Santa Cruz within 5 years of project completion.

No.	Environmental Impact	Mitigation Measures	Responsibility for Compliance	Method of Compliance	Timing of Compliance
	<p>Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways.</p>	<p>would also operate acceptably should the County decide to construct a signalized four-way intersection instead (i.e., with east, west, south, and north legs).</p> <ul style="list-style-type: none"> <li>On Robertson Street, restripe the northbound approach from one lane to one left- and one right-turn lane. Limit the restriping to approximately 25 feet, due to the close spacing of the mobile home park driveway southwest of the intersection. The design for this improvement will be challenging and the designer should exercise care to ensure that northbound and southbound traffic can be safely accommodated. Analysis conservatively analyzed this intersection with one shared thru, left, and right lane.</li> </ul>			
TRA-2		<p><b>Soquel Drive/Porter Street (Intersection #6)</b> On Soquel Drive, the area on the south side west of Porter Street (adjacent to the curb) is currently signed as a loading zone from 8am to 5pm, Monday through Friday. When not in use as loading zone, this area currently operates as a de facto right-turn pocket. To mitigate AM and PM peak hour traffic impacts, the project applicant shall, prior to building occupancy permit, pay \$20,000 to the County of Santa Cruz to construct the following improvements:</p> <ul style="list-style-type: none"> <li>Through signage and restriping, convert the on-street loading zone on the south side of west leg (eastbound approach) into an eastbound right-turn pocket lane during peak hours, and optimize the signal phasing, cycle length, and splits.</li> <li>Restripe the existing bike lane to provide a right-turn with bike access, the lane should be combined into a 12-foot shared bike lane and right turn lane. The combined bike lane/turn lane treatment will include signage advising motorists and bicyclists of proper positioning within the lane.</li> </ul>	Project Applicant pays fees; County of Santa Cruz responsible for construction of improvements	Applicant payment of pro-rata fair share fees prior to issuance of Building Permit.	To be implemented by County of Santa Cruz within 5 years of project completion.

## **Project Plans**

**Application Number 171179**

# **Final EIR**

**(CEQA Determination with attachments)**

**On file with the Planning Department, and available online at:**

**<http://www.sccoplanning.com/PlanningHome/Environmental/CEQAInitialStudiesEIRs/CEQADocumentsOpenforPublicReview.aspx>**

**Application Number 171179**

## **EXHIBIT F**

# **Draft EIR**

**(CEQA Determination with attachments)**

**Previously distributed to the Planning Commissioners, on file with the  
Planning Department, and available online at:**

**<http://www.sccoplanning.com/PlanningHome/Environmental/CEQAInitialStudiesEIRs/CEQADocumentsOpenforPublicReview.aspx>**

**Application Number 171179**

**EXHIBIT F**

# **Project Plans**

**Application Number 171179**

**EXHIBIT G**

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(619) 234-4441  
WWW.KIMLEY-HORN.COM

Automotive Showroom & Service Garage  
for  
SANTA CRUZ NISSAN

3820 SOQUEL DRIVE  
SOQUEL  
CALIFORNIA

APPLICABLE CODES

ALL WORK & MATERIAL SHALL BE PERFORMED & INSTALLED IN COMPLIANCE W/ THE FOLLOWING MOST CURRENT CODES AS ADOPTED & AMENDED BY THE AUTHORITY HAVING JURISDICTION & ALL OTHER FEDERAL, STATE, COUNTY, & CITY ORDINANCES. NOTHING IN THESE DOCUMENTS SHALL BE CONSTRUED TO PERMIT WORK NOT CONFORMING TO THE CODES LISTED BELOW.

2019 BUILDING STANDARDS ADMINISTRATIVE CODE, PART 1, TITLE 24 C.C.R.

2019 CALIFORNIA BUILDING CODE (CBC), PART 2, TITLE 24 C.C.R. (2009 INTERNATIONAL BUILDING CODE AND 2019 CALIFORNIA AMENDMENTS)

2019 CALIFORNIA ELECTRICAL CODE (CEC), PART 3, TITLE 24 C.C.R. (2009 NATIONAL ELECTRICAL CODE AND 2019 CALIFORNIA AMENDMENTS)

2019 CALIFORNIA MECHANICAL CODE (CMC), PART 4, TITLE 24 C.C.R. (2009 UNIFORM MECHANICAL CODE & 2019 CALIFORNIA AMENDMENTS)

2019 CALIFORNIA PLUMBING CODE (CPC), PART 5, TITLE 24 C.C.R. (2009 UNIFORM PLUMBING CODE & 2019 CALIFORNIA AMENDMENTS)

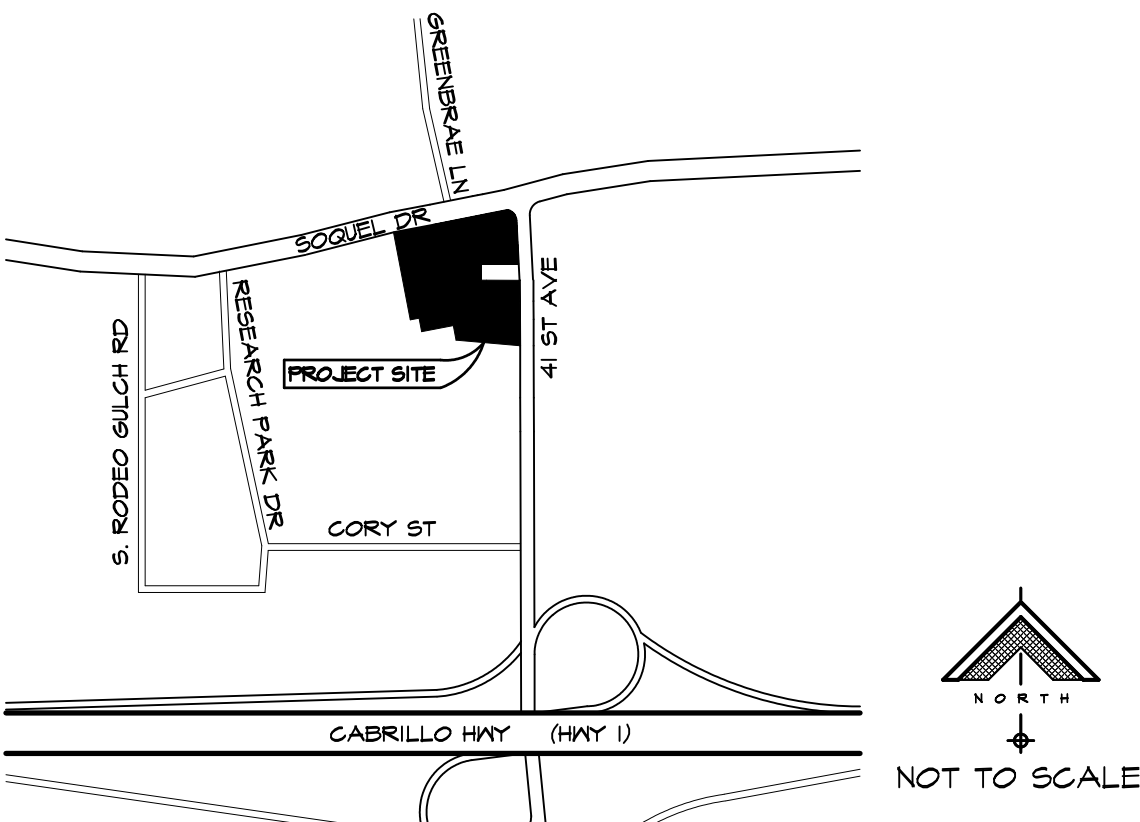
2019 CALIFORNIA ENERGY CODE (CEC), PART 6, TITLE 24 C.C.R.

2019 CALIFORNIA FIRE CODE (CFC), PART 9, TITLE 24 C.C.R. (2009 INTERNATIONAL FIRE CODE & 2019 CALIFORNIA AMENDMENTS)

2019 CALIFORNIA GREEN BUILDING STANDARDS CODE (CALGREEN), PART 2, TITLE 24 C.C.R.

2019 CALIFORNIA REFERENCED STANDARDS, PART 12, TITLE 24 C.C.R., TITLE 19 C.C.R., PUBLIC SAFETY, STATE FIRE MARSHAL REGULATIONS

SITE LOCATION



SYMBOL LEGEND

DETAIL		DETAIL NUMBER
		SHEET NUMBER
BUILDING SECTION		DETAIL NUMBER
		SHEET NUMBER
ROOM NUMBER		
DOOR NUMBER		
WINDOW LETTER		
CEILING HEIGHT		
REVISION		REVISION TO CONTRACT DOCUMENTS
KEY NOTE		

BUILDING ENVELOPE NOTES

1. INSTALLED INSULATING MATERIAL SHALL HAVE BEEN CERTIFIED BY THE MANUFACTURE TO COMPLY WITH THE CALIFORNIA QUALITY STANDARDS FOR INSULATING MATERIAL, TITLE 20 CHAPTER 4, ARTICLE 3.

2. ALL INSULATING MATERIALS SHALL BE INSTALLED IN COMPLIANCE WITH THE FLAME SPREAD RATING AND SMOKE DENSITY REQUIREMENTS OF SECTIONS 2602 AND 207 OF TITLE 24, PART 2.

3. THE OPAQUE PORTIONS OF FRAMED DEMISING WALLS IN NON-RESIDENTIAL BUILDINGS SHALL HAVE INSULATION WITH AN INSTALLED R-VALUE OF NO LESS THAN R-13 BETWEEN FRAMING MEMBERS.

4. ALL EXTERIOR JOINTS AND OPENINGS IN THE BUILDING THAT ARE OBSERVABLE SOURCES OF AIR LEAKAGES SHALL BE CAULKED, GASKETED, WEATHERSTRIPPED, OR OTHERWISE SEALED.

5. MANUFACTURED FENESTRATION PRODUCTS AND EXTERIOR DOORS SHALL HAVE AIR INFILTRATION RATES NOT EXCEEDING 0.3 CFM PER SQUARE FOOT OR WINDOW AREA, 0.3 CFM PER SQUARE FOOT OF DOOR AREA FOR RESIDENTIAL DOORS, 0.3 CFM PER SQUARE FOOT OF DOOR AREA FOR NON-RESIDENTIAL SINGLE DOORS (SWINGS AND SLIDING), AND 1.0 CFM PER SQUARE FOOT FOR NON-RESIDENTIAL DOUBLE DOORS (SWINGS).

6. FENESTRATION U-FACTOR SHALL BE RATED IN ACCORDANCE WITH N.F.R.C. 100, OR THE APPLICABLE DEFAULT U-FACTOR.

7. FENESTRATION S.H.G.C. SHALL BE RATED IN ACCORDANCE WITH N.F.R.C. 200, OR N.F.R.C. 100 FOR SITE-BUILT, FENESTRATION, OR THE APPLICABLE DEFAULT S.H.G.C.

8. SITE CONSTRUCTED DOORS, WINDOWS, AND SKYLIGHTS, SHALL BE CAULKED BETWEEN THE UNIT AND THE BUILDING. SHALL BE WEATHERSTRIPPED (EXCEPT FOR UN-FRAMED GLASS DOORS AND FIRE DOORS).

PROJECT INFORMATION

PROJECT JURISDICTION: SANTA CRUZ COUNTY  
LOCATION: SOQUEL, CALIFORNIA  
APPLICATION # APP-161033  
APN 030-121-27  
NUMBER OF BUILDINGS 2

SHOWROOM BUILDING ( MIXED OCC )		W/ FIRE SPRINKLERS
OCCUPANCY ( SHOWROOM & OFFICES )		B
ALLOWABLE AREA	9000 SF X 2 =	18000
ALLOWABLE STORIES	2 + 1 =	3
CONSTRUCTION TYPE	V-B	
OCCUPANCY ( PARTS )	S-1	
ALLOWABLE AREA	9000 SF X 2 =	18000
ALLOWABLE STORIES	1 + 1 =	2
SEPARATION BETWEEN B & S-1 OCCUP	-0-	

18000 SF GOVERNS	ACTUAL AREA	19,342 SF
2 STORIES GOVERNS	NO. STORIES	2

CONDITIONED AREA	4272 SF
UNCONDITIONED AREA	4070 SF

SERVICE BUILDING		W/ FIRE SPRINKLERS
OCCUPANCY ( SERVICE )		F-1
ALLOWABLE AREA	8500 SF X 2 + 17000	
ALLOWABLE STORIES	1 + 1 =	2
CONSTRUCTION TYPE	V-B	
SERVICE BUILDING A	7140 SF	
SERVICE BUILDING B	2856 SF	
TOTAL AREA	9996 SF	

SITE AREA	106548 SF
SHOWROOM AREA	99860 SF 0.925%
SHOP BUILDING	9996 SF 0.93%
TOTAL SITE COVERAGE W/BUILDING	0.855%

GENERAL NOTES

1. A CHEMICAL TOILET IS REQUIRED ON-SITE DURING CONSTRUCTION (CBC SECTION 5505.1)

2. CHANGES FROM THE APPROVED PLANS DURING THE COURSE OF CONSTRUCTION SHALL CAUSE CONSTRUCTION TO BE SUSPENDED UNTIL SUCH TIME AS THE PLANS CAN BE AMENDED BY THE DESIGNER AND SUBMITTED TO THE LOCAL JURISDICTION FOR REVIEW AND APPROVAL (CBC- APPENDIX 106.1)

3. SUBMIT PLANS AND OBTAIN PERMIT FROM THE AUTHORITY HAVING JURISDICTION FOR THE INSTALLATION OF FIRE SPRINKLER SYSTEM.

4. EXITS AND EXIT ACCESS DOORS SHALL BE MARKED BY AN APPROVED EXIT SIGN READILY VISIBLE FROM ANY DIRECTION OF EGRESS TRAVEL - THE PATH OF EGRESS TRAVEL TO EXITS SHALL BE MARKED READILY VISIBLE EXIT SIGNS TO CLEARLY INDICATE THE DIRECTION OF EGRESS TRAVEL. IN CASES WHERE THE EXIT OR PATH OF EGRESS IS NOT IMMEDIATELY VISIBLE - INTERVENING MEANS OF EGRESS DOORS SHALL BE MARKED WITH EXIT SIGNS - EXIT SIGN PLACEMENT SHALL BE SUCH THAT NO POINT IS MORE THAN 100 FEET OR LISTED VIEWING DISTANCE FOR THE SIGN, WHICHEVER IS LESS. (CBC-SECTION 1011.1)

5. A COMPLETE WASTE MANAGEMENT PLAN SHALL BE PROVIDED PRIOR TO PERMIT BEING FINALIZED (CALGREEN SECTION 5.406.1.2)

6. A COMPLETE REPORT OF THE TESTING AND ADJUSTING SHALL BE PROVIDED TO THE OWNER OR OWNER'S REPRESENTATIVES AND FACILITIES OPERATOR AND THE TESTING AND ADJUSTING FORM SHALL BE COMPLETED AND PROVIDED TO THE INSPECTOR PRIOR TO PERMIT BEING FINALIZED (CALGREEN SECTION 5.410.4)

7. THE APPROVAL OF THESE PLANS AND SPECIFICATIONS DOES NOT PERMIT THE VIOLATION OF ANY SECTION OF THE CALIFORNIA FIRE CODE, THE CALIFORNIA BUILDING CODE, THE MUNICIPAL CODE OR ANY ADOPTED STANDARDS.

8. THIS PERMIT DOES NOT INCLUDE ANY HIGH-FILED STORAGE (PER CPC) OR RACK STORAGE OVER 8 FEET IN HEIGHT - ANY SUCH STORAGE WILL REQUIRE SUBMITTAL OF PLANS AND APPLICATIONS FOR PERMITS PER CFC CHAPTER 32.

9. ALL REQUIRED EXIT DOORS SHALL SWING IN THE DIRECTION OF TRAVEL.

10. EXIT DOORS SHALL BE OPERABLE FROM THE INTERIOR SIDE WITHOUT ANY USE OF A KEY OR ANY SPECIAL KNOWLEDGE OR EFFORT.

11. STORAGE AND HANDLING OF COMPRESSED GASSES SHALL CONFORM TO THE CALIFORNIA BUILDING CODE.

12. WALL AND CEILING FINISHES: FLAME SPREAD CLASSIFICATION SHALL BE NOT LESS THAN CLASS C.

13. ALL EXTERIOR BUILDING SIGNAGE REQUIRES A SEPARATE PERMIT PRIOR TO INSTALLATION.

14. PLANS ARE NOT TO BE SCALED - INDICATED DIMENSIONS SHALL GOVERN.

15. GENERAL CONTRACTOR SHALL NOTIFY THE DESIGNER IMMEDIATELY IF ANY AMBIGUOUS OR UNCLEAR CONDITIONS ARE ENCOUNTERED.

16. GENERAL CONTRACTOR SHALL INTERFARE WITH PLUMBING, MECHANICAL, AND ELECTRICAL PLANS TO CONFIRM ANY SPECIFIC REQUIREMENTS OF ALL FIXTURES / FURNISHINGS SHOWN ON PLANS).

17. GENERAL CONTRACTOR IS RESPONSIBLE TO COORDINATE ALL BLOCKING AND BACKING LOCATIONS AS REQUIRED BY EQUIPMENT, FURNISHINGS, AND FIXTURE SUPPLIERS.

18. ALL CONCEALED COMBUSTIBLE AREAS OF THIS BUILDING SHALL BE FIRE BLOCKED AND/OR DRAFTSTOPPED AS PER CBC SECTION 718.

19. ALL DIMENSIONS ARE TAKEN FROM FACE OF STUD, UNLESS OTHERWISE NOTED.

20. THE ORGANIZATION OF THESE DRAWINGS IS NOT INTENDED TO CONTROL THE DIVISION OF WORK AMONG SUBCONTRACTORS. IT SHALL BE THE GENERAL CONTRACTOR'S RESPONSIBILITY TO DIVIDE THE WORK.

21. COPIES OF THESE DRAWINGS ARE SUPPLIED TO THE OWNER AND THE CONTRACTOR FOR USE IN THE CONSTRUCTION OF THIS PROJECT ONLY. THE DRAWINGS ARE NOT TO BE REPRODUCED, CHANGED, OR COPIED IN ANY FORM OR MANNER WHATSOEVER, NOR ARE THEY TO BE ASSIGNED TO A THIRD PARTY WITHOUT FIRST OBTAINING WRITTEN PERMISSION FROM SCOTT & ASSOCIATES.

22. THESE DOCUMENTS, AND THE IDEAS AND DESIGNS INCORPORATED HEREIN, AS AN INSTRUMENT OF PROFESSIONAL SERVICE, ARE THE PROPERTY OF SCOTT & ASSOCIATES AND ARE NOT TO BE USED, IN WHOLE OR IN PART, FOR ANY OTHER PROJECT WITHOUT WRITTEN AUTHORIZATION FROM SCOTT & ASSOCIATES.

23. THESE DRAWINGS SHALL BE CONSIDERED SUBSTANTIALLY COMPLETE. HOWEVER, IT IS THE RESPONSIBILITY OF THE GENERAL CONTRACTOR TO PROVIDE ALL THE LABOR AND MATERIALS NECESSARY TO RENDER THE WORK COMPLETE, AS THE INTENT OF THESE DRAWINGS, EITHER SHOWN OR INFERRED HEREIN, THROUGH PROPER AND ESTABLISHED CONSTRUCTION PRACTICES.

SCOPE OF WORK

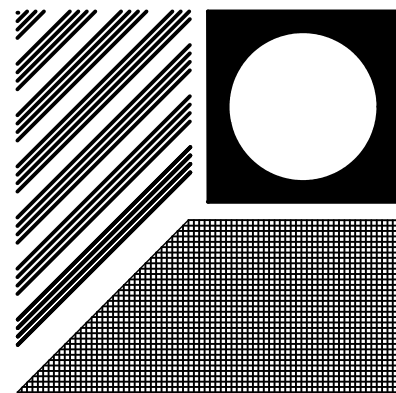
CONSTRUCTION OF A NEW AUTO SHOWROOM AND SERVICE BUILDING FOR SANTA CRUZ NISSAN

DIFFERED SUBMITTALS

- FIRE SPRINKLER SYSTEM
- FIRE ALARM SYSTEM
- NISSAN VENDOR FURNISHINGS PROVIDER TO PROVIDE ADA COMPLIANT FIXTURES PER CBC 11B-904.4

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E-1.01 E-1.02 E-2.01 E-2.02 E-2.03 E-3.01 E-3.02 E-3.03 E-3.04 E-4.01 E-4.02	SITE PLAN - ELECTRICAL SITE PLAN - PHOTOMETRIC STUDY PLAN LIGHTING PLAN FIRST FLOOR - BUILDING LIGHTING PLAN SECOND FLOOR - SHOWROOM LIGHTING PLAN - SERVICE BUILDING POWER & SIGNAL PLAN - FIRST FLOOR SHOWROOM POWER & SIGNAL PLAN - SECOND FLOOR SHOWROOM POWER & SIGNAL PLAN - SERVICE BUILDING SOLAR READY AREA PLAN - SHOWROOM & SERVICE BUILDING PANEL SCHEDULES DETAILS		
T-24-1 T-24-2 T-24-3 T-24-4 T-24-5 T-24-1 T-24-2 T-24-3 T-24-4 T-24-5	TITLE 24 - SHOWROOM TITLE 24 - SHOWROOM TITLE 24 - SHOWROOM TITLE 24 - SHOWROOM TITLE 24 - SHOWROOM TITLE 24 - SERVICE TITLE 24 - SERVICE TITLE 24 - SERVICE TITLE 24 - SERVICE TITLE 24 - SERVICE TITLE 24 - SERVICE		



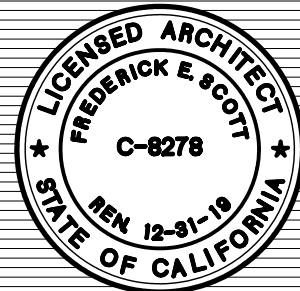
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APN 030-121-27  
APN 030-121-55  
APN 030-121-57



AUTO SHOWROOM &  
SERVICE BUILDING  
FOR

Santa Cruz  
NISSAN



SOQUEL, CA

PROJECT No : 1512

DATE : 10/16/2017

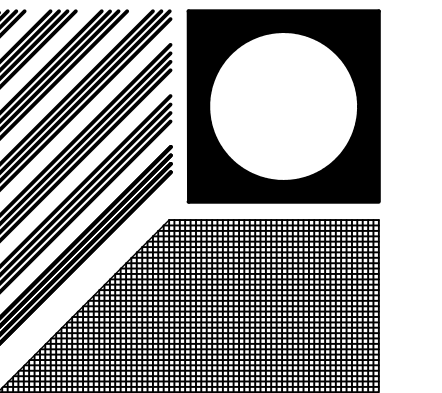
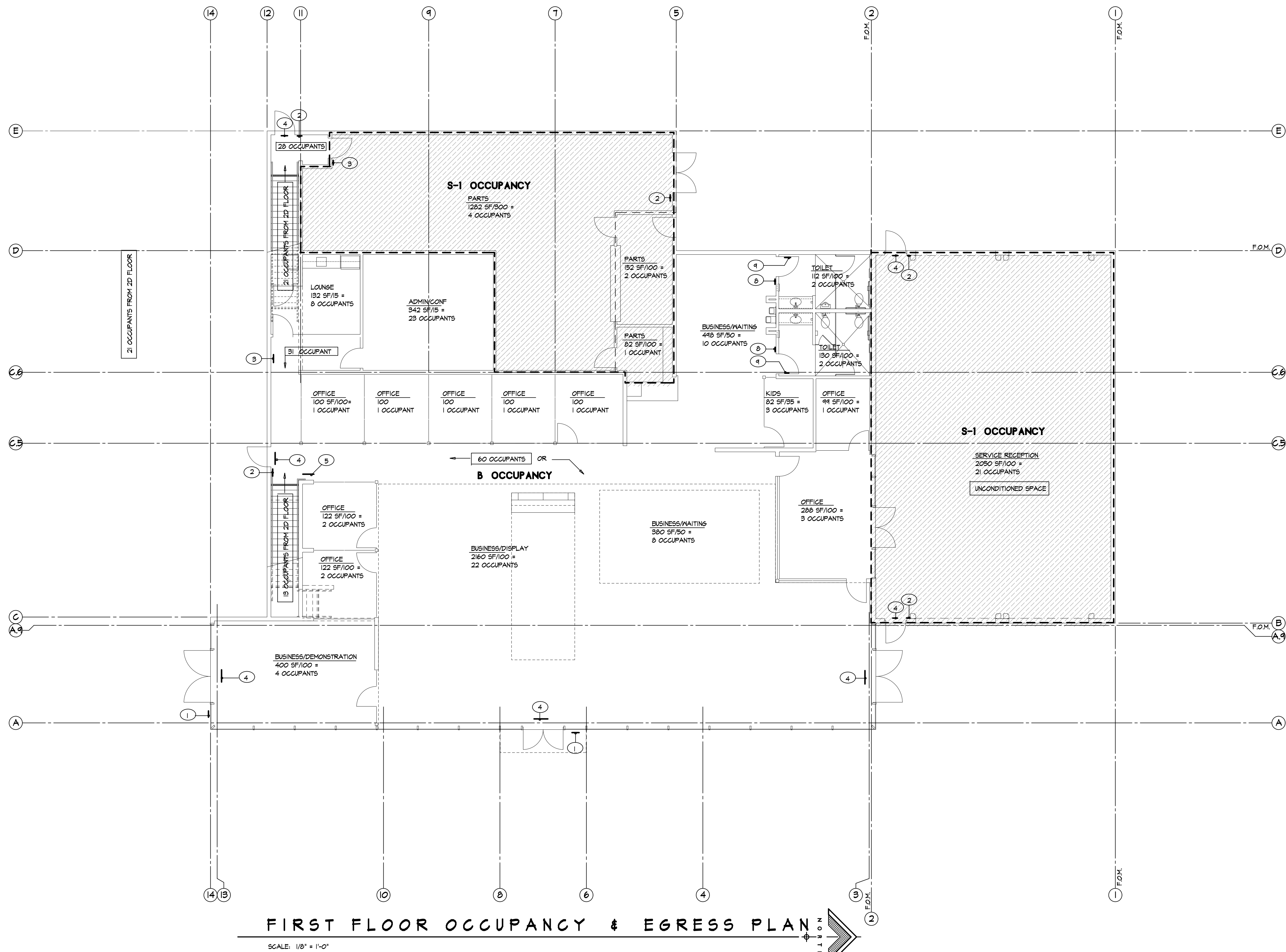
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SHEET No :

G-1



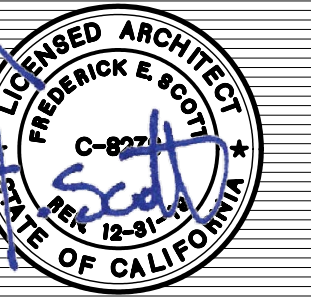
2/20/2018 SANTA CRUZ, CALIF. NISSAN WORKING DRAWING 002 FIRST FLOOR PLAN, RCP 102



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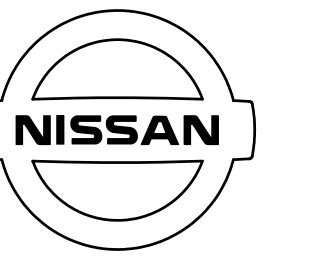


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AUTO SHOWROOM & SERVICE BUILDING

FOR

**Santa Cruz NISSAN**



SOQUEL, CA

PROJECT No: 1512

DATE: 10/16/2017

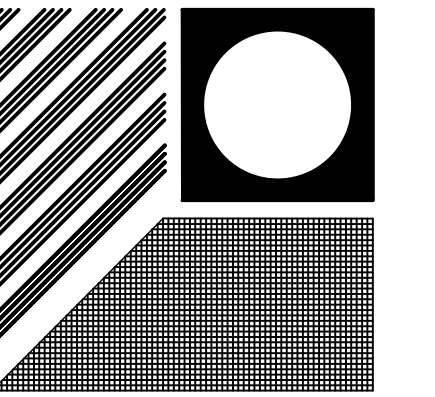
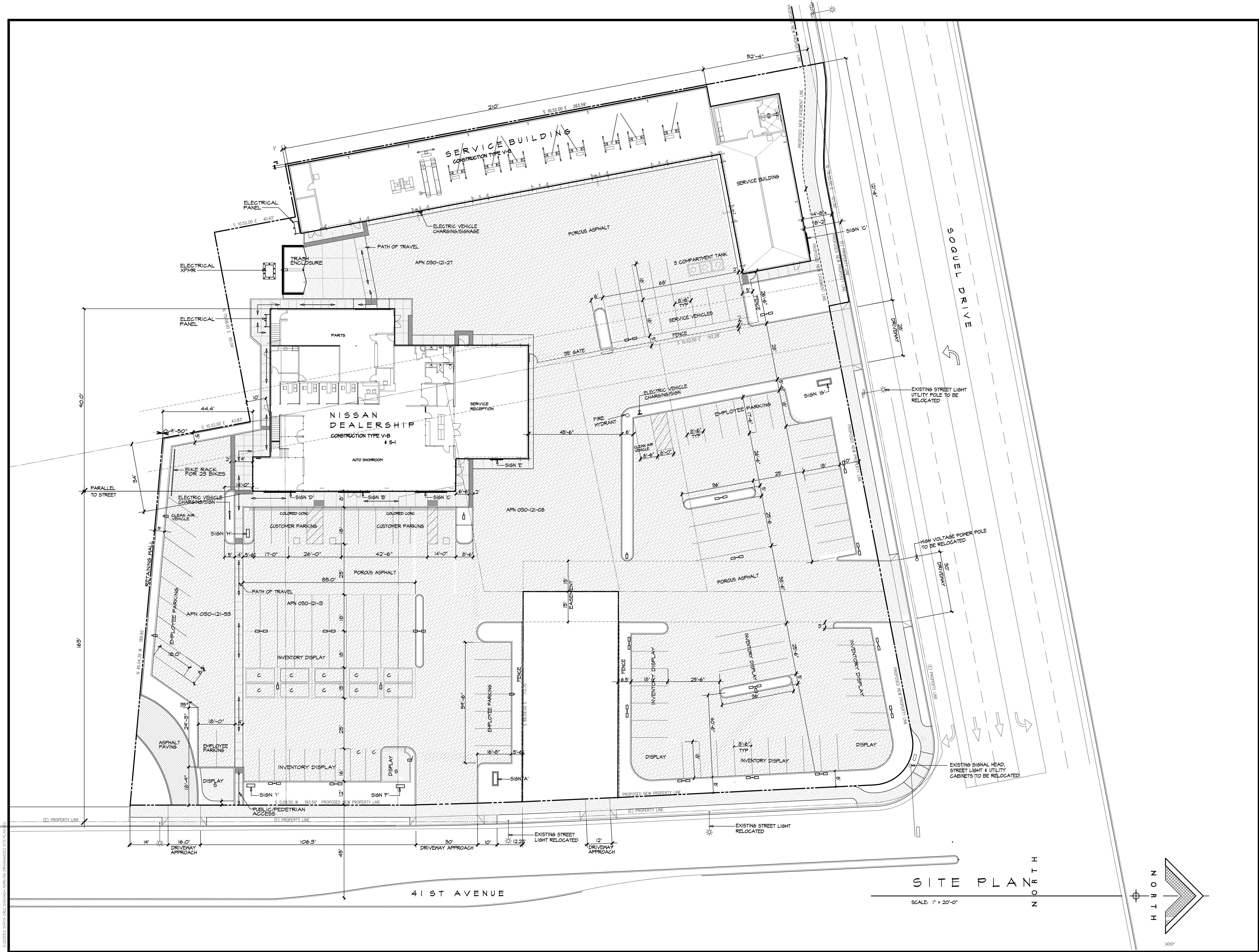
**FIRST FLOOR  
OCCUPANCY &  
EGRESS PLAN**

SHEET No:

**G-2**



2.201910 SANTA CRUZ NISSAN WORKING DRAWINGS SITE PLAN



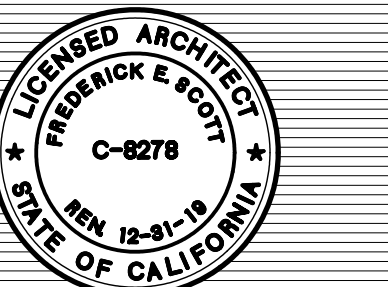
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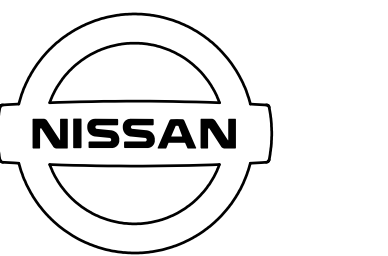


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AUTO SHOWROOM &  
SERVICE BUILDING

FOR

Santa Cruz  
NISSAN



SOQUEL, CA

PROJECT No: 1512

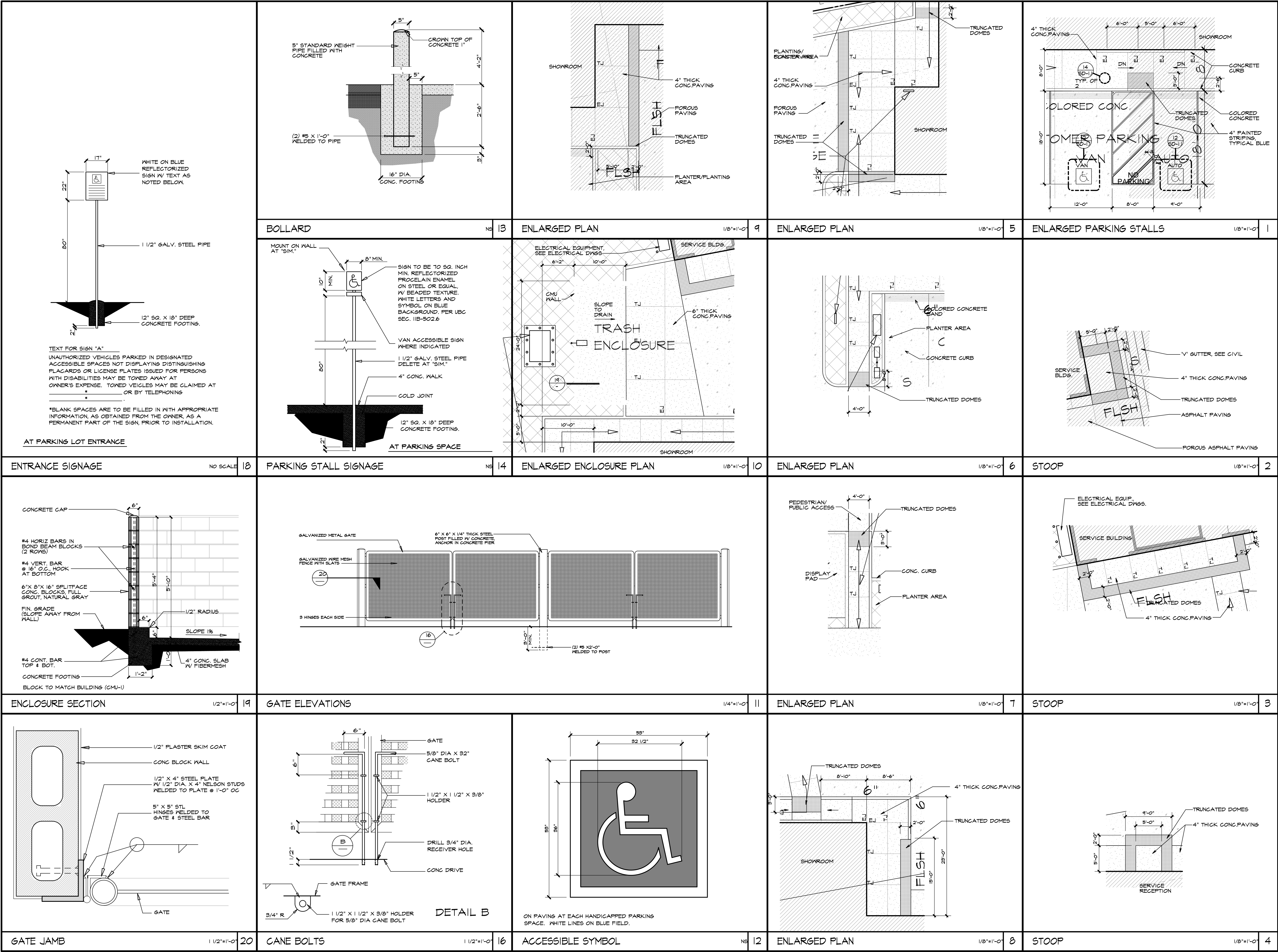
DATE: 10/18/2017

SITE PLAN

SHEET No:

SD-1.0





SITE DETAILS

SD-1.1



GENERAL NOTES

- THE CONTRACTOR SHALL MAKE A DETAILED AND THOROUGH STUDY OF THESE PLANS IN THEIR ENTIRETY PRIOR TO ANY WORK ON THE JOBSITE. HE IS TO VERIFY ALL EXISTING CONSTRUCTION CONDITIONS AND IS TO COORDINATE THESE DRAWINGS WITH ALL OTHER TRADE DISCIPLINES FOR THE COMPLETED WORK. HE IS ALSO TO UNDERSTAND THAT ANY FEATURE OF CONSTRUCTION NOT FULLY SHOWN OR DETAILED SHALL BE OF THE SAME TYPE AS SHOWN FOR SIMILAR CONDITIONS.
- THE CONTRACTOR SHALL IMMEDIATELY REPORT TO THE ENGINEER ANY DISCREPANCY OCCURRING ON THE DRAWINGS OR FOUND IN HIS COORDINATION WORK. NO CHANGES IN APPROVED PLANS SHALL BE MADE WITHOUT PRIOR WRITTEN APPROVAL OF THE PROJECT ENGINEER.
- ANY REQUEST FOR ALTERATIONS OR SUBSTITUTIONS MUST BE PRESENTED DIRECTLY TO THE PROJECT ENGINEER, ACCOMPANIED BY A DETAILED SKETCH, FOR REVIEW, BEFORE ANY APPROVAL WILL BE GIVEN AND BEFORE PROCEEDING WITH THE WORK. ABSOLUTELY NO ALTERATIONS OF THESE DOCUMENTS OF ANY KIND WILL BE APPROVED ON ANY SHOP DRAWINGS.
- ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE COUNTY OF SANTA CRUZ STANDARD DETAILS, CALTRANS STANDARD SPECIFICATIONS, AND STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION, CURRENT EDITION WITH SUPPLEMENTS (APWA).
- ALL EXISTING PAVEMENT TO BE REMOVED SHALL BE REMOVED TO CLEAN, STRAIGHT LINES.
- EXISTING PAVEMENT SHALL BE COATED WITH ASPHALTIC EMULSION AT ALL LOCATIONS WHERE NEW PAVEMENT JOINS EXISTING PAVEMENT.
- ALL EXISTING P.C.C. SHALL BE SAW CUT PRIOR TO REMOVAL.
- THE CONTRACTOR SHALL MAINTAIN DUST CONTROL AT ALL TIMES BY WATERING.
- THE CONTRACTOR IS RESPONSIBLE FOR THE PROTECTION AND ADJUSTMENT OF ALL GAS VALVES, WATER VALVE BOXES AND COVERS, DRAINS, CLEAN-OUTS, ETC.
- AN APPROVED SOIL STERILIZER SHALL BE USED ON ALL NATURAL-GROUND SUBGRADES WHEN PLACING A.C. PAVEMENT DIRECTLY ON SUBGRADE.
- NO WORK SHALL BE UNDERTAKEN WITHOUT FIRST OBTAINING AN ENCROACHMENT PERMIT FROM THE COUNTY OF SANTA CRUZ PUBLIC WORKS DEPARTMENT.
- CONTRACTOR SHALL SATISFY HIMSELF THAT QUANTITIES SHOWN ARE CORRECT BEFORE BIDDING ON ANY ITEM.
- ALL A.C. OR POROUS PAVEMENT OVER 3-INCHES THICK SHALL BE PLACED IN TWO LIFTS.
- ALL TEMPORARY PATCHES SHALL BE OF THE "HOT MIX" VARIETY. "COLD MIX" SHALL NOT BE ALLOWED UNDER ANY CIRCUMSTANCES.
- CONTRACTOR SHALL FURNISH THE COUNTY ENGINEER WITH ACCURATE "AS-BUILT" DRAWINGS. BONDS WILL NOT BE RELEASED BY THE COUNTY UNTIL AFTER SATISFACTORY SUBMITTAL OF "AS-BUILT" DRAWINGS HAS BEEN MADE.
- NO ITEM SHALL EXCEED 6 INCHES HEIGHT ABOVE THE TOP OF CURB WITHIN 18 INCHES FROM THE FACE OF CURB.
- DEMOLISHED A.C. PAVEMENT SHALL NOT BE USED IN FILL MATERIAL UNLESS GROUND TO A MAXIMUM SIZE OF 3/4" DIAMETER AND SHALL BE MIXED WITH OTHER FILL MATERIAL TO THE SATISFACTION OF THE ENGINEER.
- WHENEVER LANE CLOSURES OR ANY FORM OF TRAFFIC DIVERSIONS ARE IN PLACE, A 6-FOOT WIDE LANE FOR PEDESTRIAN AND BICYCLE TRAFFIC MUST BE PROVIDED. DURING TIMES OF HEAVY PEDESTRIAN TRAFFIC (I.E. SCHOOL CHILDREN, ETC.) THE USE OF A FLAG PERSON FOR PUBLIC SAFETY IS NECESSARY.
- ALL TYPES OF WORK ACTIVITY SHALL BE DILIGENTLY AND CONTINUOUSLY PURSUED TO FINAL CONDITION. WORK SUSPENSION WHILE THERE ARE ROUGH OR OPEN TRENCHES, UNFINISHED TIE-PAVING, TEMPORARY GUARDRAILS, AND OTHER INTERMEDIATE CONDITIONS SHALL NOT BE ALLOWED FOR ANY REASON.
- IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO LOCATE AND IDENTIFY ALL UNDERGROUND LINES AND SUBSTRUCTURES OF EVERY NATURE AND PROTECT THEM FROM DAMAGE.
- A "W" SHALL BE STAMPED ON THE CURB FACE AT WATER LATERAL LOCATION WHERE WATER METER BOXES ARE NOT INSTALLED IMMEDIATELY BEHIND THE CURB.
- A "S" SHALL BE STAMPED ON THE CURB FACE AT SEWER LATERAL LOCATION.
- CONTRACTOR SHALL SUBMIT THE TRAFFIC CONTROL PLAN TO ENGINEER FOR REVIEW.

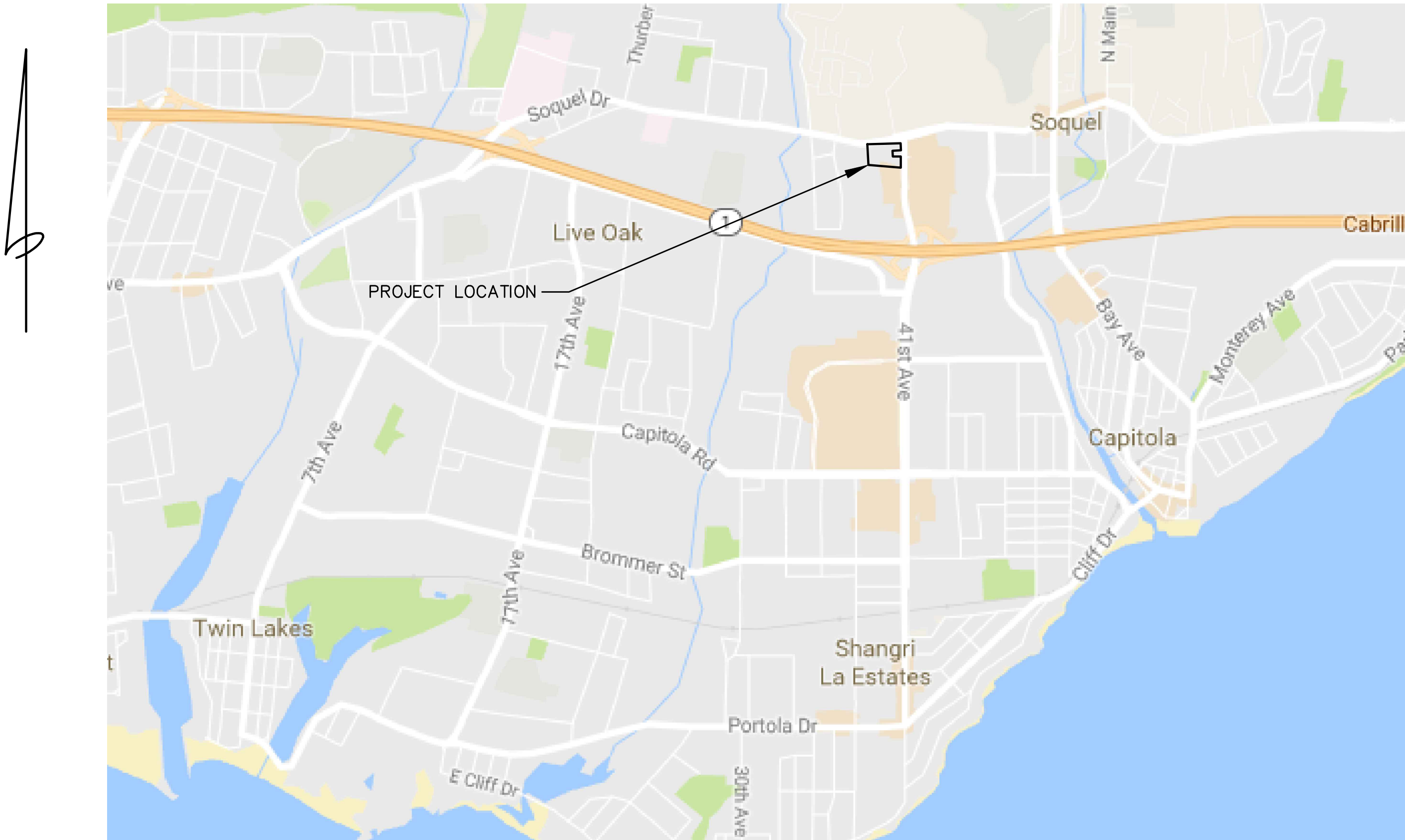
CONSTRUCTION NOTES:

- TO MINIMIZE NOISE, DUST AND NUISANCE IMPACTS ON 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:
- GRADING ACTIVITIES ARE PROHIBITED DURING PERIODS OF WIND EXCEEDING 15 MPH.
- EACH DAY IT DOES NOT RAIN, WET ALL EXPOSED SOILS FREQUENTLY ENOUGH TO PREVENT SIGNIFICANT AMOUNTS OF DUST FROM LEAVING THE SITE. THE MINIMUM WATERING SCHEDULE FOR GRADED/EXCAVATED AREAS SHALL BE AT LEAST TWICE DAILY. STREET SWEEPING ON ADJACENT OR NEARBY STREETS MAY BE REQUIRED TO CONTROL THE EXPORT TO EXCESS DUST AND DIRT.
- THE TEMPORARY ACCESS DRIVEWAY(S) AND ROAD(S) SHALL BE SURFACED WITH ROCK AND WHEEL WASHERS SHALL BE INSTALLED AT THE ENTRANCE FOR ALL TRUCKS LEAVING THE SITE TO AVOID DIRT AND DUST LEAVING THE SITE.
- CHEMICAL SOIL STABILIZERS SHALL BE APPLIED ON INACTIVE CONSTRUCTION AREAS (DISTURBED LANDS WITHIN THE CONSTRUCTION PROJECT THAT ARE UNUSED FOR AT LEAST FOUR CONSECUTIVE DAYS.)
- NON-TOXIC BINDERS SHALL BE APPLIED TO EXPOSED CUT AND FILL AREAS OR EXPOSED SLOPES AFTER CONSTRUCTION AND SHALL BE HYDROSEEDED.
- ALL INACTIVE STOCKPILES SHALL BE COVERED AT ALL TIMES.
- DURING GRADING AND CONSTRUCTION, A TEMPORARY BARRIER SHALL BE PLACED ALONG THE PERIMETER WESTERN AND NORTHERN PROPERTY LINES TO MINIMIZE DUST, NOISE AND TRESPASS ISSUES ONTO THE ADJACENT DEVELOPED PROPERTIES.

ACCESSIBLE PATH OF TRAVEL:

- ACCESSIBLE ROUTES SHALL COMPLY WITH CALIFORNIA BUILDING CODE AND AMERICANS WITH DISABILITIES ACT STANDARDS FOR ACCESSIBLE DESIGN.
- ACCESSIBLE ROUTE SURFACE SHALL BE SLIP RESISTANT AND STABLE. REPAIR EXISTING ASPHALT SURFACE AS REQUIRED.
- VERTICAL LEVEL CHANGE CANNOT EXCEED  $\frac{1}{4}$ ". LEVEL CHANGE BETWEEN  $\frac{1}{4}$ " AND  $\frac{1}{2}$ " MUST BE BEVELED AT 2H:1V MAX SLOPE.
- VERTICAL DROPS ADJACENT TO PEDESTRIAN AREAS CANNOT EXCEED 4" WITHOUT A 6" HIGH WARNING CURB. VERTICAL DROPS CANNOT EXCEED 30" WITHOUT A 42" GUARDRAIL.
- GRATE OPENINGS CANNOT EXCEED  $\frac{1}{2}$ " IN DIRECTION OF TRAVEL.
- PROPOSED PATH OF TRAVEL SLOPES SHALL BE AS INDICATED ON THE PLANS. PER THE CBC CROSS SLOPES CANNOT EXCEED 2.0% AND LONGITUDINAL SLOPES CANNOT EXCEED 5.0% WITHOUT A RAMP. PER CALTRANS CURB RAMPS SHALL NOT EXCEED 7.5% AND LANDINGS SHALL NOT EXCEED 1.5% IN ANY DIRECTION.
- DETECTABLE WARNING SURFACES SHALL BE COLORED YELLOW PER CBC AND SHALL COMPLY WITH CALTRANS STANDARD PLAN AB8A AND CALTRANS STANDARD SPECIFICATIONS
- SEE ARCHITECTURAL PLANS FOR ADDITIONAL REQUIREMENTS.

NISSAN OF SOQUEL 3820 & 3906 SOQUEL DRIVE AND 2755, 2815, & 2821 41ST AVE, SOQUEL, CA



VICINITY MAP  
NOT TO SCALE

SHEET INDEX

C0.0	COVER SHEET
C0.1	DEMOLITION PLAN
C0.2	EXTENDED SIDEWALK DEMOLITION PLAN
C1.0	SITE PLAN
C1.1	EXTENDED SIDEWALK SITE PLAN
C1.2	SITE SECTIONS AND DRIVEWAY PROFILES
C2.0	GRADING PLAN
C2.1	EXTENDED SIDEWALK GRADING PLAN
C2.2	POROUS ASPHALT SUBGRADE GRADING PLAN
C3.0	DRAINAGE PLAN
C3.1	STORMWATER MANAGEMENT PLAN
C4.0	UTILITY PLAN
C5.0	EROSION CONTROL PLAN
C5.1	EXTENDED SIDEWALK EROSION CONTROL PLAN
C5.2	EROSION CONTROL DETAILS
C6.0	DETAILS
C6.1	DETAILS
C6.2	DETAILS
C6.3	DETAILS
TP-1	TOPOGRAPHIC MAP AND BOUNDARY SURVEY
TP-2	TOPOGRAPHIC MAP AND BOUNDARY SURVEY
TP-3	TOPOGRAPHIC MAP AND BOUNDARY SURVEY

CIVIL ABBREVIATIONS

AC	ASPHALT CONCRETE
ADA	AMERICANS WITH DISABILITIES ACT
APN	ASSESSORS PARCEL NUMBER
ARCH	ARCHITECTURAL
C	CURB
CAMUTCD	CALIFORNIA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES
CB	CATCH BASIN
CBC	CALIFORNIA BUILDING CODE
CONC	CONCRETE
DWY	DRIVEWAY
(E), EX	EXISTING
EG	EXISTING GRADE
ELEC	ELECTRIC
FC	FACE OF CURB
FD	FOUND
FF	FINISHED FLOOR
FG	FINISHED GRADE
FL	FLOWLINE
FH	FIRE HYDRANT
G	GUTTER
GB	GRADE BREAK
HB	HOSE BIB
INV	INVERT
IP	IRON PIPE
LND	LANDING
MAG	MAGNETIC
(N)	NEW
+	PLUS OR MINUS
(P)	PROPOSED
PA	PLANTING AREA
P&E	PACIFIC GAS & ELECTRIC
P&E	PAVEMENT
RCE	REGISTERED CIVIL ENGINEER
RW	REDWOOD
SDCB	STORM DRAIN CATCH BASIN
SQ	SQUARE
STD	STANDARD
S/W	SIDEWALK
TC	TOP OF CURB
TELE	TELEPHONE
WM	WATER METER

PROJECT DESCRIPTION

DEMOLITION OF EXISTING BUILDINGS AND CONSTRUCTION OF A CAR DEALERSHIP WITH CAR SERVICE BUILDING.

DEPARTMENT OF PUBLIC WORKS COUNTY OF SANTA CRUZ STATE OF CALIFORNIA	
REVIEWED BY	
SANITATION ENGINEERING:	
SURVEY DEVELOPMENT REVIEW:	
STORMWATER MANAGEMENT:	
TRAFFIC AND ROAD PLANNING	
SANITATION OPERATIONS:	
APPROVAL RECOMMENDED	ASST. DIR., SPECIAL SERVICES DATE
APPROVED	ASST. DIR., TRANSPORTATION DATE
DIRECTOR OF PUBLIC WORKS DATE	

FOR INSPECTIONS, CONTACT PUBLIC WORKS CONSTRUCTION ENGINEER AT (831) 454-2160 48-HOURS PRIOR TO START OF WORK.

CONCRETE FLATWORK NOTES:

MATERIALS

- ALL CONCRETE SHALL BE CLASS B, MATCH ADJACENT CONCRETE COLOR AND FINISH.
- REINFORCING STEEL SHALL BE INTERMEDIATE GRADE CONFORMING TO THE REQUIREMENTS OF ASTM A-615, GRADE 40, CLEAN, NEW STOCK.
- BOND PREVENTATIVE SHALL BE COLORLESS, NON-STAINING, EASILY REMOVED AND NON-INJURIOUS TO ANY SUBSEQUENT FINISHES.
- EXPANSION JOINT MATERIAL SHALL BE PREFORMED, NON-EXTRUDING, 1/2 INCH THICK, ASPHALT IMPREGNATED FELT.
- PROVIDE MINIMUM 6" CLASS 2 AGGREGATE BASE, COMPACTED TO 95%.
- SUBMIT ALL MATERIALS TO ENGINEER FOR APPROVAL PRIOR TO CONSTRUCTION.

CONCRETE

- CONCRETE SHALL BE BATCHED AT A CENTRAL BATCHING PLANT. ALL CONCRETE SHALL HAVE A MINIMUM STRENGTH OF 2,500 PSI AT THE AGE OF 28 DAYS.
- CONCRETE SHALL NOT BE PLACED UNTIL ALL REINFORCEMENT IS IN PLACE AND SECURE.
- CONCRETE SHALL BE PLACED IN THE FORMS AS NEARLY AS PRACTICABLE TO ITS FINAL POSITION TO AVOID FLOWING.
- ONCE CONCRETING IS STARTED, IT SHALL BE CARRIED ON AS A CONTINUOUS OPERATION UNTIL THE PLACING OF THE SECTION IS COMPLETED. WHERE CONSTRUCTION JOINTS ARE NECESSARY, THEY SHALL BE MADE AS SHOWN ON THE DRAWINGS OR AS DIRECTED.
- ALL CONCRETE SHALL BE THOROUGHLY COMPACTED BY MEANS OF AN INTERNAL VIBRATOR. CARE SHALL BE EXERCISED TO INSURE THAT THE CONCRETE IS WELL VIBRATED, SO AS TO PRODUCE A SMOOTH SURFACE, FREE OF AIR POCKETS, BUT NOT TO THE EXTENT THAT SETTLEMENT OF AGGREGATE OCCURS.
- PROVIDE (2) 3'-LONG #3 BARS ALL INSIDE CORNERS, TOPS OF CURB RAMP CORNERS, AND UTILITY BOX CORNERS.

SCORE JOINTS AND EDGING AS FOLLOWS

- ALL JOINTS SHALL BE SCORED WITH A 1/2" RADIUS SCORING TOOL.
- ALL EDGES OF SLABS, WALLS, STEPS AND OTHER EXPOSED EDGES SHALL BE EDGED WITH A 1/2" RADIUS EDGING TOOL.
- ALL FLANGE MARKS RESULTING FROM TOOLING OF EDGES AND JOINTS SHALL BE TROWELED OUT.
- FORMS SHALL BE REMOVED AT SUCH TIMES THAT THE CONCRETE SURFACES MAY BE FINISHED AS SHOWN ON THE DRAWINGS WITHOUT WATER TEMPERING.
- IMMEDIATELY AFTER FORMS ARE REMOVED, ALL DEFECTIVE SURFACES OR AREAS SHALL BE PATCHED, AND JOINT MARKS, FINS, OR OTHER IRREGULARITIES SHALL BE SMOOTHED OFF AND CLEANED PROPERLY. IF FORM TIES ARE USED, THEY SHALL BE BROKEN OFF CLEANLY 1 INCH FROM THE SURFACE OF THE CONCRETE, AND THE HOLES PATCHED AND/OR FILLED IMMEDIATELY.
- AT THE COMPLETION OF TROWELING AND EDGING, ALL EXPOSED SURFACES OF THE STEPS AND PAVING SHALL BE BROOM FINISHED TO A MEDIUM, NON-SKID TEXTURE, WITH SMOOTH, EVEN STRIATIONS, PERPENDICULAR TO THE LONGITUDINAL AXIS OF THE STEPS AND WALKS. BROOM FINISH BOTH THE TREADS AND VERTICAL FACES OF THE RISERS.
- PROVIDE EXPANSION/CONTRACTION JOINTS AT 24 FEET MAXIMUM ON CENTER.
- PROVIDE CONTROL JOINTS AT 4 FEET ON CENTER, UNLESS APPROVED OTHERWISE
- WHERE PLACING NEW CONCRETE NEXT TO EXISTING CONCRETE, DOWEL INTO EXISTING CONCRETE AS FOLLOWS:

- 2'-LONG, #4 BARS AT 1' ON-CENTER AT VEHICULAR CONCRETE PAVEMENT WITH  $\frac{1}{2}$ " EXPANSION JOINT.
- 18"-LONG, #4 BARS AT 4' ON-CENTER AT CONCRETE CURB, GUTTER, AND SIDEWALK.

POROUS ASPHALT PAVEMENT NOTES:

- THE CONTRACTOR SHALL PROOF ROLL SUBGRADE SURFACE TO CHECK FOR UNSTABLE AREAS AND NOTIFY THE PROJECT GEOTECHNICAL ENGINEER FOR ANY UNSATISFACTORY CONDITIONS.
- PROVIDE OPEN GRADED FRICTION COURSE (OGFC) IN ACCORDANCE WITH 2010 CALTRANS STANDARD SPECIFICATIONS SECTION 39.
- PROVIDE ASPHALT TREATED PERMEABLE BASE (ATPB) IN ACCORDANCE WITH 2010 CALTRANS STANDARD SPECIFICATIONS SECTION 29.
- DRAIN ROCK AGGREGATES SHALL BE OPEN-GRADED, WASHED, AND MEET CALTRANS CLASS 4 GRADATION.
- DRAIN ROCK AGGREGATES SHALL BE PLACED IN 4 IN LIFTS WITH PLATE OR STATIC ROLLER COMPACTORS. AT LEAST 4 PASSES; INITIAL PASSES SHALL BE WITH VIBRATION, FINAL PASSES SHALL BE WITHOUT VIBRATION.
- DO NOT APPLY ANY TACK COAT PRIOR TO PLACEMENT OF OGFC.
- DO NOT APPLY ANY PRIME COAT PRIOR TO PLACEMENT OF ATPB.

DISCLAIMER

THE DATA SET FORTH ON THIS SHEET IS THE PROPERTY OF BOWMAN & WILLIAMS CONSULTING CIVIL ENGINEERS. IT IS AN INSTRUMENT OF SERVICE AND MAY NOT BE REPRODUCED, ALTERED, OR USED WITHOUT THE CONSENT OF THE ENGINEER. THE PROPER ELECTRONIC TRANSFER OF DATA SHALL BE THE USER'S RESPONSIBILITY WITHOUT LIABILITY TO THE ENGINEER. UNAUTHORIZED USE IS PROHIBITED.

APN 030-121-06, -07, -08, -12, -13, -27, -53 & -57



REVISED	4/12/18	DRIVEWAY AND GRADING ADJUSTMENTS	
8/15/17	COUNTY OF SANTA CRUZ COMMENTS		
<b>BOWMAN &amp; WILLIAMS</b> CONSULTING CIVIL ENGINEERS AND LAND SURVEYORS 1011 CEDAR STREET SANTA CRUZ, CA 95060 (831) 426-3560 www.bowmanandwilliams.com		<b>COVER SHEET</b>  NISSAN OF SOQUEL 3820, 3822, 3906 & 3912 SOQUEL DRIVE AND 2755, 2815, 2821 & 2851 41ST AVE., SOQUEL, CA	
SCALE 1" = 20'	DRAWN KAB	JOB NO. 26488	SHEET
DATE JUNE 20, 2017	CHECKED JFR	INDEX	C0.0
DESIGN BRR/KAB	DWG NAME C0.0	FILE NO.	OF



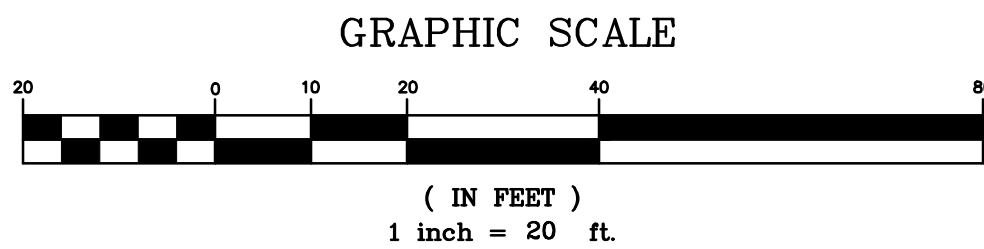
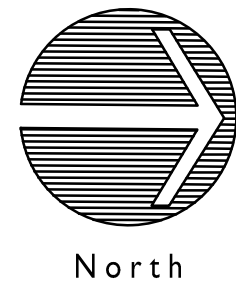


LEGEND

- REMOVE (E) ASPHALT CONCRETE
- REMOVE (E) STRUCTURES
- REMOVE (E) CONCRETE FLATWORK, PLANTERS & DECKS
- REMOVE (E) TREE OR TREE STUMP
- TEMPORARY CONSTRUCTION FENCING/LIMIT OF WORK

DEMOLITION NOTES:

- CONTRACTOR MUST PROVIDE AND SECURE APPROVAL OF A TRAFFIC CONTROL PLAN THAT ADDRESSES PEDESTRIAN AND VEHICULAR SAFETY PRIOR TO DEMOLITION OPERATIONS.
- CONTRACTOR SHALL VERIFY LOCATION AND DEPTH OF ALL EXISTING UTILITIES PRIOR TO ANY EXCAVATION OR DEMOLITION. CALL UNDERGROUND SERVICE ALERT (USA) AT 8-1-1 AT LEAST 48 HOURS IN ADVANCE OF EXCAVATION TO MARK THE LOCATION OF UTILITIES ON THE SITE. VERIFY DEPTHS BY ACCEPTED "POTHOLING" METHODS PRIOR TO EXCAVATION.
- CONTRACTOR SHALL VERIFY LOCATION OF ALL EXISTING ABOVE-GROUND UTILITIES AND PROVIDE FOR THEIR TEMPORARY DISCONNECTION, PROTECTION, REMOVAL AND/OR STORAGE AS MAY BE REQUIRED DURING CONSTRUCTION. CONTRACTOR SHALL COORDINATE WITH THE OWNER'S REPRESENTATIVE TO DETERMINE WHETHER TEMPORARY SERVICES ARE NECESSARY.
- ALL SPOILS AND DEBRIS FROM THE DEMOLITION WORK SHALL BE HAILED OFF SITE BY CONTRACTOR AND BE DISPOSED OF IN A LAWFUL MANNER AS IT ACCUMULATES. EXCAVATED, CLEAN FILL MAY BE USED BETWEEN DEMOLITION AND CONSTRUCTION TO PROVIDE POSITIVE DRAINAGE IF APPROVED BY THE OWNER'S REPRESENTATIVE.
- CONTRACTOR SHALL REVIEW ALL RELATED WORK REQUIRED ON ALL OTHER DRAWING SHEETS AND/OR SPECIFICATIONS PRIOR TO BIDDING.
- CONTRACTOR SHALL TAKE CARE NOT TO DAMAGE IN ANY WAY, ANY EXISTING ELEMENTS NOT DESIGNATED FOR REMOVAL. SUCH DAMAGE IS THE RESPONSIBILITY OF THE CONTRACTOR, AND SHALL BE REPAIRED OR REPLACED TO AN "AS-WAS" OR BETTER CONDITION BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE OWNER.
- ALL DIMENSIONS SHALL BE VERIFIED IN THE FIELD AND CHALKED, FLAGGED OR STRING-LINED PRIOR TO ANY CONSTRUCTION. IF ANY DISCREPANCIES OCCUR, NOTIFY OWNERS REPRESENTATIVE IMMEDIATELY BEFORE PROCEEDING. THE DEPTHS OF ITEMS TO BE REMOVED, UNLESS NOTED, SHALL BE DETERMINED BY THE CONTRACTOR BY VISITING THE SITE.
- AS APPLICABLE AND UNLESS OTHERWISE NOTED, "DEMOLISH & REMOVE" SHALL INCLUDE ALL FOOTINGS AND ATTACHED APPURTENANCES ABOVE OR BELOW GROUND.
- ANY TREE TO BE REMOVED SHALL HAVE THEIR STUMPS REMOVED.
- PRIOR TO BIDDING, THE CONTRACTOR SHALL VISIT THE SITE AND FAMILIARIZE THEMSELVES WITH THE EXISTING SITE CONDITIONS. CONTRACTOR SHALL IMMEDIATELY NOTIFY THE ENGINEER IF DISCREPANCY IS SUSPECTED BETWEEN THE SITE AND WHAT IS CONTAINED IN THE CONTRACT DOCUMENTS. NO ALLOWANCES WILL BE MADE TO THE CONTRACTOR DUE TO THEIR LACK OF FAMILIARITY WITH THE SITE CONDITIONS.
- ALL DEBRIS SHALL BE REMOVED FROM THE LOT AND NO DEBRIS FROM THE DEMOLISHED STRUCTURE SHALL BE VISIBLE ON NEARBY PROPERTY.
- THE LAND SHALL BE GRADED TO A CONSISTENT GRADE WHICH PROVIDES ADEQUATE DRAINAGE. SUFFICIENT EROSION CONTROL MEASURES MUST BE INSTALLED BETWEEN DECEMBER 1 AND MARCH 1. ADDITIONAL MEASURES MAY BE REQUIRED ON STEEP LOTS THROUGHOUT THE YEAR.
- NO DEBRIS SHALL BE BURNED.
- THE STRUCTURE SHALL BE CERTIFIED CLEAR OF ALL HAZARDOUS MATERIALS SUCH AS ASBESTOS AND PCB'S. DISPOSAL OF THIS MATERIAL SHALL BE BY A CERTIFIED DISPOSAL COMPANY. UNDERGROUND STORAGE TANKS SHALL BE PROPERLY REMOVED, AND ANY CONTAMINATION SHALL BE CORRECTED UNDER THE DIRECTION OF THE COUNTY ENVIRONMENTAL HEALTH DEPARTMENT.
- IF CONNECTION TO A PUBLIC SEWER EXISTS, THE BUILDING SEWER SHALL BE PLUGGED OR CAPPED IN A MANNER APPROVED BY THE PUBLIC WORKS DEPARTMENT, WITHIN 5 FEET OF THE PROPERTY LINE.
- NAILS, GLASS AND OTHER DEBRIS SHALL BE CLEANED OFF NEARBY SIDEWALKS AND STREETS DAILY.
- IF TREE REMOVAL WILL OCCUR DURING THE BIRD NESTING SEASON, FEBRUARY 1 THROUGH AUGUST 15, A QUALIFIED BIOLOGIST SHALL CONDUCT NESTING BIRD SURVEYS NO MORE THAN 2 WEEKS PRIOR TO VEGETATION REMOVAL. IF ACTIVE NESTS ARE OBSERVED, THE BIOLOGIST SHALL DESIGNATE A BUFFER ZONE AROUND THE NEST TREE OR SHRUB AS FOLLOWS: 200 FEET FOR NESTING RAPTORS AND 50 FEET FOR ALL OTHER BIRD SPECIES. NO VEGETATION REMOVAL SHALL TAKE PLACE WITHIN THE BUFFER ZONE UNTIL THE BIOLOGIST HAS DETERMINED THAT ALL CHICKS HAVE FLEDGED AND ARE ABLE TO FEED ON THEIR OWN.
- A BAT ECOLOGIST SHALL CONDUCT AN INVESTIGATION WITHIN 30 DAYS OF SCHEDULED DEMOLITION TO DETERMINE IF ANY OF THE STRUCTURES ARE BEING USED BY BATS. IF THERE IS NO EVIDENCE OF BAT USE, ANY OPENINGS SHALL BE SECURED/COVERED TO PREVENT BATS FROM ENTERING PRIOR TO DEMOLITION, AND DEMOLITION MAY PROCEED AS SCHEDULED. IF BAT USE IS DETECTED, DEMOLITION SHALL OCCUR BETWEEN AUGUST 15 AND FEBRUARY 1 TO AVOID BAT BREEDING SEASON, AND THE BAT ECOLOGIST SHALL MAKE RECOMMENDATIONS, IN COORDINATION WITH CDFW, FOR EXCLUSION DEVICES OR OTHER METHODS TO AVOID HARM TO INDIVIDUAL BATS THAT MAY BE USING THE BARN OUTSIDE OF THE BREEDING SEASON.





DISCLAIMER

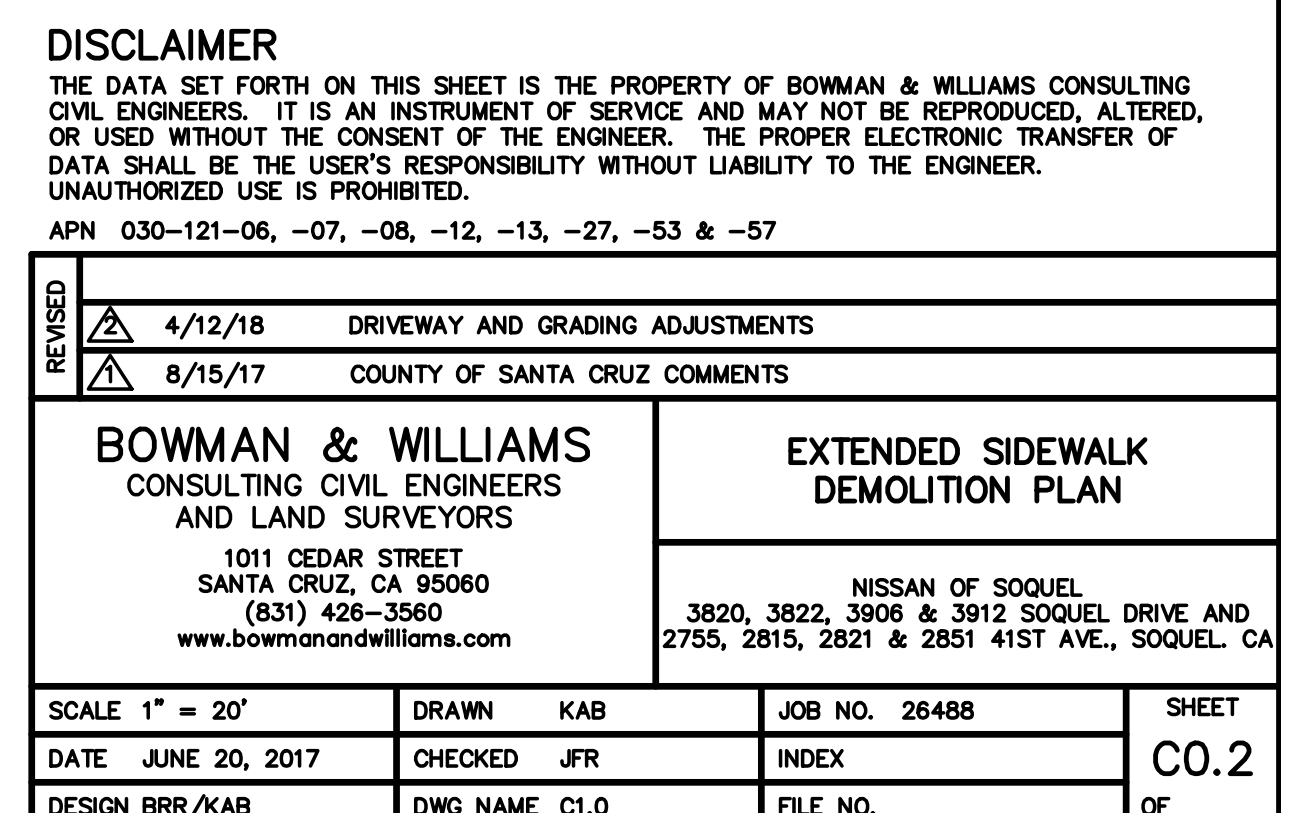
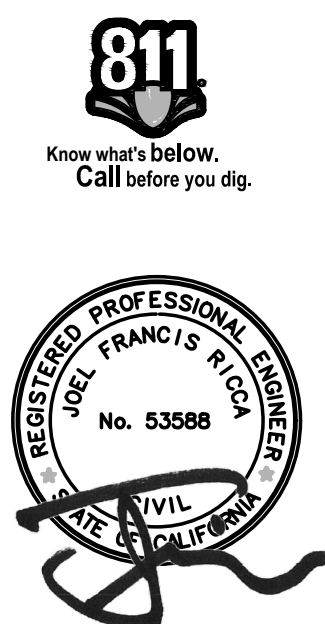
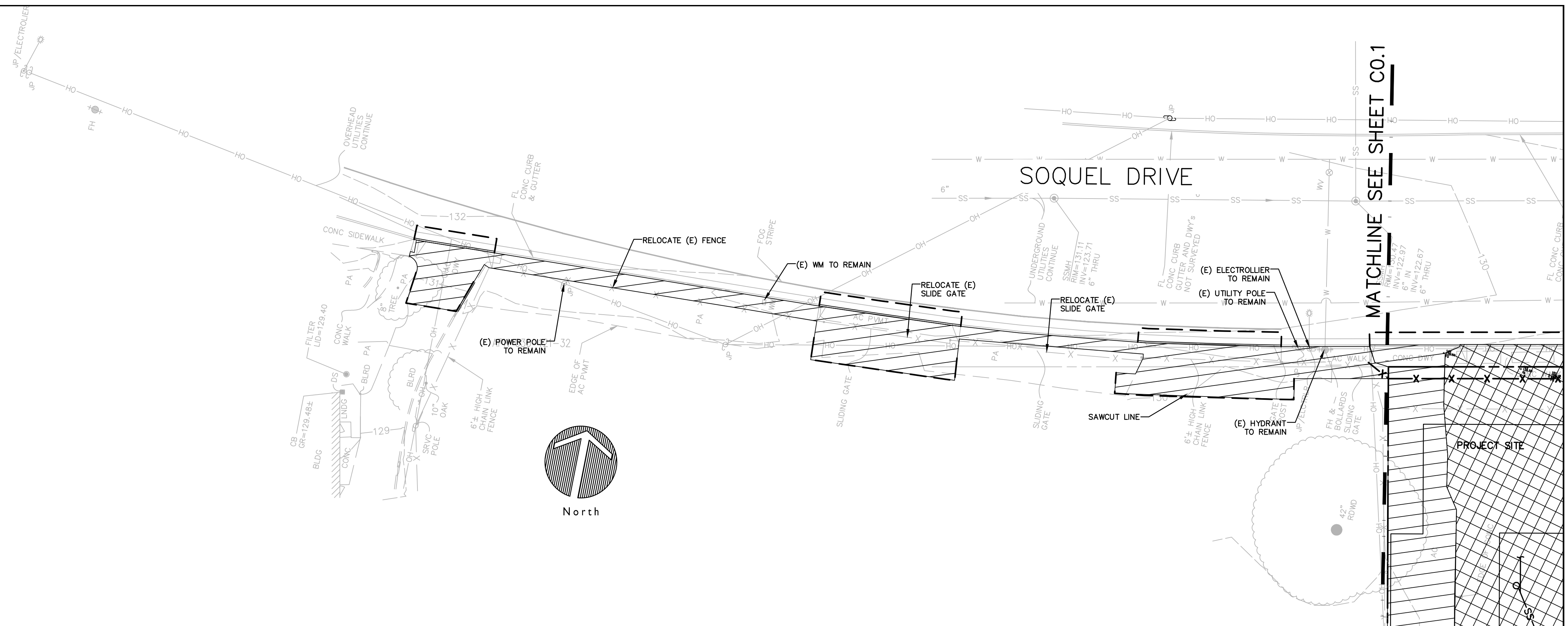
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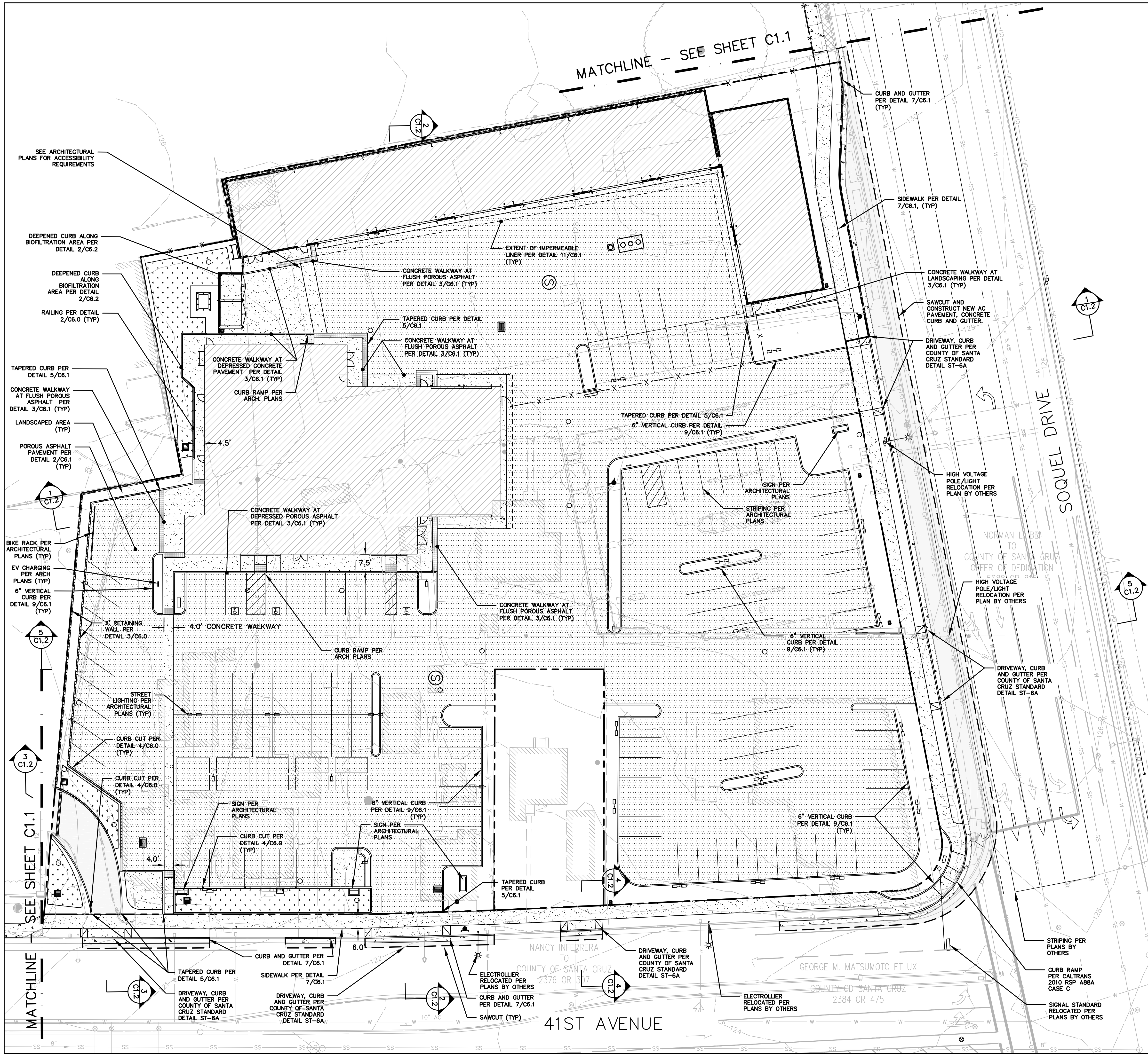


REVISIONS		4/12/18	DRIVEWAY AND GRADING ADJUSTMENTS		
		8/15/17	COUNTY OF SANTA CRUZ COMMENTS		
BOWMAN & WILLIAMS CONSULTING CIVIL ENGINEERS AND LAND SURVEYORS  1011 CEDAR STREET SANTA CRUZ, CA 95060 (831) 426-3560 www.bowmanandwilliams.com			DEMOLITION PLAN		
			NISSAN OF SOQUEL 3820, 3822, 3906 & 3912 SOQUEL DRIVE AND 2755, 2815, 2821 & 2851 41ST AVE., SOQUEL, CA		
SCALE 1" = 20'		DRAWN	KAB	JOB NO. 26488	SHEET  C0.1  OF
DATE JUNE 20, 2017		CHECKED	JFR	INDEX	
DESIGN BRR/KAB		DWG NAME	C1.0	FILE NO.	





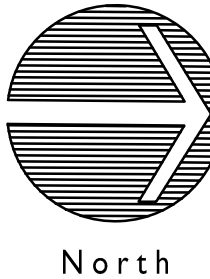
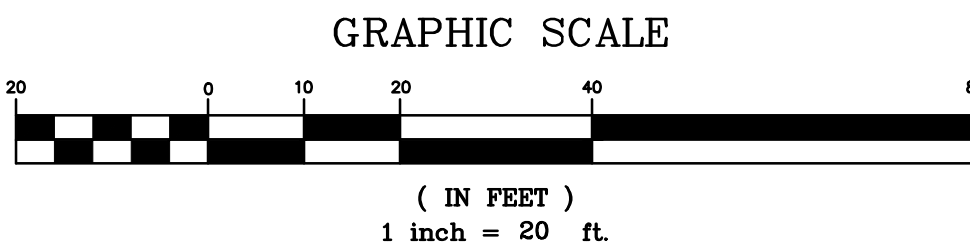




LEGEND

- POROUS ASPHALT PAVEMENT PER DETAIL 2/C6.1
- ASPHALT CONCRETE PAVEMENT PER DETAIL 1/C6.1
- BUILDING
- PCC CONCRETE
- BIOFILTRATION AREA
- LANDSCAPE
- FENCE LINE
- WALL
- PROPERTY LINE
- FLOW LINE

NOTES: SEE ARCHITECTURAL PLANS FOR ADA REQUIREMENTS AND SITE ACCESSIBILITY

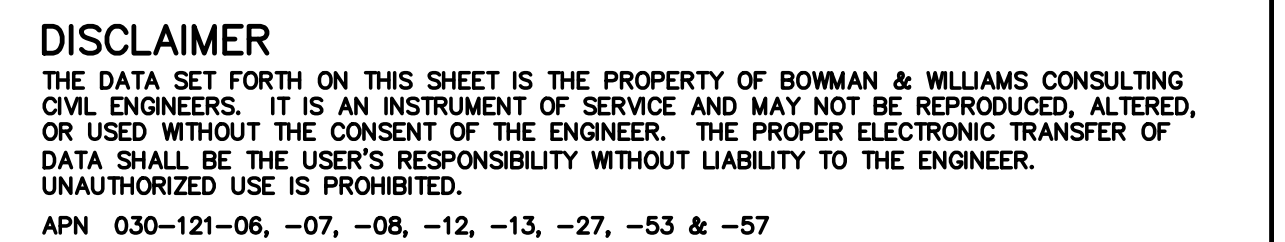
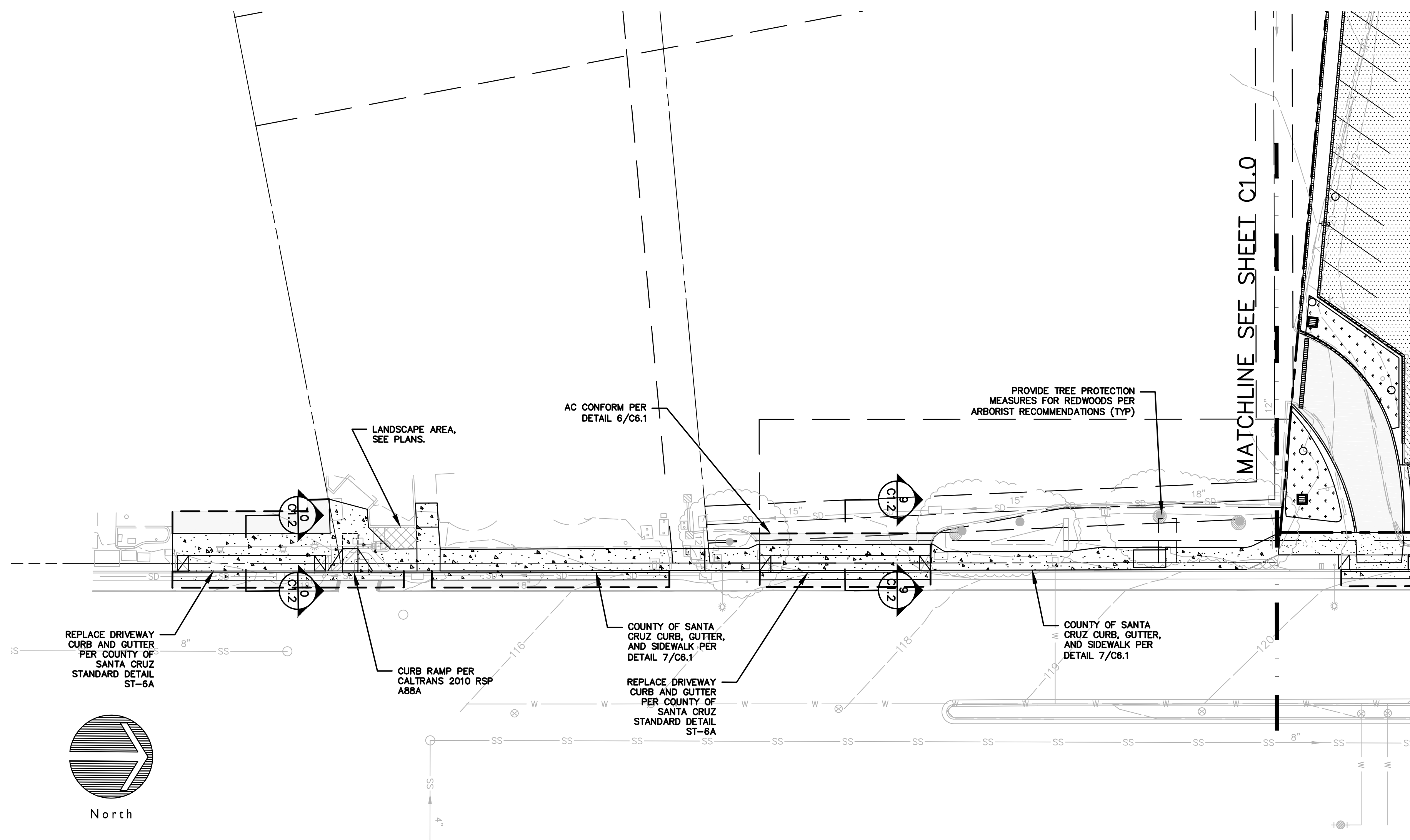




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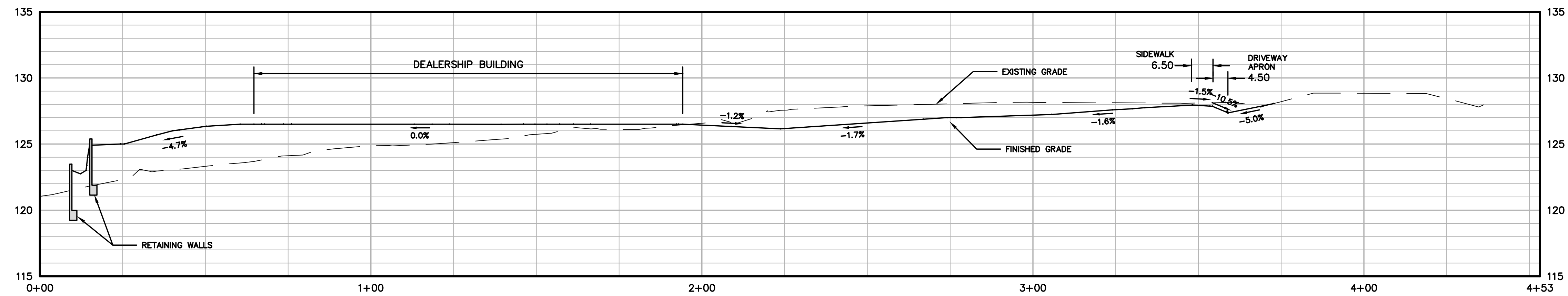


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		NISSAN OF SOQUEL 3820, 3822, 3906 & 3912 SOQUEL DRIVE AND 2755, 2815, 2821 & 2851 41ST AVE., SOQUEL, CA	
SCALE 1" = 20'	DRAWN KAB	JOB NO. 26488	SHEET
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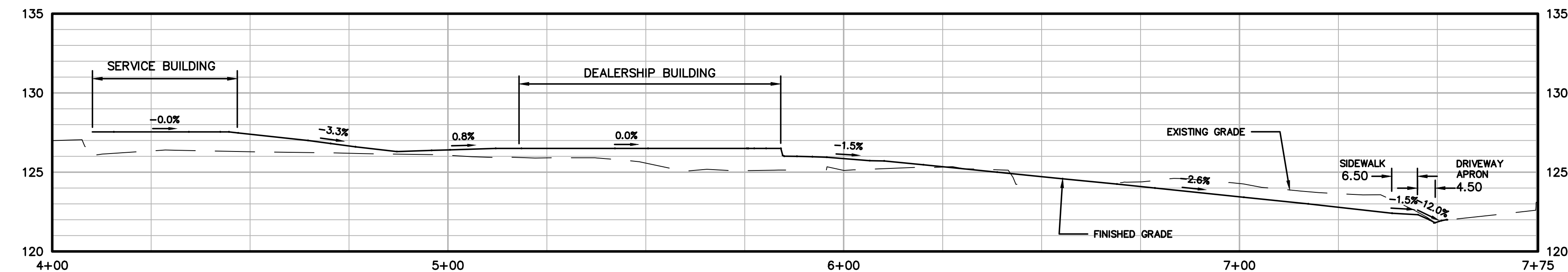




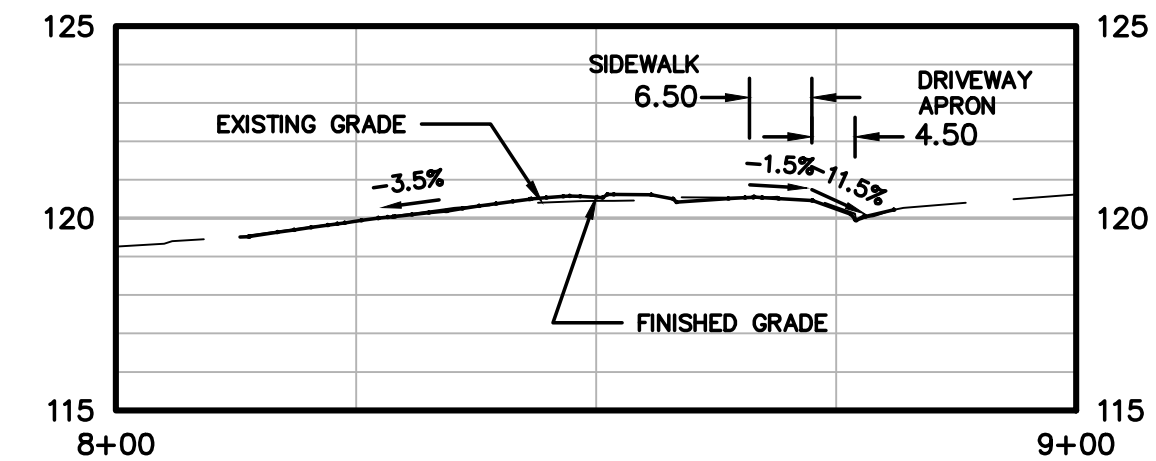
REVISED		4/12/18	DRIVEWAY AND GRADING ADJUSTMENTS	
		8/15/17	COUNTY OF SANTA CRUZ COMMENTS	
<b>BOWMAN &amp; WILLIAMS</b> CONSULTING CIVIL ENGINEERS AND LAND SURVEYORS 1011 CEDAR STREET SANTA CRUZ, CA 95080 (531) 428-3560 <a href="http://www.bowmanandwilliams.com">www.bowmanandwilliams.com</a>			<b>EXTENDED SIDEWALK SITE PLAN</b>  NISSAN OF SOQUEL 3820, 3822, 3908 & 3912 SOQUEL DRIVE AND 2755, 2815, 2821 & 2851 41ST AVE., SOQUEL, CA	
SCALE 1" = 20'	DRAWN KAB	JOB NO. 26488	SHEET	
DATE JUNE 20, 2017	CHECKED JFR	INDEX	C1.1	
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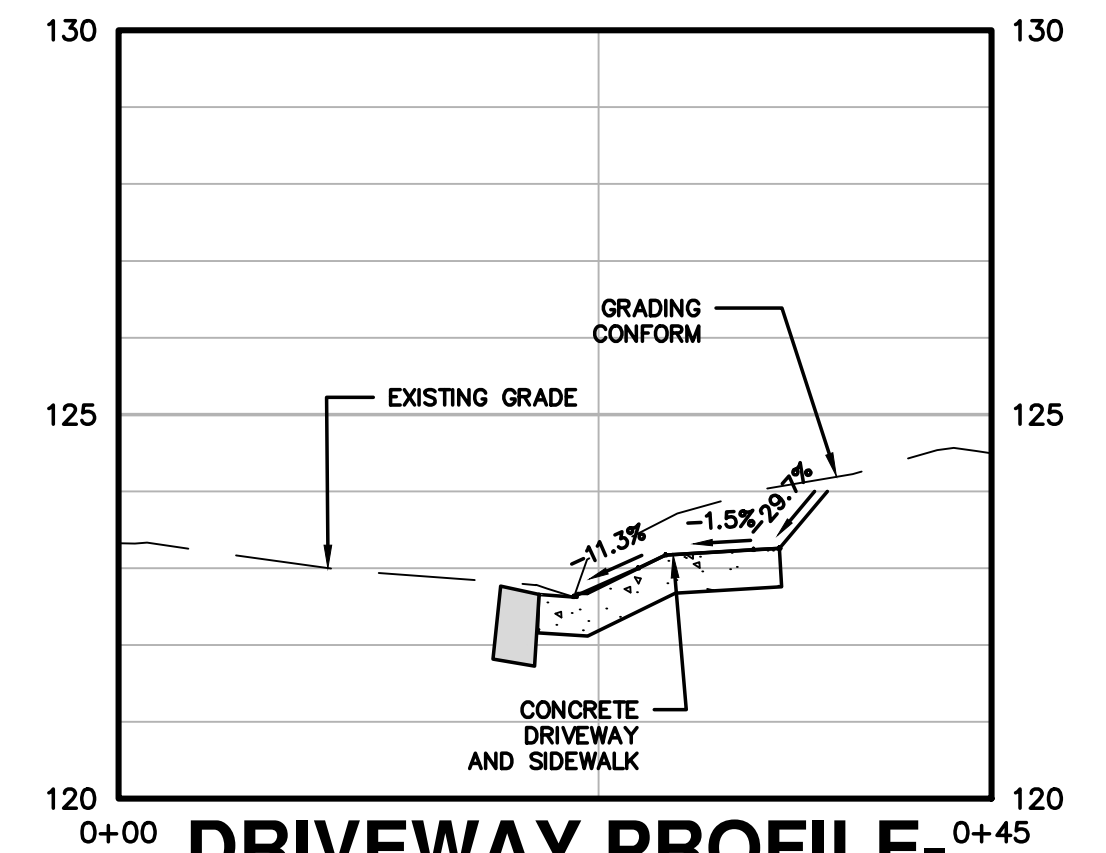
**SITE SECTION 1- NISSAN SOQUEL DRIVE DRIVEWAY**  
SCALE: H 1" = 20' & V 1"=5'



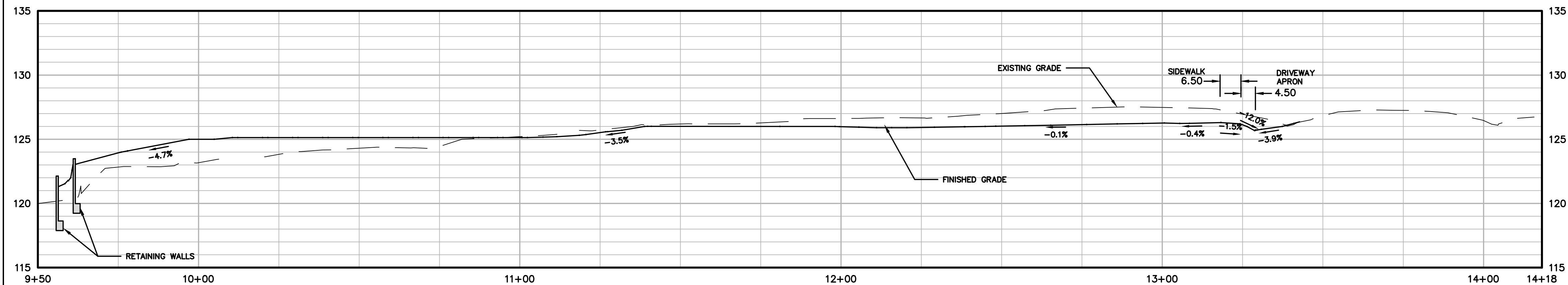
**SITE SECTION 2- NISSAN 41ST AVENUE DRIVEWAY**  
SCALE: H 1" = 20' & V 1"=5'



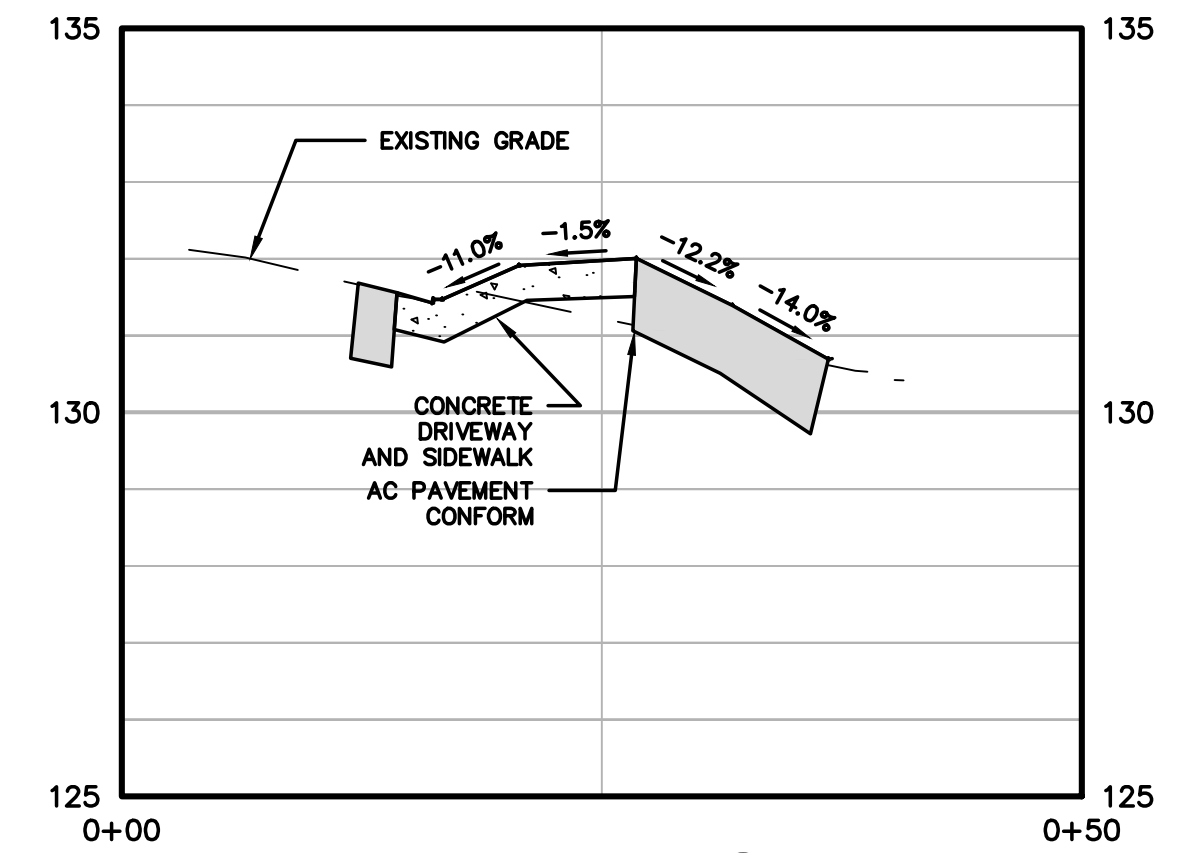
**SITE SECTION 3-  
CRUZ CAR WASH  
41ST AVENUE DRIVEWAY**  
SCALE: H 1" = 20' & V 1"=5'



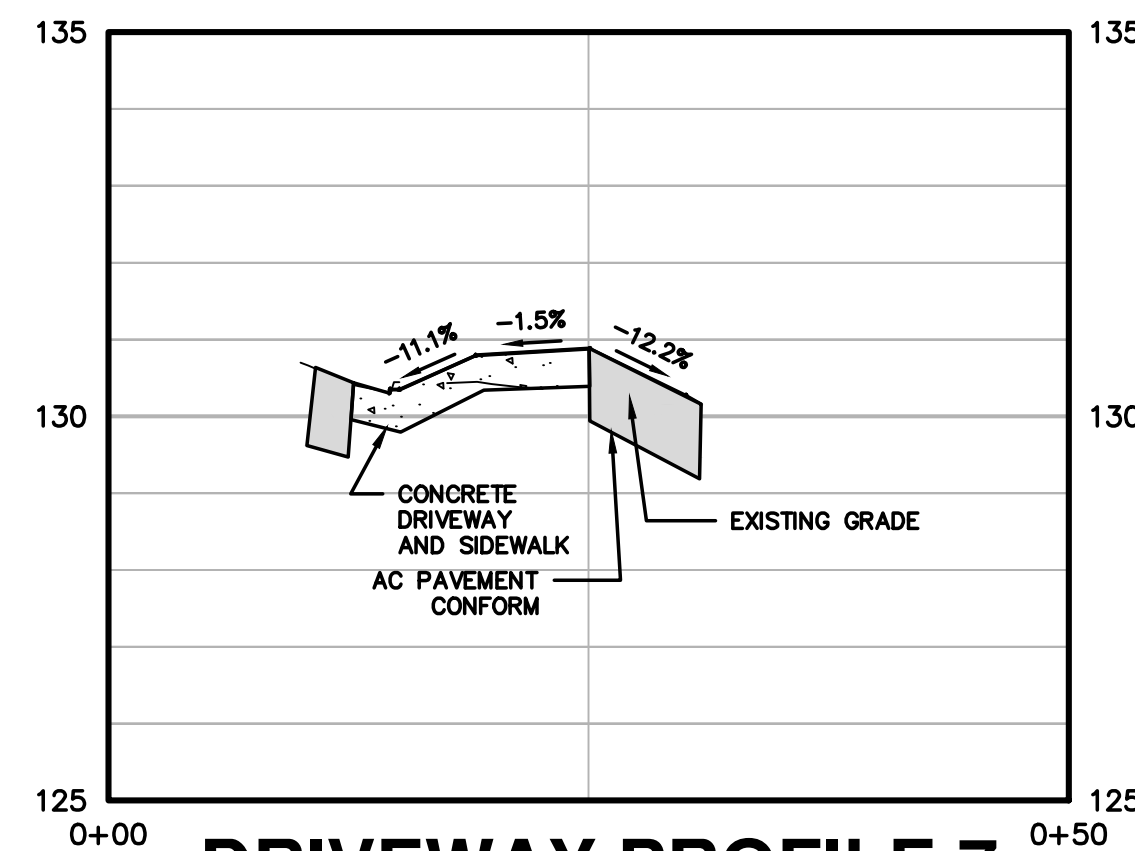
**DRIVEWAY PROFILE-  
INFERRERA DRIVEWAY**  
SCALE: H 1" = 20' & V 1"=5'



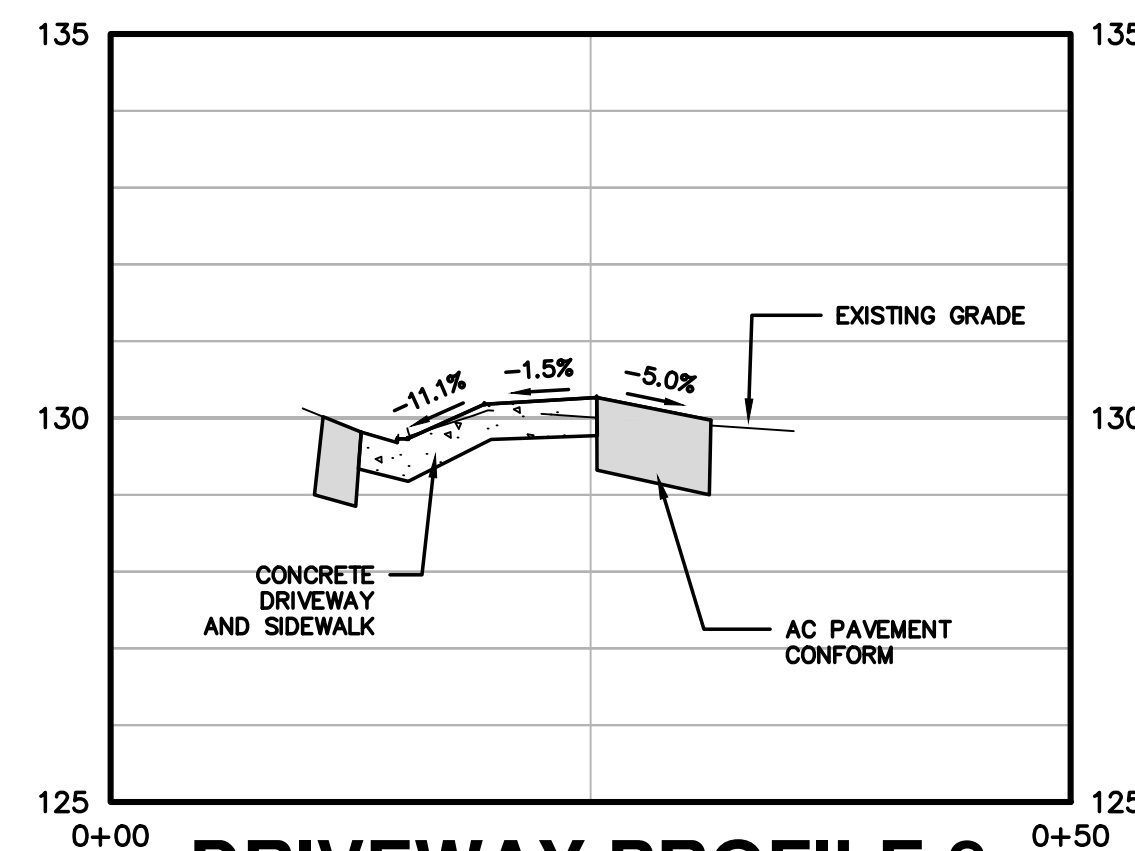
**SITE SECTION 5- INFERRERA EASEMENT DRIVEWAY**  
SCALE: H 1" = 20' & V 1"=5'



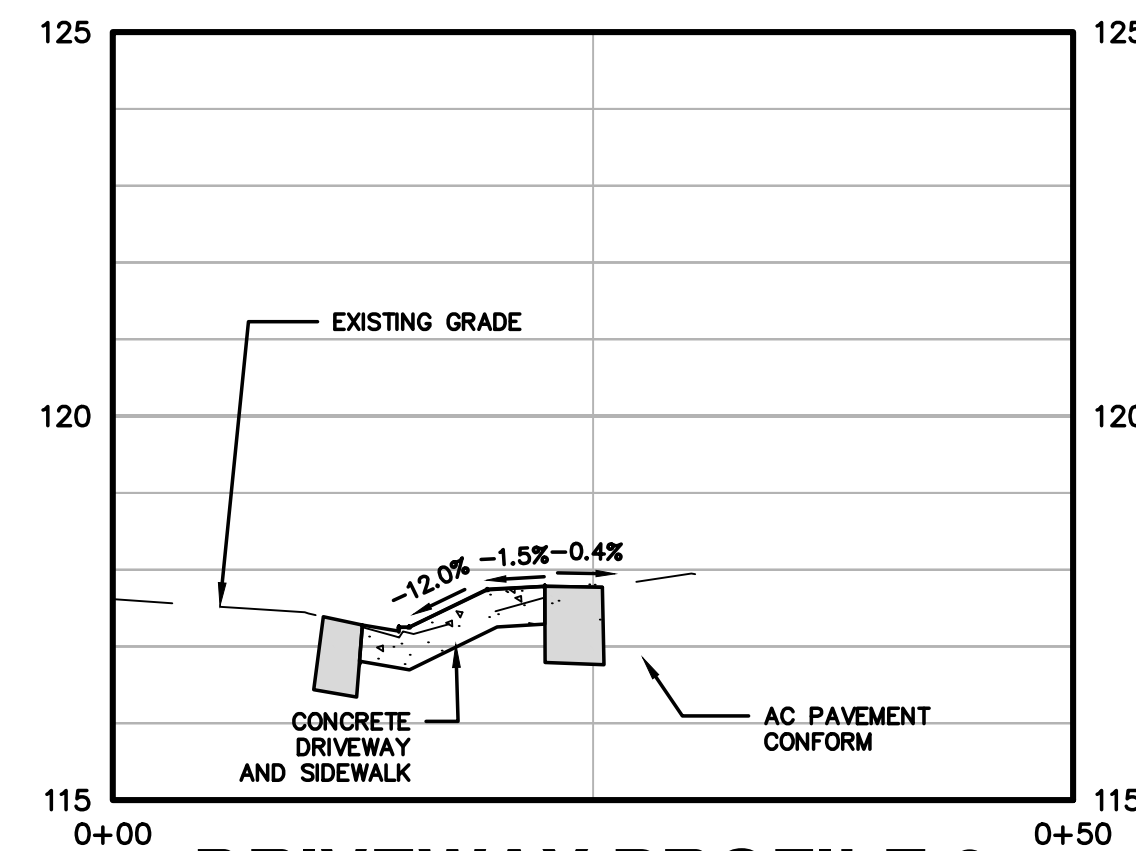
**DRIVEWAY PROFILE 6-  
PET STORE SOQUEL**  
SCALE: H 1" = 10' & V 1"=2.5'



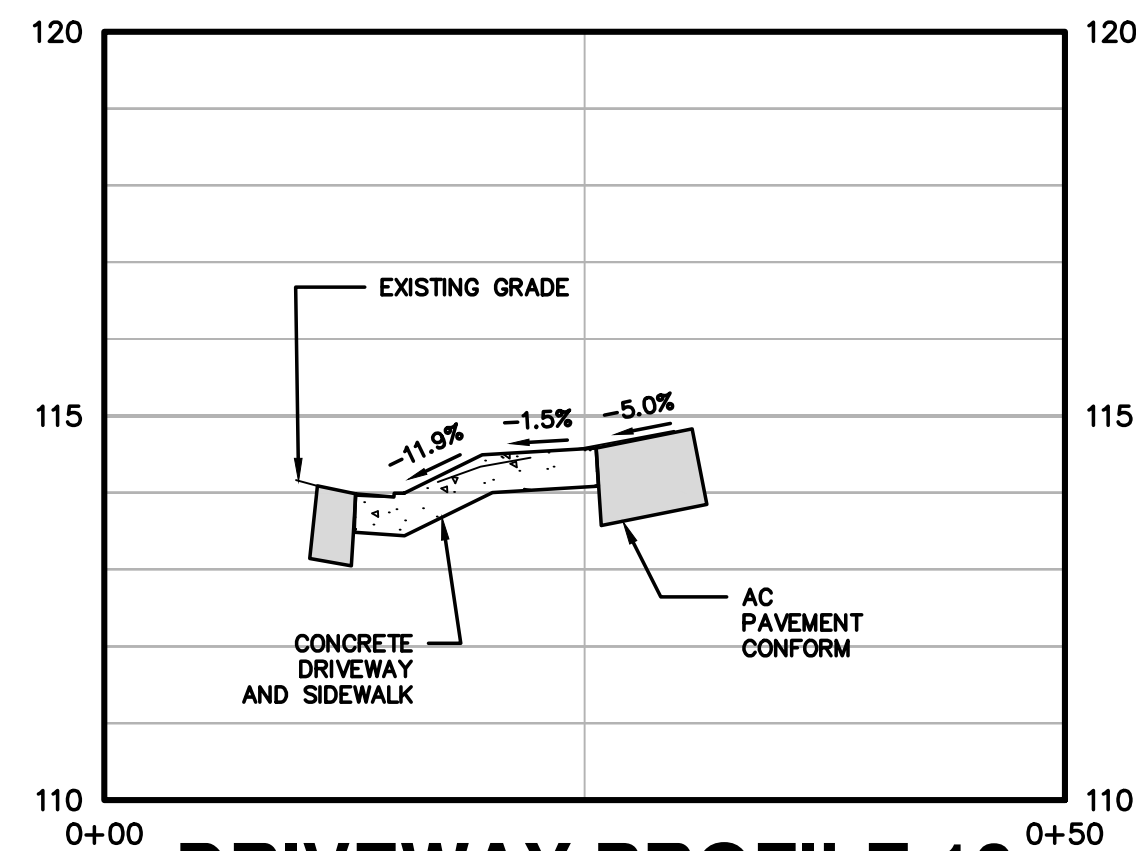
**DRIVEWAY PROFILE 7-  
LUMBER YARD SOQUEL**  
SCALE: H 1" = 10' & V 1"=2.5'



**DRIVEWAY PROFILE 8-  
LUMBER YARD SOQUEL**  
SCALE: H 1" = 10' & V 1"=2.5'



**DRIVEWAY PROFILE 9-  
CRUZ CAR WASH - 41ST AVE**  
SCALE: H 1" = 10' & V 1"=2.5'



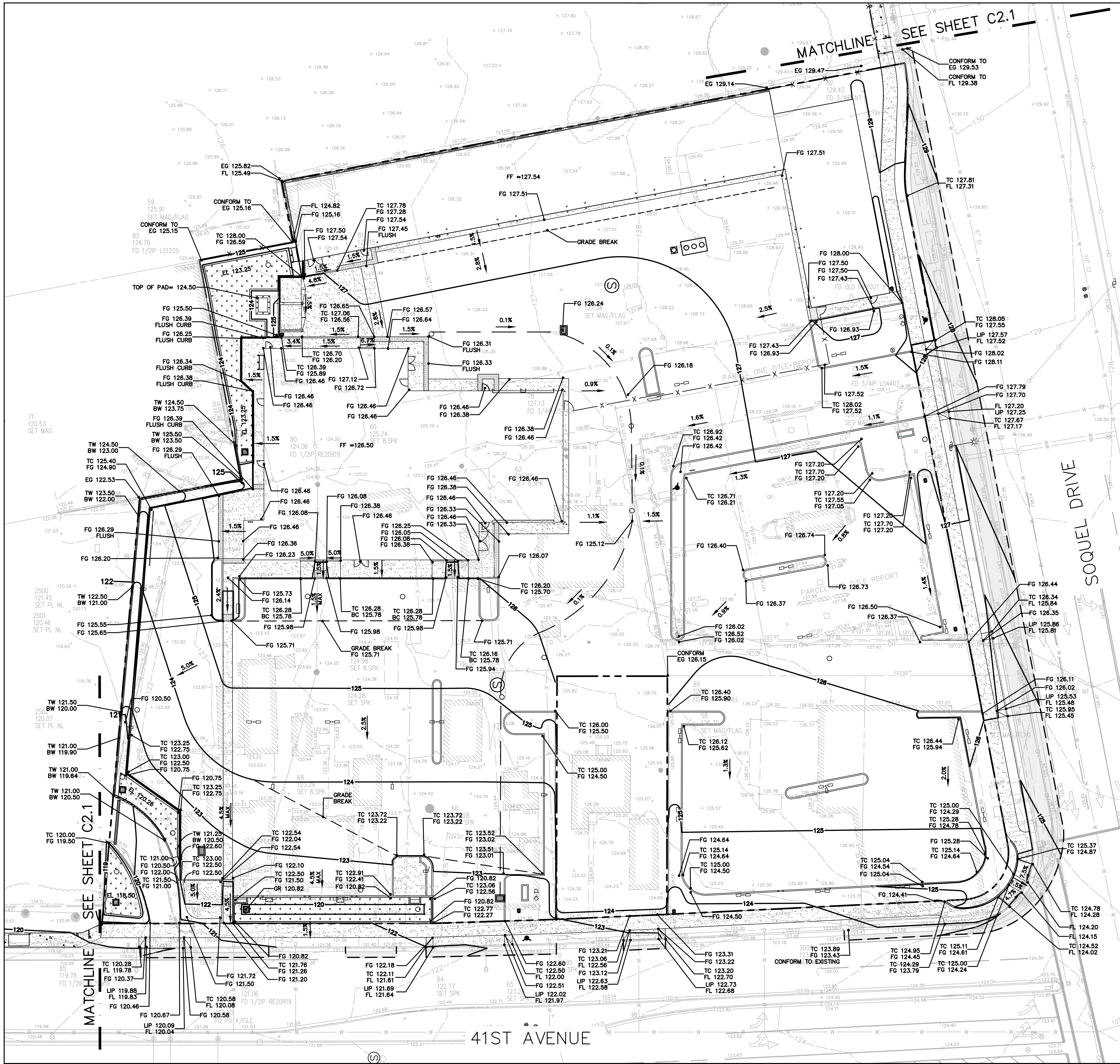
**DRIVEWAY PROFILE 10-  
FURNITURE STORE - 41ST AVE**  
SCALE: H 1" = 10' & V 1"=2.5'



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REVISED	4/12/18	DRIVEWAY AND GRADING ADJUSTMENTS
8/15/17	COUNTY OF SANTA CRUZ COMMENTS	
<b>BOWMAN &amp; WILLIAMS</b> CONSULTING CIVIL ENGINEERS AND LAND SURVEYORS 1011 CEDAR STREET SANTA CRUZ, CA 95060 (831) 426-3560 www.bowmanandwilliams.com		<b>SITE SECTIONS AND DRIVEWAY PROFILES</b>  NISSAN OF SOQUEL 3820, 3822, 3906 & 3912 SOQUEL DRIVE AND 2755, 2815, 2821 & 2851 41ST AVE., SOQUEL, CA
SCALE 1" = 20'	DRAWN KAB	JOB NO. 26488
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EARTHWORK QUANTITIES

AREA	EXCAVATION (CY)	FILL (CY)	NET (CY)
PROJECT SITE	2,393	1,666	727 (EXPORT)

NOTES:

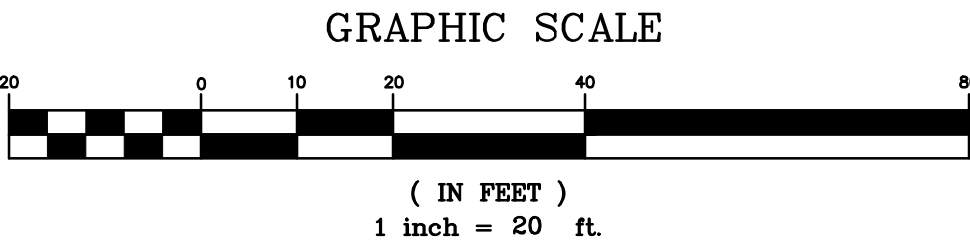
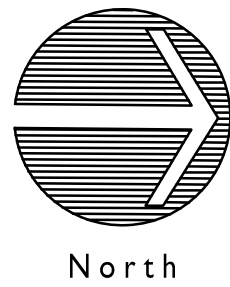
- EARTHWORK VOLUMES SHOWN ARE FOR PERMITTING PURPOSES. EARTHWORK VOLUMES ARE TAKEN AS THE DIFFERENCE BETWEEN EXISTING GRADE AS SHOWN ON THE TOPOGRAPHIC SURVEY AND THE FINISHED GRADES SHOWN HEREON, AND DO NOT INCLUDE FOUNDATION SPOILS OR REMOVAL OF EXISTING SITE PAVEMENT.
- ACTUAL EARTHWORK VOLUMES MAY VARY. CONTRACTOR SHALL VERIFY THE EARTHWORK VOLUMES TO HIS SATISFACTION PRIOR TO CONSTRUCTION.
- ALL EXCESS EXCAVATION (CUT) SHALL BE OFF-HAULED FROM THE SITE AND DISPOSED AT AN APPROPRIATE LEGAL DISPOSAL SITE.

EARTHWORK AND GRADING NOTES

- WORK SHALL CONSIST OF ALL CLEARING, GRUBBING, STRIPPING, PREPARATION OF LAND TO BE FILLED, EXCAVATION, SPREADING, COMPACTION AND CONTROL OF FILL, AND ALL SUBSIDIARY WORK NECESSARY TO COMPLETE THE GRADING TO CONFORM TO THE LINES, GRADES, AND SLOPES, AS SHOWN ON THE APPROVED PLANS AND AS SPECIFIED IN THE GEOTECHNICAL INVESTIGATION REPORT.
- ALL GRADING SHALL CONFORM TO SECTION 19 OF THE CALTRANS STANDARD SPECIFICATIONS, LATEST APPLICABLE EDITION. ALL EARTHWORK SHALL BE DONE IN ACCORDANCE TO THE GEOTECHNICAL INVESTIGATION PREPARED BY BUTANO INC. PROJECT NO. 16-128-SC, DATED JUNE 24, 2016.
- THE CONTRACTOR SHALL NOTIFY THE PROJECT GEOTECHNICAL ENGINEER, GREG BLOOM, AT LEAST 4 WORKING DAYS PRIOR TO THE COMMENCEMENT OF ANY GRADING OPERATIONS.
- A PRE-CONSTRUCTION MEETING SHALL BE SCHEDULED 1-4 DAYS PRIOR TO COMMENCEMENT OF EARTHWORK. ATTENDEES SHALL INCLUDE ENVIRONMENTAL PLANNING STAFF, THE GRADING CONTRACTOR, THE SOILS ENGINEER AND THE CIVIL ENGINEER.
- ALL EXISTING TRASH, DEBRIS, ROOTS, TREE REMAINS AND OTHER RUBBISH SHALL BE REMOVED FROM THE SITE SO AS TO LEAVE THE AREAS THAT HAVE BEEN DISTURBED WITH A NEAT AND FINISHED APPEARANCE FREE FROM UNSIGHTLY DEBRIS. NO BURNING SHALL BE PERMITTED.
- AFTER THE EARTHWORK OPERATIONS HAVE BEEN COMPLETED AND THE GEOTECHNICAL ENGINEER HAS FINISHED HIS OBSERVATIONS OF THE WORK, NO FURTHER EARTHWORK OPERATIONS SHALL BE PERFORMED EXCEPT WITH THE APPROVAL OF AND UNDER THE OBSERVATION OF THE GEOTECHNICAL ENGINEER.
- EARTHWORK IS PROHIBITED DURING THE RAINY SEASON (OCTOBER 15- APRIL 15) UNLESS A SEPARATE WINTER GRADING PERMIT IS APPROVED BY THE PLANNING DIRECTOR. THE APPLICATION FOR A WINTER GRADING PERMIT SHALL INCLUDE A WINTERIZED STORMWATER POLLUTION CONTROL PLAN WITH ADEQUATELY-SIZED SEDIMENT BASINS, A DETAILED (AND PHASED) GRADING SCHEDULE, AND WRITTEN APPROVAL FROM THE SOILS ENGINEER.

ARBORIST NOTES

- ALL EARTHWORK SHALL BE DONE IN ACCORDANCE TO THE REPORT "AN ANALYSIS OF SIDEWALK CONSTRUCTION IMPACTS, FIVE COAST REDWOOD TREES CRUZ CAR WASH 2731 41ST AVENUE" PREPARED BY JAMES P. ALLEN & ASSOCIATES, DATED 8/16/17.





DISCLAIMER

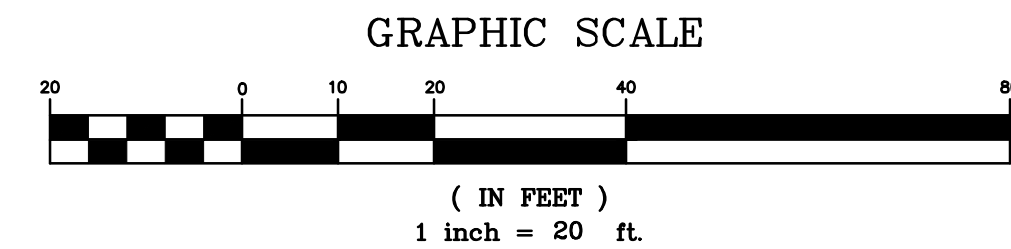
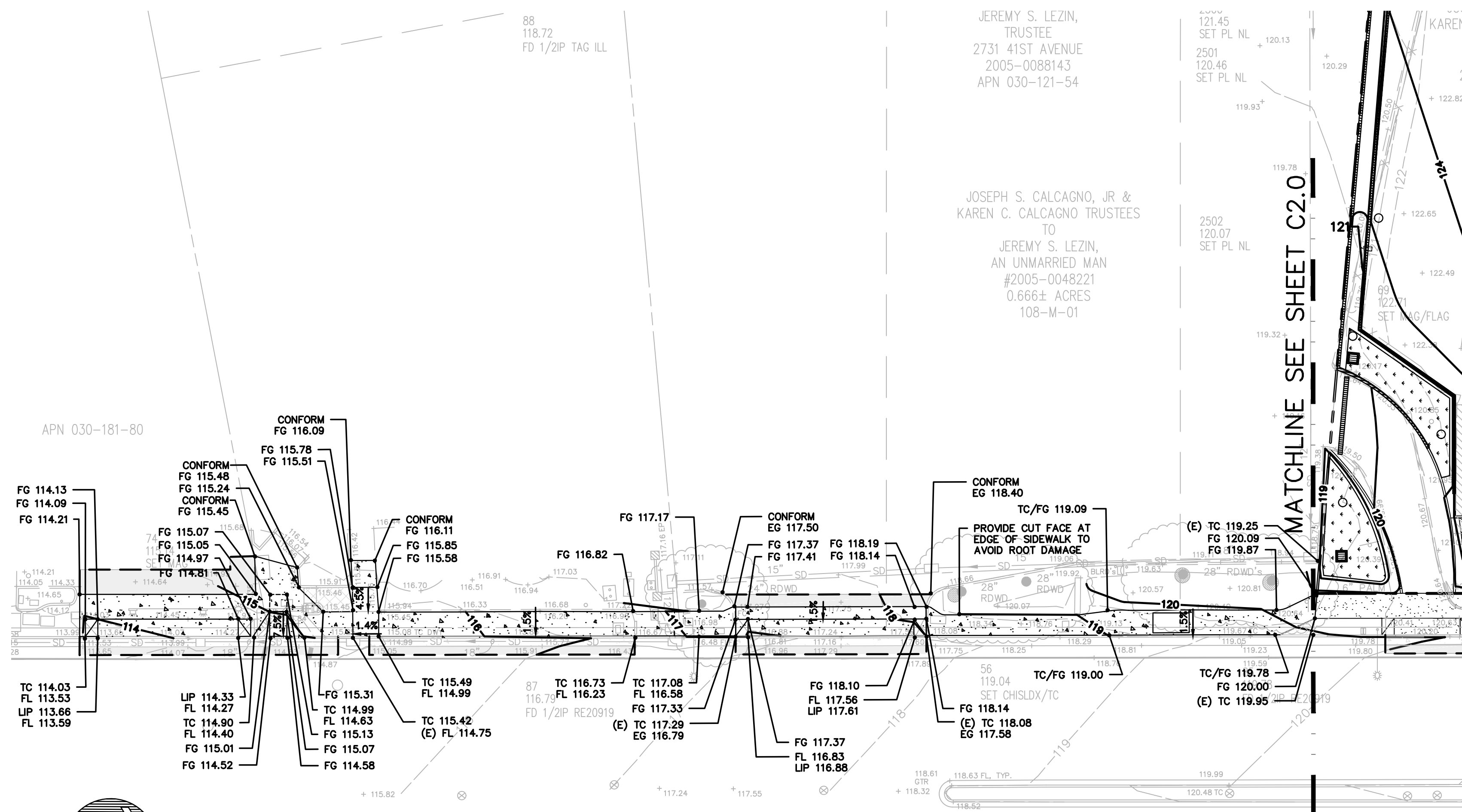
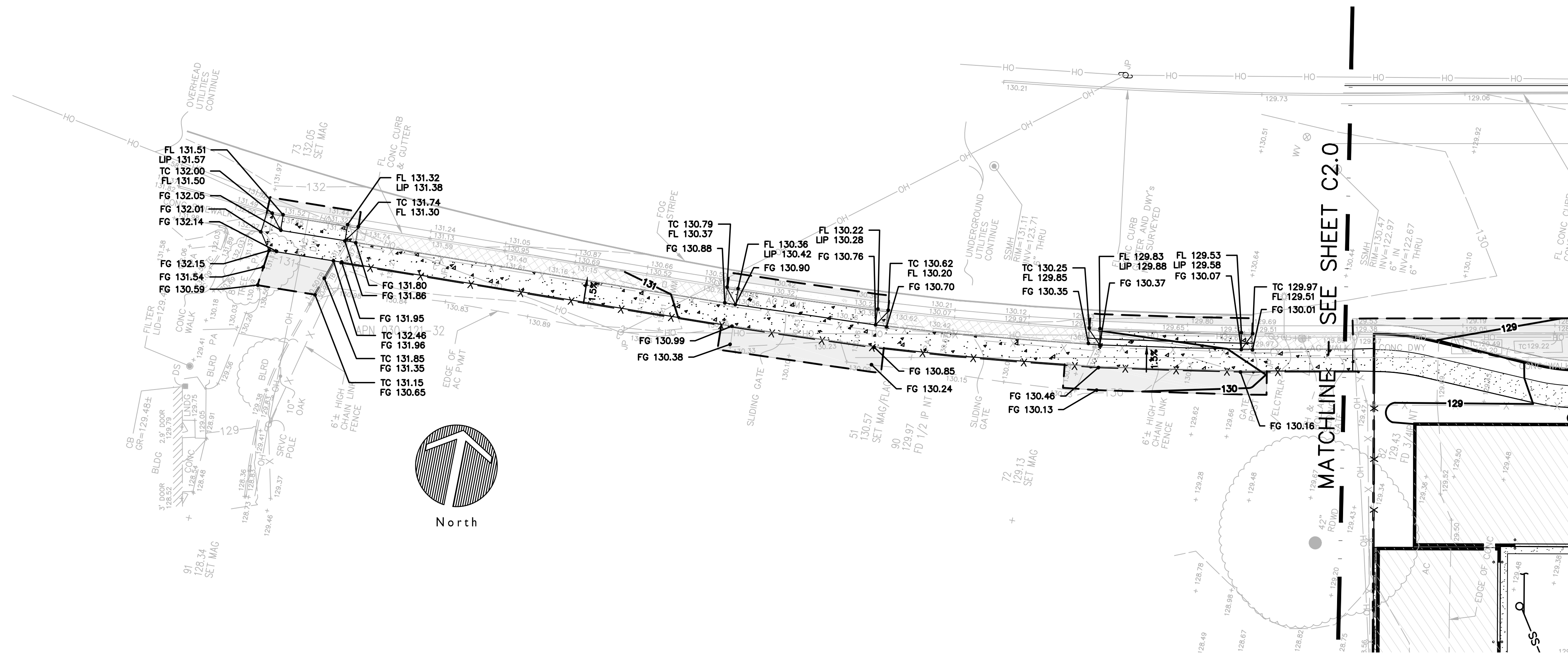
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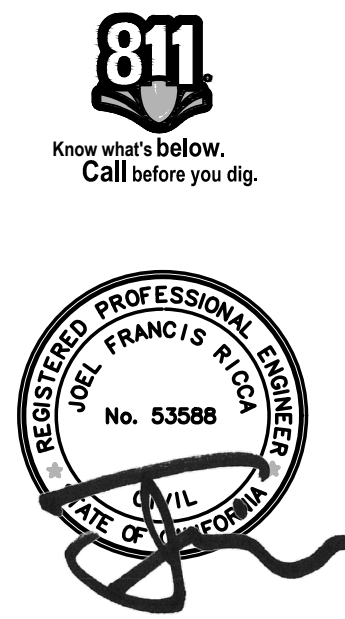


REVISED		4/12/18	DRIVEWAY AND GRADING ADJUSTMENTS		
		8/15/17	COUNTY OF SANTA CRUZ COMMENTS		
<b>BOWMAN &amp; WILLIAMS</b> CONSULTING CIVIL ENGINEERS AND LAND SURVEYORS  1011 CEDAR STREET SANTA CRUZ, CA 95060 (831) 426-3560 www.bowmanandwilliams.com			<b>GRADING PLAN</b>		
			NISSAN OF SOQUEL 3820, 3822, 3906 & 3912 SOQUEL DRIVE AND 2755, 2815, 2821 & 2851 41ST AVE., SOQUEL, CA		
SCALE 1" = 20'		DRAWN KAB		JOB NO. 26488	SHEET <b>C2.0</b> OF
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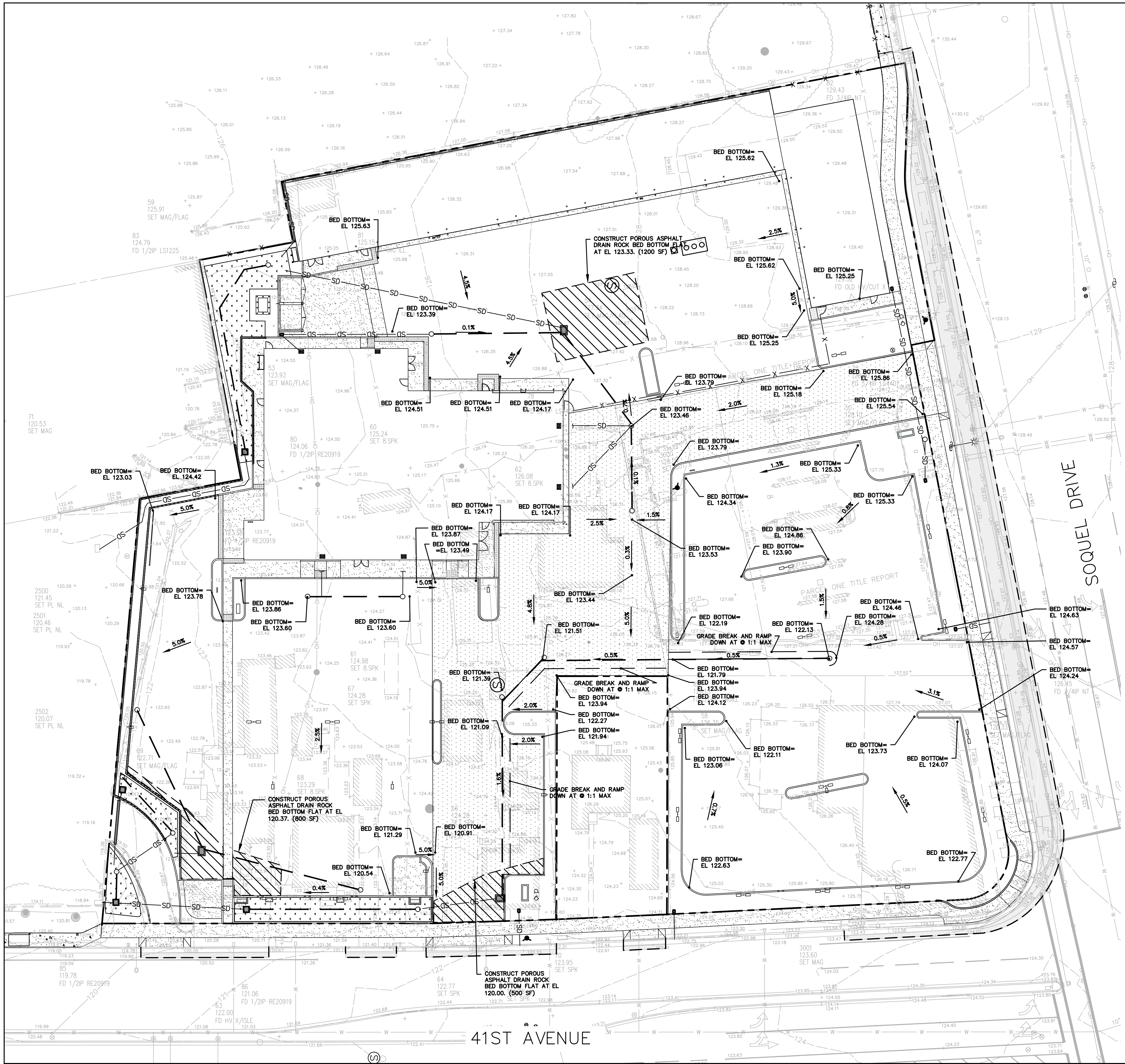


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REVISED	4/12/18	DRIVEWAY AND GRADING ADJUSTMENTS
	8/15/17	COUNTY OF SANTA CRUZ COMMENTS
<b>BOWMAN &amp; WILLIAMS</b> CONSULTING CIVIL ENGINEERS AND LAND SURVEYORS 1011 CEDAR STREET SANTA CRUZ, CA 95060 (831) 426-3560 www.bowmanandwilliams.com		<b>EXTENDED SIDEWALK GRADING PLAN</b>  NISSAN OF SOQUEL 3820, 3822, 3906 & 3912 SOQUEL DRIVE AND 2755, 2815, 2821 & 2851 41ST AVE., SOQUEL, CA
SCALE 1" = 20'	DRAWN KAB	JOB NO. 26488
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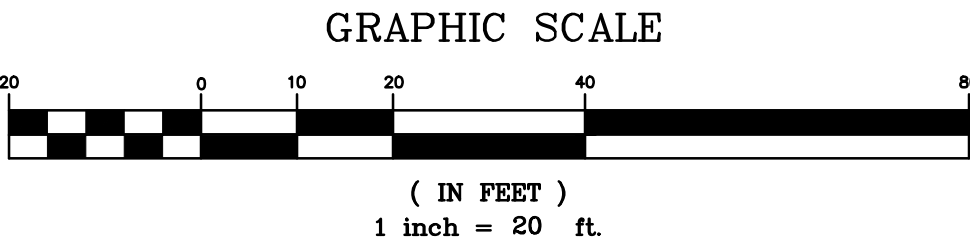
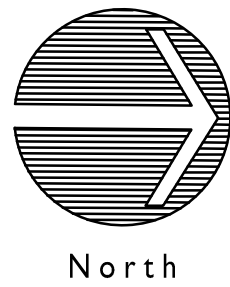


**POROUS PAVEMENT GRADING NOTES**

1. THE EXISTING SUBGRADE UNDER THE RESERVOIR COURSE DOES NOT REQUIRE COMPACTION PRIOR TO GEOTEXTILE AND STONE AGGREGATE INSTALLATION.
2. GEOTEXTILE AND AGGREGATE SHALL BE PLACED IMMEDIATELY AFTER GEOTECHNICAL ENGINEER'S APPROVAL OF THE PREPARED SUBGRADE.
3. GEOTEXTILE SHOULD OVERLAP A MINIMUM OF 16 INCHES OR PER THE MANUFACTURER'S RECOMMENDATIONS.

**LEGEND**

- TRUCK ROUTE AREA
- DEEPEENED RESERVOIR AREA

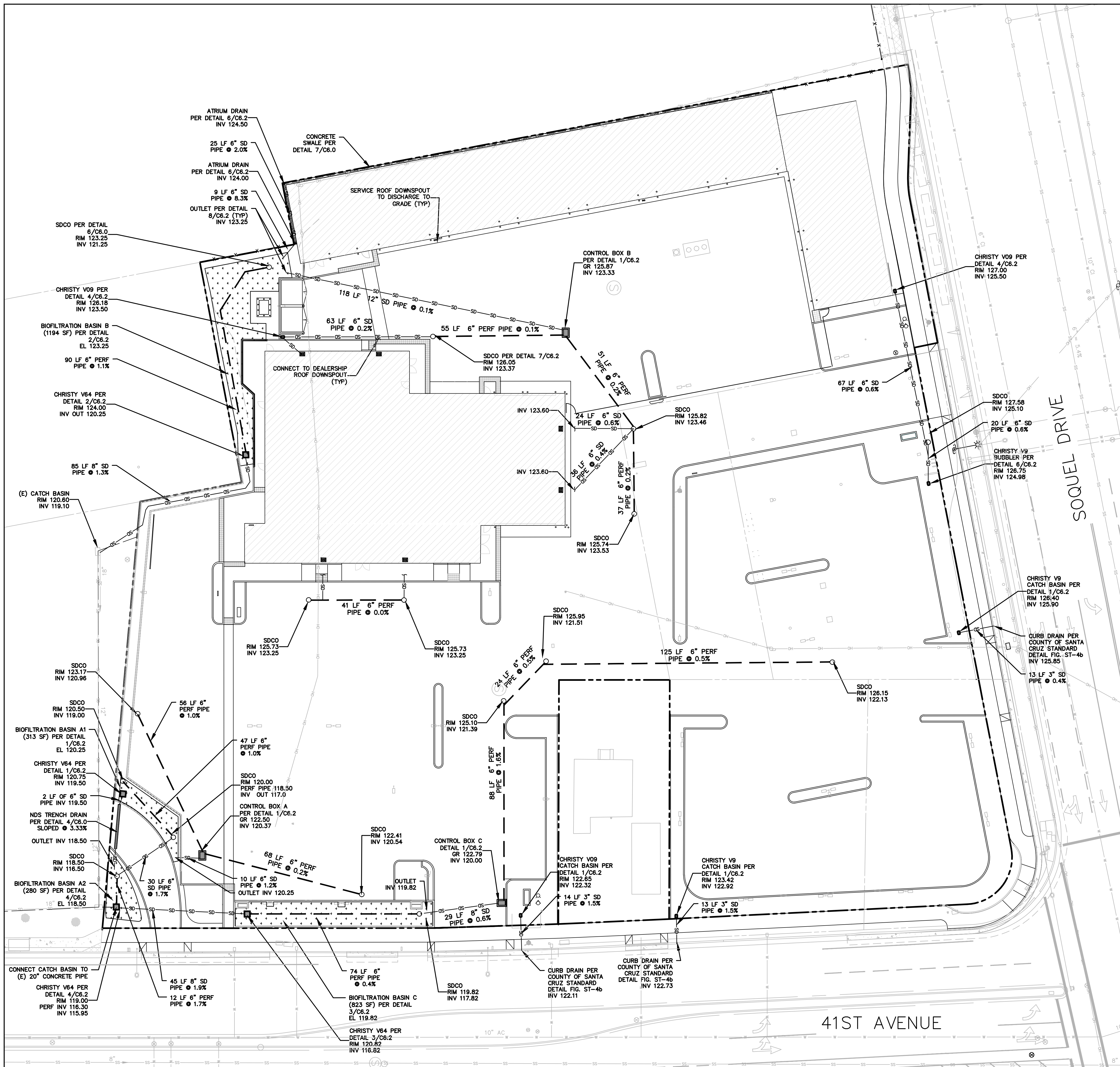


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REVISED 4/12/18 DRIVEWAY AND GRADING ADJUSTMENTS 8/15/17 COUNTRY OF SANTA CRUZ COMMENTS	
<b>BOWMAN &amp; WILLIAMS</b> CONSULTING CIVIL ENGINEERS AND LAND SURVEYORS 1011 CEDAR STREET SANTA CRUZ, CA 95060 (831) 426-3560 www.bowmanandwilliams.com	
<b>POROUS ASPHALT SUBGRADE GRADING PLAN</b>	
NISSAN OF SOQUEL 3820, 3822, 3906 & 3912 SOQUEL DRIVE AND 2755, 2815, 2821 & 2851 41ST AVE., SOQUEL, CA	
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**DRAINAGE NOTES**

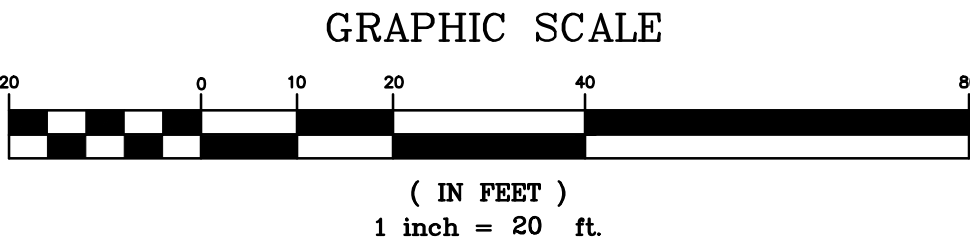
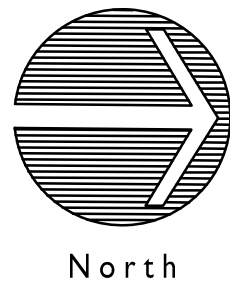
- ALL INLETS ON THE SITE SHALL BE MARKED "NO DUMPING DRAINS TO OCEAN" OR EQUIVALENT. THESE MARKINGS SHALL BE MAINTAINED BY THE PROPERTY OWNER.
- SEE SHEET C2.2 FOR POROUS ASPHALT SUBGRADE GRADING PLAN

**STORM DRAIN INSPECTION & MAINTENANCE NOTES:**

- AT THE PROJECT COMPLETION, THE CONTRACTOR SHALL ENSURE THAT ALL INLET CATCH BASINS AND DEEP PITS ARE CLEAN AND FREE OF DIRT AND DEBRIS.
- EVERY YEAR, THE OWNERS SHALL INSPECT ALL DRAINAGE STRUCTURES AT THE PROJECT SITE. AT MINIMUM, INSPECTIONS WILL BE CONDUCTED AS FOLLOWS:
  - ONCE BEFORE WINTER SEASON (SEPTEMBER)
  - ONCE AFTER THE WINTER SEASON (MAY)
- A. VISUALLY INSPECT FOR ANY SEDIMENT AND DEBRIS TRAPPED IN THE STRUCTURES.
- B. INSPECT AND CLEAR THE ORIFICE AND WEIR STRUCTURES BEFORE AND AFTER EVERY WINTER SEASON.
- C. REMOVE COLLECTED DEBRIS AND SEDIMENT.
- THE OWNER SHALL ENTER AN AGREEMENT TO JOINTLY INSPECT STREET POROUS PAVEMENT AND ALL SITE DRAINAGE STRUCTURES.
- THE POROUS PAVEMENT SHALL BE VACUUM SWEEPED ONCE EVERY YEAR.
- THE OWNER(S) TO RECORD ALL INSPECTIONS, MAINTENANCE AND REPAIRS PERFORMED AND SUBMIT THESE RECORDS TO THE COUNTY IN ACCORDANCE WITH THE MAINTENANCE AGREEMENT.

**LEGEND**


- STORMDRAIN PIPE (SOLID) —SD—SD—
- STORMDRAIN PIPE (PERFORATED) ————
- STORMDRAIN CLEANOUT ○
- CATCH BASIN ■
- CONTROL BOX ■



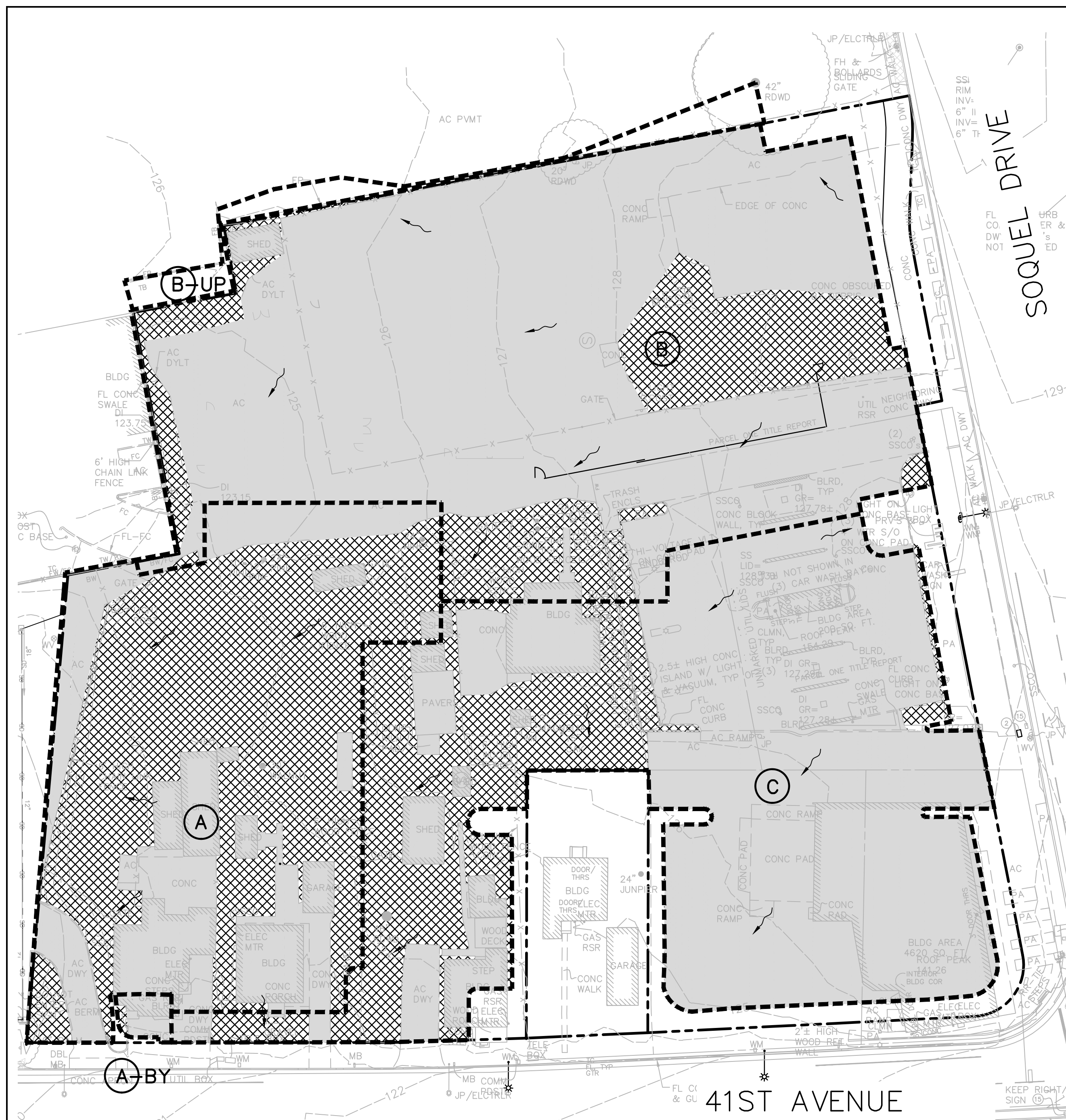
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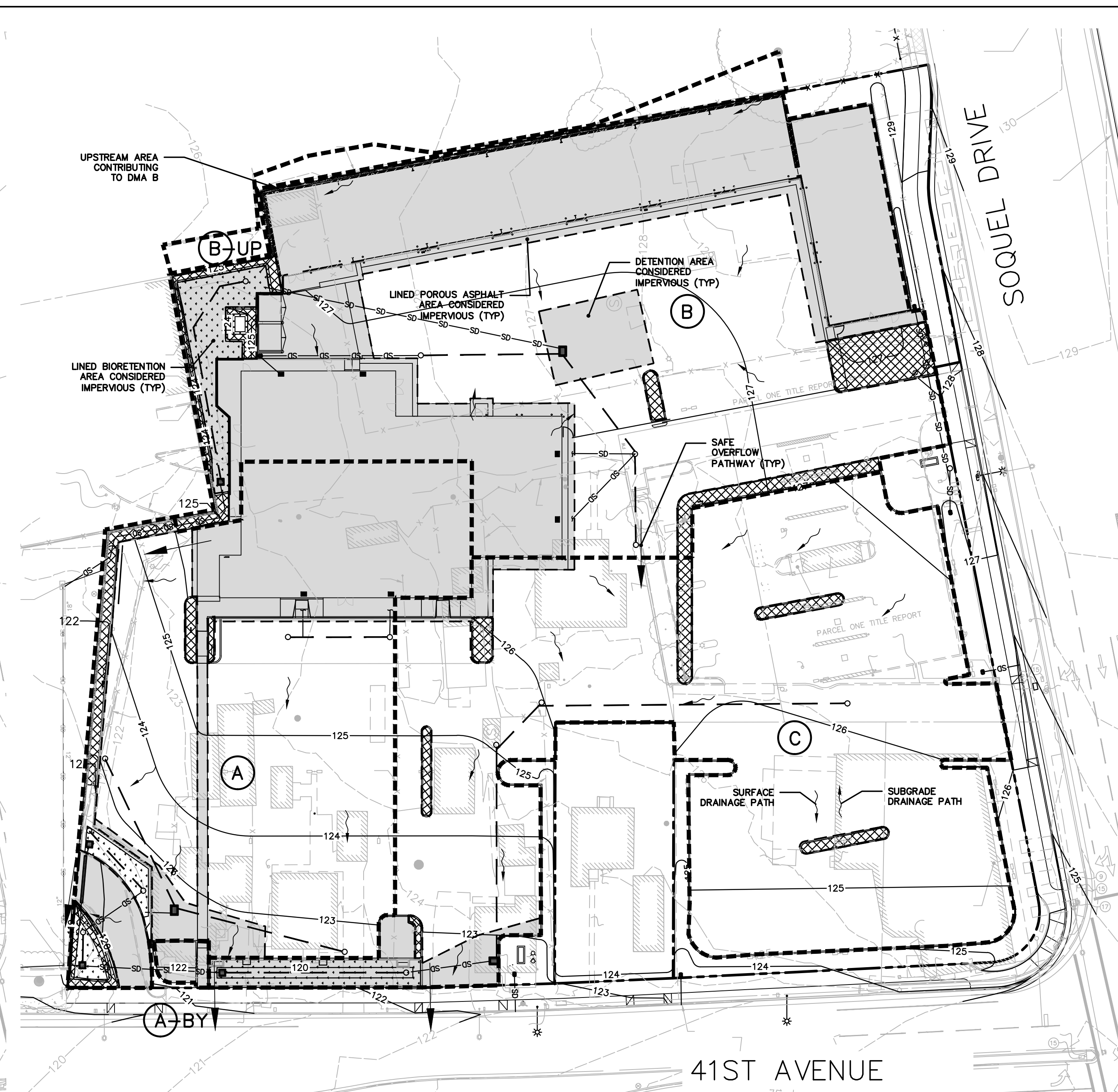
REVISED		4/12/18	DRIVEWAY AND GRADING ADJUSTMENTS		
		8/15/17	COUNTY OF SANTA CRUZ COMMENTS		
<b>BOWMAN &amp; WILLIAMS</b> CONSULTING CIVIL ENGINEERS AND LAND SURVEYORS 1011 CEDAR STREET SANTA CRUZ, CA 95060 (831) 426-3560 www.bowmanandwilliams.com			<b>DRAINAGE PLAN</b>  NISSAN OF SOQUEL 3820, 3822, 3906 & 3912 SOQUEL DRIVE AND 2755, 2815, 2821 & 2851 41ST AVE., SOQUEL, CA		
SCALE 1" = 20'		DRAWN KAB		JOB NO. 26488	
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PRE-DEVELOPMENT DRAINAGE MAP

SCALE: 1"=30'

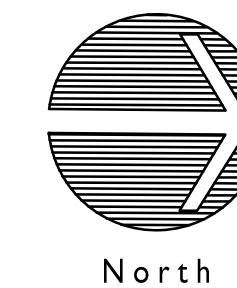


POST-DEVELOPMENT DRAINAGE MAP

SCALE: 1"=30'

DRAINAGE MAP LEGEND

- SEMI-PERVIOUS
- IMPERVIOUS
- PERVIOUS
- DMA AREAS
- FLOW ARROW
- EXISTING CONTOURS
- PROPOSED CONTOURS
- OVERFLOW PATHWAY



North



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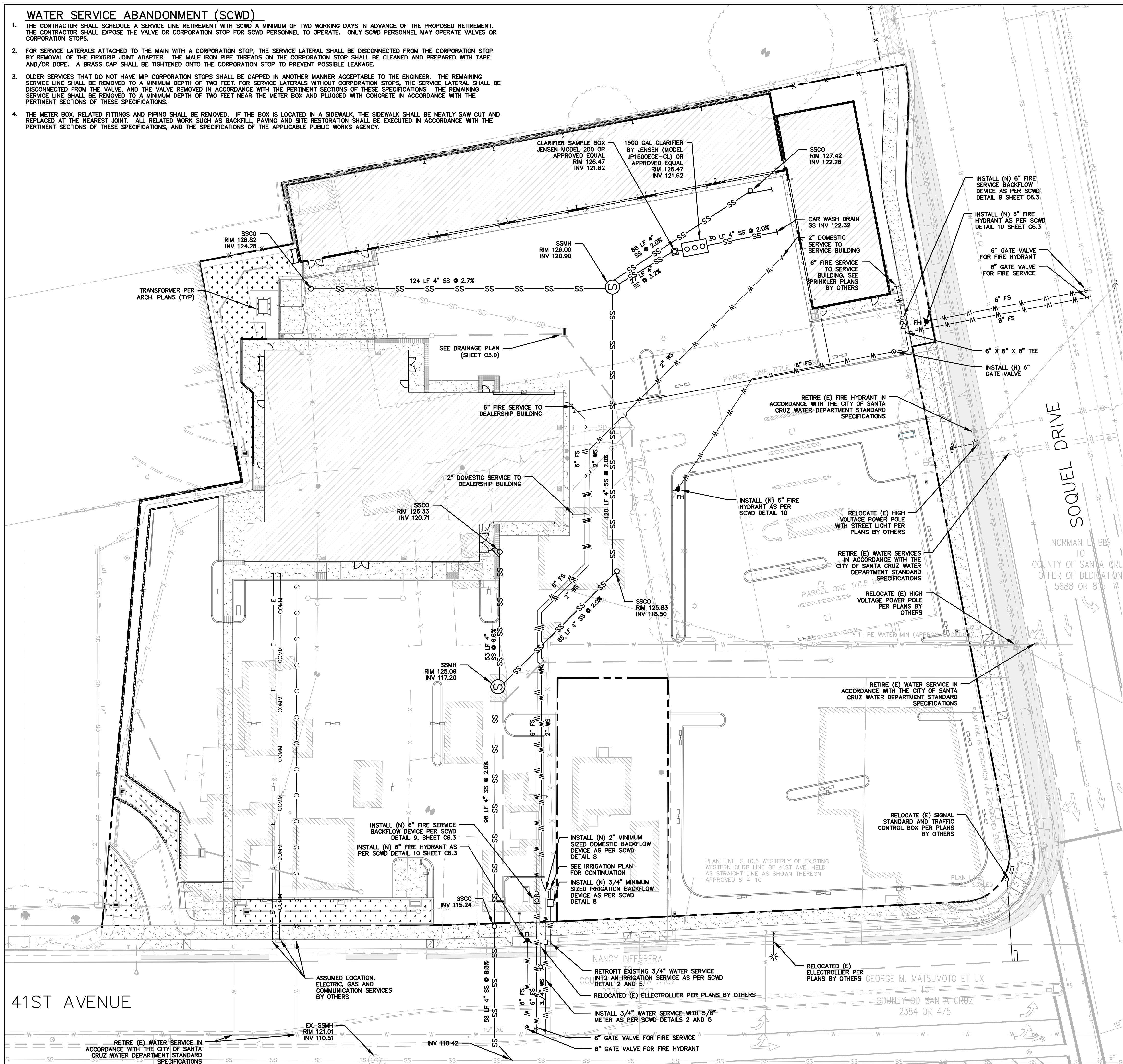
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## WATER SERVICE ABANDONMENT (SCWD)

- THE CONTRACTOR SHALL SCHEDULE A SERVICE LINE RETIREMENT WITH SCWD A MINIMUM OF TWO WORKING DAYS IN ADVANCE OF THE PROPOSED RETIREMENT. THE CONTRACTOR SHALL EXPOSE THE VALVE OR CORPORATION STOP FOR SCWD PERSONNEL TO OPERATE. ONLY SCWD PERSONNEL MAY OPERATE VALVES OR CORPORATION STOPS.
- FOR SERVICE LATERALS ATTACHED TO THE MAIN WITH A CORPORATION STOP, THE SERVICE LATERAL SHALL BE DISCONNECTED FROM THE CORPORATION STOP BY REMOVAL OF THE FIPXGRIP JOINT ADAPTER. THE MALE IRON PIPE THREADS ON THE CORPORATION STOP SHALL BE CLEANED AND PREPARED WITH TAPE AND/OR DOPE. A BRASS CAP SHALL BE TIGHTENED ONTO THE CORPORATION STOP TO PREVENT POSSIBLE LEAKAGE.
- OLDER SERVICES THAT DO NOT HAVE MIP CORPORATION STOPS SHALL BE CAPPED IN ANOTHER MANNER ACCEPTABLE TO THE ENGINEER. THE REMAINING SERVICE LINE SHALL BE REMOVED TO A MINIMUM DEPTH OF TWO FEET. FOR SERVICE LATERALS WITHOUT CORPORATION STOPS, THE SERVICE LATERAL SHALL BE DISCONNECTED FROM THE VALVE, AND THE VALVE REMOVED IN ACCORDANCE WITH THE PERTINENT SECTIONS OF THESE SPECIFICATIONS. THE REMAINING SERVICE LINE SHALL BE REMOVED TO A MINIMUM DEPTH OF TWO FEET NEAR THE METER BOX AND PLUGGED WITH CONCRETE IN ACCORDANCE WITH THE PERTINENT SECTIONS OF THESE SPECIFICATIONS.
- THE METER BOX, RELATED FITTINGS AND PIPING SHALL BE REMOVED. IF THE BOX IS LOCATED IN A SIDEWALK, THE SIDEWALK SHALL BE NEATLY SAW CUT AND REPLACED AT THE NEAREST JOINT. ALL RELATED WORK SUCH AS BACKFILL, PAVING AND SITE RESTORATION SHALL BE EXECUTED IN ACCORDANCE WITH THE PERTINENT SECTIONS OF THESE SPECIFICATIONS, AND THE SPECIFICATIONS OF THE APPLICABLE PUBLIC WORKS AGENCY.



## UNDERGROUND NOTES

- ALL FIGURE (FIG.) REFERENCES, UNLESS OTHERWISE SPECIFIED, REFER TO STANDARD DRAWINGS IN THE CURRENT EDITION OF THE "COUNTY OF SANTA CRUZ DESIGN CRITERIA MANUAL."
- STORMDRAIN PIPE SHALL BE SDR 26 P.V.C., A.D.S. N-12 SMOOTH INTERIOR CORRUGATED POLYETHYLENE PIPE OR APPROVED SUBSTITUTE, OR AS NOTED ON PLANS. ALL DRAINAGE PIPE SHALL BE SHIPPED, STORED AND INSTALLED PER THE PIPE MANUFACTURERS RECOMMENDATIONS.
- ALL CONCRETE DRAINAGE INLETS CALLED OUT ON THE PLANS SHALL BE CHRISTY BRAND PRECAST CONCRETE OR EQUIVALENT. ALL STRUCTURES SHALL BE STORED, HANDLED AND INSTALLED PER THE MANUFACTURERS RECOMMENDATION. ALL GRATES IN PAVEMENT AREAS SHALL BE ADA COMPLIANT.
- ALL CONCRETE DRAINAGE INLETS CALLED OUT ON THE PLANS SHALL HAVE A HEAVY RATED FRAME WITH A ADA COMPLIANT GRATE. CATCH BASIN THAT HAVE SILT AND GREASE TRAPS SHALL BE INCLUDED IN THE PROJECT MONITORING AND MAINTENANCE PLAN.
- STORM DRAIN TRENCH BACKFILL SHALL CONFORM TO C.O.S.C. FIG. SWM-13 AND SWM-14.
- JETTING OF BACKFILL MATERIALS TO ACHIEVE COMPACTION IS NOT ALLOWED.
- ALL WATER PIPING SHALL BE AWWA CLASS 150 OR APPROVED EQUAL ALL VALVES, ANGLES, AND THRUST BLOCKS SHALL BE INSTALLED PER CURRENT CPC SPECIFICATIONS.
- ALL FIRE SERVICE PIPING AND APPURTENANCES SHALL CONFORM TO NFPA STANDARDS AND SPECIFICATIONS.
- ANY EXISTING UTILITIES THAT ARE REQUIRED TO BE RELOCATED AS A PART OF THIS CONSTRUCTION SHALL BE RELOCATED AT THE DEVELOPER'S EXPENSE.

## SANTA CRUZ COUNTY SANITATION DISTRICT NOTES

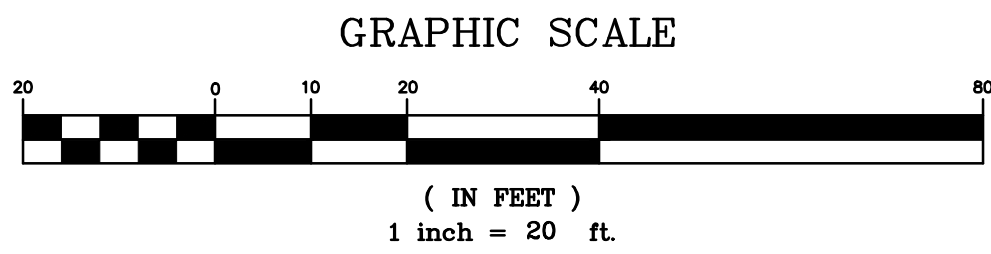
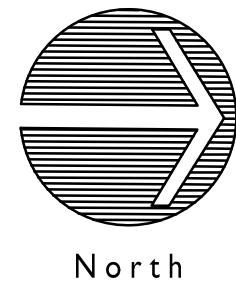
- ALL CONSTRUCTION SHALL COMPLY WITH APPLICABLE REQUIREMENTS IN THE CURRENT EDITION OF THE "COUNTY OF SANTA CRUZ DESIGN CRITERIA."
- BETWEEN OCTOBER 15 AND APRIL 15, EXPOSED SOIL SHALL BE PROTECTED FROM EROSION. AT ALL TIMES, DURING CONSTRUCTION SUCH PROTECTION MAY CONSIST OF MULCHING AND/OR PLANTING OF NATIVE VEGETATION OF ADEQUATE DENSITY, BEFORE COMPLETION OF THE PROJECT, ANY EXPOSED SOIL ON DISTURBED SLOPES SHALL BE PERMANENTLY PROTECTED FROM EROSION.
- NO CHANGES IN THE APPROVED IMPROVEMENT PLANS SHALL BE MADE WITHOUT PRIOR APPROVAL OF THE DEPARTMENT OF PUBLIC WORKS.
- THE DIRECTOR OF PUBLIC WORKS OR HIS AUTHORIZED REPRESENTATIVE SHALL HAVE THE AUTHORITY TO "STOP WORK" IF THE WORK IS NOT BEING DONE IN ACCORDANCE WITH THE APPROVED IMPROVEMENT PLANS.
- THE CONTRACTOR SHALL NOTIFY THE COUNTY CONSTRUCTION ENGINEER (831-454-2160) 24 HOURS PRIOR TO START OF CONSTRUCTION.
- THE CONTRACTOR SHALL NOTIFY THE SANITATION DISTRICT INSPECTOR (831-454-2160 OR LEAVE MESSAGE AT 831-454-2895) BEFORE 9:00 A.M. AT LEAST 24 HOURS PRIOR TO THE CONNECTION OF ANY BUILDING SEWER TO THE SEWER LATERAL OR TO THE ABANDONMENT THEREOF (IN THE CASE OF ABANDONMENTS, NO DEMOLITION PERMITS WILL BE ISSUED UNTIL SAID SEWER LINE HAS BEEN PROPERLY ABANDONED).
- EACH NEW SANITARY SEWER LATERAL NOT IMMEDIATELY CONNECTED TO A BUILDING SHALL BE MARKED WITH A 2"x 4"x 5' REDWOOD STAKE MARKER, TO 12" ABOVE FINISH GRADE, AT THE END OF EACH NEW LATERAL STUB-OUT, AN 'S' SHALL BE PAINTED ON THE MARKER AND THE END OF EACH LATERAL SHALL BE PROPERLY CAPPED. ALL LATERALS INSTALLED IN NEW DEVELOPMENTS SHALL ALSO BE MARKED BY STAMPING AN 'S' IN THE CURB JUST ABOVE THE LATERAL.
- INSULATED COPPER WIRE (NO. 10) SHALL BE PLACED ALONG TOP OF ALL GRAVITY AND FORCE MAINS, THE WIRE SHALL RUN BETWEEN MANHOLES, CLEANOUTS, OR OTHER APPROPRIATE FACILITIES, BROUGHT TO THE SURFACE AND BOLTED OR OTHERWISE SECURELY AFFIXED TO THE MANHOLE OR CLEANOUT COVER OR OTHER APPROPRIATE METAL STRUCTURE.
- FOLLOWING THE SUCCESSFUL COMPLETION OF CLEANING AND TESTING, ALL SANITARY SEWER MAINS WHICH ARE TO BE COUNTY-MAINTAINED, OR PRIVATE LINES AT THE DISCRETION OF THE PUBLICS WORKS INSPECTOR, SHALL FIRST BE FLUSHED, THEN TELEVIEWED AT THE DEVELOPER'S EXPENSE WITH VHS COLOR FORMAT VIDEO TAPE, SAID VIDEO TAPE AND ACCOMPANYING REPORT SHALL BE SUBMITTED TO THE SANITATION DISTRICT FOR REVIEW AND APPROVAL PRIOR TO THE ACCEPTANCE OF THE PROJECT AND ANY ASSOCIATED SIGN-OFFS FOR BUILDING OCCUPANCY. THE CONTRACTOR SHALL REFER TO PART 4, "SANITARY SEWER DESIGN" OF THE DESIGN CRITERIA FOR SPECIFICATIONS ON PIPE LAYING, PIPELINE TESTING AND ALLOWABLE DESIGN TOLERANCES.
- ALL SEWER FACILITIES BUILT ON PRIVATE PROPERTY SHALL BE PRIVATELY MAINTAINED. PROJECT CC&R'S SHALL INCLUDE OPERATION AND MAINTENANCE OF PRIVATE SEWER FACILITIES.
- UNDERGROUND UTILITY LOCATIONS SHOWN ARE COMPILED FROM INFORMATION SUPPLIED BY THE APPROPRIATE UTILITY AGENCY. CONTRACTOR SHALL VERIFY LOCATION OF AFFECTED UTILITY LINES AND POTHOLE THOSE AREAS WHERE POTENTIAL CONFLICTS ARE LIKELY OR DATA IS OTHERWISE INCOMPLETE.
- ANY EXISTING UTILITIES THAT ARE REQUIRED TO BE RELOCATED AS A PART OF THIS CONSTRUCTION SHALL BE RELOCATED AT THE DEVELOPER'S EXPENSE.
- ALL SANITARY SEWERS WITHIN THE ROADWAY OR UNDER CURB, GUTTER OR SIDEWALK SHALL BE IN PLACE, VIDEOTAPE, AND APPROVED FOR ACCEPTANCE PRIOR TO PLACING THE PERMANENT PAVING ON SAID ROADWAY OR PLACING ANY CURB, GUTTER OR SIDEWALK THEREON.
- PRIOR TO CONSIDERATION FOR FORMAL COUNTY ACCEPTANCE OF THE IMPROVEMENTS, AS-BUILT PLANS WILL BE PREPARED BY COUNTY STAFF. ANY CHANGES TO THE IMPROVEMENT PLANS NOT PREVIOUSLY APPROVED BY THE DEPARTMENT OF PUBLIC WORKS WILL REQUIRE NEGOTIATION AND ADJUSTMENT TO THE SATISFACTION OF THE COUNTY.

## SEWER NOTES

- SEWER LATERAL PIPE MATERIAL SHALL BE PVC SDR-26 OR DUCTILE IRON AS DETERMINED PER COUNTY FIG. SS-11.
- SLURRY CAP AND CONCRETE ENCASUREMENT FOR SEWER MAIN AND LATERALS SHALL BE CONSTRUCTED TO SOIL SUBGRADE LEVEL BELOW DRAIN ROCK SECTION OF PERVIOUS PAVEMENT.
- ANY SEWER LATERAL NOT MEETING MINIMUM DISTRICT SLOPE OF 1% WILL REQUIRE THE INSTALLATION OF A PRIVATE SEWER EJECTOR AND GRAVITY LINE.

## CITY OF SANTA CRUZ WATER DEPARTMENT NOTES

- ALL WORK ON THE WATER SYSTEM MUST BE CONSTRUCTED IN CONFORMANCE WITH THE LATEST VERSION OF CITY OF SANTA CRUZ WATER DEPT (SCWD) STANDARD SPECIFICATIONS.
- A MINIMUM OF 2 WORKING DAYS NOTICE SHALL BE GIVEN TO THE SCWD BEFORE CONSTRUCTION ON ANY PORTION OF THE WATER SYSTEM. OBTAIN ALL APPLICABLE WATER SYSTEM PERMITS AT THE SCWD OFFICE. CALL (831) 420-5210 FOR INFORMATION AND TO SCHEDULE WATER SERVICE, FIRE HYDRANT AND BACKFLOW ASSEMBLY INSPECTIONS.
- MINIMUM SEPARATIONS FROM OTHER PARALLEL AND CROSSING UTILITIES MUST BE MAINTAINED PER CURRENT STANDARD TECHNICAL SPECIFICATIONS.
- UTILITY LOCATIONS ARE APPROXIMATE. VERIFICATION OF ACTUAL UTILITIES AND LOCATIONS IS THE RESPONSIBILITY OF THE CONTRACTOR. CALL UNDERGROUND SERVICE ALERT AT LEAST TWO WORKING DAYS BEFORE DIGGING AT (800) 227-2800.
- CONTRACTOR SHALL PROVIDE A MINIMUM OF TWO WORKING DAYS NOTICE TO SCWD FOR INSPECTION OF SERVICES THAT ARE TO BE RETIRED, MODIFIED OR RELOCATED. CONTRACTOR SHALL EXPOSE CORPORATION STOPS FOR SCWD STAFF TO OPERATE. AN ACTIVE WATER METER MAYBE RELOCATED UP TO 8' HORIZONTALLY USING THE PIPE FREEZE METHOD OR BY TEMPORARILY CLOSING THE CORPORATION STOP. RETIRED METER BOXES ARE TO BE REMOVED BY CONTRACTOR AND ALL SIDEWALK & PAVING RESTORED. SERVICE LINES SHALL NOT BE CRIMPED AS A METHOD OF RETIREMENT OR SERVICE LINE MODIFICATION OR RELOCATION.
- APPROVAL BY THE SCWD FOR THE FIRE SERVICE INSTALLATION SHALL BE FOR THE SERVICE LINE LOCATION AND THE CONNECTION TO THE CITY WATER SYSTEM. THE FIRE SERVICE SIZE AND DESIGN APPROVAL ARE THE RESPONSIBILITY OF THE LOCAL FIRE PROTECTION AGENCY.
- TEMPORARY REDUCED PRESSURE BACKFLOW PREVENTION ASSEMBLY INSTALLATION(S) PER SCWD STANDARDS ARE REQUIRED FOR ALL CONSTRUCTION WATER USE.



## DISCLAIMER

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BMP NOTES:

THE FOLLOWING CALTRANS BMPs SHALL BE IN PLACE ON SITE AS DESCRIBED IN THE BMP FACT SHEET UNLESS OTHERWISE DIRECTED BY THE PROJECT PLANS. CALTRANS BMP FACT SHEETS CAN BE FOUND AT THE FOLLOWING WEBSITE: (NOTE THAT THE URL BELOW IS CASE SENSITIVE AND MUST BE TYPED EXACTLY)

HTTPS://www.dot.ca.gov/hq/construc/stormwater/factsheets.htm

- SS-1 SCHEDULING
- SS-2 PRESERVATION OF EXISTING VEGETATION
- SS-7 GEOTEXTILES, PLASTIC COVERS, & EROSION CONTROL BLANKETS
- SS-8 WOOD MULCHING
- SS-9 EARTH DIKES/ DRAINAGE SWALES & LINED DITCHES
- SS-10 OUTLET PROTECTION/ VELOCITY DISSIPATION DEVICES
- SC-1 SILT FENCE
- SC-2 SEDIMENT/ DESILTING BASIN (BAKER TANKS)
- SC-5 FIBER ROLLS
- SC-7 STREET SWEEPING & VACUUMING
- SC-10 STORM DRAIN INLET PROTECTION
- SE-3 SEDIMENT TRAP
- WE-1 WIND EROSION CONTROL
- TC-1 STABILIZED CONSTRUCTION ENTRANCE/ EXIT (IF NEEDED)
- NS-1 WATER CONSERVATION PRACTICES
- NS-2 DEWATERING OPERATIONS
- NS-3 PAVING & GRINDING OPERATIONS
- NS-6 ILLICIT CONNECTION/ ILLEGAL DISCHARGE DETECTION AND REPORTING
- NS-7 POTABLE WATER/ IRRIGATION
- NS-8 VEHICLE AND EQUIPMENT CLEANING
- NS-9 VEHICLE AND EQUIPMENT FUELING
- NS-10 VEHICLE AND EQUIPMENT MAINTENANCE
- NS-11 PILE DRIVING OPERATIONS (SHEET PILE)
- NS-12 CONCRETE CURING
- NS-14 CONCRETE FINISHING
- WM-1 MATERIAL DELIVERY AND STORAGE
- WM-2 MATERIAL USE
- WM-3 STOCKPILE MANAGEMENT
- WM-4 SPILL PREVENTION AND CONTROL
- WM-5 SOLID WASTE MANAGEMENT
- WM-6 HAZARDOUS WASTE MANAGEMENT
- WM-8 CONCRETE WASTE MANAGEMENT
- WM-9 SEPTIC/ SANITARY WASTE MANAGEMENT
- WM-10 LIQUID WASTE MANAGEMENT

NOTE:

PER THE COUNTY OF SANTA CRUZ CONSTRUCTION SITE STORMWATER POLLUTION CONTROL BMP MANUAL, THE PROJECT QSP, MAY USE THE COUNTY OF SANTA CRUZ STANDARD BMP DETAILS SHOWN ON SHEET C5.1 IN LIEU OF THE CALTRANS STANDARD BMP DETAILS AT HIS/HER DISCRETION.

THE CONTRACTOR SHALL IMPLEMENT PROPER DUST CONTROL USING WATER OR OTHER APPROVED METHOD DURING CONSTRUCTION (TYP)

INSTALL SILT FENCE WITH STRAW WATTLE PRIOR TO COMMENCING OF GRADING PER PER SANTA CRUZ COUNTY CONSTRUCTION STORMWATER BMP MANUAL, SHEET C5.2

INSTALL ONSITE AREA DRAIN INLET PROTECTION PER PER SANTA CRUZ COUNTY CONSTRUCTION STORMWATER BMP MANUAL, SHEET C5.2

INSPECT AND SWEEP DAILY FOR TRACKING CONTROL  
MAINTAIN CONSTRUCTION ENTRANCE  
CONSTRUCT STABILIZED CONSTRUCTION ENTRANCE, PER PER SANTA CRUZ COUNTY CONSTRUCTION STORMWATER BMP MANUAL, SHEET C5.2

NORMAN L. BEI TO COUNTY OF SANTA CRUZ OFFER OF DEDICATION 5688 OR 815

CONSTRUCT STABILIZED CONSTRUCTION ENTRANCE, PER PER SANTA CRUZ COUNTY CONSTRUCTION STORMWATER BMP MANUAL, SHEET C5.2

SERVICE SANITARY AND WASTE DISPOSAL AREA

EQUIPMENT AND MATERIAL STORAGE AREA

PROVIDE PORTABLE CONCRETE WASHOUT AREA

PROVIDE CONSTRUCTION FENCING WITH DEBRIS SCREEN ALONG THE FRONT OF THE PROJECT.

MAINTAIN CONSTRUCTION ENTRANCE

INSPECT AND SWEEP DAILY FOR TRACKING CONTROL

41ST AVENUE

MATCHLINE SEE SHEET C5.1

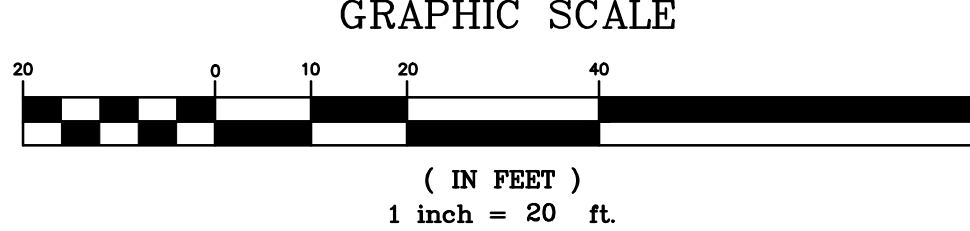
SOQUEL AVENUE

EROSION CONTROL MEASURES

- THIS PLAN SHALL BE USED IN CONJUNCTION WITH THE PROJECT STORM WATER POLLUTION PREVENTION PLAN (SWPPP), WDD NUMBER. THE CONTRACTOR SHALL BE RESPONSIBLE FOR UPDATING AND IMPLEMENTING ALL ASPECTS OF THE PROJECT SWPPP. IF REQUIREMENTS STATED HEREON CONFLICT WITH THE PROJECT SWPPP, THE STRICTER REQUIREMENT SHALL GOVERN.
- TOTAL DISTURBANCE AREA: 1.7± ACRES.
- THIS PROJECT WILL REQUIRE A PERMIT FROM THE REGIONAL WATER QUALITY CONTROL BOARD.
- THE CONTRACTOR'S QSP SHALL DETERMINE STOCK PILE AREAS AND LOCATIONS FOR EQUIPMENT STORAGE AND STAGING FOR EACH PHASE OF THE PROJECT. STAGING AREAS MUST BE APPROVED BY THE COUNTY. THE CONTRACTOR SHALL SUBMIT AN EQUIPMENT STORAGE STOCKPILING, STAGING AREA AND PHASING PLAN SHALL BE SUBMITTED TO AND APPROVED BY THE COUNTY PRIOR TO BEGINNING WORK.
- PRIOR TO PROJECT APPROVAL, ALL DISTURBED AREAS ARE REQUIRED TO BE RESEED WITH NON-INVASIVE GRASS APPROVED BY THE COUNTY OR OTHER GROUND COVER SPECIES AND COVERED WITH TWO TO THREE INCHES OF STERILE STRAW. THIS MUST BE COMPLETED PRIOR TO THE OCTOBER 15TH WINTER GRADING SEASON.
- EROSION IS TO BE CONTROLLED AT ALL TIMES ALTHOUGH SPECIFIC MEASURES SHOWN ARE TO BE IMPLEMENTED AT A MINIMUM BETWEEN OCTOBER 15TH AND APRIL 15TH. THE INTENT OF SITE EROSION CONTROL MEASURES IS TO PREVENT ON-SITE EROSION, AND TO PREVENT SEDIMENT FROM LEAVING THE SITE OR ENTERING ANY WATERCOURSE OR RECEIVING INLET. IT IS THE CONTRACTOR'S RESPONSIBILITY TO SEE THAT ANY ADDITIONAL MEASURES NECESSARY TO CONTROL SITE EROSION AND PREVENT SEDIMENT TRANSPORT OFF-SITE ARE IMPLEMENTED.
- UNNECESSARY GRADING AND DISTURBING OF SOIL SHALL BE AVOIDED (SEE SS-2).
- RUNOFF FROM THE CONSTRUCTION SITE MUST NOT BE ALLOWED TO FLOW OVER ANY FILL SLOPES.
- ALL EXCAVATED MATERIAL NOT SUITABLE FOR FILL OR OTHER USE ON-SITE SHALL BE REMOVED TO AN APPROVED DISPOSAL SITE.
- FOR ON-SITE CONSTRUCTION & STAGING AREAS: SITE HOUSEKEEPING, MATERIALS MANAGEMENT, & EQUIPMENT MANAGEMENT SHALL BE CONSISTENT WITH THE REQUIREMENTS OF THE APPROPRIATE CALTRANS OR COUNTY BMP. THE CONTRACTOR SHALL PROVIDE A SPILL PREVENTION AND RESPONSE PLAN INCLUDING ALL APPROPRIATE PRODUCTS THAT WILL BE AVAILABLE AT THE PROJECT SITE DURING THE COURSE OF CONSTRUCTION ACTIVITIES.
- ROADWAYS ADJACENT TO THE PROJECT SHALL BE KEPT CLEAN AND FREE OF DUST. ANY SOIL OR OTHER ERODIBLE MATERIAL STOCKPILED ON-SITE SHALL BE COVERED WITH PLASTIC (AND ALSO SURROUNDED WITH A SEDIMENT BARRIER IF NEEDED) TO PREVENT SEDIMENT TRANSPORT OFF-SITE.
- SEDIMENT BARRIERS SHALL BE CONSTRUCTED ALONG THE BOTTOM OF ALL GRADED SLOPES OR WHERE OTHERWISE SHOWN ON THE EROSION'S CONTROL PLAN. SEDIMENT BARRIERS SHALL CONSIST OF SILT FENCE (SC-1) OR FIBER ROLLS (SC-5).
- STORM DRAIN INLETS SHALL BE PROTECTED FROM SEDIMENT DURING CONSTRUCTION PER CALTRANS BMP SC-10. IF THE CATCH BASIN IS ABOVE GRADE, COVER OR PLACE SILT FABRIC UNDER GRATE. IF CATCH BASIN IS AT GRADE AND RECEIVING STORMWATER, SURROUND WITH SEDIMENT BARRIER. SEDIMENT BARRIER SHALL CONSIST OF GRAVEL BAGS IF INLET IS LOCATED IN A PAVED AREA. SEDIMENT BARRIER SHALL CONSIST OF SILT FENCE (SC-1) OR FIBER ROLL (SC-5) IF IN AN UNPAVED AREA.
- ON ALL FINISH GRADED SLOPES, ON- AND OFF -SITE, EXPOSED DURING CONSTRUCTION ACTIVITIES (IF NOT PERMANENTLY LANDSCAPED PER PLAN) SHALL BE PROTECTED FROM EROSION AND SEEDED. SEEDING MAY BE OMITTED FOR AREAS THAT ARE TO RECEIVE PERMANENT LANDSCAPING (IF APPROVED BY THE COUNTY) , SO LONG AS SEDIMENT IN THESE AREAS MAY BE PROTECTED FROM EROSION & SEDIMENT TRANSPORT WITHOUT THE USE OF SEEDING AS A TEMPORARY MEASURE . THE SEED MIX SHALL BE APPROVED BY THE COUNTY REPRESENTATIVE OR PROJECT BIOLOGIST (IF APPLICABLE) AND APPLIED AT A RATE OF 45 LBS/ACRE.
- BIODEGRADABLE EROSION CONTROL BLANKETS SHALL BE INSTALLED WHERE SLOPES EXCEED 3:1 AND WHERE SHOWN ON PLANS. BLANKET TYPE SHALL BE A STRAW/COCONUT FIBER MATERIAL SUCH AS NORTH AMERICAN GREEN SC-150BN OR APPROVED EQUAL, AS APPROVED BY THE PROJECT BIOLOGIST. SITE PREPARATION AND BLANKET INSTALLATION SHALL BE PER CALTRANS BMP SS-7, COUNTY OF SANTA CRUZ EC-1, OR MANUFACTURER'S RECOMMENDATIONS, WHICHEVER IS MORE STRINGENT. BLANKET COVERAGE SHALL INCLUDE ALL DISTURBED SOIL REMAINING AFTER CONSTRUCTION. RESEEDING SHALL BE DONE PER LANDSCAPE PLANS AND AS RECOMMENDED BY THE PROJECT BIOLOGIST).
- CONCRETE WASTE SHALL BE MANAGED PER CAL TRANS BMP WM-8. REGULATIONS GOVERNING CONCRETE WASHOUT STIPULATE A MINIMUM SETBACK OF 150' FROM WATER BODIES AND 50' FROM STORM DRAIN INLETS.
- A SITE ENTRANCE AND STABILIZED ROADWAY SHALL BE CONSTRUCTED PER CALTRANS BMP TC-1.
- NO MAINTENANCE OF EQUIPMENT OR MACHINERY SHALL TAKE PLACE ON-SITE.
- 48 HOUR NOTICE SHALL BE GIVEN TO ENVIRONMENTAL PLANNING AT (831) 454-3168 PRIOR TO COMMENCING WORK, AND UPON COMPLETION OF GRADING AND EROSION CONTROL. FAILURE TO COMPLY MAY RESULT IN ISSUANCE OF A STOP WORK ORDER.

LEGEND

DISTURBED AREA		CONSTRUCTION FENCING	
STABILIZED AGGREGATE CONSTRUCTION ENTRANCE PER DETAIL 1/C5.1		FIBER ROLL	
SILT FENCE AND STRAW WATTLE, PER DETAIL 2/C5.1		INLET PROTECTION PER DETAIL 3/C5.1	



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APN 030-121-06, -07, -08, -12, -13, -27, -53 & -57



REVISED	4/12/18	DRIVEWAY AND GRADING ADJUSTMENTS
	8/15/17	COUNTY OF SANTA CRUZ COMMENTS
<b>BOWMAN &amp; WILLIAMS</b> CONSULTING CIVIL ENGINEERS AND LAND SURVEYORS 1011 CEDAR STREET SANTA CRUZ, CA 95060 (831) 426-3560 www.bowmanandwilliams.com		<b>EROSION CONTROL PLAN</b>  NISSAN OF SOQUEL 3820, 3822, 3906 & 3912 SOQUEL DRIVE AND 2755, 2815, 2821 & 2851 41ST AVE., SOQUEL, CA
SCALE 1" = 20'	DRAWN KAB	JOB NO. 26488
DATE JUNE 20, 2017	CHECKED JFR	INDEX
DESIGN BRR/KAB	DWG NAME C5.0	FILE NO.
		SHEET C5.0 OF



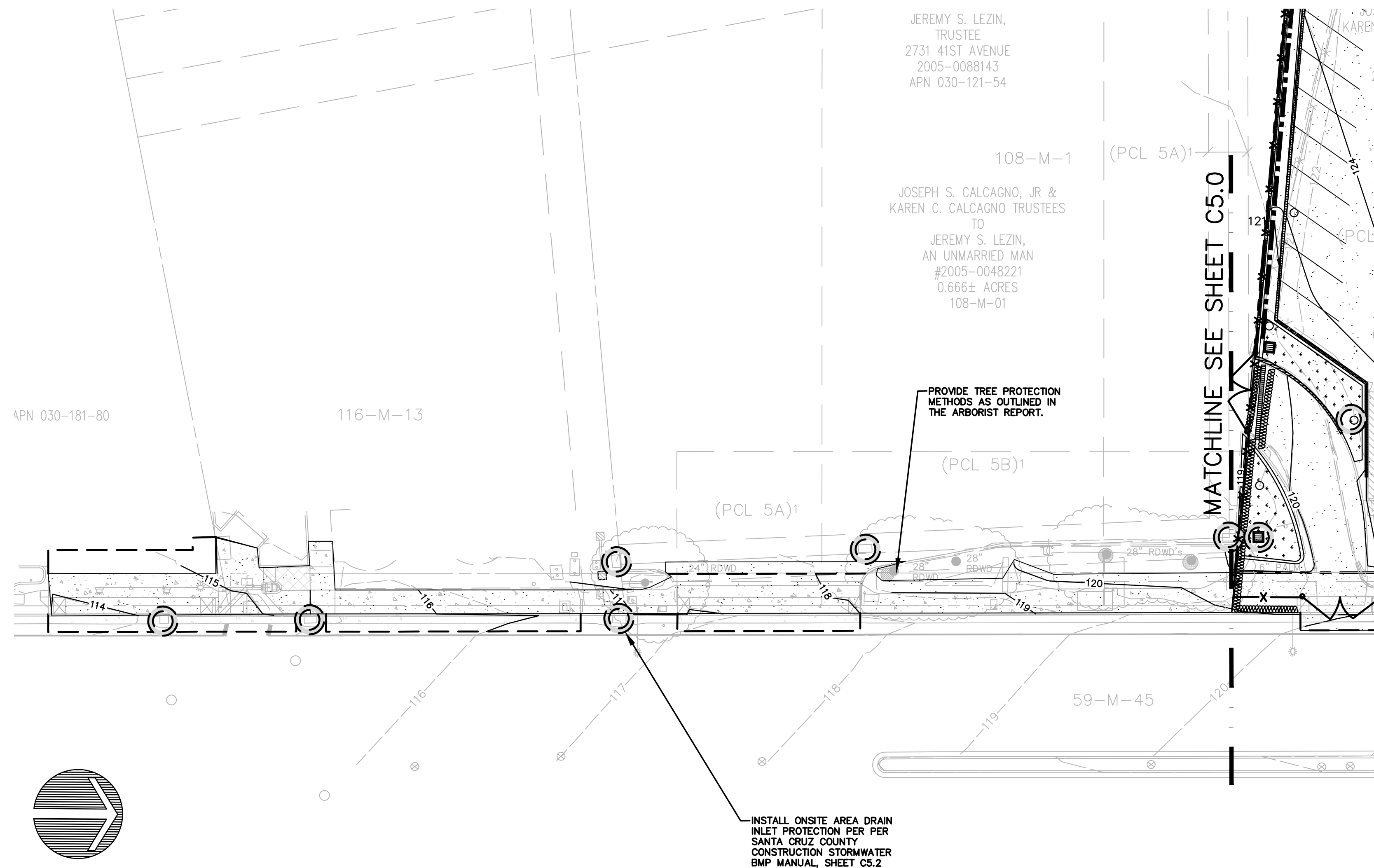
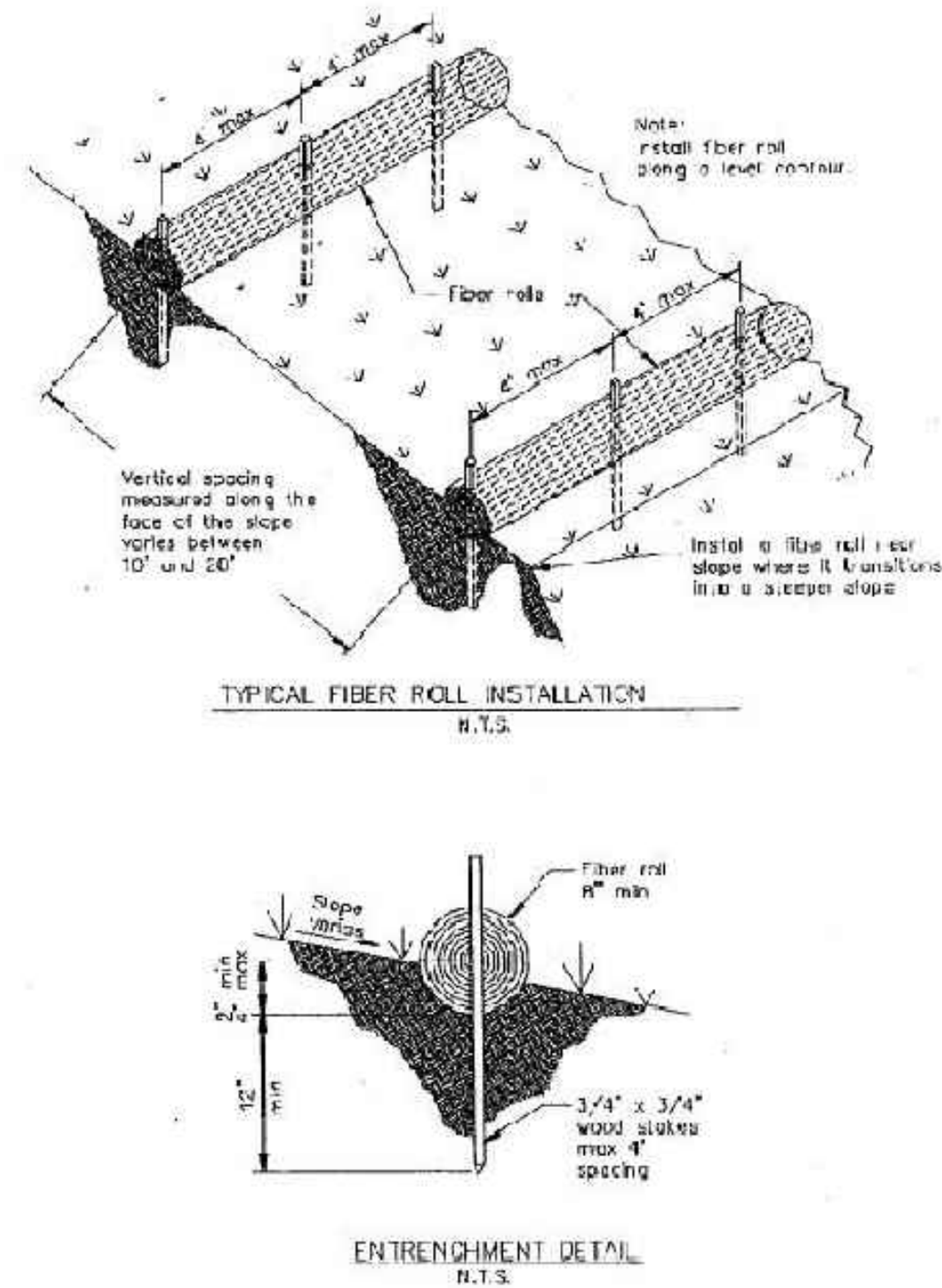
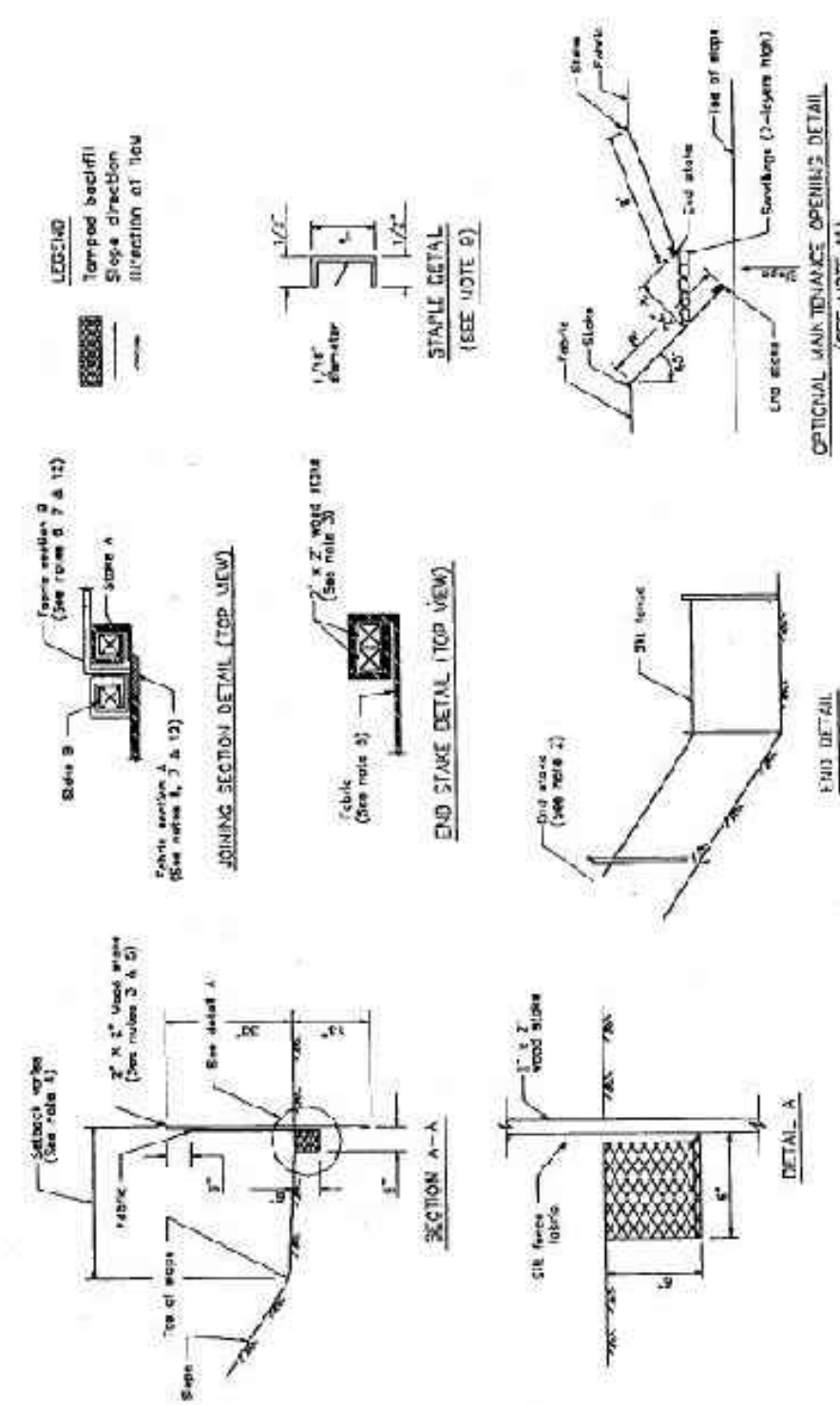


Figure SC-1 Fiber Rolls



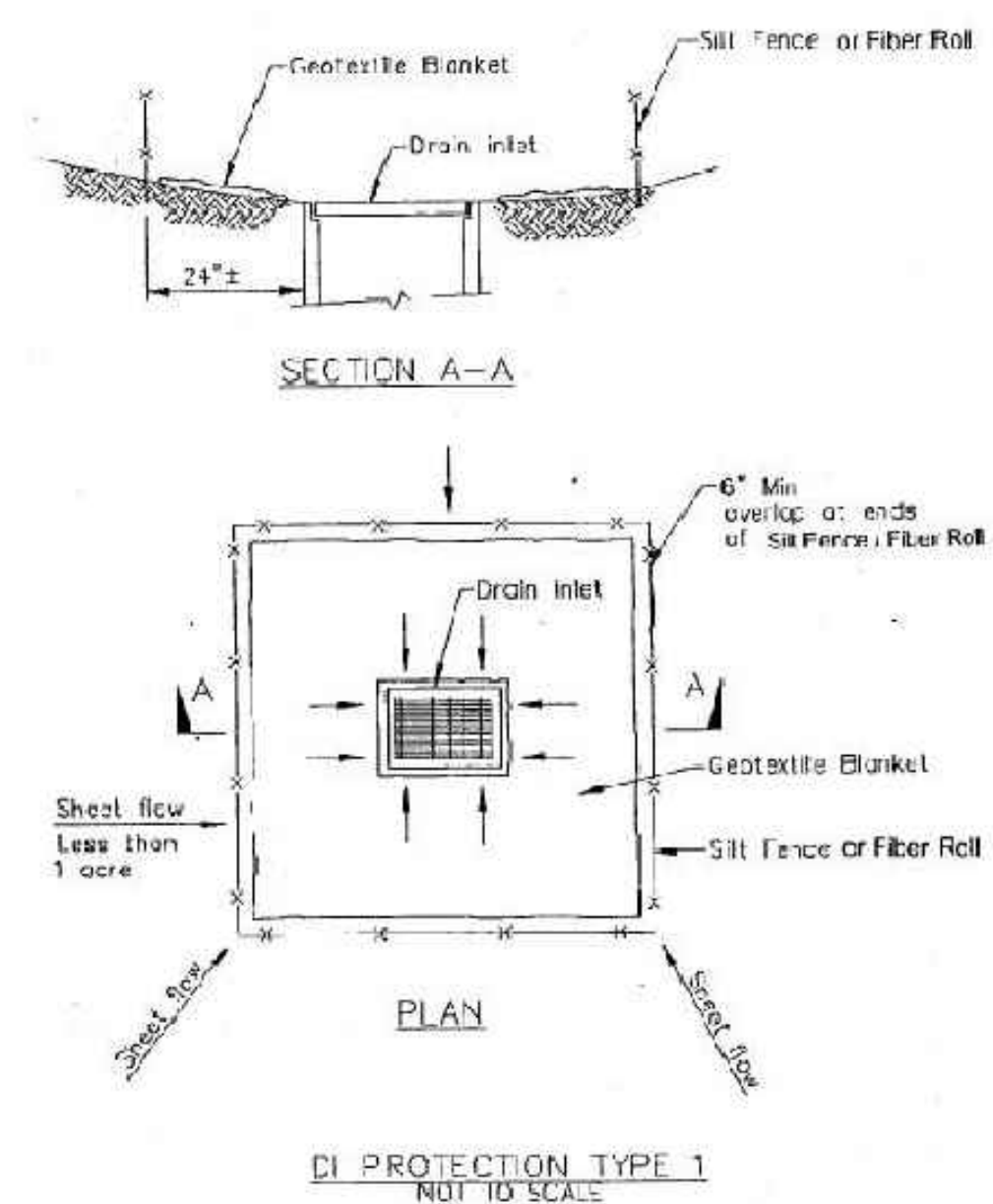
15

Figure SC-2 Silt Fence



16

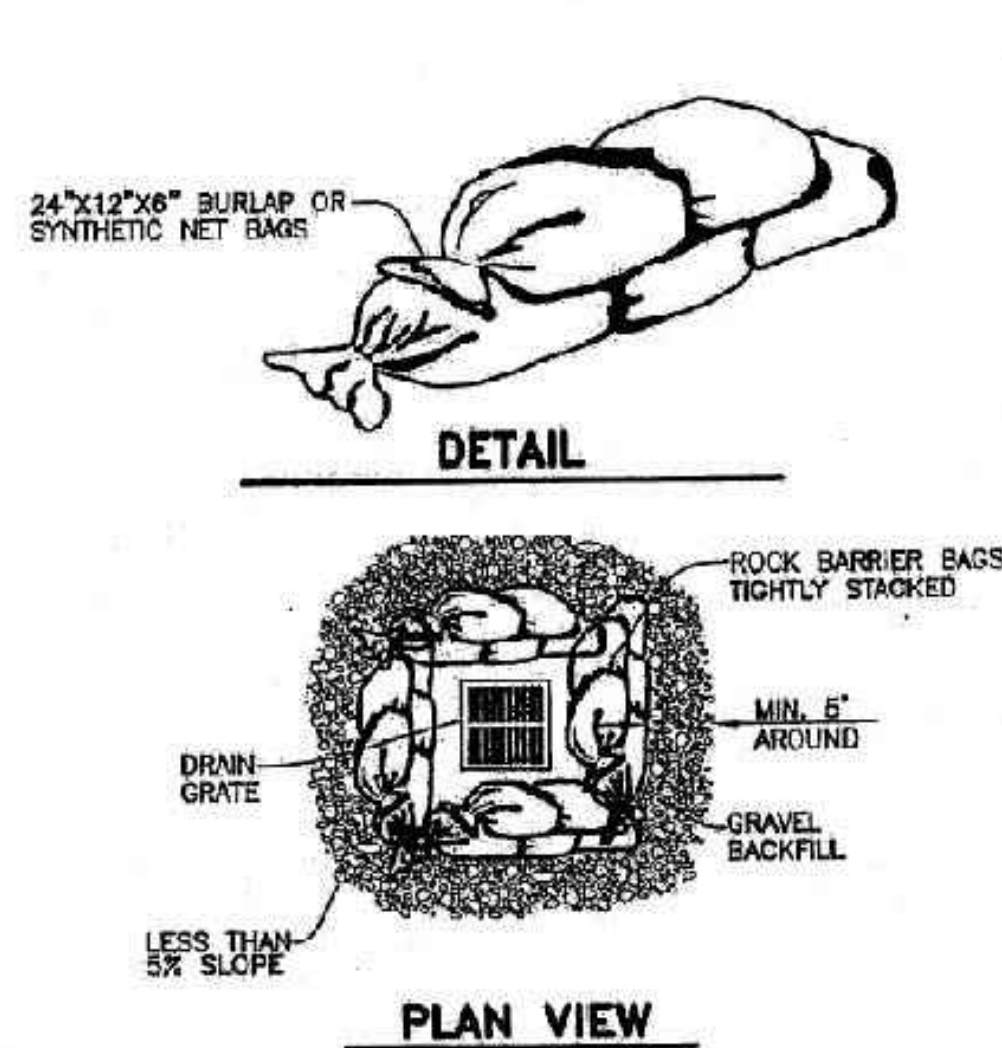
Figure SC-3 Storm Drain Inlet Protection



- NOTES:
1. For use in areas where grading has been completed and final soil stabilization and seeding are pending.
  2. Not applicable in paved areas.
  3. Not applicable with concentrated flows.

17

Figure SC-4 Storm Drain Inlet Protection



- NOTES:
1. FILL ROCK BARRIER BAGS  $\frac{3}{4}$  FULL OF  $\frac{3}{4}$ \"/>

18

## POST-CONSTRUCTION INSPECTION AND MAINTENANCE REQUIREMENTS

### GENERAL:

THE OWNER OF THE REAL PROPERTY AND IMPROVEMENTS SHOWN WITHIN THIS PLAN SET SHALL BE RESPONSIBLE FOR INSPECTING AND MAINTAINING ALL STORM WATER RELATED IMPROVEMENTS ANNUALLY, PRIOR TO THE RAINY SEASON, AND MAINTAINING ALL STORMWATER RELATED IMPROVEMENTS AS NECESSARY FOR ENSURING PROPER PERFORMANCE. THE FOLLOWING RECOMMENDATIONS ARE MINIMUM GUIDANCE FOR INSPECTION AND MAINTENANCE. DISPOSAL OF ALL COLLECTED WASTE SHALL BE IN ACCORDANCE WITH LOCAL, STATE, AND FEDERAL REGULATIONS.

### STORM DRAIN INLETS, STORM DRAIN MANHOLES, AND JUNCTION BOXES:

#### INSPECTION AND MAINTENANCE

- STORM DRAIN INLETS AND JUNCTION BOXES SHALL BE INSPECTED ANNUALLY PRIOR TO OCTOBER 1ST. THEY SHALL ALSO BE INSPECTED WHEN IT IS KNOWN THAT AN EVENT HAS WASHED SEDIMENT OR DEBRIS INTO THE SYSTEM, AND/OR WHEN POOR PERFORMANCE IS NOTED.
- IMMEDIATELY REPAIR ANY DETERIORATION THREATENING THE STRUCTURAL INTEGRITY OF THE SYSTEM.
- DEBRIS AND SEDIMENT SHALL BE REMOVED WHEN THE DEPTH OF THE DEBRIS AND SEDIMENT REACHES THREE OR MORE INCHES.
- COLLECTED DEBRIS AND SEDIMENT SHALL BE STORED IN APPROPRIATE CONTAINERS IN A MANNER THAT PREVENTS DISCHARGE INTO THE STORM DRAIN SYSTEM.

### BIOTREATMENT AREAS AND VEGETATED SWALES:

#### INSPECTION AND MAINTENANCE

- PROPER MAINTENANCE INCLUDES MOWING, WEED CONTROL, REMOVAL OF TRASH AND DEBRIS, WATERING DURING THE DRY SEASON, AND RESEEDING OF NON-VEGETATED AREAS.
- REMOVE GRASS CUTTINGS AFTER MOWING GRASS
- VEGETATION, LARGE SHRUBS OR TREES THAT INTERFERE WITH LANDSCAPE SWALE OPERATION SHALL BE PRUNED.
- INVASIVE VEGETATION CONTRIBUTING UP TO 25% OF VEGETATION OF ALL SPECIES SHALL BE REMOVED AND REPLACED.
- FALLEN LEAVES AND DEBRIS FROM DECIDUOUS PLANT FOLIAGE SHALL BE REMOVED.
- INSPECT SWALES AT LEAST TWICE ANNUALLY FOR DAMAGE TO VEGETATION, EROSION, SEDIMENT ACCUMULATION AND PONDING WATER STANDING LONGER THAN 48 HOURS.
- DEBRIS IN QUANTITIES THAT INHIBIT OPERATION SHALL BE REMOVED ROUTINELY (NO LESS THAN QUARTERLY), OR UPON DISCOVERY.
- PERIODIC LITTER COLLECTION AND REMOVAL WILL BE NECESSARY IF THE SWALE IS LOCATED ADJACENT TO A MAIN ROAD.
- SEDIMENTS SHALL BE REMOVED WHEN DEPTHS EXCEED 3 INCHES.
- SIDE SLOPES SHALL BE MAINTAINED TO PREVENT EROSION THAT INTRODUCES SEDIMENT INTO THE SWALE.
- SWALE OUTLET SHALL MAINTAIN SHEET FLOW OF WATER EXITING THE SWALE UNLESS A COLLECTION DRAIN IS USED.
- IF A SPILL OCCURS AND HAZARDOUS MATERIALS CONTAMINATE SOILS IN VEGETATED SWALES, THE AFFECTED AREAS SHALL BE REMOVED IMMEDIATELY AND THE APPROPRIATE SOILS AND MATERIALS REPLACED AS SOON AS POSSIBLE.
- INSECTS AND RODENTS SHALL NOT BE HARBORED IN THE VEGETATED SWALES. PEST CONTROL MEASURES SHALL BE TAKEN WHEN INSECTS/RODENTS ARE FOUND TO BE PRESENT.
- IF SPRAYS ARE CONSIDERED, THEN A MOSQUITO LARVICIDE, SUCH AS BACILLUS THURENSENSIS OR ALTOSIDE FORMULATIONS MAY BE APPLIED ONLY IF ABSOLUTELY NECESSARY, APPROVED BY THE COUNTY, AND, APPLIED BY AN APPROPRIATELY LICENSED INDIVIDUAL OR CONTRACTOR.

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## COUNTY OF SANTA CRUZ CONSTRUCTION BMPs NOTES

1. THE DEVELOPER/CONTRACTOR SHALL COMPLY WITH THE EROSION CONTROL MEASURES SHOWN ON THIS PLAN AND THE SANTA CRUZ COUNTY CONSTRUCTION SITE STORMWATER POLLUTION CONTROL BMP MANUAL. THE MANUAL CAN BE FOUND ON THE COUNTY WEBSITE AT WWW.SCCOPLANING.COM UNDER THE "ENVIRONMENTAL" TAB.
2. THE DEVELOPER SHALL BE RESPONSIBLE FOR IMPLEMENTING AND MAINTAINING SITE EROSION CONTROL AT ALL TIMES.
3. ALL EMPLOYEES AND CONTRACTORS SHALL BE INFORMED ABOUT STORM WATER MANAGEMENT REQUIREMENTS AND THEIR RESPONSIBILITIES FOR COMPLIANCE.
4. SEE HOUSEKEEPING REQUIREMENTS AND INSPECTION NOTES ON THIS SHEET.
5. RUNOFF FROM THE CONSTRUCTION SITE MUST NOT BE ALLOWED TO FLOW OVER ANY FILL SLOPES.
6. RUNOFF SHALL BE DIRECTED TOWARDS THE NEAREST CATCH BASIN WITH TEMPORARY EARTHEN BERMS.
7. SILT BARRIERS SHALL BE CONSTRUCTED ALONG THE BOTTOM OF ALL GRADED SLOPES.
8. CATCH BASINS SHALL BE ENCLOSED BY A SILT BARRIER ON ALL FOUR SIDES. USE STRAW WATTLE BARRIER OR APPROVED EQUAL.
9. ON ALL FINISH GRADED SLOPES, ON- AND OFF-SITE, EXPOSED DURING CONSTRUCTION ACTIVITIES, IF NOT PERMANENTLY LANDSCAPED PER PLAN, SHALL BE COVERED WITH TWO INCHES (2") OF MULCH.
10. UNNECESSARY GRADING AND DISTURBING OF SOIL SHALL BE AVOIDED.
11. 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.
12. 48 HOUR NOTICE SHALL BE GIVEN TO ENVIRONMENTAL PLANNING AT 454-3168 PRIOR TO COMMENCING WORK, AND UPON COMPLETION OF GRADING AND EROSION CONTROL. FAILURE TO COMPLY WILL RESULT IN ISSUANCE OF A STOP WORK ORDER.

### SITE HOUSEKEEPING REQUIREMENTS

#### CONSTRUCTION MATERIALS

1. ALL LOOSE STOCKPILED CONSTRUCTION MATERIALS THAT ARE NOT ACTIVELY BEING USED (I.E. SOIL, SPOILS, AGGREGATE, FLY-ASH, STUCCO, HYDRATED LIME, ETC.) SHALL BE COVERED AND BERMED.
2. ALL CHEMICALS SHALL BE STORED IN WATERTIGHT CONTAINERS (WITH APPROPRIATE SECONDARY CONTAINMENT TO PREVENT ANY SPILLAGE OR LEAKAGE) OR IN A STORAGE SHED (COMPLETELY ENCLOSED).
3. EXPOSURE OF CONSTRUCTION MATERIALS TO PRECIPITATION SHALL BE MINIMIZED. THIS DOES NOT INCLUDE MATERIALS AND EQUIPMENT THAT ARE DESIGNED TO BE OUTDOORS AND EXPOSED TO ENVIRONMENTAL CONDITIONS (I.E. POLES, EQUIPMENT PADS, CABINETS, CONDUCTORS, INSULATORS, BRICKS, ETC.).
4. BEST MANAGEMENT PRACTICES TO PREVENT THE OFF-SITE TRACKING OF LOOSE CONSTRUCTION AND LANDSCAPE MATERIALS SHALL BE IMPLEMENTED.

#### WASTE MANAGEMENT

5. DISPOSAL OF ANY RINSE OR WASH WATERS OR MATERIALS ON IMPERVIOUS OR PERVIOUS SITE SURFACES OR INTO THE STORM DRAIN SYSTEM SHALL BE PREVENTED.
6. SANITATION FACILITIES SHALL BE CONTAINED (E.G., PORTABLE TOILETS) TO PREVENT DISCHARGES OF POLLUTANTS TO THE STORM WATER DRAINAGE SYSTEM OR RECEIVING WATER, AND SHALL BE LOCATED A MINIMUM OF 20 FEET AWAY FROM AN INLET, STREET OR DRIVEWAY, STREAM, RIPARIAN AREA OR OTHER DRAINAGE FACILITY.
7. SANITATION FACILITIES SHALL BE INSPECTED REGULARLY FOR LEAKS AND SPILLS AND CLEANED OR REPLACED AS NECESSARY.
8. COVER WASTE DISPOSAL CONTAINERS AT THE END OF EVERY BUSINESS DAY AND DURING A RAIN EVENT.
9. DISCHARGES FROM WASTE DISPOSAL CONTAINERS TO THE STORM WATER DRAINAGE SYSTEM OR RECEIVING WATER SHALL BE PREVENTED.
10. STOCKPILED WASTE MATERIAL SHALL BE CONTAINED AND SECURELY PROTECTED FROM WIND AND RAIN AT ALL TIMES UNLESS ACTIVELY BEING USED.
11. PROCEDURES THAT EFFECTIVELY ADDRESS HAZARDOUS AND NON-HAZARDOUS SPILLS SHALL BE IMPLEMENTED.
12. EQUIPMENT AND MATERIALS FOR CLEANUP OF SPILLS SHALL BE AVAILABLE ON SITE AND THAT SPILLS AND LEAKS SHALL BE CLEANED UP IMMEDIATELY AND DISPOSED OF PROPERLY, AND
13. CONCRETE WASHOUT AREAS AND OTHER WASHOUT AREAS THAT MAY CONTAIN ADDITIONAL POLLUTANTS SHALL BE CONTAINED SO THERE IS NO DISCHARGE INTO THE UNDERLYING SOIL AND ONTO THE SURROUNDING AREAS.

#### VEHICLE STORAGE AND MAINTENANCE

14. MEASURES SHALL BE TAKEN TO PREVENT OIL, GREASE, OR FUEL TO LEAK IN TO THE GROUND, STORM DRAINS OR SURFACE WATERS.
15. ALL EQUIPMENT OR VEHICLES, WHICH ARE TO BE FUELED, MAINTAINED AND STORED ONSITE SHALL BE IN A DESIGNATED AREA FITTED WITH APPROPRIATE BMPs.
16. LEAKS SHALL BE IMMEDIATELY CLEANED AND LEAKED MATERIALS SHALL BE DISPOSED OF PROPERLY.

#### LANDSCAPE MATERIALS

17. CONTAIN STOCKPILED MATERIALS SUCH AS MULCHES AND TOPSOIL WHEN THEY ARE NOT ACTIVELY BEING USED.
18. CONTAIN FERTILIZERS AND OTHER LANDSCAPE MATERIALS WHEN THEY ARE NOT ACTIVELY BEING USED.
19. DISCONTINUE THE APPLICATION OF ANY ERODIBLE LANDSCAPE MATERIAL WITHIN 2 DAYS BEFORE A FORECASTED RAIN EVENT OR DURING PERIODS OF PRECIPITATION.
20. APPLY ERODIBLE LANDSCAPE MATERIAL AT QUANTITIES AND APPLICATION RATES ACCORDING TO MANUFACTURE RECOMMENDATIONS OR BASED ON WRITTEN SPECIFICATIONS BY KNOWLEDGEABLE AND EXPERIENCED FIELD PERSONNEL.
21. STACK ERODIBLE LANDSCAPE MATERIAL ON PALLETS AND COVERING OR STORING SUCH MATERIALS WHEN NOT BEING USED OR APPLIED.

### INSPECTION & MAINTENANCE NOTES:


1. THE CONTRACTOR SHALL PERFORM AND MAKE WRITTEN RECORD OF ALL SITE INSPECTIONS TO ENSURE ADEQUATE DEPLOYMENT OF BEST MANAGEMENT PRACTICES (BMPs).
2. DURING INSPECTIONS IDENTIFY AND RECORD BMPs THAT NEED MAINTENANCE TO OPERATE EFFECTIVELY, THAT HAVE FAILED, OR THAT COULD FAIL TO OPERATE AS INTENDED.
3. REPAIR TO BMPs SHALL BEGIN WITHIN 72 HOURS OF IDENTIFICATION AND THE CHANGES COMPLETED AS SOON AS POSSIBLE.
4. 48 HOURS PRIOR TO A PREDICTED RAIN EVENT, IN ADDITION TO THE INSTALLED BMPs, THE CONTRACTOR SHALL COVER ANY DISTURBED BARE SOILS WITH MULCH, EROSION CONTROL BLANKETS OR APPROVED EQUAL METHOD. THE CONTRACTOR SHALL IMPLEMENT ADDITIONAL BMPs AS NECESSARY TO MINIMIZE CONSTRUCTION SITE RUNOFF ONTO NEIGHBORING PROPERTIES.

### DISCLAIMER

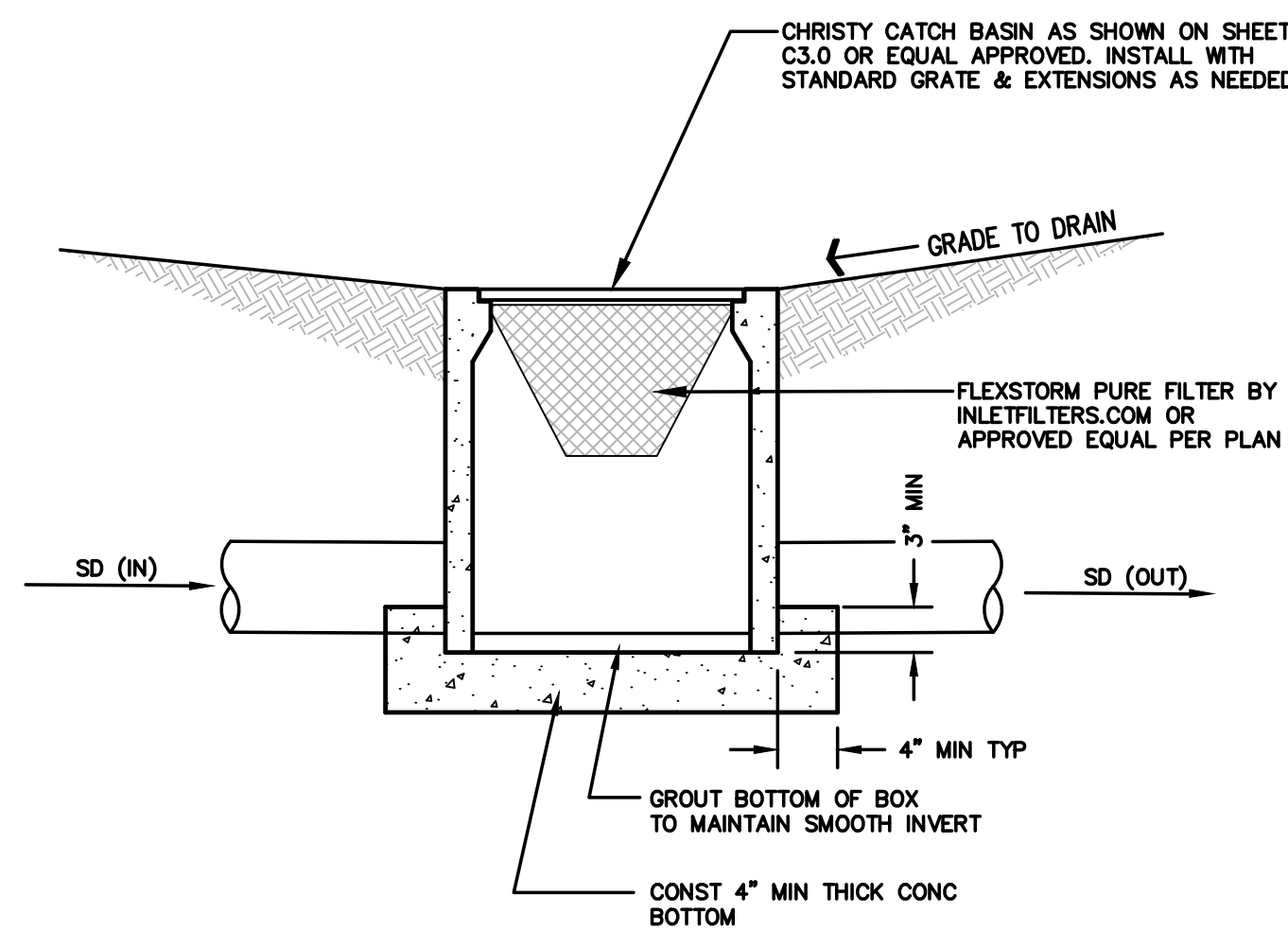
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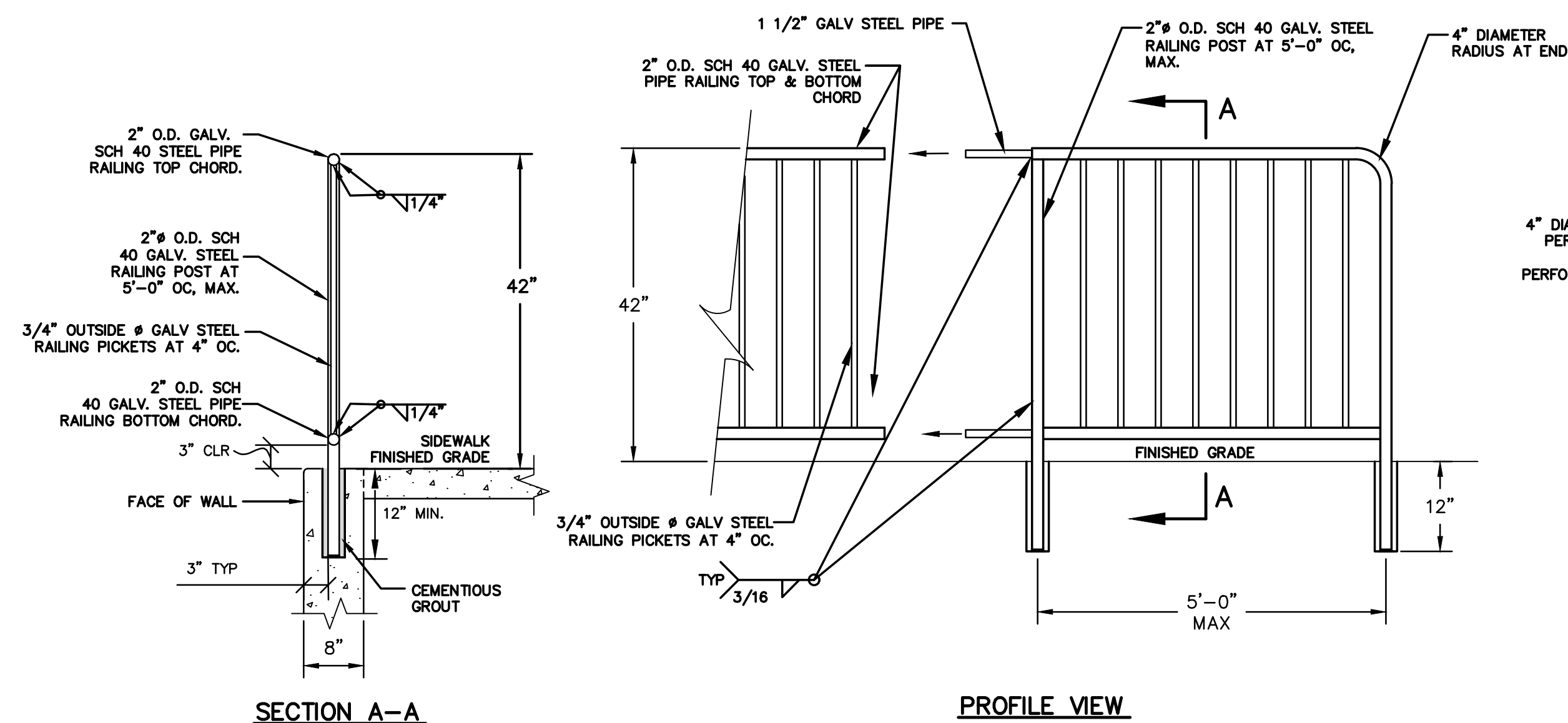
REVISED		
		
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	8/15/17	COUNTY OF SANTA CRUZ COMMENTS
<b>BOWMAN &amp; WILLIAMS</b> CONSULTING CIVIL ENGINEERS AND LAND SURVEYORS  1011 CEDAR STREET SANTA CRUZ, CA 95060 (831) 426-3560 www.bowmanandwilliams.com		<b>EROSION CONTROL DETAILS</b>  NISSAN OF SOQUEL 3820, 3822, 3906 & 3912 SOQUEL DRIVE AND 2755, 2815, 2821 & 2851 41ST AVE., SOQUEL, CA
SCALE 1" = 20'	DRAWN KAB	JOB NO. 26488
DATE JUNE 20, 2017	CHECKED JFR	INDEX
DESIGN BRR/KAB	DWG NAME C5.0	FILE NO.
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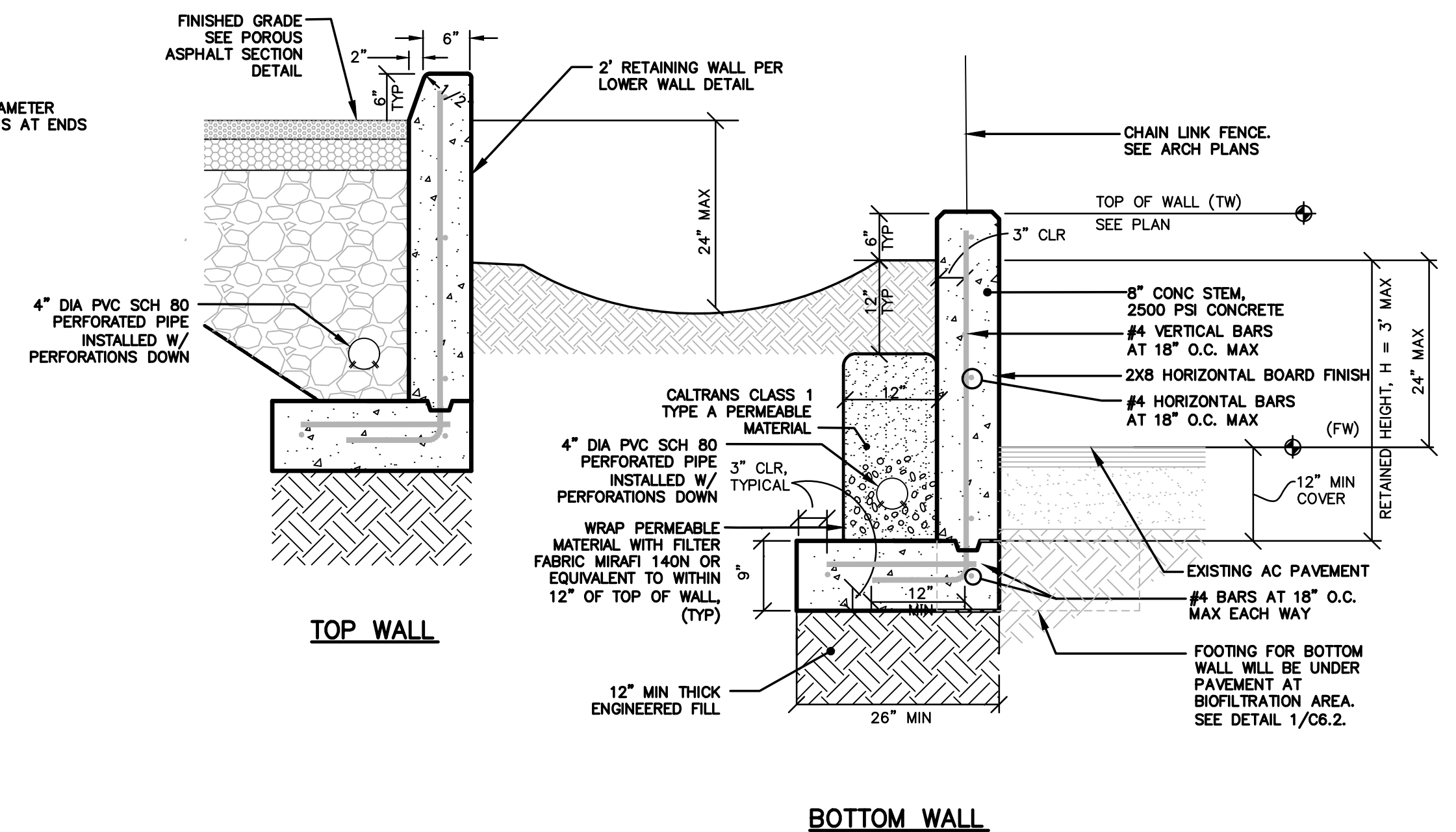
NOTE:  
ALL INLETS ON THE SITE SHALL BE MARKED "NO DUMPING DRAINS TO OCEAN" OR EQUIVALENT. THESE MARKINGS SHALL BE MAINTAINED BY THE PROPERTY OWNER.

**1**  
**C6.0**  
**TYPICAL CATCH BASIN**  
SCALE: N.T.S.

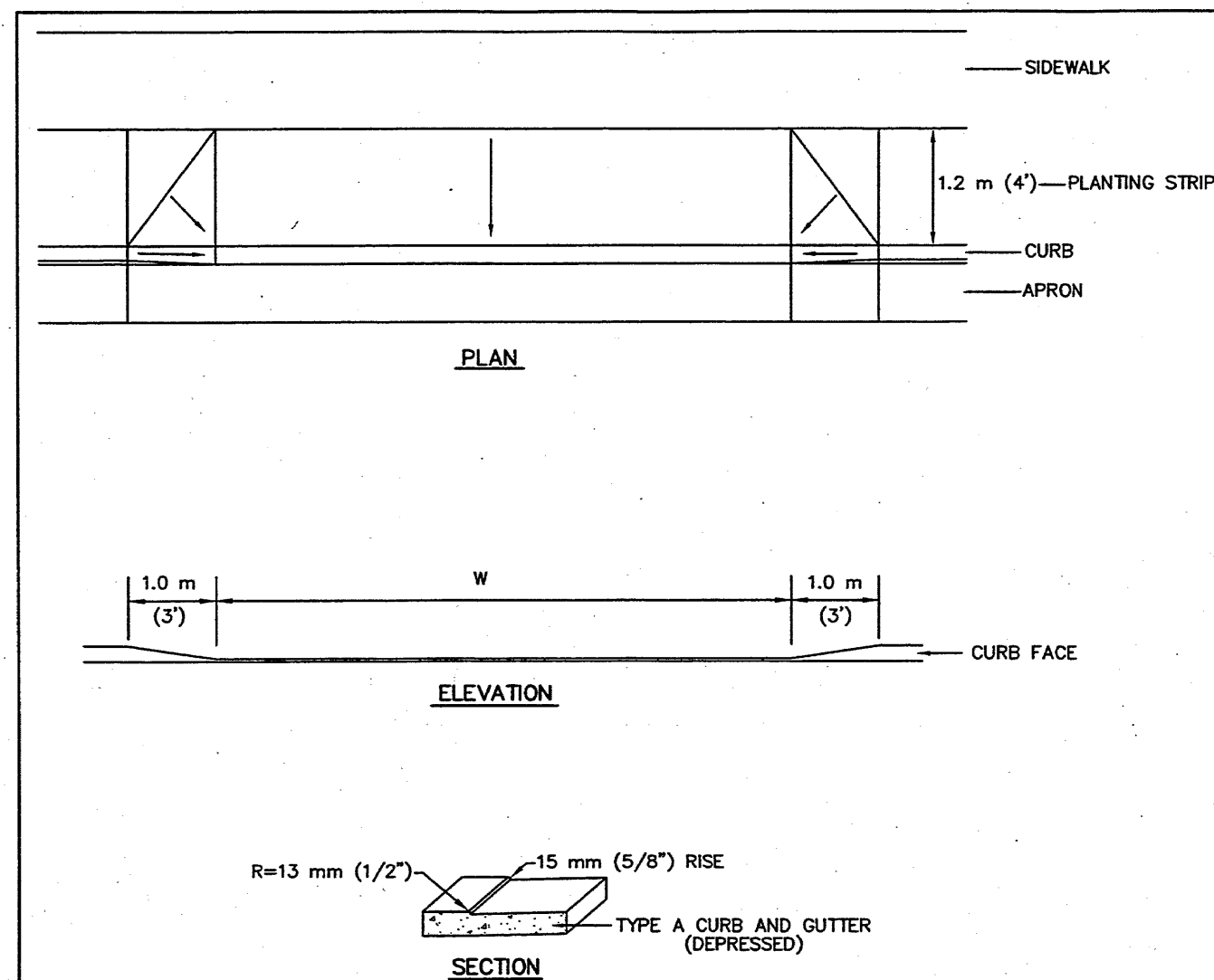


NOTE: CONTRACTOR SHALL SUBMIT SHOP DRAWINGS FOR RAILING PRIOR TO FABRICATION.

**2**  
**C6.0**  
**TYPICAL SAFETY RAILING DETAIL**  
SCALE: NTS



**3**  
**C6.0**  
**2' HIGH SITE RETAINING WALL**  
SCALE: 3/4"=1'-0"



NOTES:

THE WIDTH OF THE DRIVEWAY IS THE DISTANCE 'W'.

THE MAXIMUM WIDTH FOR RESIDENTIAL DRIVEWAYS IS 7.3 m (24').

THE MAXIMUM WIDTH FOR COMMERCIAL DRIVEWAYS IS 12 m (40').

DRIVEWAY CONCRETE SHALL BE 150 mm (6") THICK.

WHEN MORE THAN ONE DRIVEWAY IS TO SERVE A GIVEN PROPERTY FRONTAGE, THE WIDTH OF ALL DRIVEWAYS SHALL NOT EXCEED 70 PERCENT OF THE FRONTAGE FOR COMMERCIAL PARCELS OR 50 PERCENT OF THE FRONTAGE FOR RESIDENTIAL PARCELS. NOT LESS THAN 6m (20') OF FULL HEIGHT CURB SHALL BE PROVIDED BETWEEN DRIVEWAYS.

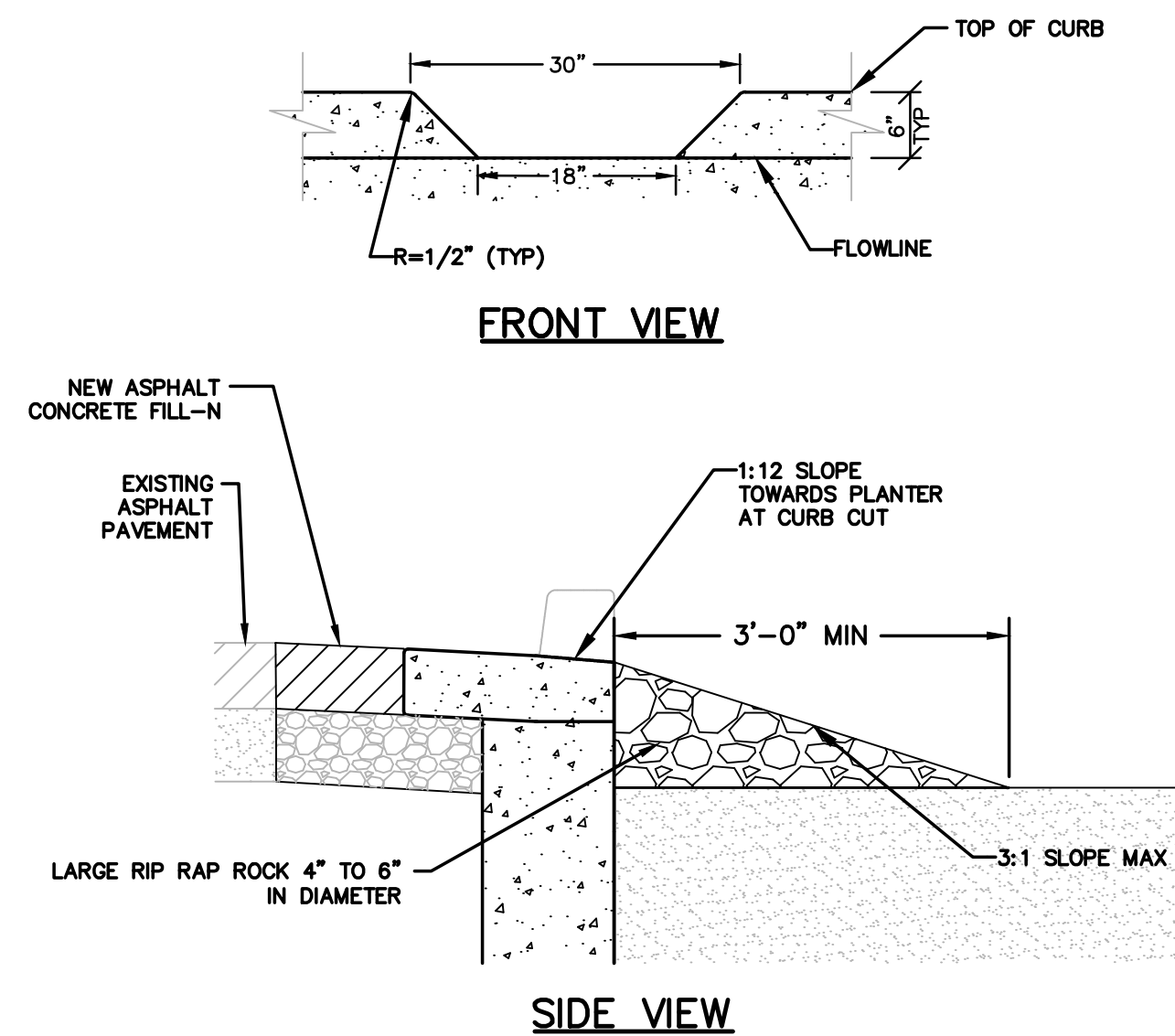
THE SIDELINE OF ANY DRIVEWAY SHALL NOT BE LESS THAN 2.4 m (8') FROM THE INTERSECTION CURB RETURN.

**TYPICAL DRIVEWAY DEPRESSION**  
N.T.S.  
ALL DIMENSIONS IN MILLIMETERS UNLESS NOTED OTHERWISE

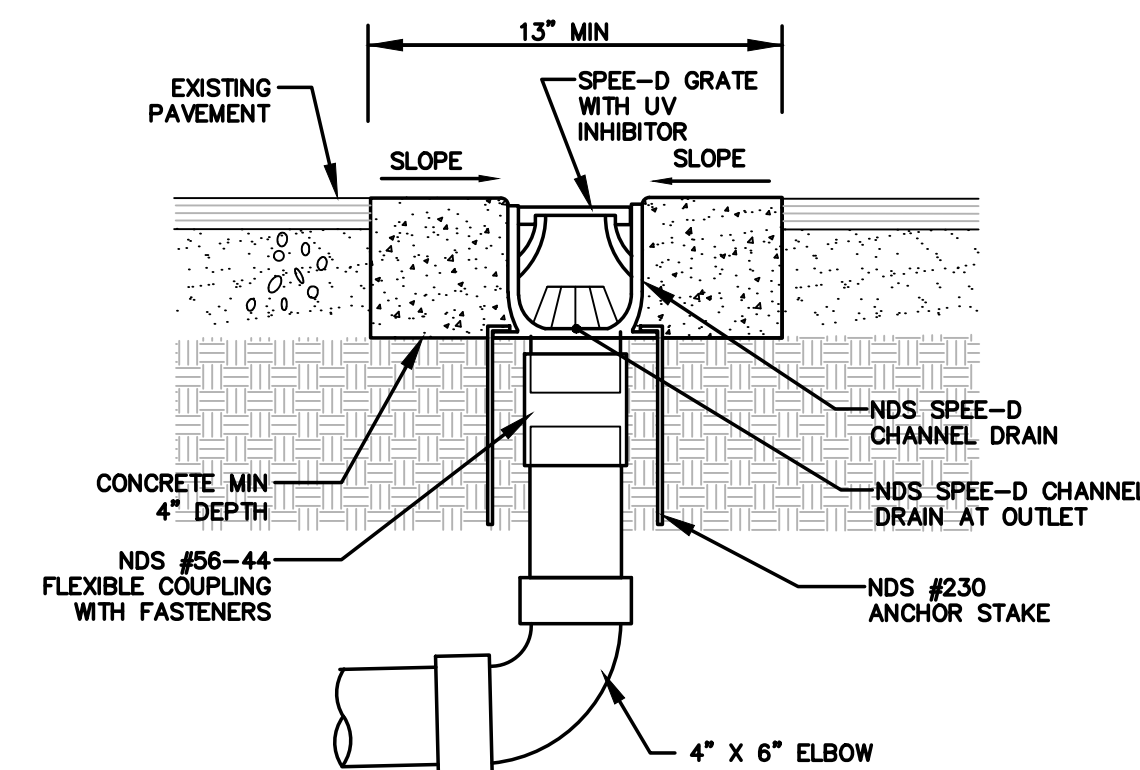
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FIG. ST-6a

28

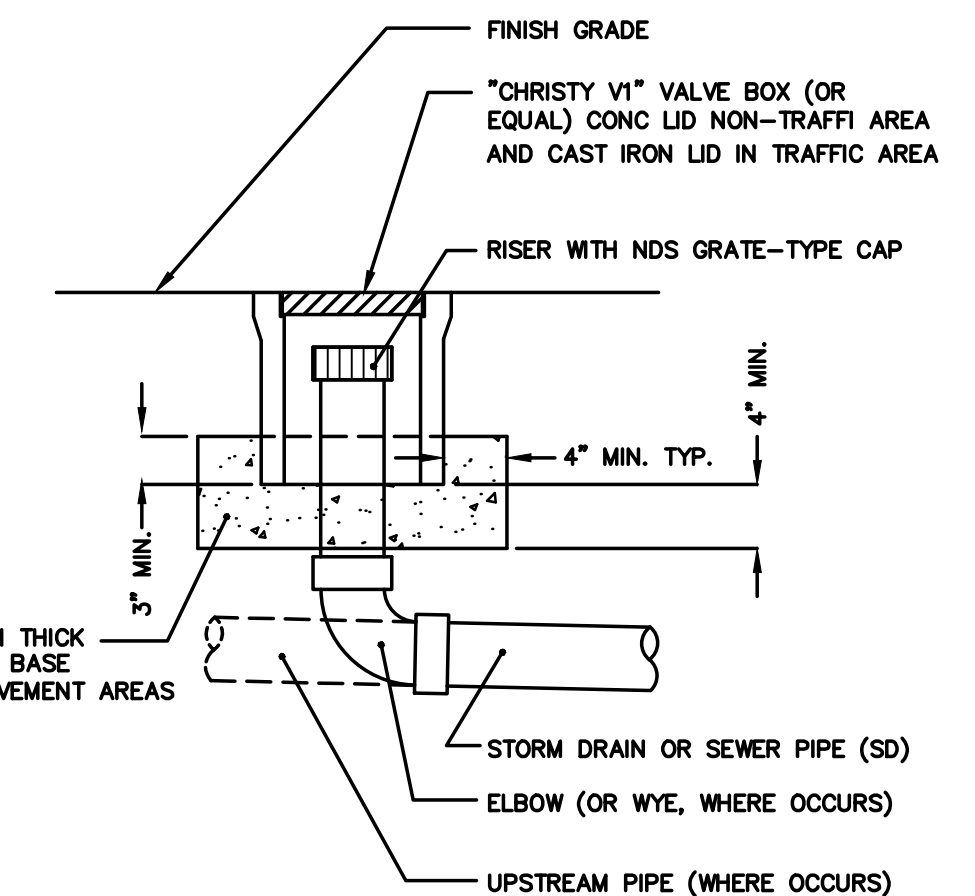


**4**  
**C6.0**  
**CURB CUT**  
SCALE: 3/4" = 1'-0"

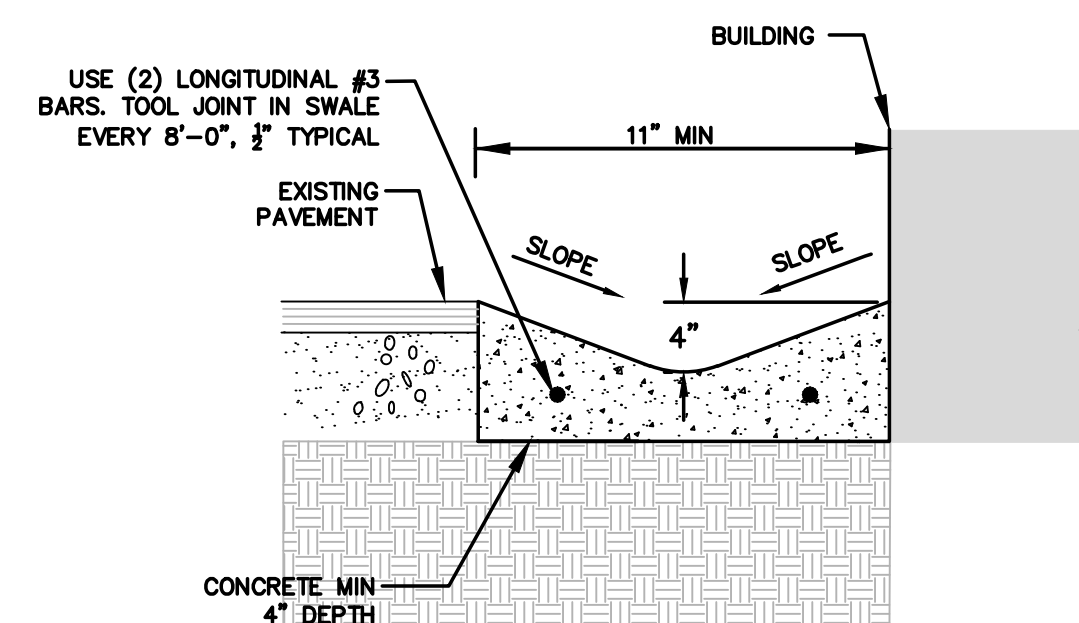


NOTE: SEE MANUFACTURER FOR FURTHER INSTALLATION DETAILS

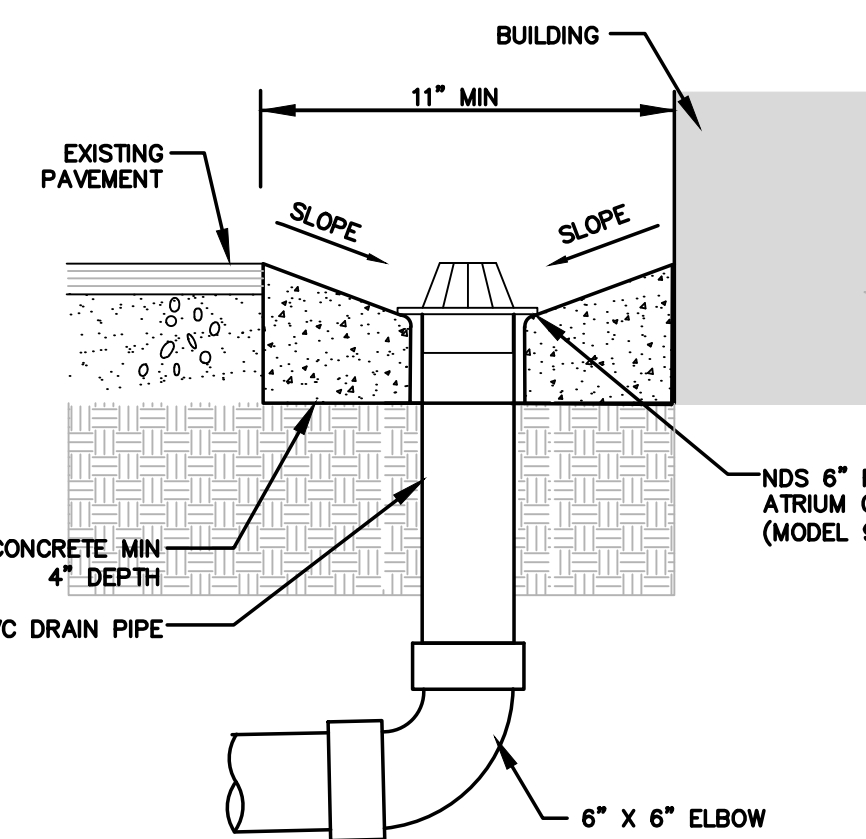
**5**  
**C6.0**  
**NDS TRENCH DRAIN DETAIL**  
SCALE: NTS



**6**  
**C6.0**  
**STORM DRAIN CLEANOUT DETAIL**  
SCALE: NTS



**7**  
**C6.0**  
**CONCRETE SWALE DETAIL**  
SCALE: NTS



**6**  
**C6.2**  
**CONCRETE SWALE WITH ATRIUM DRAIN DETAIL**  
SCALE: NTS

**DISCLAIMER**

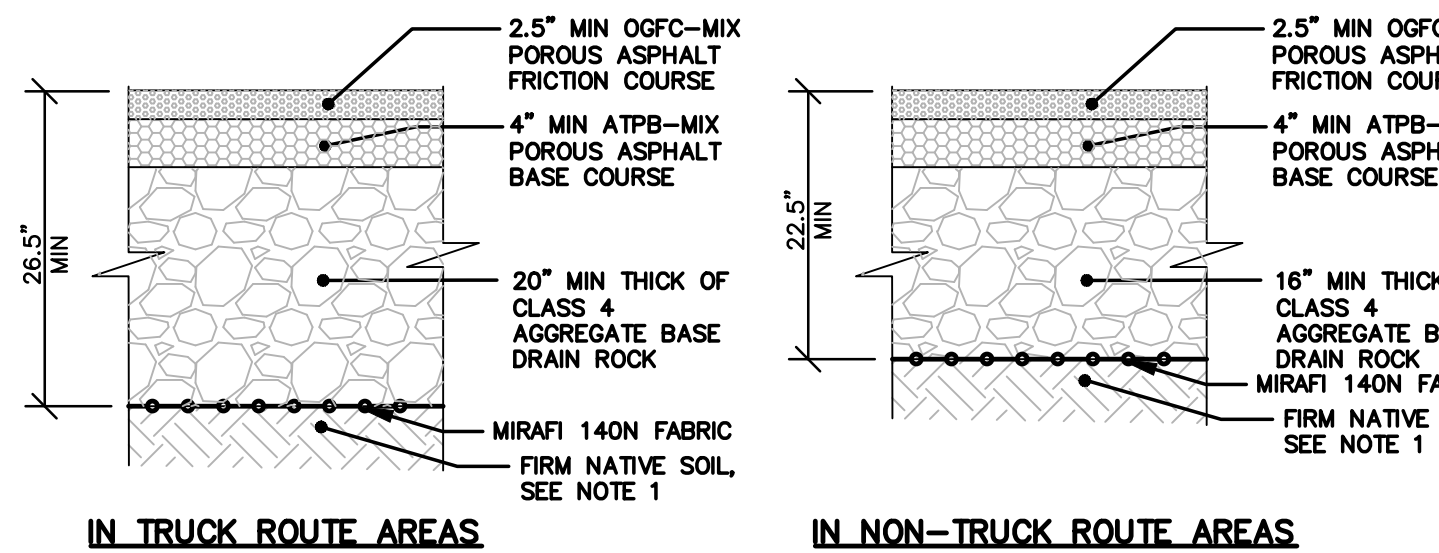
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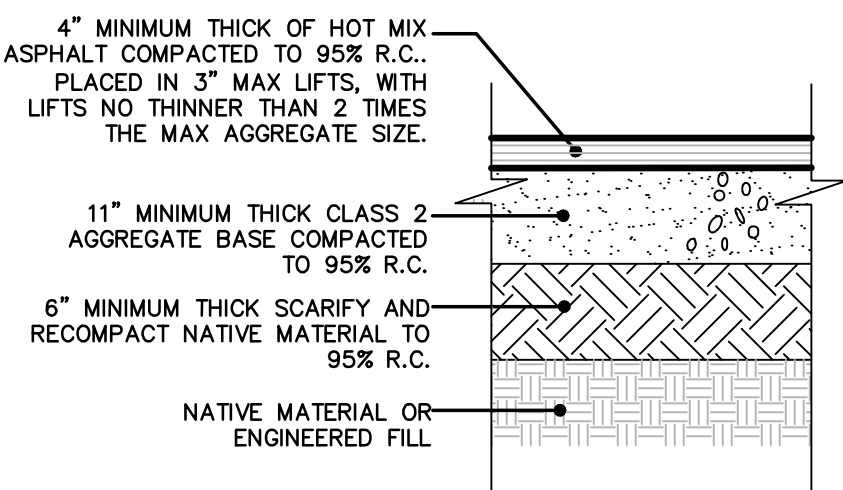
**811**  
Know what's below.  
Call before you dig.





#### NOTES:

1. THE CONTRACTOR SHALL PROOF ROLL SUBGRADE SURFACE TO CHECK FOR UNSTABLE AREAS AND NOTIFY THE PROJECT GEOTECHNICAL ENGINEER FOR ANY UNSATISFACTORY CONDITIONS.
2. AVOID USING EXCESSIVE HEAVY EQUIPMENT AND TRAFFIC AREA IN THE POROUS ASPHALT AREA TO PREVENT COMPACTION OF THE SUBGRADE MATERIAL.
3. PROVIDE OPEN GRADED FRICTION COURSE (OGFC) IN ACCORDANCE WITH 2010 CALTRANS STANDARD SPECIFICATIONS SECTION 39.
4. PROVIDE ASPHALT TREATED PERMEABLE BASE (ATPB) IN ACCORDANCE WITH 2010 CALTRANS STANDARD SPECIFICATIONS SECTION 29.
5. DRAIN ROCK AGGREGATES SHALL BE OPEN-GRADED, WASHED, AND MEET CALTRANS CLASS 4 GRADATION.
6. DRAIN ROCK AGGREGATES SHALL BE PLACED IN 4 IN LIFTS WITH PLATE OR STATIC ROLLER COMPACTORS. AT LEAST 4 PASSES; INITIAL PASSES SHALL BE WITH VIBRATION, FINAL PASSES SHALL BE WITHOUT VIBRATION.
7. DO NOT APPLY ANY TACK COAT PRIOR TO PLACEMENT OF OGFC.
8. DO NOT APPLY ANY PRIME COAT PRIOR TO PLACEMENT OF ATPB.
9. TRUCK ROUTE AREA AND NON-TRUCK ROUTE AREAS ARE DEPICTED ON POROUS ASPHALT SUBGRADE GRADING PLAN, SHEET C2.2.
10. THE CONTRACTOR SHALL PROTECT THE POROUS ASPHALT SYSTEM AT ALL TIMES DURING CONSTRUCTION FROM CONSTRUCTION DEBRIS, SOILS, AND DIRECT RUNOFF FROM DISTURBED SOIL AWAY FROM THE POROUS ASPHALT AREA.

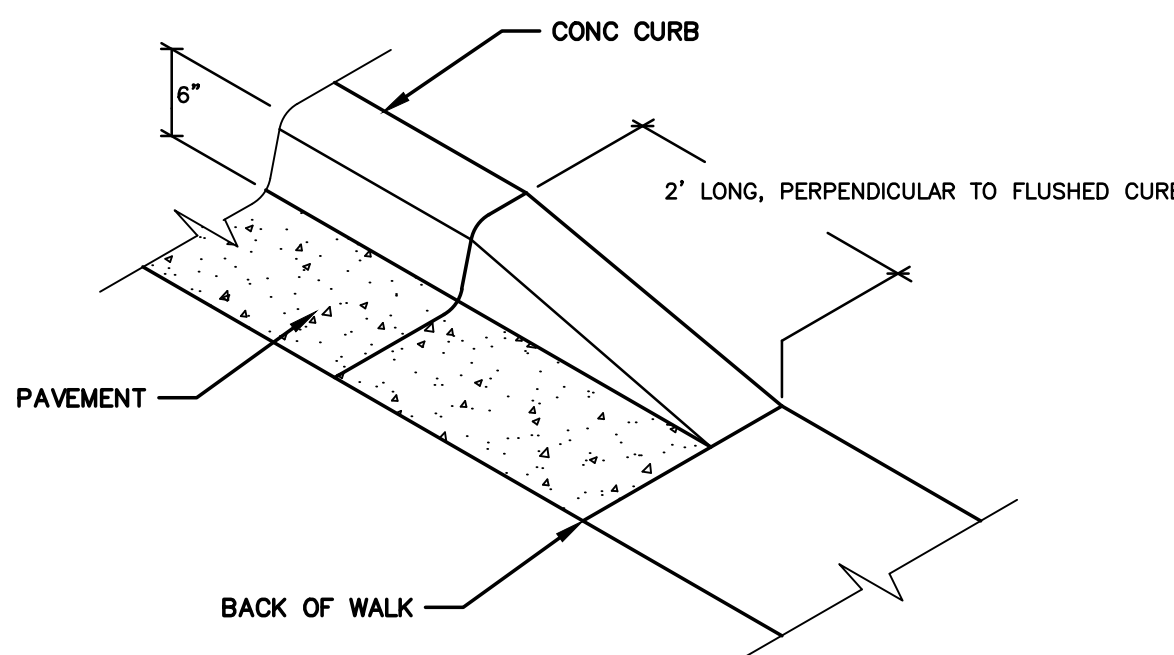


### 1 ASPHALT PAVEMENT SECTION

SCALE: NTS

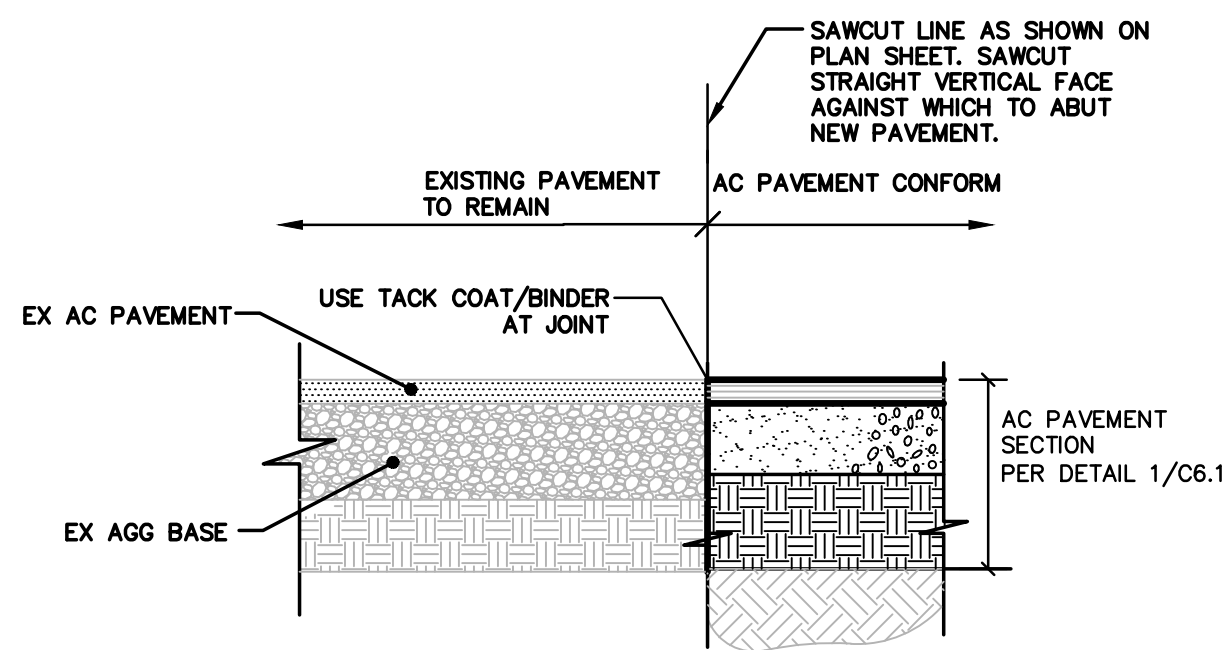
### 2 POROUS ASPHALT SECTION

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



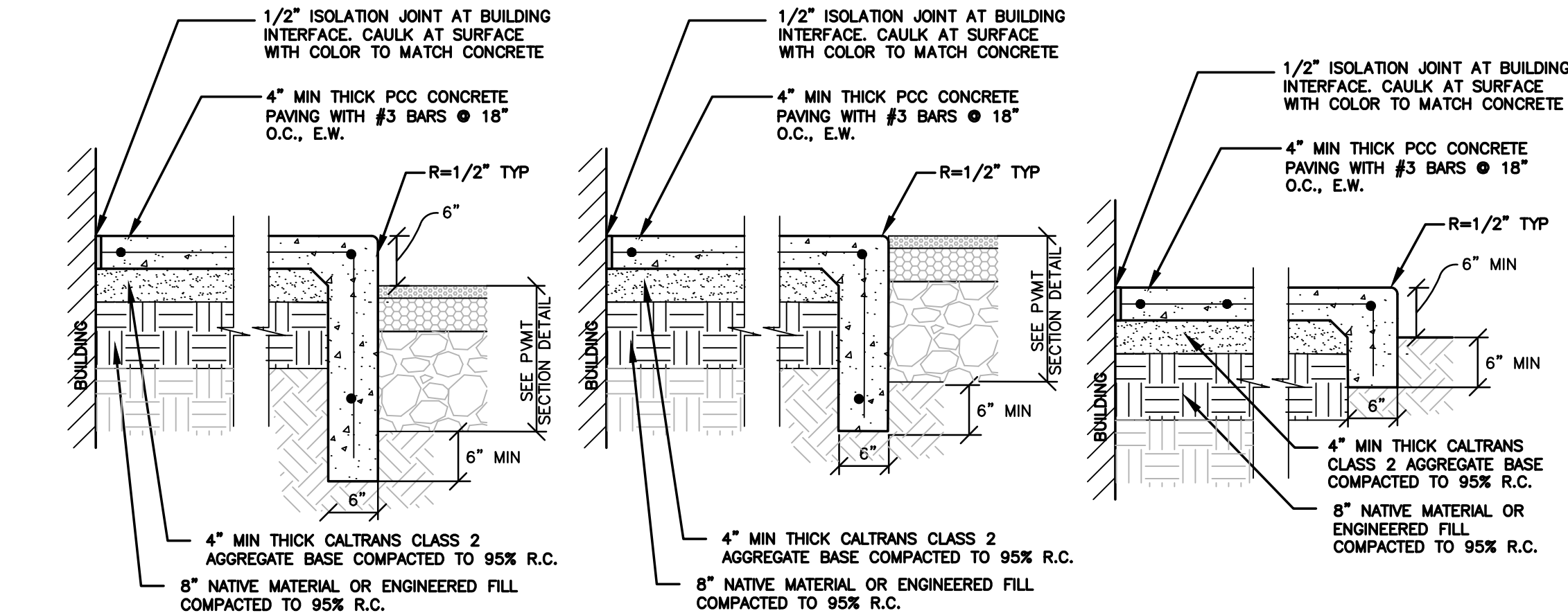
### 5 TAPERED CURB DETAIL

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



### 6 PAVEMENT CONFORM DETAIL

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



#### AT DEPRESSED POROUS ASPHALT

#### AT FLUSH POROUS ASPHALT

#### AT LANDSCAPING

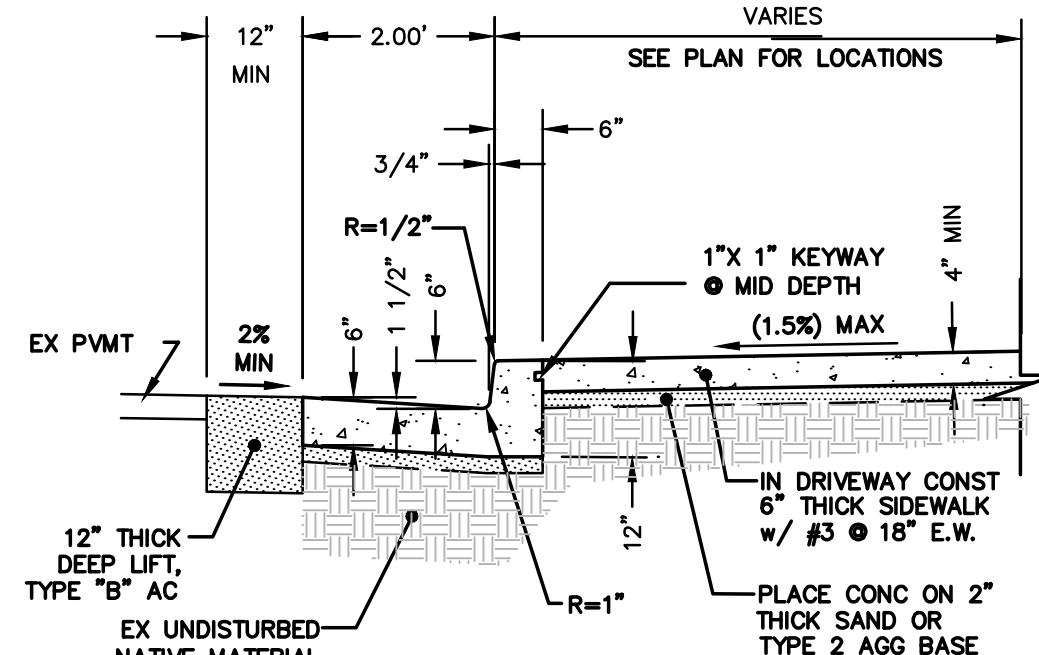
#### NOTES:

1. ALL CONCRETE SHALL BE SIX SACK MIX, CLASS "A".
2. SCORE FLATWORK EVERY 4 FT, DEEP JOINT EVERY 12 FT, AND EXPANSION JOINT EVERY 60 FT MAX.

### 3 C6.1

### CONCRETE WALKWAY DETAIL

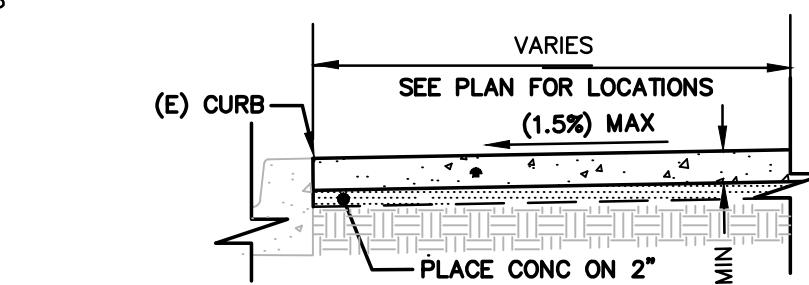
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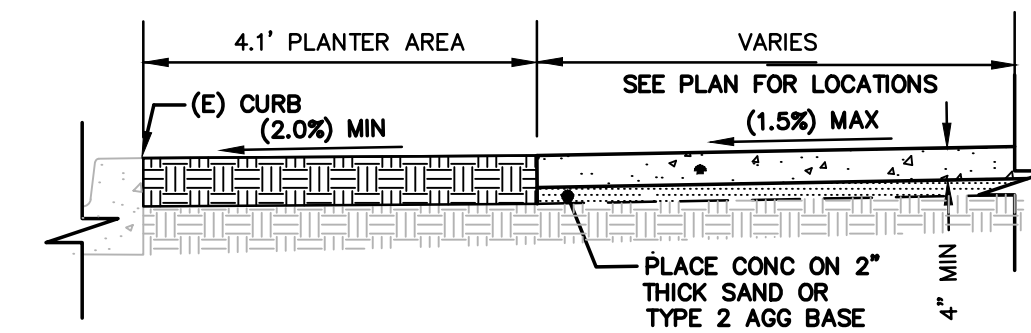
#### SIDEWALK WITH NEW CURB AND GUTTER (NO PLANTER)

#### NOTES:

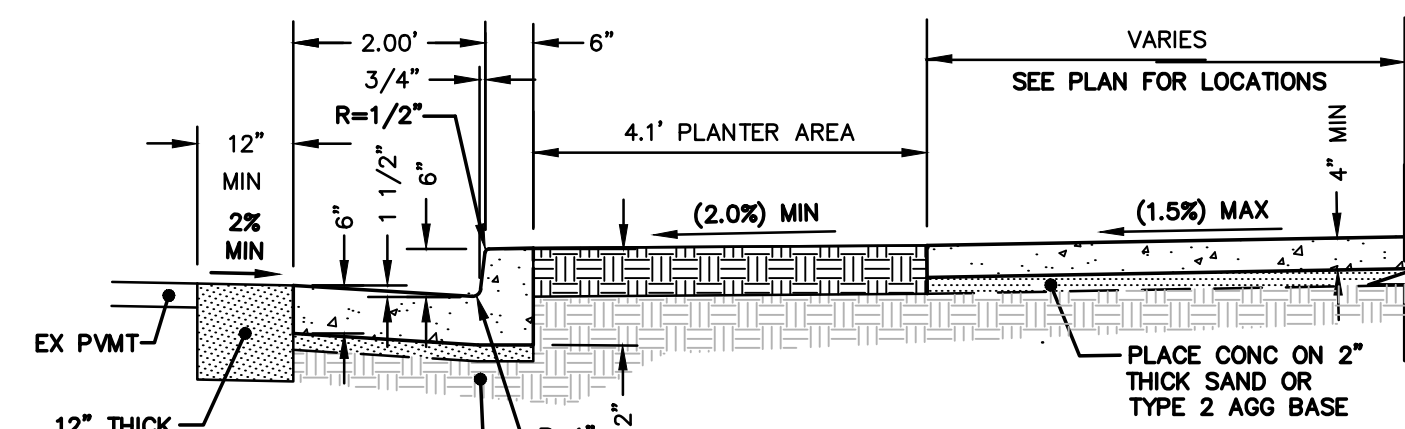
1. ALL CONCRETE TO BE SIX SACK, CLASS "A".
2. GUTTERS ARE TO BE CONSTRUCTED INTEGRALLY WITH THE CURBS
3. ALL DIMENSIONS ARE TRUE, ALLOWANCE FOR NOMINAL MEASURE HAS BEEN GIVEN.
4. PLACE EXPANSION JOINTS EVERY 60 FEET WITH WEAKENED PLANE JOINTS EVERY 20 FEET.
5. WHERE DRIVEWAY OCCURS, PROVIDE AN ACCESSIBLE PASSAGE WAY WITH A MAX CROSS SLOPE OF 1.5% WITH A MIN WIDTH OF 36" AT THE BACK OF THE SIDEWALK.



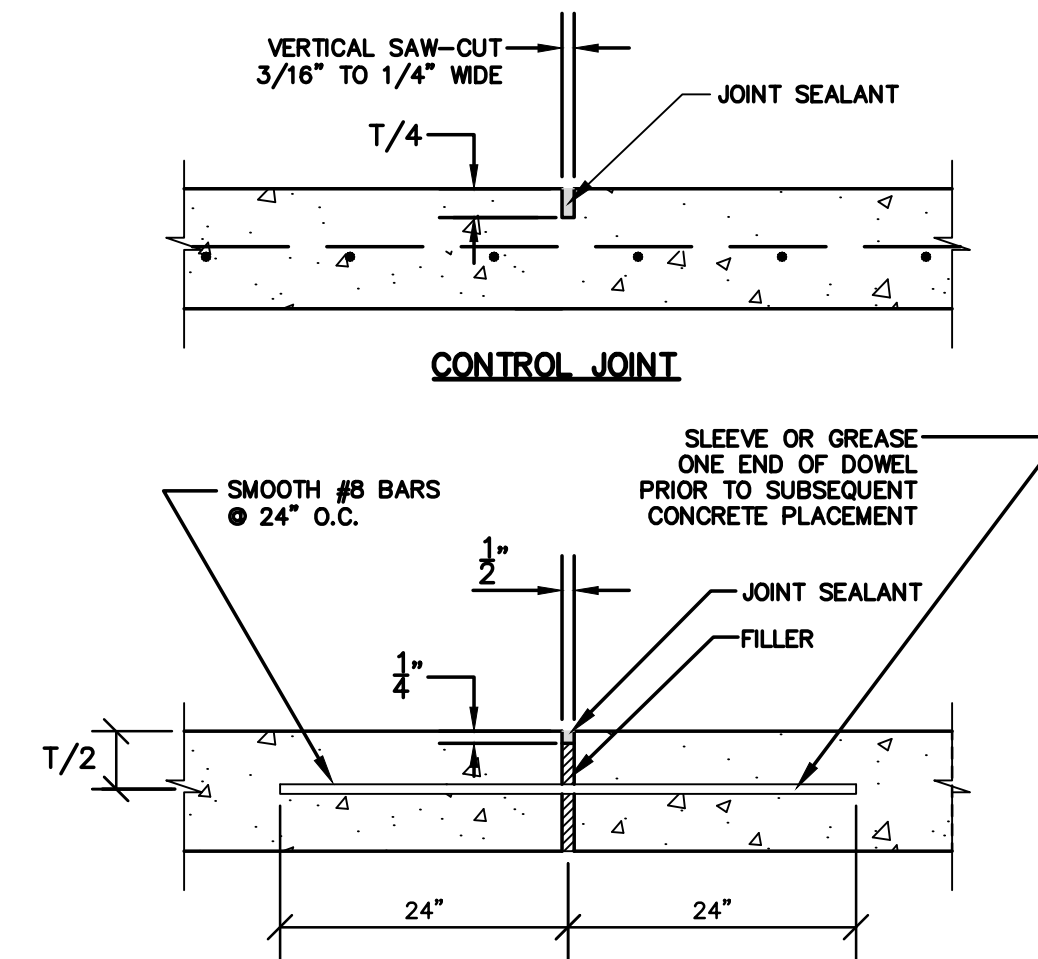
#### SIDEWALK WITH EXISTING CURB AND GUTTER (NO PLANTER)



#### SIDEWALK WITH EXISTING CURB AND GUTTER (WITH PLANTER)



#### SIDEWALK WITH NEW CURB AND GUTTER (WITH PLANTER)



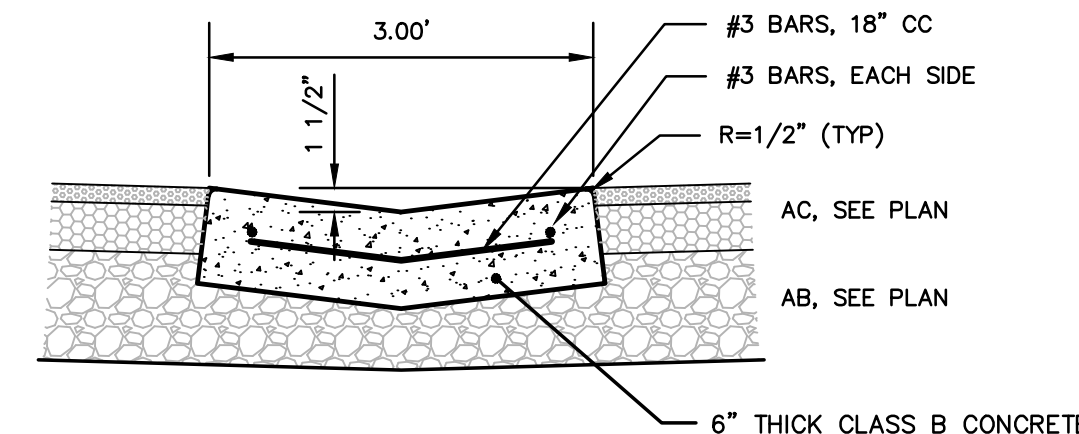
#### NOTES:

1. SAWCUT CONTROL JOINTS SHALL BE CONSTRUCTED EVERY 8 FT MAX.
2. CUT EVERY OTHER REBAR AT SLAB CONTROL JOINT.
3. SAWCUT WITHIN 15 HOURS AFTER POUR.
4. CONST EXPANSION JOINT EVERY 40 FT MAX (EVERY 5 CONTROL JOINTS)

### 4 C6.1

### CONCRETE PAVEMENT JOINTS

SCALE: NTS



#### NOTES:

1. CONSTRUCT VALLEY GUTTER w/ CLASS B CONCRETE
2. WEAKENED PLANE JOINTS SHALL BE CONSTRUCTED AT 20' INTERVALS.

### 8 C6.1

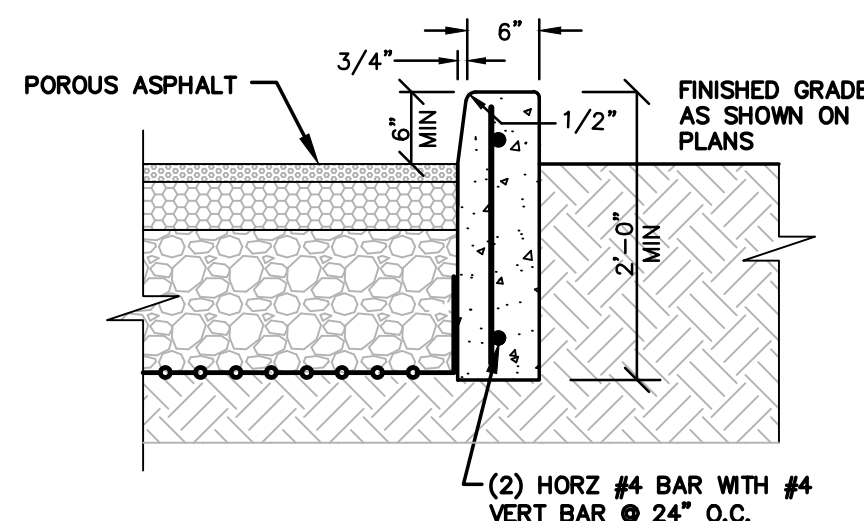
### 3 FT WIDE VALLEY GUTTER

SCALE: NTS

### 7 C6.1

### COUNTY OF SANTA CRUZ CURB, GUTTER AND SIDEWALK

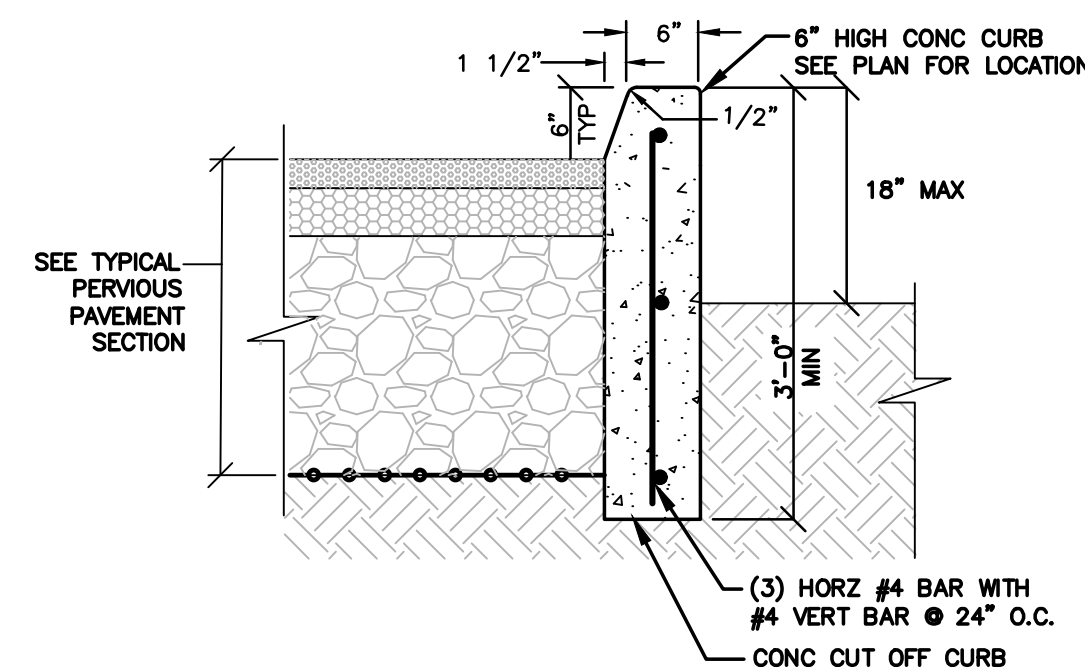
SCALE: 1/2"=1'-0"



#### AT PERMEABLE PAVEMENT

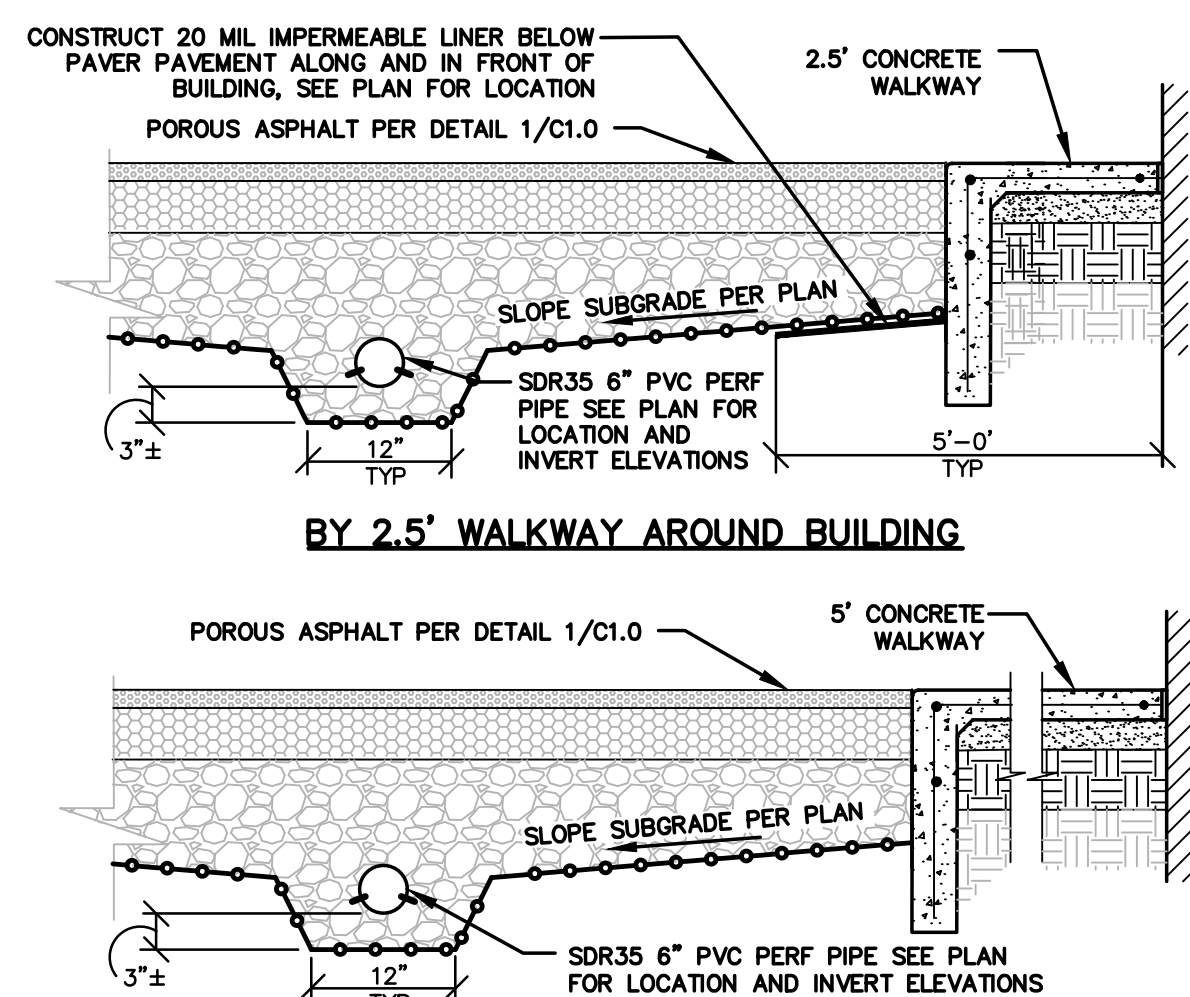
### 9 VERTICAL CONCRETE CURB

SCALE: NTS



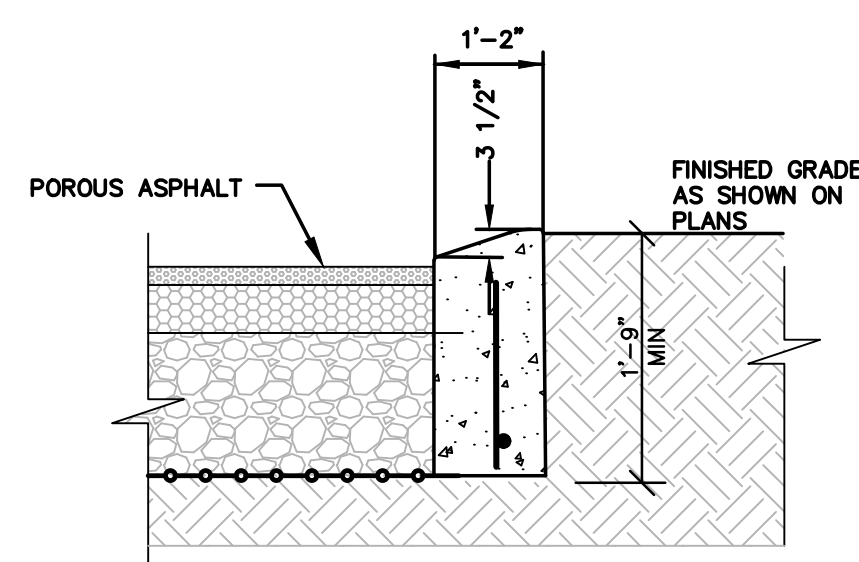
### 10 RAISED VERTICAL CONCRETE CURB

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



### 11 POROUS ASPHALT SUBDRAIN & LINER

SCALE: NTS



#### NOTES:

1. ALL CONCRETE TO BE SIX SACK, CLASS "A"
2. GUTTERS ARE TO BE CONSTRUCTED INTEGRALLY WITH THE CURBS
3. ALL DIMENSIONS ARE TRUE, ALLOWANCE FOR NOMINAL MEASURE HAS BEEN GIVEN.
4. PLACE EXPANSION JOINTS EVERY 60 FEET WITH WEAKENED PLANE JOINTS EVERY 20 FEET.

### 12 TYPE B (ROLLED) CURB AND GUTTER

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

#### DISCLAIMER

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APN 030-121-06, -07, -08, -12, -13, -27, -53 & -57

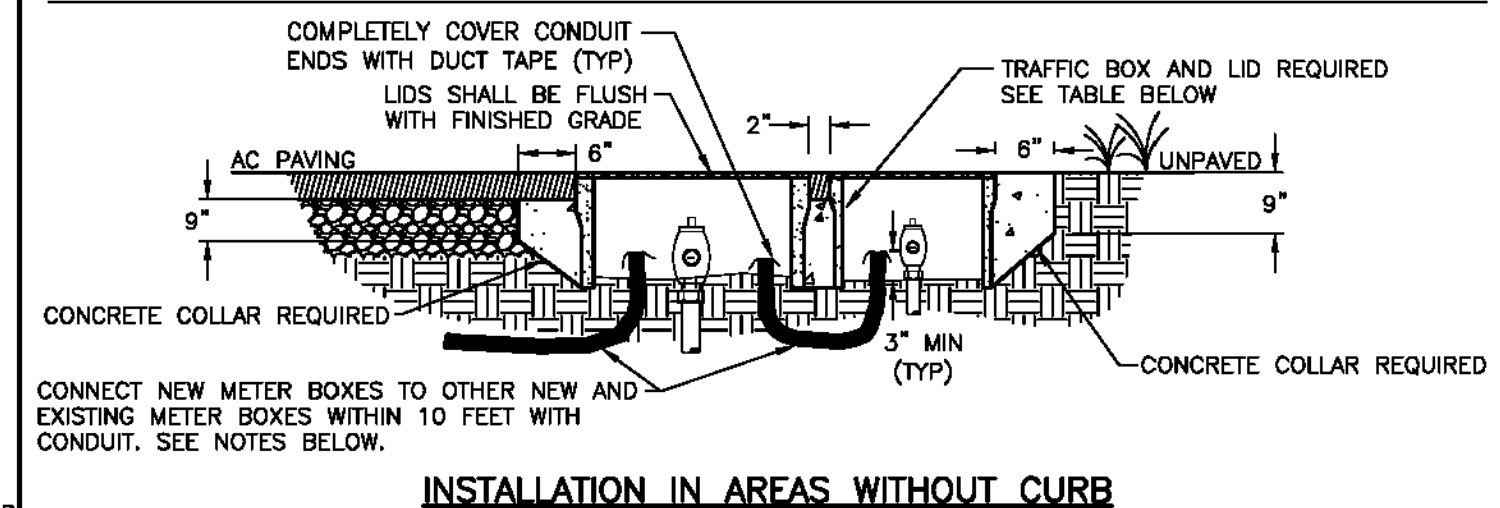
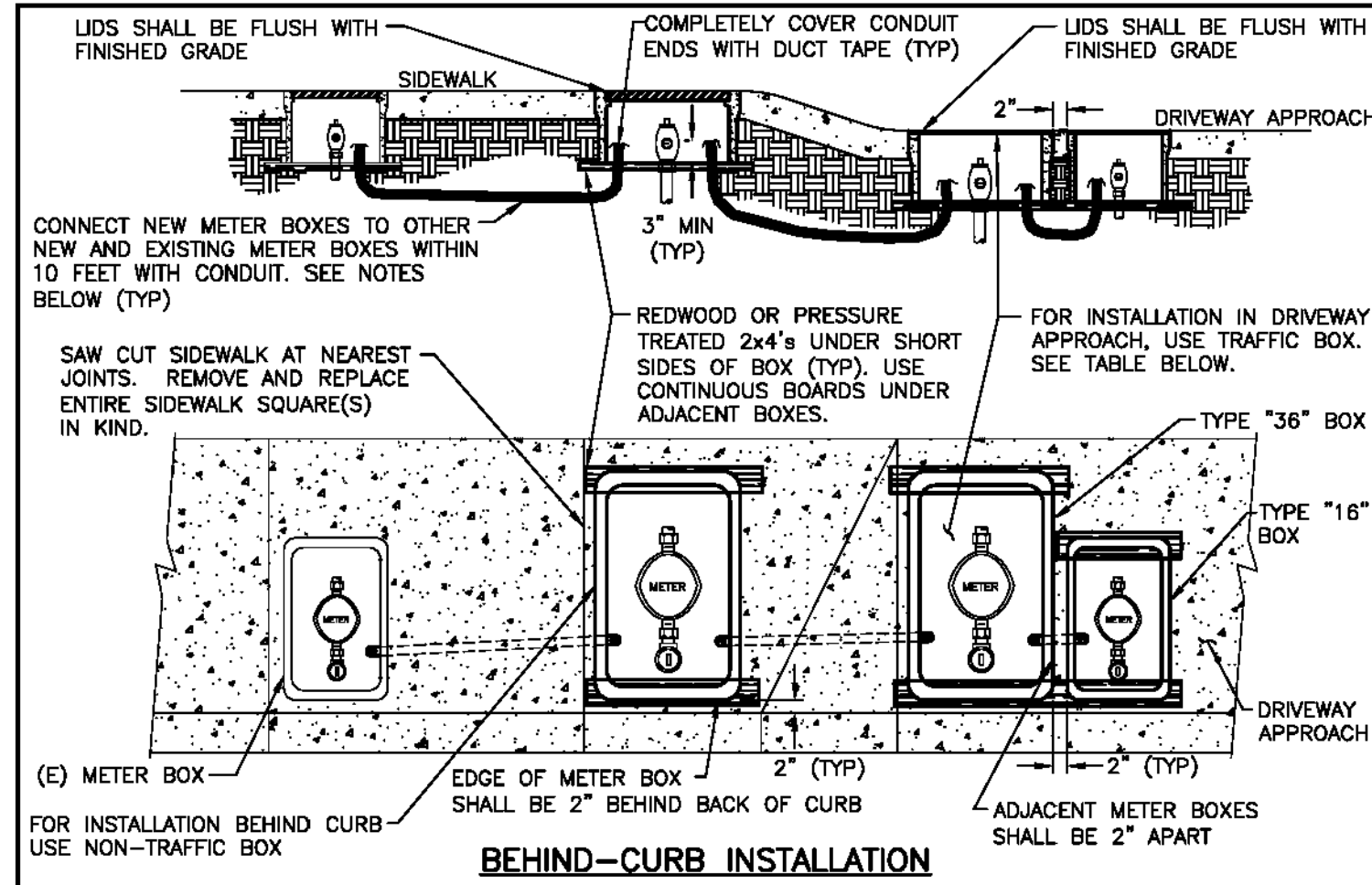
REVISED	4/12/18	DRIVEWAY AND GRADING ADJUSTMENTS
	8/15/17	COUNTY OF SANTA CRUZ COMMENTS
BOWMAN & WILLIAMS CONSULTING CIVIL ENGINEERS AND LAND SURVEYORS 1011 CEDAR STREET SANTA CRUZ, CA 95060 (831) 426-3560 www.bowmanandwilliams.com		DETAILS
SCALE 1" = 20'		JOHN NO. 26488
DATE JUNE 20, 2017		CHECKED JFR
DESIGN BRR/KAB		DWG NAME C6.0
		FILE NO.
		SHEET C6.1
		OF









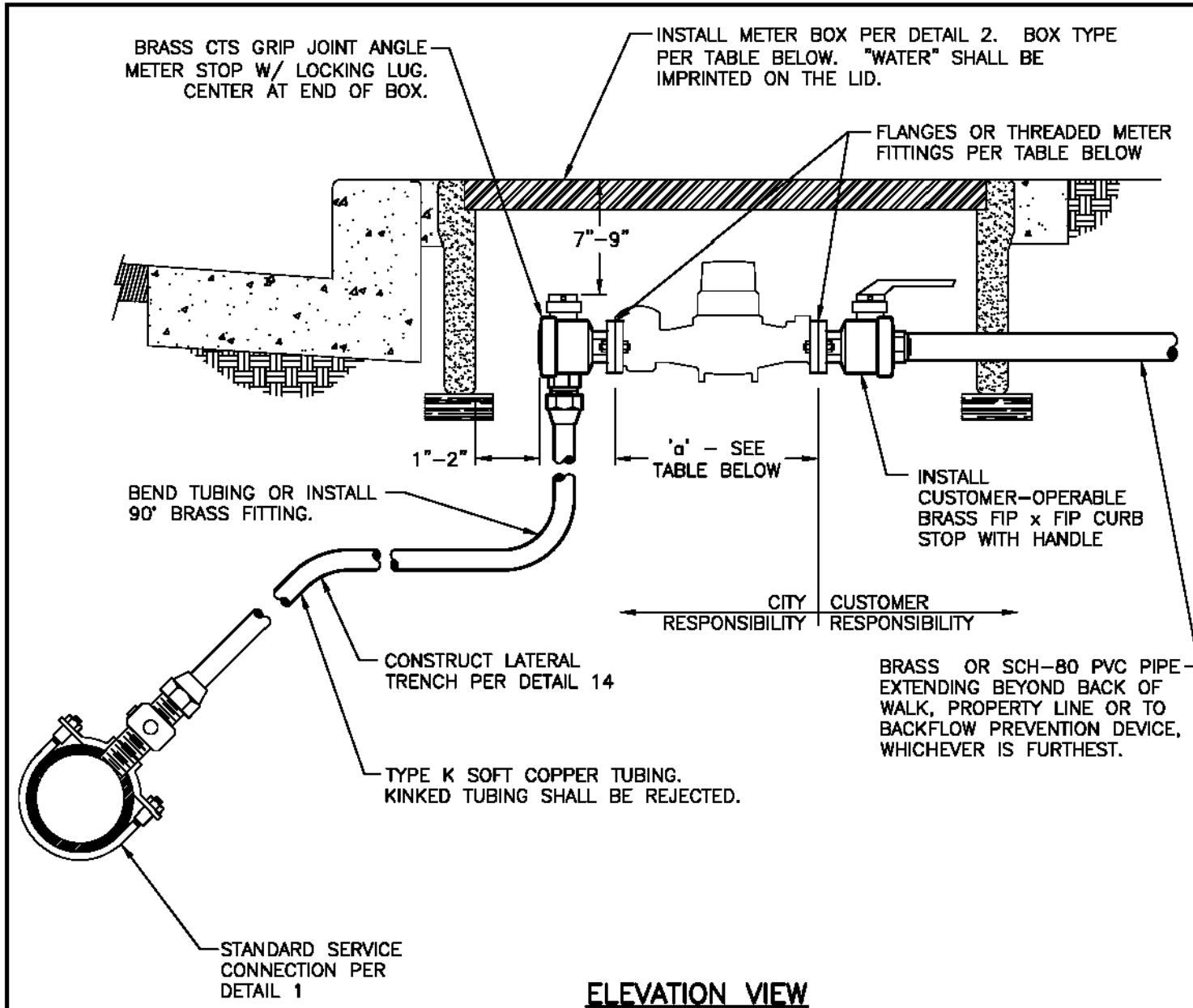


BOX TYPE	NON-TRAFFIC	TRAFFIC
TYPE "16" CHRISTY B16 BOX W/ B16D LID OR EQUAL	CHRISTY B1017 BOX W/ B1017-JH LID OR EQUAL	
TYPE "36" CHRISTY B36 BOX W/ B36D LID OR EQUAL	CHRISTY B1730 BOX W/ B1730-51JH LID OR EQUAL	

- NOTES
1. INSTALL CONDUIT AS SHOWN WHEREVER METER BOXES ARE WITHIN 10' OF OTHER NEW OR EXISTING BOXES.
  2. CONDUIT SHALL BE NON-METALLIC, FLEXIBLE, CORRUGATED CONDUIT.
  3. WHERE CONDUIT CONNECTS LESS THAN 12 BOXES, CONDUIT SHALL BE 3/4" MINIMUM DIAMETER.
  4. WHERE CONDUIT CONNECTS 12 OR MORE BOXES, CONDUIT SHALL BE 1" MINIMUM DIAMETER.
  5. ELECTRONICS AND WIRING WILL BE FURNISHED AND INSTALLED BY CITY FORCES.

**WATER DEPARTMENT**  
CITY OF SANTA CRUZ, CALIFORNIA  
**DETAIL 2**  
**METER BOX INSTALLATION**  
NOT TO SCALE  
APPROVED: *[Signature]* RCE 37391

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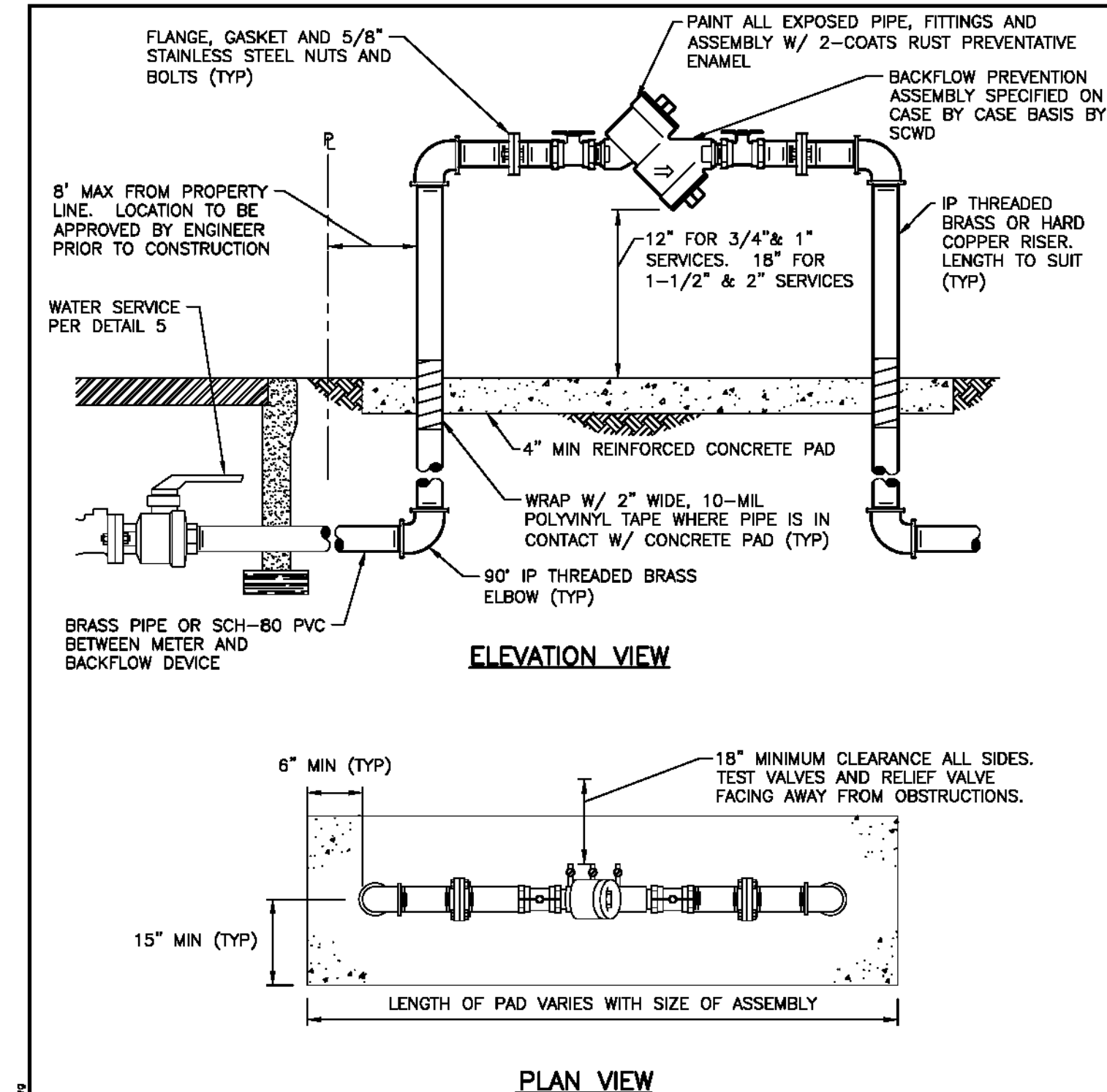


METER SIZE AND TYPE (ASSIGNED BY SCWD)	BOX TYPE (SEE DETAIL 2)	METER LENGTH, α
3/4" THREADED	"16"	7 3/4"
1" THREADED	"16"	7 3/4"
1 1/2" FLANGED	"36"	13"
2" FLANGED	"36"	15 1/2"

- NOTES
1. BRASS FITTINGS, VALVES AND PIPE SHALL CONSIST OF LOW-LEAD BRASS ALLOY AND SHALL HAVE A MINIMUM WORKING PRESSURE OF 150 PSI.
  2. METER WILL BE FURNISHED AND INSTALLED BY CITY FORCES.
  3. A BACKFLOW PREVENTION ASSEMBLY SHALL BE INSTALLED PER DETAIL 8 IF REQUIRED BY THE ENGINEER.

**WATER DEPARTMENT**  
CITY OF SANTA CRUZ, CALIFORNIA  
**DETAIL 5**  
**2-INCH AND SMALLER SERVICE INSTALLATION**  
NOT TO SCALE  
APPROVED: *[Signature]* RCE 37391

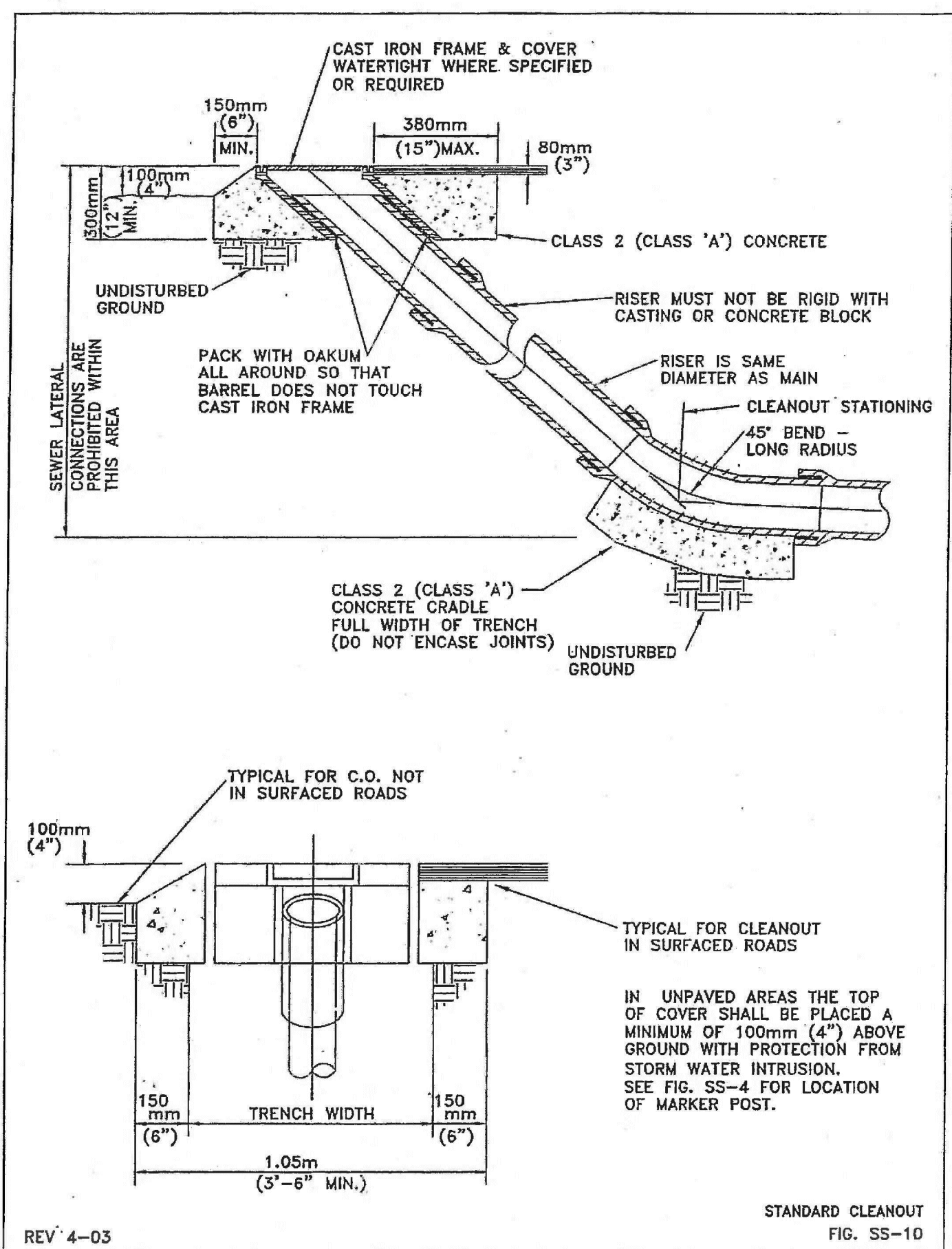
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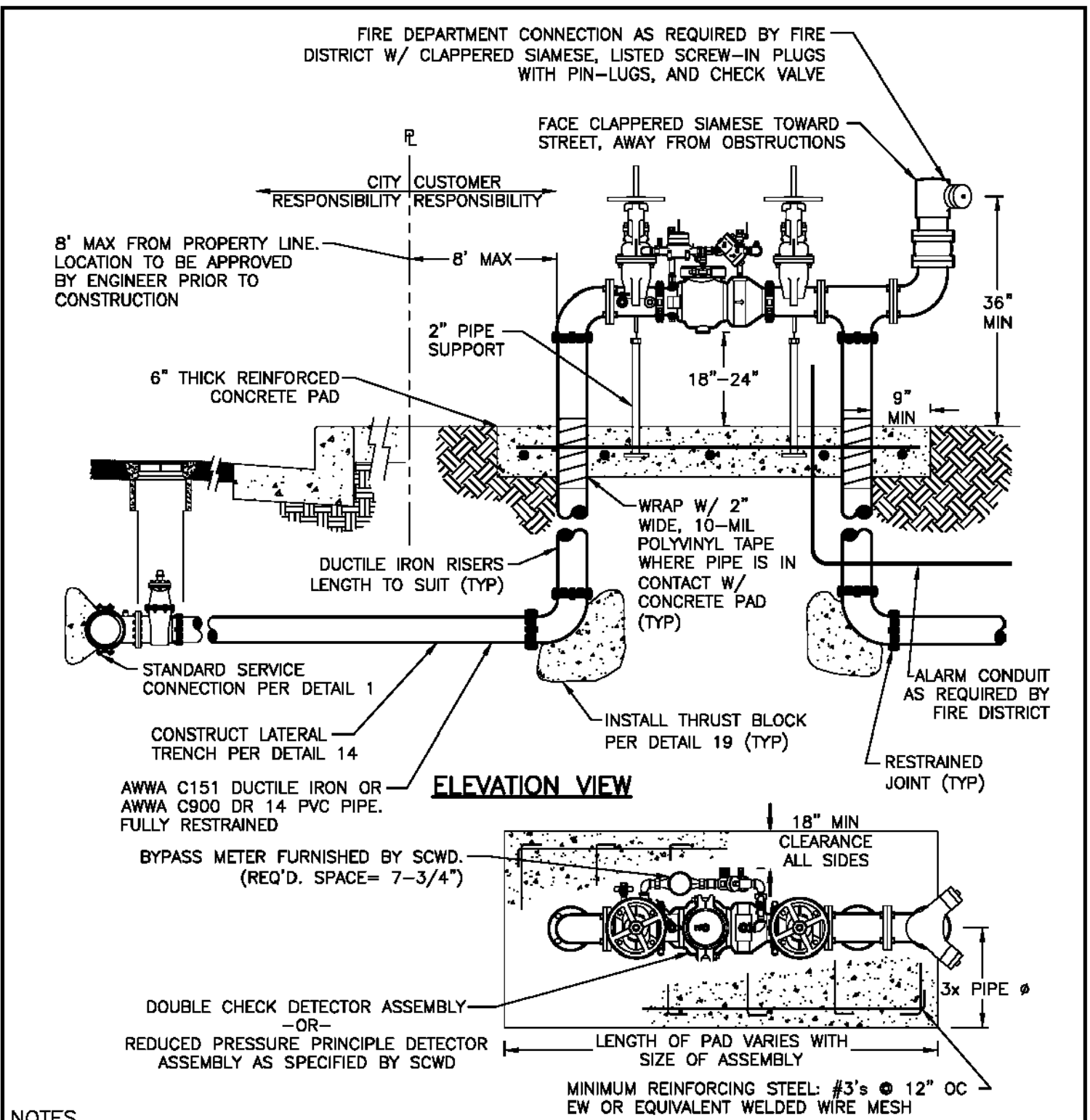
- NOTES
1. APPROVED BACKFLOW ASSEMBLY SHALL BE INSTALLED SUCH THAT IT IS READILY ACCESSIBLE FOR REPAIR AND INSPECTION.
  2. BRASS FITTINGS, VALVES AND PIPE SHALL CONSIST OF LOW-LEAD BRASS ALLOY AND SHALL HAVE A MINIMUM WORKING PRESSURE OF 150 PSI.
  3. BRASS OR PLASTIC PLUGS SHALL BE INSTALLED ON ALL TEST PORTS.
  4. ALL ABOVE GROUND PIPE, FITTINGS AND ASSEMBLY SHOULD BE PAINTED WITH TWO COATS OF ENAMEL.
  5. AN ENCLOSURE OR CAGE MAY BE INSTALLED AT THE OPTION OF THE PROPERTY OWNER.

**WATER DEPARTMENT**  
CITY OF SANTA CRUZ, CALIFORNIA  
**DETAIL 8**  
**2-INCH AND SMALLER BACKFLOW PREVENTION ASSEMBLY INSTALLATION**  
NOT TO SCALE  
APPROVED: *[Signature]* RCE 37391

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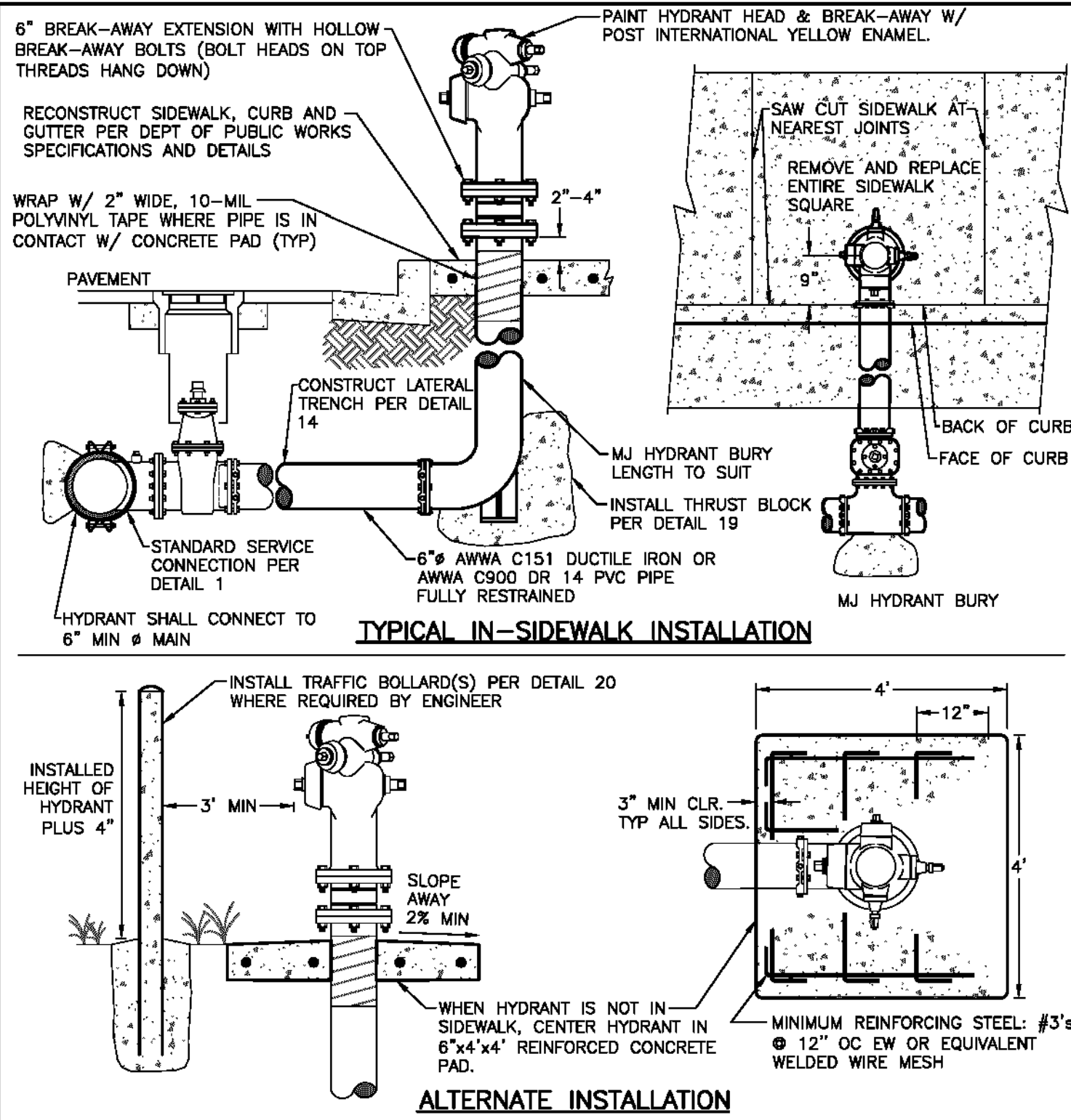
127



- NOTES
1. REFER TO PROJECT CIVIL PLAN FOR REQUIRED TYPE OF DEVICE OR CALL SCWD AT (831) 420-5210 FOR SPECIFIED TYPE PRIOR TO INSTALLATION.
  2. O.S. AND Y. VALVES SHALL BE EQUIPPED WITH TAMPER PROOF ALARM DEVICES. VALVES ARE TO BE CHAINED TOGETHER IN THE OPEN POSITION WITH A BREAK-AWAY CHAIN OR AS REQUIRED BY FIRE DISTRICT.
  3. ASSEMBLY TO BE PAINTED RED OR OTHER COLOR AS SPECIFIED BY FIRE DISTRICT.
  4. DEVICE MUST BE INSTALLED SO THAT IT IS READILY ACCESSIBLE FOR TESTING AND MAINTENANCE. LOCATIONS MUST BE APPROVED BY SCWD PRIOR TO INSTALLATION.
  5. INSTALL TRAFFIC BOLLARD(S) PER DETAIL 20 IF REQUIRED BY ENGINEER.
  6. BRASS OR PLASTIC PLUGS SHALL BE INSTALLED ON ALL TEST PORTS.

**WATER DEPARTMENT**  
CITY OF SANTA CRUZ, CALIFORNIA  
**DETAIL 9**  
**STANDARD 4-INCH AND LARGER FIRE SERVICE INSTALLATION**  
NOT TO SCALE  
APPROVED: *[Signature]* RCE 37391

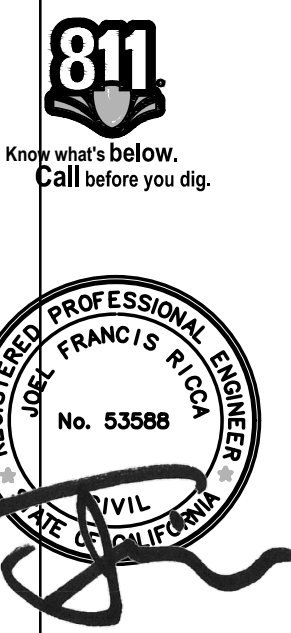
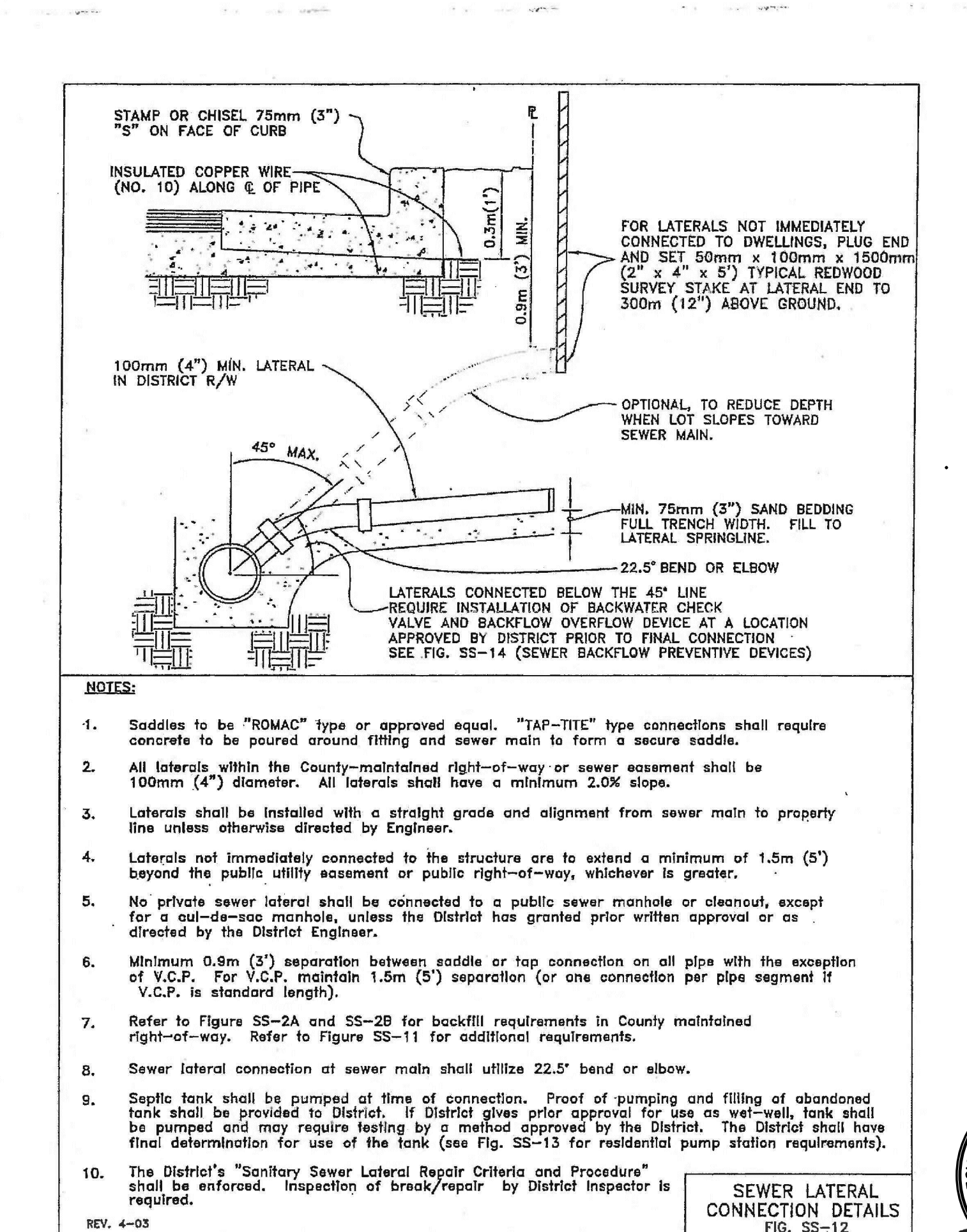
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- NOTES
1. HYDRANT SHALL BE 6" "STEAMER" TYPE; CLOW MODEL 2060, JONES MODEL J-3760, OR APPROVED EQUAL.
  2. REMOVE HYDRANT OUTLET CAP CHAINS PERMANENTLY.
  3. HYDRANT SHALL BE COVERED WITH BURLAP SACK OR APPROVED ORANGE BAG WHEN NOT IN SERVICE.
  4. FIRE HYDRANT LOCATION SHALL BE APPROVED ON A CASE BY CASE BASIS PRIOR TO CONSTRUCTION AND SHALL INCLUDE FIRE AGENCY APPROVED PLANS, CITY OR COUNTY ENCROACHMENT PERMIT, AND FIELD VERIFICATION BY THE APPROPRIATE FIRE AGENCY, CITY OR COUNTY PUBLIC WORKS DEPARTMENT AND SCWD, PER SCWD HYDRANT INSTALLATION PERMITS REQUIREMENTS PRIOR TO CONSTRUCTION.

**WATER DEPARTMENT**  
CITY OF SANTA CRUZ, CALIFORNIA  
**DETAIL 10**  
**FIRE HYDRANT INSTALLATION**  
NOT TO SCALE  
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APN 030-121-06, -07, -08, -12, -13, -27, -53 & -57

REVISED	4/12/18	DRIVEWAY AND GRADING ADJUSTMENTS
	8/15/17	COUNTY OF SANTA CRUZ COMMENTS

**BOWMAN & WILLIAMS**  
CONSULTING CIVIL ENGINEERS  
AND LAND SURVEYORS  
1011 CEDAR STREET  
SANTA CRUZ, CA 95060  
(831) 426-3560  
www.bowmanandwilliams.com

**DETAILS**  
NISSAN OF SOQUEL  
3820, 3822, 3906 & 3912 SOQUEL DRIVE AND  
2755, 2815, 2821 & 2851 41ST AVE., SOQUEL, CA

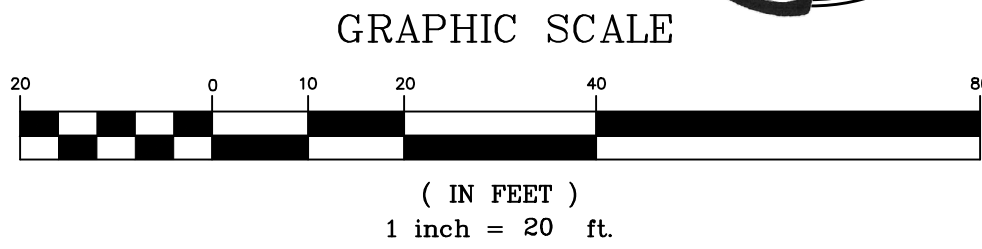
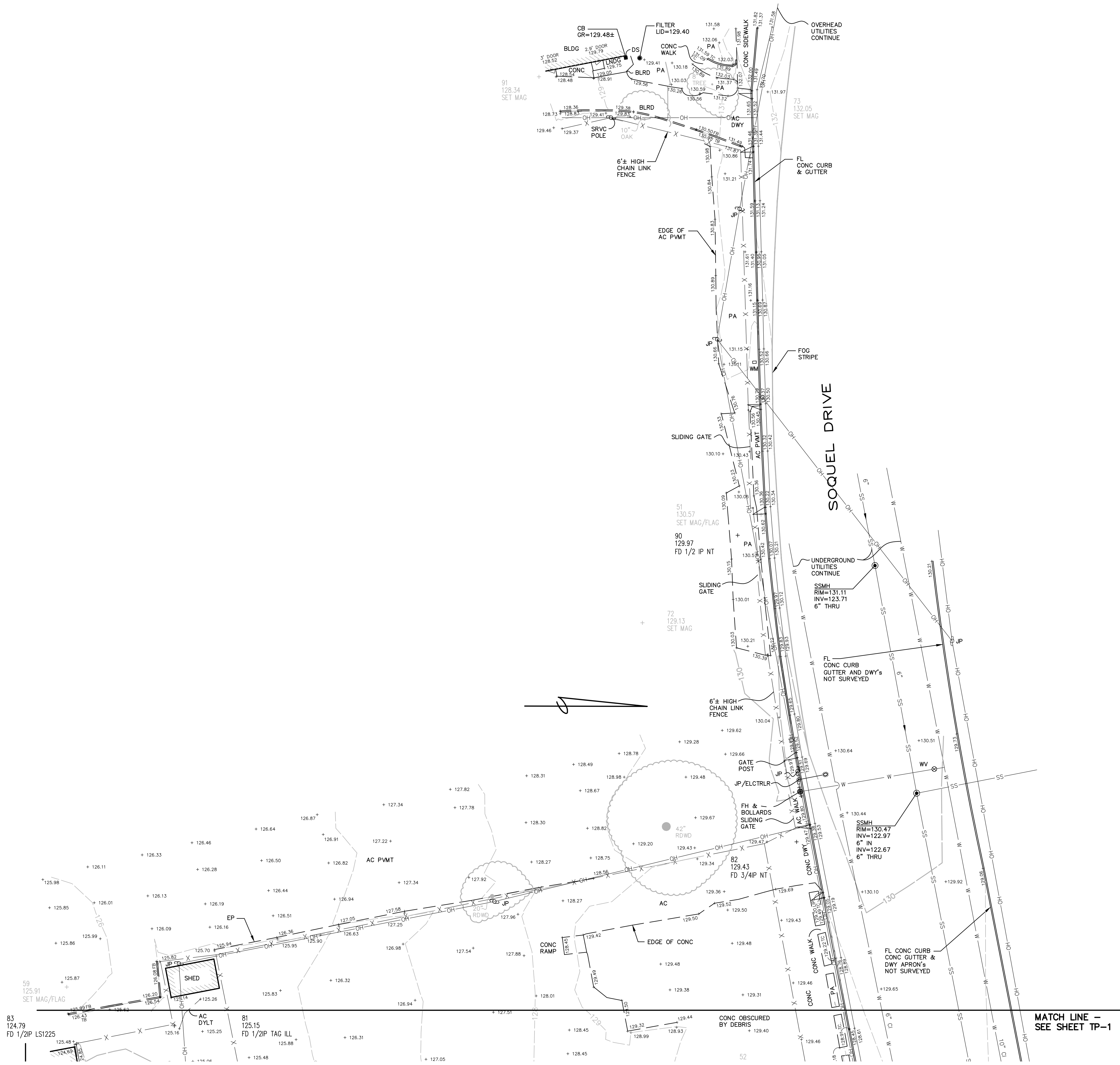
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DATE JUNE 20, 2017	CHECKED JFR	INDEX	C6.3
DESIGN BRR/KAB	DWG NAME C6.0	FILE NO.	OF





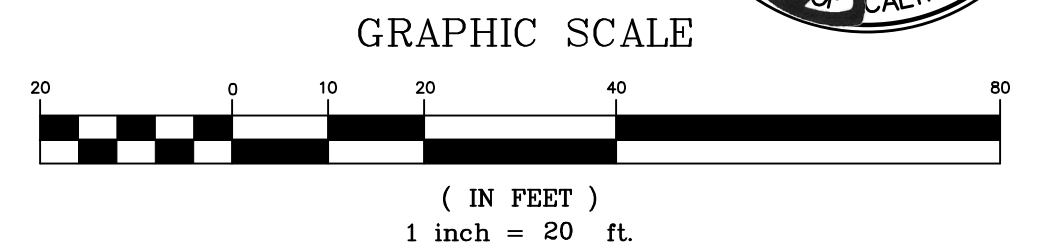
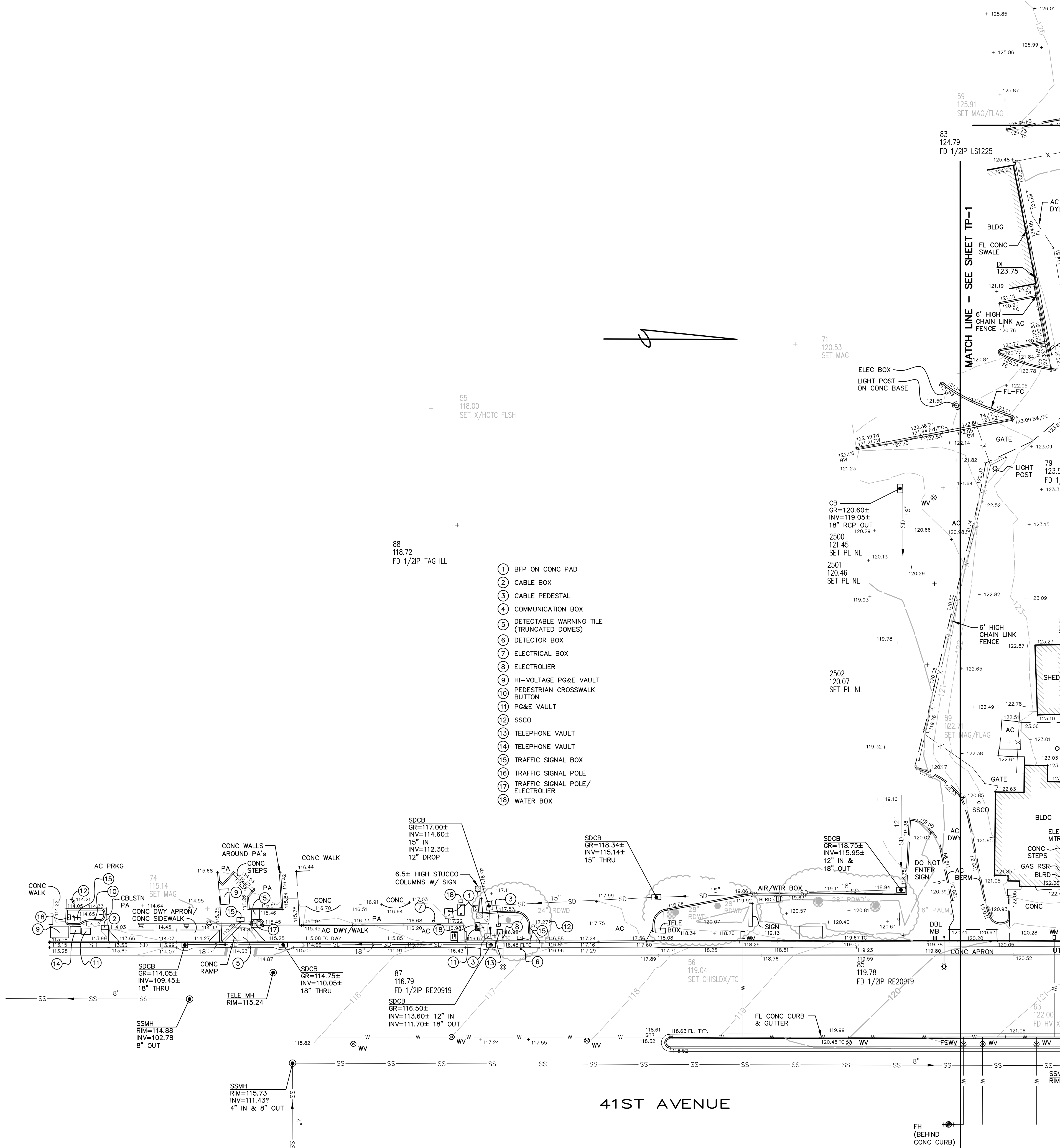


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APN 030-121-08, -12, -13, -27 & -53			
REVISED	5-26-17 ADD'L TOPOGRAPHY 41ST AVE/SOQUEL DRIVE & AT APN's 030-121-55, 030-181-80		
	5-09-17 ADD'L TOPOGRAPHY ON APN's 030-121-06, -07, & -57		
	4-24-17 EXPAND TOPOGRAPHIC SURVEY AREA (EAST AND SOUTH)		
<b>BOWMAN &amp; WILLIAMS</b> CONSULTING CIVIL ENGINEERS 1011 CEDAR STREET SANTA CRUZ, CA 95060 (831) 426-3560		<b>TOPOGRAPHIC MAP</b> AND <b>BOUNDARY SURVEY</b>  BEING THE LANDS OF JOSEPH S. CALGAGNO JR. & KAREN C. CALGAGNO TRUSTEES - 3784 OR 893 RMDR, 5841 OR 420, #1998-0080854 & #2013-0006057 SITUATE IN RANCHO ARROYO DEL RODEO SANTA CRUZ COUNTY, CALIFORNIA	
BRYAN HAPPEE PLS 8229			
SCALE 1" = 20'	DRAWN ABF/DLN	JOB NO. 26488	SHEET
DATE DECEMBER 28, 2016	CHECKED BFH	INDEX RODEO 2A	TP-2
FIELDWORK: HB, ZH	DWG NAME 26488TPO	FILE NO. 26488	OF 3

SURVEYED AT THE REQUEST OF MR. DON GROPPETTI




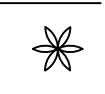


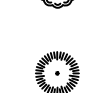


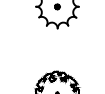
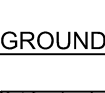
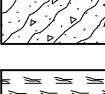

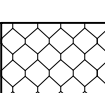


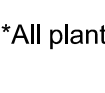

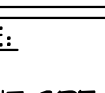


APN 030-121-08, -12, -13, -27 & -53			
REVISED	5-26-17 ADD'L TOPOGRAPHY 41ST AVE/SOQUEL DRIVE & AT APN's 030-121-55, 030-181-80		
	5-09-17 ADD'L TOPOGRAPHY ON APN's 030-121-06, -07, & -57		
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<b>BOWMAN &amp; WILLIAMS</b> CONSULTING CIVIL ENGINEERS 1011 CEDAR STREET SANTA CRUZ, CA 95060 (831) 426-3560		<b>TOPOGRAPHIC MAP</b> AND <b>BOUNDARY SURVEY</b>	
		BEING THE LANDS OF JOSEPH S. CALGAGNO JR. & KAREN C. CALGAGNO TRUSTEES - 3784 OR 893 RMDR, 5841 OR 420, #1998-0080854 & #2013-0006057 SITUATE IN RANCHO ARROYO DEL RODEO SANTA CRUZ COUNTY, CALIFORNIA	
BRYAN HAPPEE PLS 8229			
SCALE 1" = 20'	DRAWN ABF/DLN	JOB NO. 26488	SHEET
DATE DECEMBER 28, 2016	CHECKED BFH	INDEX RODEO 2A	TP-3
FIELDWORK: HB, ZH	DWG NAME 26488TPO	FILE NO. 26488	OF 3

SURVEYED AT THE REQUEST OF MR. DON GROPPETTI



CONCEPT PLANT SCHEDULE

TREES	BOTANICAL NAME / COMMON NAME	CONT.	CALIPER	HEIGHT/SPREAD	WUCOLS
	EXISTING / Existing Tree to be Removed	>12" DBH	Varies	Varies	
	Lagerstroemia x 'Natchez' / Crape Myrtle Small Deciduous Accent Tree	24"box	2"Cal	5'-6' Ht. x 4'x5' Spr.	M
	Pistacia chinensis / Chinese Pistache Medium Deciduous Tree	24"box	1"Cal	5'-6' Ht. x 4'x5' Spr.	L
	Platanus x acerifolia 'Columbia' / London Plane Tree Tall Deciduous Street Tree	24"box	2"Cal	5'-6' Ht. x 4'x5' Spr.	M
SHRUBS	BOTANICAL NAME / COMMON NAME	CONT.	SPACING	WUCOLS	
	Agave attenuata / Agave Accent succulent	5 gal	24" O.C.	L	
	Anigozanthos flavidus 'Big Red' / Red Kangaroo Paw Accent perennial	5 gal	24" O.C.	M/L	
	Callistemon citrinus 'Little John' / Dwarf Bottle Brush Flowering Small shrub / Drought tolerant	5 gal	36" O.C.	L	
	Camellia sasanqua 'Bonanza' / Bonanza Camellia Large Screening Flowering Shrub	5 gal	48" O.C.	M/L	
	Chondropetalum tectorum 'El Campo' / Cape Rush Drought tolerant / Swale plant	5 gal	36" O.C.	M	
	Helictotrichon sempervirens / Blue Oat Grass	5 gal	24" O.C.	L	
	Ligustrum japonicum / Japanese Privet Hedging Shrub / Screening	5 gal	48" O.C.	M	
	Limonium perezii / Statice Flowering perennial	5 gal	18" O.C.	M/L	
	Muhlenbergia rigens / Deer Grass Drought tolerant native grass	5 gal	36" O.C.	L	
	Pittosporum tobira 'Turner's Variegated Dwarf' / Variegated Dwarf Pittosporum Low growing shrub	5 gal	24" O.C.	M/L	
GROUND COVERS	BOTANICAL NAME / COMMON NAME	CONT.	SPACING	WUCOLS	
	Arctostaphylos x 'Emerald Carpet' / Emerald Carpet Manzanita Drought tolerant	flat	24" O.C.	L	
	Carex spissa / San Diego Sedge	1 gal	12" O.C.	L	
	Ceanothus griseus horizontalis / Carmel Creeper Flowering ground cover	flat	48" O.C.	L	
	Lantana montevidensis 'Purple' / Purple Lantana Flowering ground cover	flat	36" O.C.	L	
ROCK / MULCH	BOTANICAL NAME / COMMON NAME	CONT.	SPACING	WUCOLS	
	Rock / Mulch / Small Cobble Install at a minimum 3" depth, 2"-3" MAX DIA	mulch			

\*All planter beds to receive 3" minimum organic wood bark mulch - Refer to landscape notes

NOTE:  
SEE SHEET L-2 FOR GENERAL NOTES  
AND PRELIMINARY WATER BUDGET  
INFORMATION

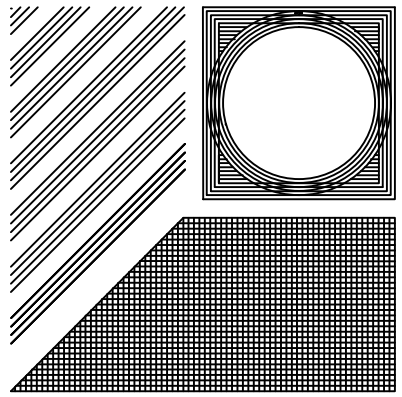
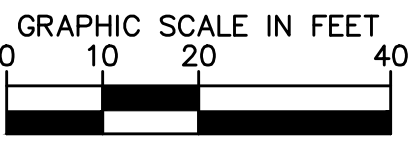
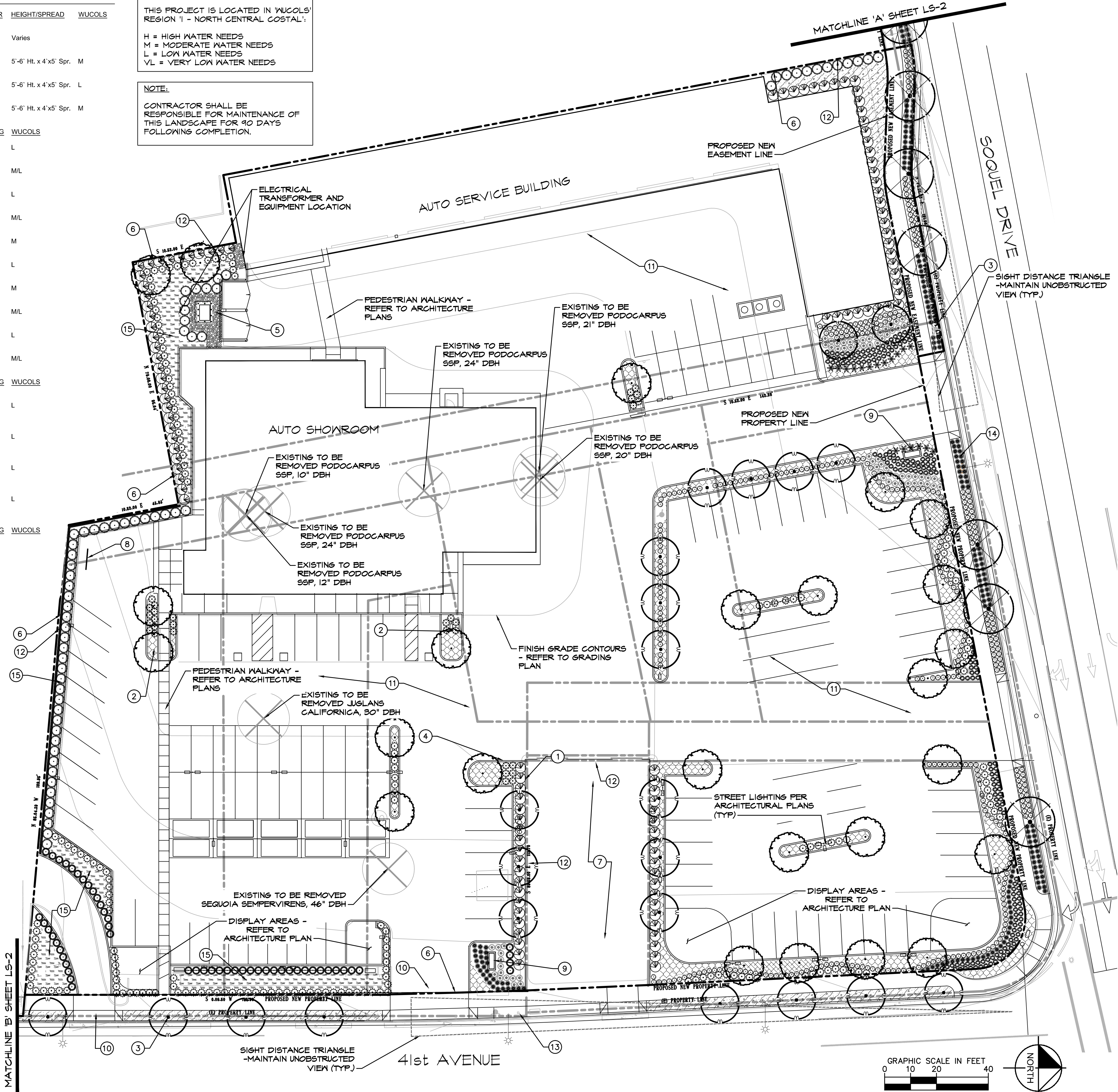
NOTE:  
PLANT SPECIES AND QUANTITIES ARE  
CONCEPTUAL AND MAY NOT REFLECT  
FINAL PLANT SELECTION

LANDSCAPE NOTES

- 1 SCREENING SHRUBS
- 2 ACCENT FLOWERING TREES
- 3 BROAD CANOPY DECIDUOUS STREET TREES
- 4 FOCAL PLANTING AREA WITH FLOWERING SHRUBS
- 5 TRASH AREA
- 6 PROPERTY LINE
- 7 AREA NOT INCLUDED
- 8 BIKE PARKING AREA
- 9 PYLON SIGNAGE-REFER TO ARCHITECTURAL PLANS
- 10 DRIVEWAY APPROACH
- 11 POROUS ASPHALT - REFER TO ARCHITECTURE PLANS
- 12 6' HIGH CHAINLINK FENCE WITH SLATS - COLOR TO BE DETERMINED BY OWNER - REFER TO ARCHITECTURE PLANS
- 13 EXISTING WATER METER LOCATION - TO BE REUSED FOR LANDSCAPE IRRIGATION ONLY
- 14 FIRE HYDRANT - KEEP A MINIMUM 5' AREA CLEAR OF LANDSCAPE
- 15 SWALE AND WATER TREATMENT AREA - REFER TO CIVIL PLANS

WUCOLS PLANT FACTOR:  
THIS PROJECT IS LOCATED IN 'WUCOLS' REGION 'I' - NORTH CENTRAL COSTAL:  
H = HIGH WATER NEEDS  
M = MODERATE WATER NEEDS  
L = LOW WATER NEEDS  
VL = VERY LOW WATER NEEDS

NOTE:  
CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTENANCE OF THIS LANDSCAPE FOR 90 DAYS FOLLOWING COMPLETION.



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&  
ASSOCIATES

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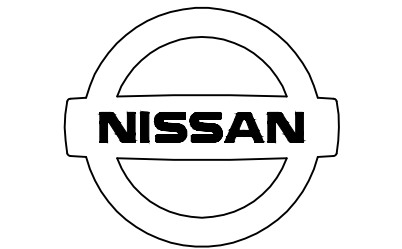


030-030-121-06
030-030-121-02
030-030-121-09
030-030-121-13
030-030-121-53
030-030-121-57

- cup revision - 9-8-17
- cup revision - 30' easement 7-26-17
- cup revision - Soquel PL Adjustment 6-20-17
- cup revision - trash enclosure 6-13-17
- cup revision - 41 st median 6-8-17
- cup revision - truck path 6-7-17
- cup revision - site lighting 6-5-17
- cup revision 05/22-23-24-25-26-30-31/17
- cup revision 05/18/17
- cup revision for parking 02/01/2017

AUTO SHOWROOM &  
SERVICE GARAGE  
FOR

NISSAN  
OF  
SANTA CRUZ



SOQUEL, CA

PROJECT No : 1512  
DATE : 8/30/17

PRELIMINARY  
LANDSCAPE  
PLANS

SHEET No :

LS-1



CONCEPT PLANT SCHEDULE

TREES	BOTANICAL NAME / COMMON NAME	CONT.	CALIPER	HEIGHT/SPREAD	WUCOLS
	EXISTING / Existing Tree to be Removed	>12" DBH	Varies	Varies	
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	Platanus x acerifolia 'Columbia' / London Plane Tree Tall Deciduous Street Tree	24"box	2"Cal	5'-6' Ht. x 4'x5' Spr.	M
SHRUBS	BOTANICAL NAME / COMMON NAME	CONT.	SPACING	WUCOLS	
	Agave attenuata / Agave Accent succulent	5 gal	24" O.C.	L	
	Anigozanthos flavidus 'Big Red' / Red Kangaroo Paw Accent perennial	5 gal	24" O.C.	M/L	
	Callistemon citrinus 'Little John' / Dwarf Bottle Brush Flowering Small shrub / Drought tolerant	5 gal	36" O.C.	L	
	Camellia sasanqua 'Bonanza' / Bonanza Camellia Large Screening Flowering Shrub	5 gal	48" O.C.	M/L	
	Chondropetalum tectorum 'El Campo' / Cape Rush Drought tolerant / Swale plant	5 gal	36" O.C.	M	
	Helictotrichon sempervirens / Blue Oat Grass	5 gal	24" O.C.	L	
	Ligustrum japonicum / Japanese Privet Hedging Shrub / Screening	5 gal	48" O.C.	M	
	Limonium perezii / Statice Flowering perennial	5 gal	18" O.C.	M/L	
	Muhlenbergia rigens / Deer Grass Drought tolerant native grass	5 gal	36" O.C.	L	
	Pittosporum tobira 'Turner's Variegated Dwarf' / Variegated Dwarf Pittosporum Low growing shrub	5 gal	24" O.C.	M/L	
GROUND COVERS	BOTANICAL NAME / COMMON NAME	CONT.	SPACING	WUCOLS	
	Arctostaphylos x 'Emerald Carpet' / Emerald Carpet Manzanita Drought tolerant	flat	24" O.C.	L	
	Carex spissa / San Diego Sedge	1 gal	12" O.C.	L	
	Ceanothus griseus horizontalis / Carmel Creeper Flowering ground cover	flat	48" O.C.	L	
	Lantana montevidensis 'Purple' / Purple Lantana Flowering ground cover	flat	36" O.C.	L	
ROCK / MULCH	BOTANICAL NAME / COMMON NAME	CONT.	SPACING	WUCOLS	
	Rock / Mulch / Small Cobble Install at a minimum 3" depth, 2"-3" MAX DIA	mulch			

\*All planter beds to receive 3" minimum organic wood bark mulch - Refer to landscape notes

STATE OF CALIFORNIA ESTIMATED WATER USE					
TOTAL WATER USE IS CALCULATED BY SUMMING THE AMOUNT OF WATER ESTIMATED FOR EACH HYDROZONE. WATER USE FOR EACH HYDROZONE IS ESTIMATED WITH THE FOLLOWING FORMULA:					
EWU (HYDROZONE) = ESTIMATED WATER USE (GAL / YEAR) ETO = REFERENCE EVAPOTRANSPIRATION (INCHES / YEAR) PF = PLANT ETO ADJUSTMENT FACTOR HA = HYDROZONE AREA (S.F.)+(16 S.F. PER TREE) .62 = CONVERSION FACTOR IE = IRRIGATION EFFICIENCY SLA = SPECIAL LANDSCAPE AREA (S.F.)  EWU (HYDROZONE) = (ETO * PF * HA * .62) / (IE)					
HYDROZONE A (DRIP - LOW WATER)					
ETO	PF	HA	IE	CONVERSION FACTOR	EWU GAL/YEAR
36.6	.3	16,754	.81	.62	140,808
HYDROZONE B (BUBBLER - MOD WATER)					
ETO	PF	HA	IE	CONVERSION FACTOR	EWU GAL/YEAR
36.6	.3	848	.81	.62	7,127
ESTIMATED TOTAL WATER USE (ETWU)					147,935
MAWA (MAXIMUM APPLIED WATER ALLOWANCE)					
ETO	ET ADJUSTMENT FACTOR	TOTAL HA	CONVERSION FACTOR	MAWA	
36.6	.45	17,602	.62	179,741	
ESTIMATED ANNUAL WATER USE (% OF MAWA)					82%

NOTE: LOW WATER USE VARIABLES WERE USED TO MAKE PRELIMINARY CALCULATIONS. ONCE AN IRRIGATION PLAN IS FINALIZED, THE CALCULATIONS AND WATER BUDGET WILL BE UPDATED TO REFLECT FINALIZED PLAN.

I HAVE COMPLIED WITH THE CRITERIA OF THE WATER EFFICIENT LANDSCAPE ORDINANCE AND APPLIED THEM FOR THE EFFICIENT USE OF WATER IN THE IRRIGATION DESIGN PLAN.

*Michael P. Madsen*  
MICHAEL P. MADSEN, LLA 5798

LANDSCAPE NOTE:

- THE SELECTION OF PLANT MATERIAL IS BASED ON CLIMATIC, AESTHETIC, AND MAINTENANCE CONSIDERATIONS.
- ALL TREES ARE TO BE 15-GALLON CONTAINER AND ALL SHRUBS 5-GALLON CONTAINER, UNLESS NOTED OTHERWISE.
- ALL PLANTING AREAS SHALL BE PREPARED WITH APPROPRIATE SOIL AMENDMENTS, FERTILIZERS AND APPROPRIATE SUPPLEMENTS BASED UPON A SOILS REPORT FROM AN AGRICULTURAL SUITABILITY SOIL SAMPLE TAKEN FROM THE SITE.
- GROUNDCOVERS OR BARK MULCH SHALL FILL IN BETWEEN SHRUBS TO SHIELD THE SOIL FROM THE SUN, EVAPOTRANSPIRATION, AND RUN-OFF.
- ALL SHRUB BEDS SHALL BE MULCHED TO A 3" DEPTH TO HELP CONSERVE WATER, LOWER SOIL TEMPERATURE, AND REDUCE WEED GROWTH. THE SHRUBS SHALL BE ALLOWED TO GROW IN THEIR NATURAL FORMS.
- ALL LANDSCAPE IMPROVEMENTS SHALL FOLLOW THE GUIDELINES SET FORTH BY THE CITY OF SOQUEL AND COUNTY OF SANTA CRUZ.
- ALL REQUIRED VEGETATION SHALL BE MAINTAINED FREE OF PHYSICAL DAMAGE OR INJURY FROM LACK OF WATER, EXCESS CHEMICAL FERTILIZER OR OTHER TOXIC CHEMICAL, BLIGHT OR DISEASE. ANY VEGETATION WHICH SHOWS SIGNS OF SUCH DAMAGE OR INJURY AT ANY TIME SHALL BE REPLACED BY THE SAME, SIMILAR, OR SUBSTITUTE VEGETATION OF A SIZE, FORM, AND CHARACTER WHICH WILL BE COMPARABLE AT FULL GROWTH.

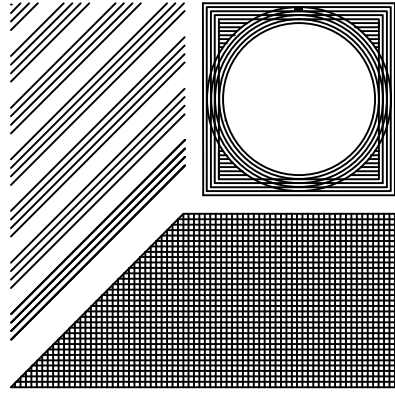
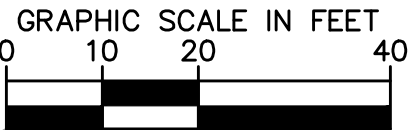
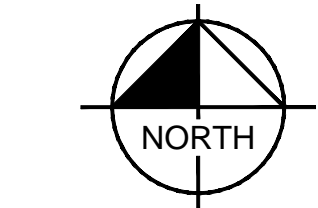
IRRIGATION NOTE:

- AN AUTOMATIC IRRIGATION SYSTEM SHALL BE INSTALLED TO PROVIDE 100% COVERAGE FOR ALL PLANTING AREAS SHOWN ON THE PLAN.
- LOW VOLUME EQUIPMENT SHALL PROVIDE SUFFICIENT WATER FOR PLANT GROWTH WITH NO WATER LOSS DUE TO WATER RUN-OFF.
- THE IRRIGATION SYSTEM SHALL USE HIGH QUALITY, AUTOMATIC CONTROL VALVES, CONTROLLERS, AND OTHER NECESSARY IRRIGATION EQUIPMENT.
- ALL DRIP SYSTEMS SHALL BE ADEQUATELY FILTERED AND REGULATED PER THE MANUFACTURER'S RECOMMENDED DESIGN PARAMETERS.
- ALL IRRIGATION IMPROVEMENTS SHALL FOLLOW THE GUIDELINES SET FORTH BY THE CITY OF SOQUEL AND COUNTY OF SANTA CRUZ AND THE CALIFORNIA STATE MODEL WATER EFFICIENT LANDSCAPE ORDINANCE AS-1881.

SPECIAL NOTES:

- A BAT ECOLOGIST SHALL CONDUCT AN INVESTIGATION WITHIN 90 DAYS OF SCHEDULED DEMOLITION TO DETERMINE IF ANY OF THE STRUCTURES ARE BEING USED BY BATS. IF THERE IS NO EVIDENCE OF BAT USE, ANY OPENINGS SHALL BE SECURED/COVERED TO PREVENT BATS FROM ENTERING PRIOR TO DEMOLITION, AND DEMOLITION MAY PROCEED AS SCHEDULED. IF BAT USE IS DETECTED, DEMOLITION SHALL OCCUR BETWEEN AUGUST 15 AND FEBRUARY 1 TO AVOID BAT BREEDING SEASON, AND THE BAT ECOLOGIST SHALL MAKE RECOMMENDATIONS, IN COORDINATION WITH CDFW, FOR EXCLUSION DEVICES OR OTHER METHODS TO AVOID HARM TO INDIVIDUAL BATS THAT MAY BE USING THE BARN OUTSIDE OF THE BREEDING SEASON.
- IF TREE REMOVAL WILL OCCUR DURING THE BIRD NESTING SEASON, FEBRUARY 1 THROUGH AUGUST 15, A QUALIFIED BIOLOGIST SHALL CONDUCT NESTING BIRD SURVEYS NO MORE THAN 2 WEEKS PRIOR TO VEGETATION REMOVAL. IF ACTIVE NESTS ARE OBSERVED, THE BIOLOGIST SHALL DESIGNATE A BUFFER ZONE AROUND THE NEST TREE OR SHRUB AS FOLLOWS: 200 FEET FOR NESTING RAPTORS AND 50 FEET FOR ALL OTHER BIRD SPECIES. NO VEGETATION REMOVAL SHALL TAKE PLACE WITHIN THE BUFFER ZONE UNTIL THE BIOLOGIST HAS DETERMINED THAT ALL CHICKS HAVE FLEDGED AND ARE ABLE TO FEED ON THEIR OWN.

GROUNDCOVER APPLICATION - SEE PLANTING SCHEDULE

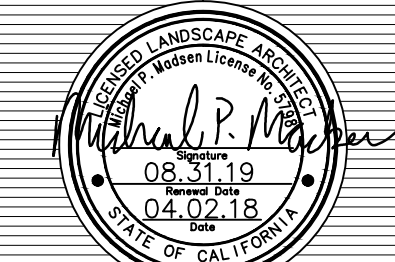


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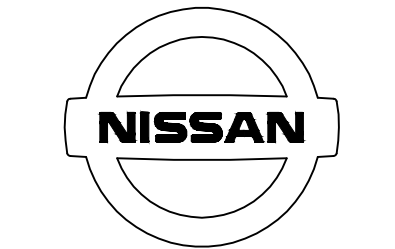


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- 4/2/18
- cup revision - 9-B-17
- cup revision - 30' easement 7-26-17
- cup revision - Soquel PL Adjustment 6-20-17
- cup revision - trash enclosure 6-13-17
- cup revision - 41 st median 6-8-17
- cup revision - truck path 6-7-17
- cup revision - site lighting 6-5-17
- cup revision 05/22-23-24-25-26-30-31/17
- cup revision 05/18/17
- cup revision for parking 02/01/2017

AUTO SHOWROOM & SERVICE GARAGE  
FOR

NISSAN OF SANTA CRUZ



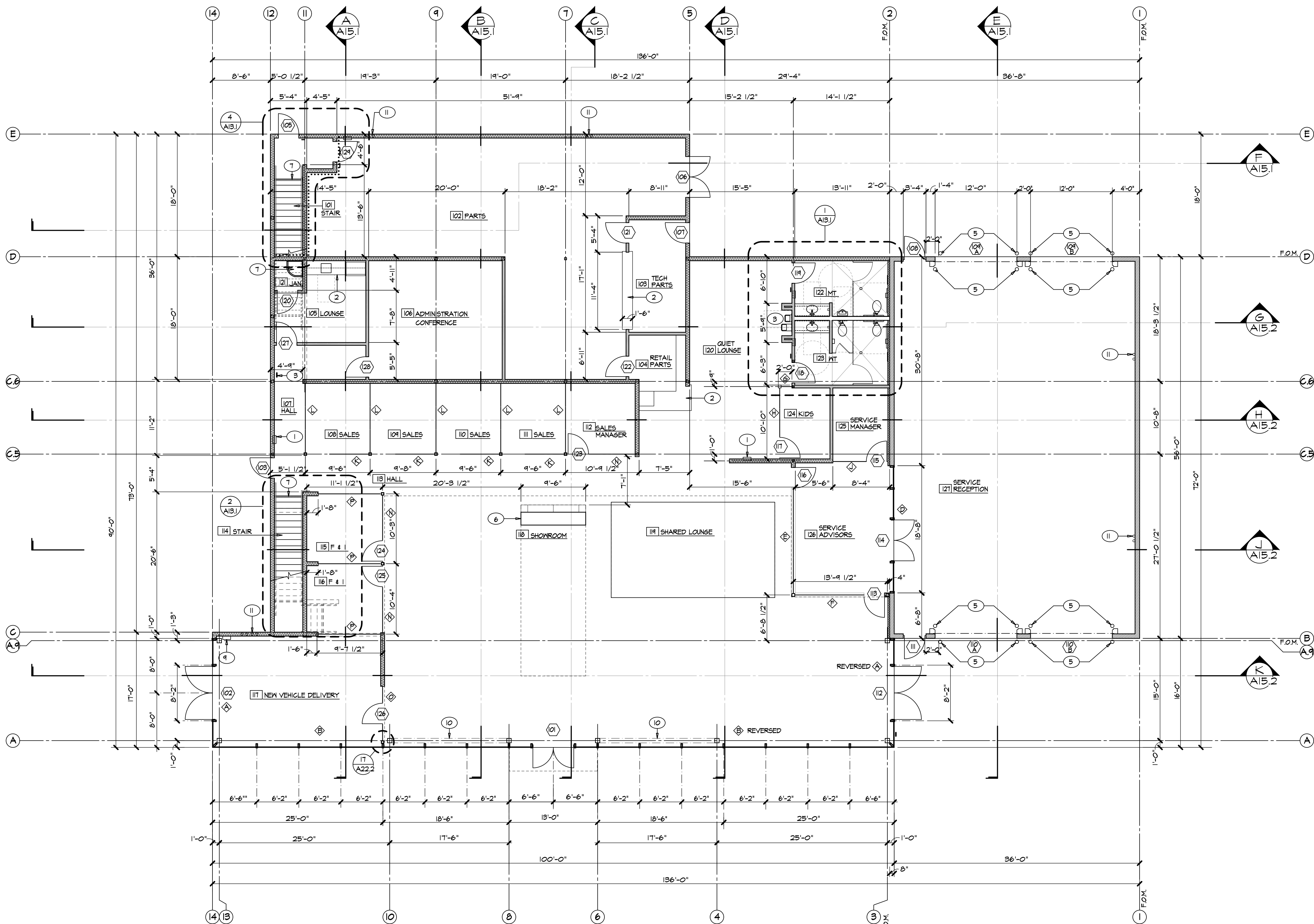
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PROJECT No : 1512  
DATE : 8/30/17

PRELIMINARY LANDSCAPE PLANS

SHEET No :

LS-2

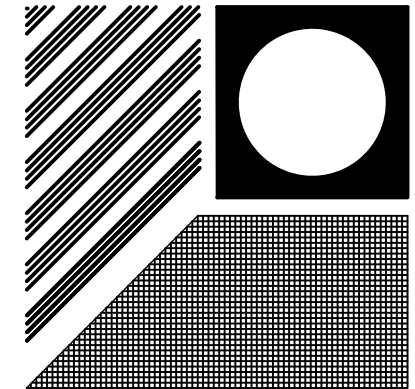


FIRST FLOOR PLAN

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

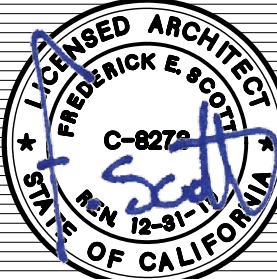
- KEYNOTES:
- 1 FIRE EXTINGUISHER CABINET & 2A-10BC FIRE EXTINGUISHER
  - 2 PLASTIC LAMINATE COUNTER
  - 3 HI-LOW DRINKING FOUNTAIN
  - 4 MOP SINK
  - 5 PIPE BOLLARD
  - 6 VEHICLE FEATURE W/ WHITE LED PANEL (BY OTHERS)
  - 7 2" WIDE CONTRASTING STRIPING @ NOSE OF TOP & BOT. TREAD
  - 8 ROOF ACCESS LADDER
  - 9 ELECTRIC VEHICLE CHARGING STATION
  - 10 CROSS BRACE
  - 11 4" RAIN WATER LEADER & O/ FLOW
  - 12 A21.1
  - 13 5D-1.1

- WALL LEGEND
- EXTERIOR 8" MASONRY WALL
  - 8" CMU WALL W/ 2X4 WALL FURRING @ 16" O.C. & R-11 BATT INSULATION & 5/8" GYP. BD. ON INTERIOR SIDE
  - 2X4 WD. STUDS @ 16" O.C. & R-11 BATT INSULATION & 5/8" GYP. BD. W/ 1/2" SOUND BOARD ON EXPOSED SIDES
  - 2X6 WD. STUDS @ 16" O.C. & R-19 BATT INSULATION & 5/8" GYP. BD. W/ 1/2" SOUND BOARD ON EXPOSED SIDES (DOTS INDICATE 1 HR FIRE RATING #15-113 PER 2013 CBC TABLE 1211.2)
  - HALF-HEIGHT WALL - 2X6 WD. STUDS @ 16" O.C. W/ 5/8" GYP. BD. EA. SIDE & 1"X FINISHED CAP



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AUTO SHOWROOM & SERVICE BUILDING  
FOR

Santa Cruz  
NISSAN



SOQUEL, CA

PROJECT No: 1512  
DATE: 10/18/2017

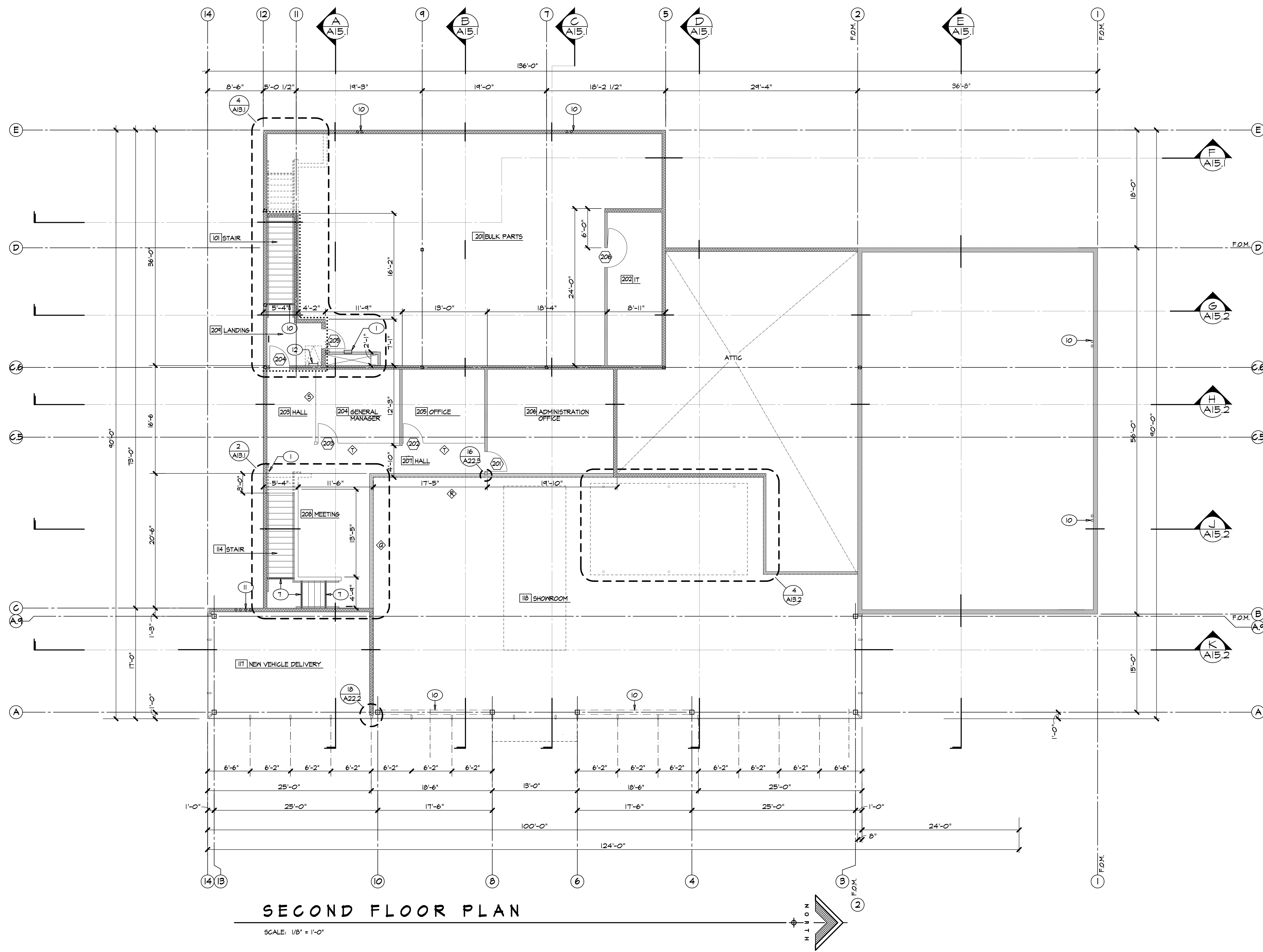
FIRST FLOOR PLAN  
SHOWROOM

SHEET No:

A10.1



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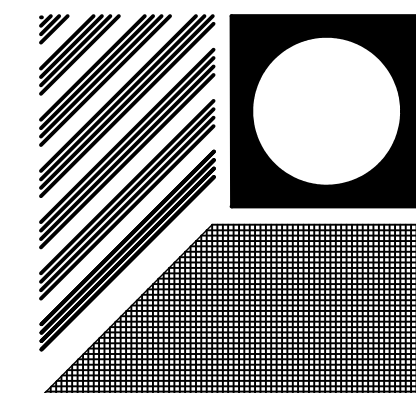
#### KEYNOTES:

- 1 FIRE EXTINGUISHER CABINET & 2A-10BC FIRE EXTINGUISHER
- 2 PLASTIC LAMINATE COUNTER
- 3 HI-LOW DRINKING FOUNTAIN
- 4 MOP SINK
- 5 PIPE BOLLARD
- 6 VEHICLE FEATURE W/ WHITE LED PANEL (BY OTHERS)
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- 9 ELECTRIC VEHICLE CHARGING STATION
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- 11 4" RAIN WATER LEADER @ 0' FLOW

#### WALL LEGEND

- EXTERIOR 8" MASONRY WALL
- 8" CMU WALL W/ 2X4 WALL FURRING  
@ 16" O.C. & R-11 BATT INSULATION &  
5/8" GYP. BD. ON INTERIOR SIDE
- 2X4 WD. STUDS @ 16" O.C. & R-11  
BATT INSULATION & 5/8" GYP. BD. W/  
1/2" SOUND BOARD ON EXPOSED  
SIDES
- 2X6 WD. STUDS @ 16" O.C. & R-19 BATT INSULATION &  
5/8" GYP. BD. W/ 1/2" SOUND BOARD ON EXPOSED  
SIDES (DOTS INDICATE 1 HR FIRE RATING @ 15-1.5 PER  
2015 CBC TABLE T21.1(2))
- HALF-HEIGHT WALL - 2X6 WD. STUDS  
@ 16" O.C. W/ 5/8" GYP. BD. EA. SIDE  
& 1"X FINISHED CAP

SECOND FLOOR PLAN  
SHOWROOM



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APN 030-121-57

AUTO SHOWROOM &  
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FOR

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NISSAN**



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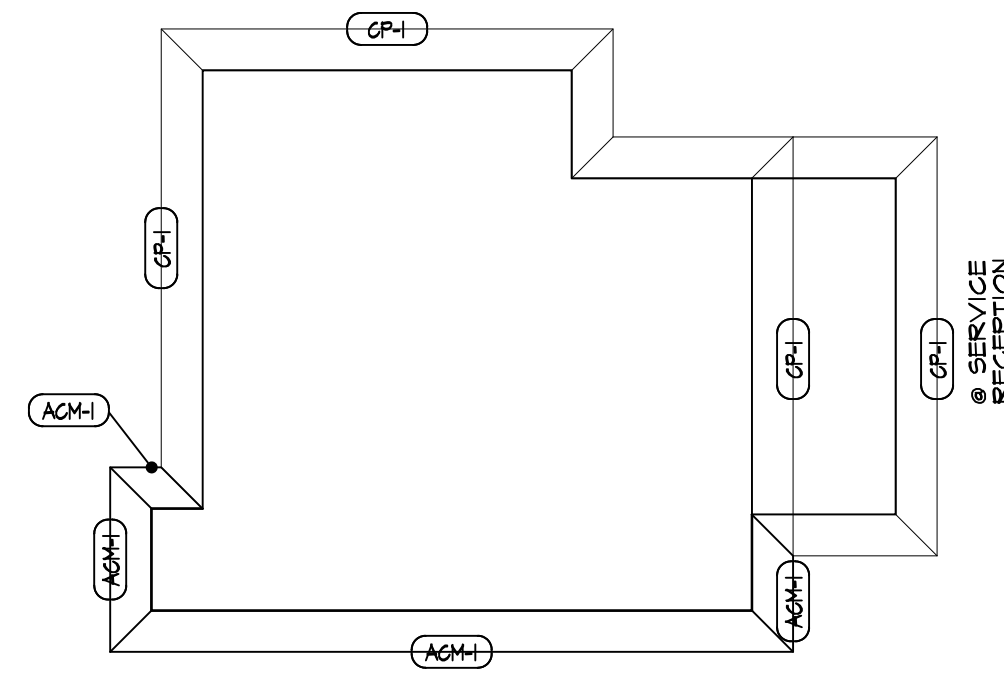
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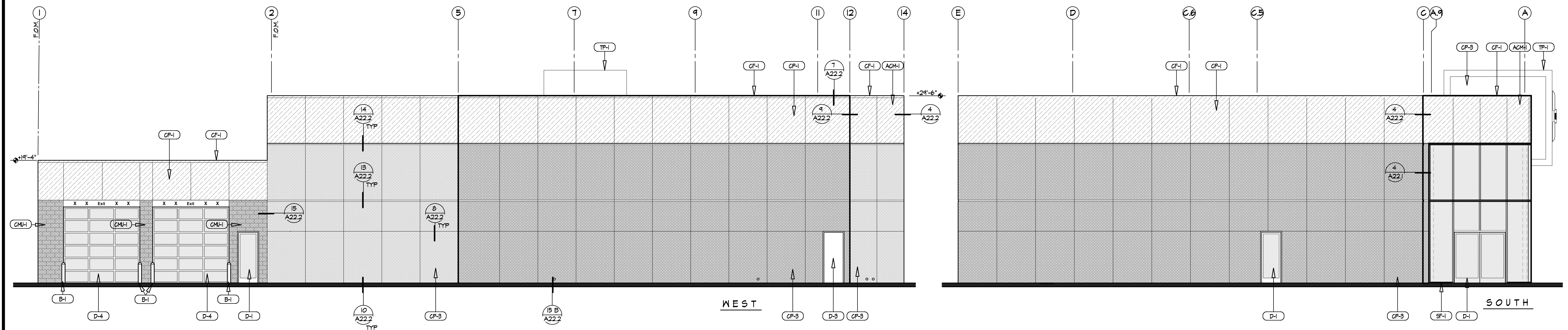
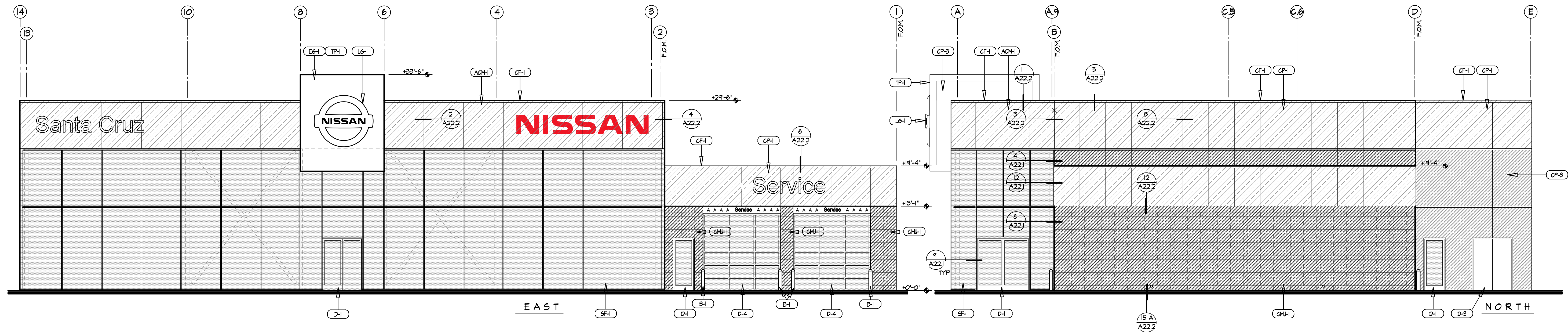




FASCIA KEY PLAN

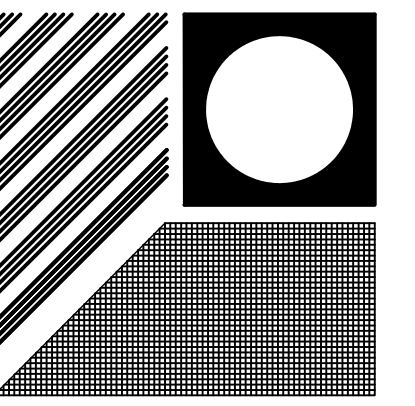
# MATERIAL LEGEND

- |  |   |  |
|--|---|--|
| (ACM-1) ALUMINUM COMPOSITE METAL PANEL<br>ALPOLIC 4MM48X9.5-SILVER METALIC<br>-APPROVED ALTERNATES-<br>(ALUMINUM COMPOSITE METAL PANEL<br>SA 'ALLUCUBOND' - SUNRISE SILVER<br>METALIC)<br>(ALUMINUM COMPOSITE METAL PANEL<br>ALCOA 'REYNOBOND' - STERLING SILVER<br>METALIC)   | (D-1) CRL US ALUMINUM PRODUCTS<br>08 4210 CRL WEDGE LOCK DRY GLAZE<br>DOOR RAIL SYSTEM<br>DOOR PULL: STRAIGHT STYLE LADDER PULL<br>42LFB5 STANDARD WEDGE LOCK<br>DOOR RAIL: CRL DR4T12 4" TALL, TAPERED | (SF-1) CLEAR ANODIZED FRAMES (INTERIOR AND EXTERIOR)<br>WITH 1" CLEAR INSULATED GLASS<br>(HORIZONTAL MEMBERS ON THE EXTERIOR<br>ARE TO BE CHARCOAL - @ SILL, HEAD AND 1/8" O") |
| (ACM-2) ALUMINUM COMPOSITE METAL PANEL<br>ALPOLIC T84L42T (FEVE)-<br>VALFLON 10742 RED<br>ALUMINUM COMPOSITE METAL PANEL<br>ALPOLIC T82L8T8 (FEVE)-<br>VALFLON 11824 GREY<br>-APPROVED ALTERNATES-<br>(ALUMINUM COMPOSITE METAL PANEL<br>SA 'ALLUCUBOND' - NISSAN GREY)<br>(ALUMINUM COMPOSITE METAL PANEL<br>ALCOA 'REYNOBOND' - STORMY GREY) | (D-2) NOT USED  | (ES-1) "NISSAN" TABLET SIGN<br>PER NREDI 2.0   |
| (ACM-3) ALPOLIC T82L8T8 (FEVE)-<br>VALFLON 11824 GREY<br>-APPROVED ALTERNATES-<br>(ALUMINUM COMPOSITE METAL PANEL<br>SA 'ALLUCUBOND' - NISSAN GREY)<br>(ALUMINUM COMPOSITE METAL PANEL<br>ALCOA 'REYNOBOND' - STORMY GREY)   | (D-3) 1 3/4" THICK HOLLOW METAL DOOR(S)<br>WITH 2" HOLLOW METAL FRAMES  | (CMH) BRAMPTON BRICK-PROFILE SERIES CONG. BLOCK<br>'ABSOLUTE BLACK QUARTZ' (SERVICE BAYS)  |
|  | (D-4) RYTEC SPIRAL FV DOOR<br>ALUMINUM SLAT FRAMES WITH<br>CLEAR POLYCARBONATE WINDOWS  | (DF-1) CLEAR ANODIZED ALUMINUM<br>DOOR FRAME   |
|  | (CP-1) OMEGA 'DIAMOND WALL' 3 COAT SYSTEM<br>TO MATCH COLOR ACM-1   | (CF-1) SHEET METAL PARAPET CAP<br>COLOR TO MATCH ADM-1   |
|  | (CP-2) OMEGA 'DIAMOND WALL' 3 COAT SYSTEM<br>TO MATCH COLOR ACM-2   | (B-1) PIPE BOLLARD BY ID METALCO<br>'DIX BOLLARD' STAINLESS STEEL  |
|  | (CP-3) OMEGA 'DIAMOND WALL' 3 COAT SYSTEM<br>TO MATCH COLOR ACM-3   | (TP-1) TRANSLUCENT RED FIBERGLASS FACE   |
|  |   | (L6-1) TABLET LOGO   |



## EXTERIOR ELEVATIONS

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



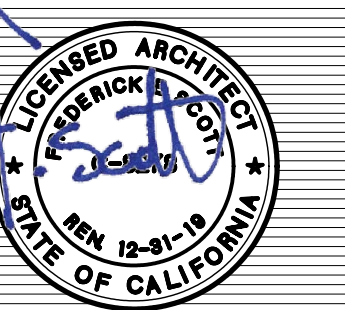
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AUTO SHOWROOM &  
SERVICE BUILDING  
FOR

**Santa Cruz  
NISSAN**



SOQUEL, CA

PROJECT No: 1512

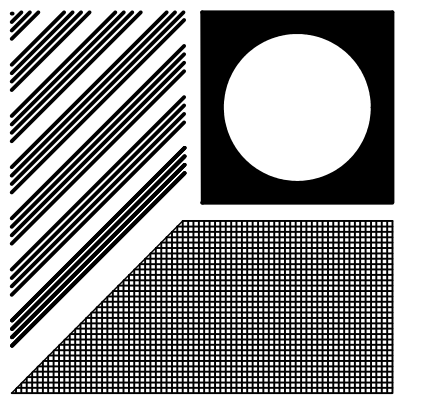
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EXTERIOR ELEVATIONS  
SHOWROOM

SHEET No:

**A14.1**





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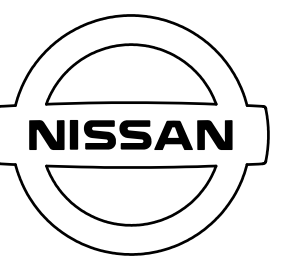


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AUTO SHOWROOM &  
SERVICE BUILDING

FOR

Santa Cruz  
NISSAN



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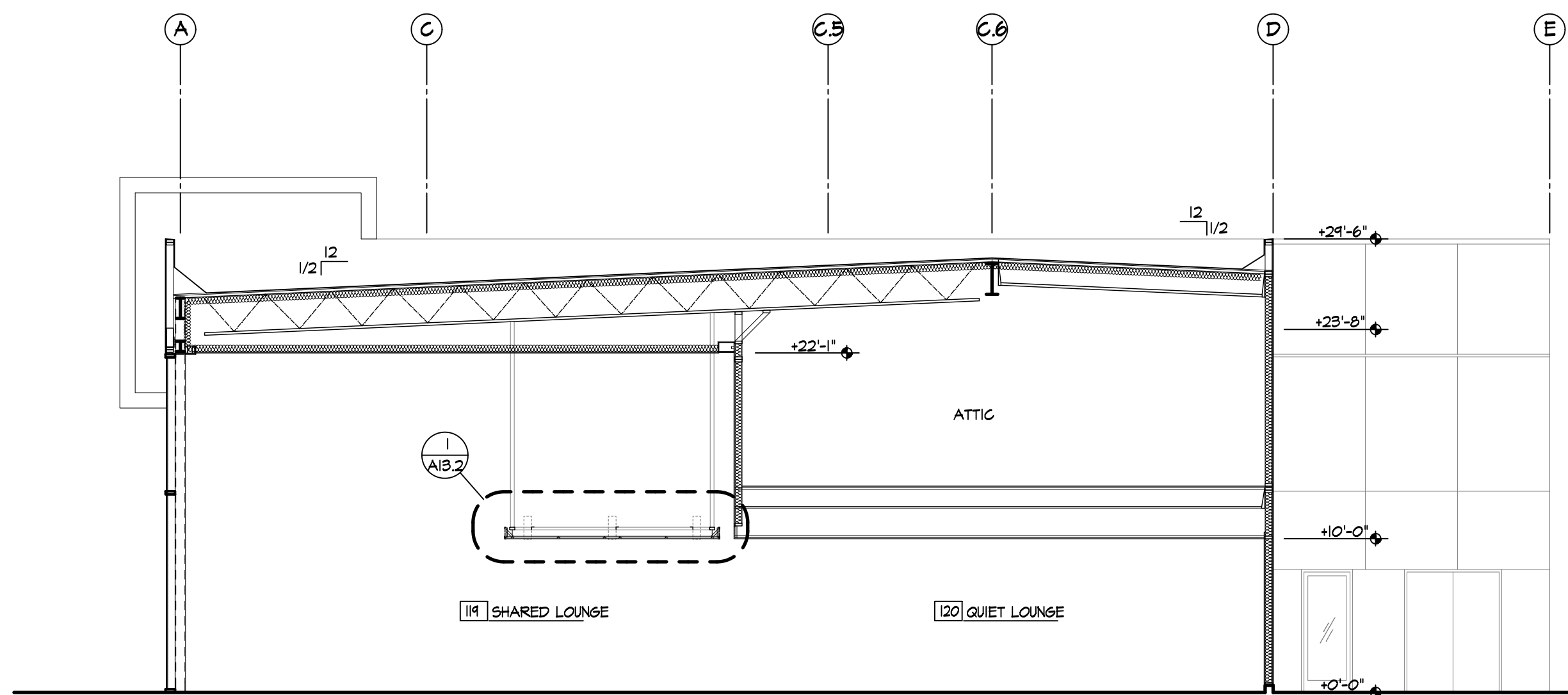
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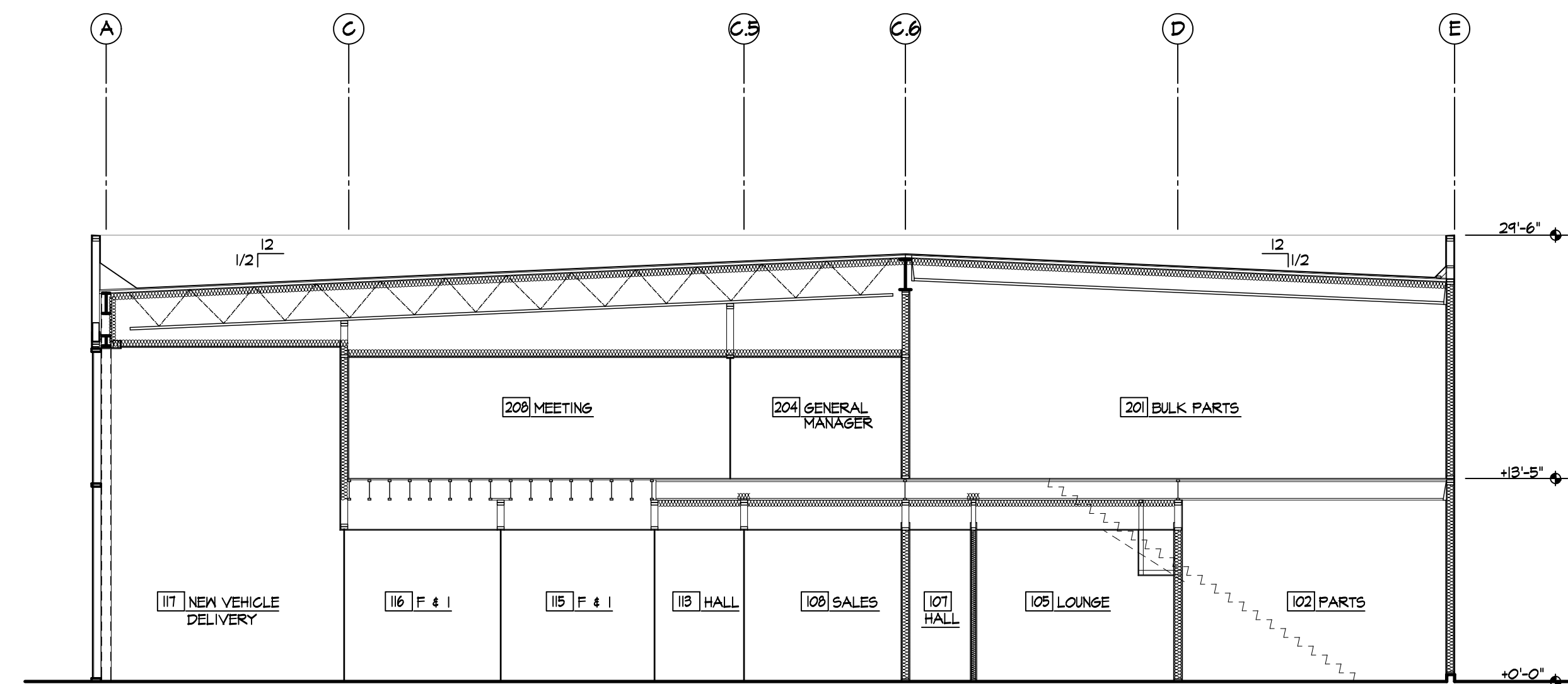
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SECTIONS - SHOWROOM

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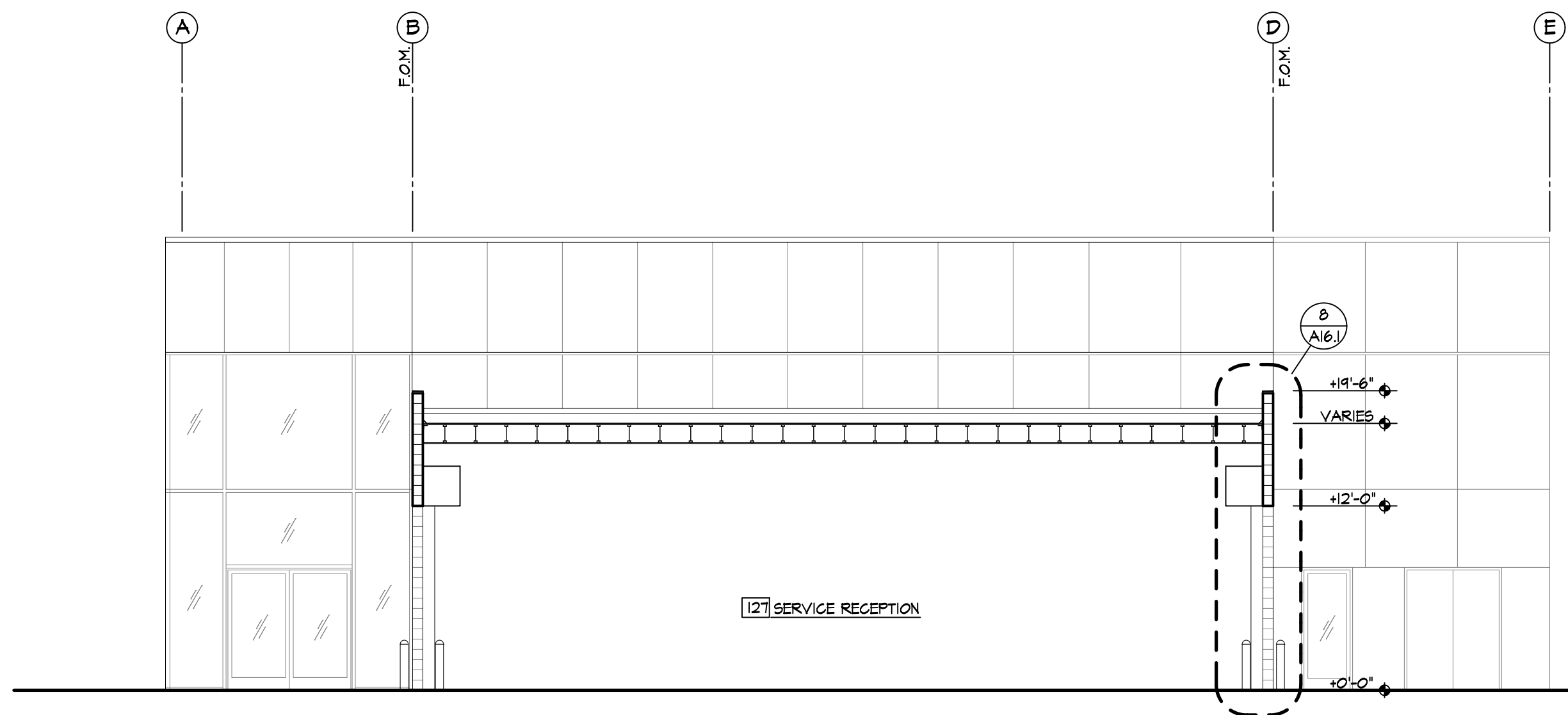
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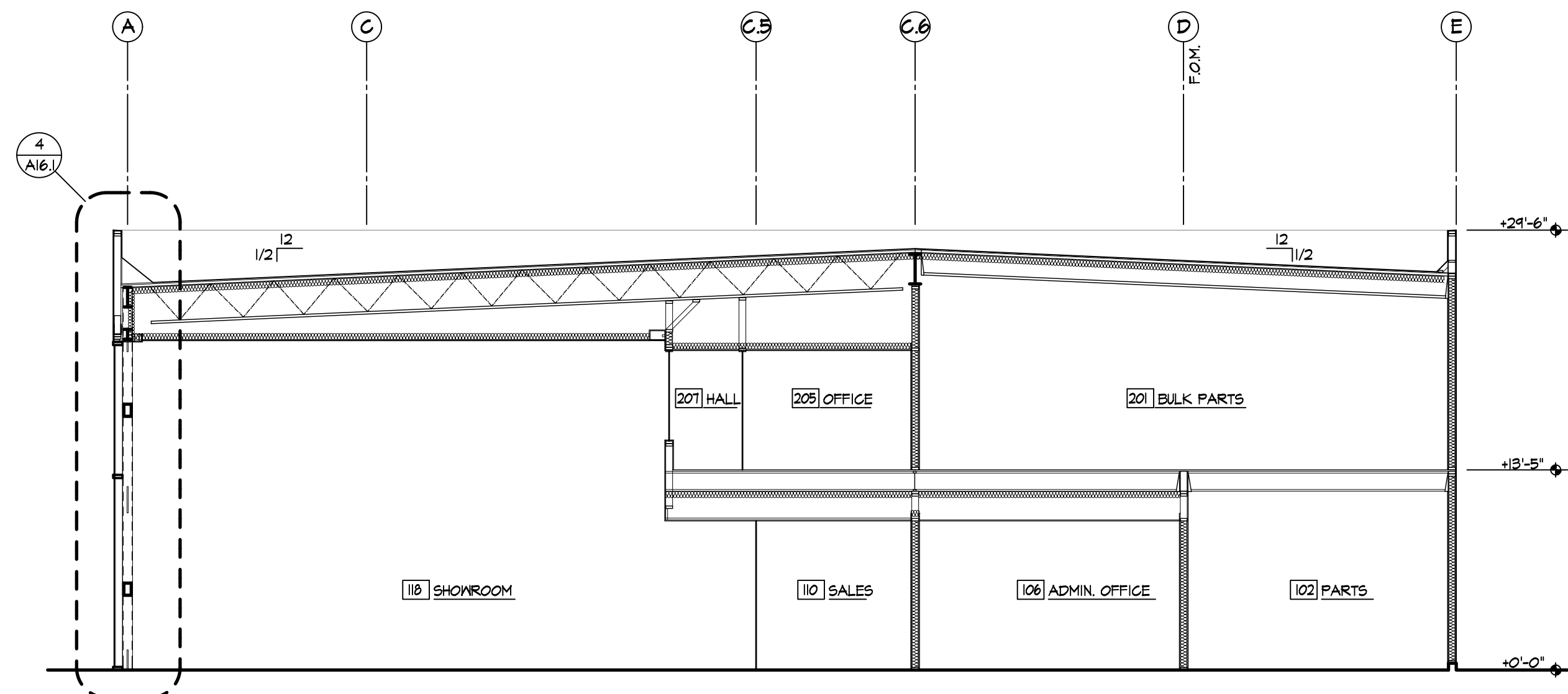
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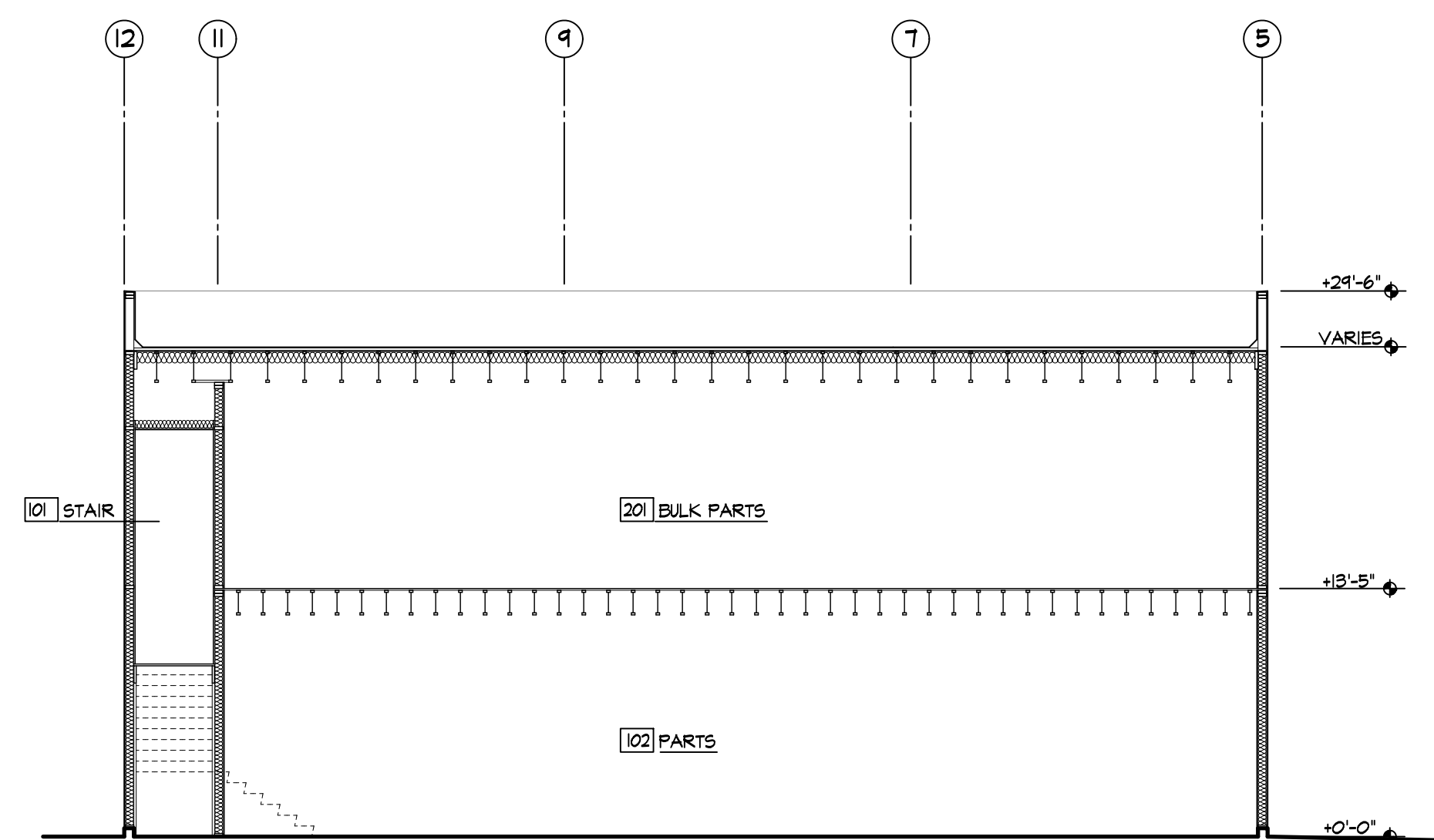
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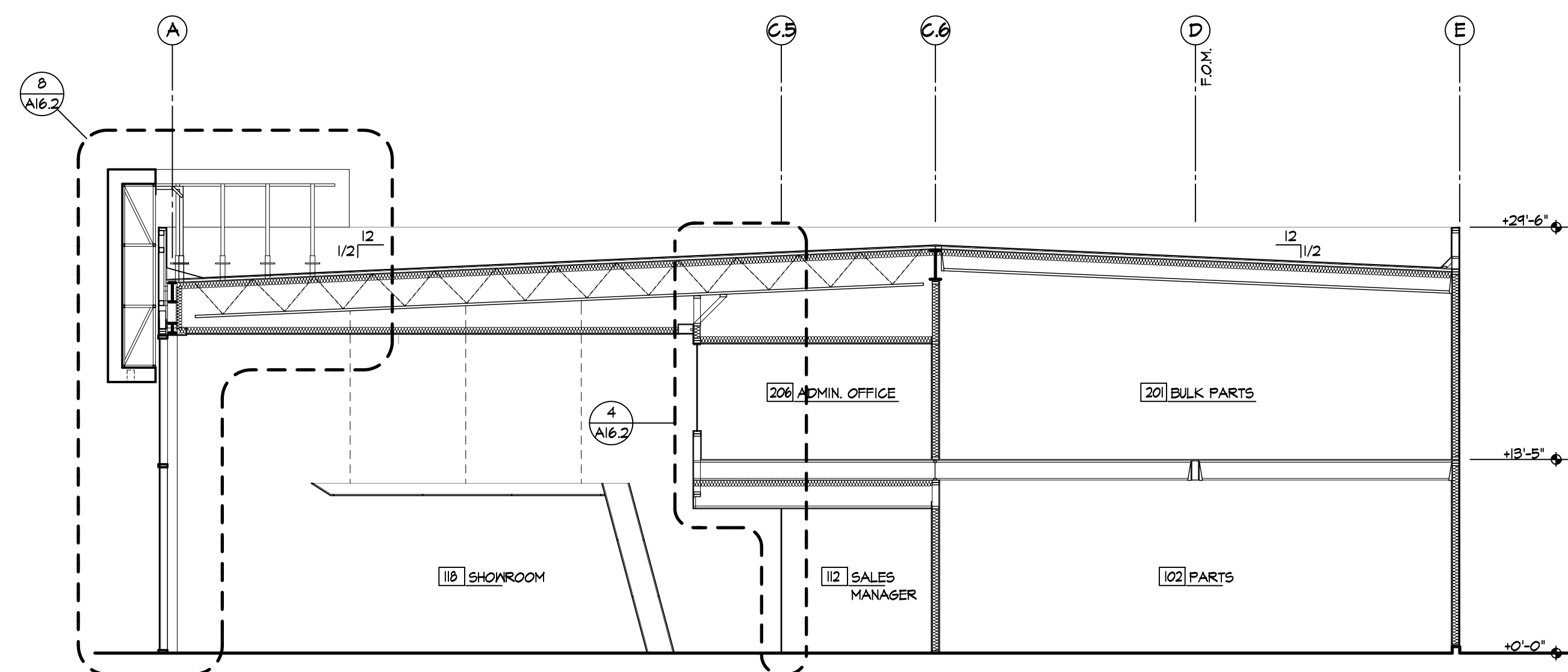
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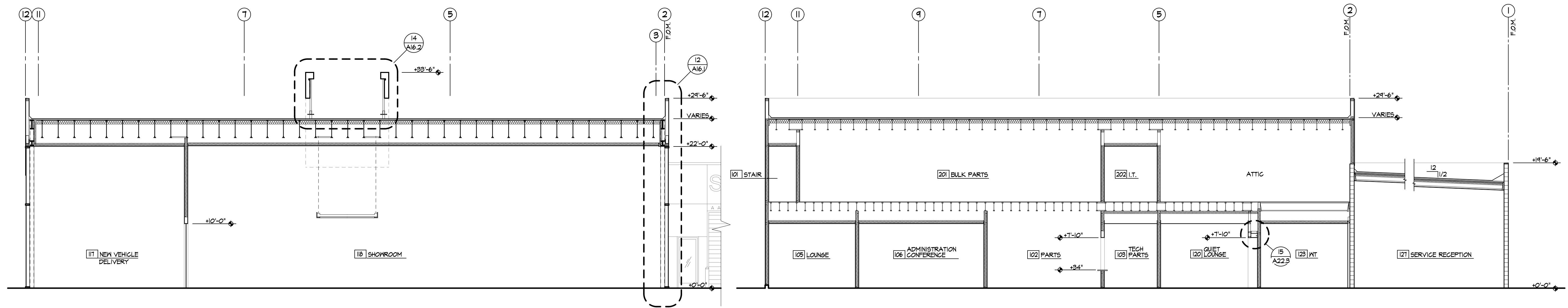


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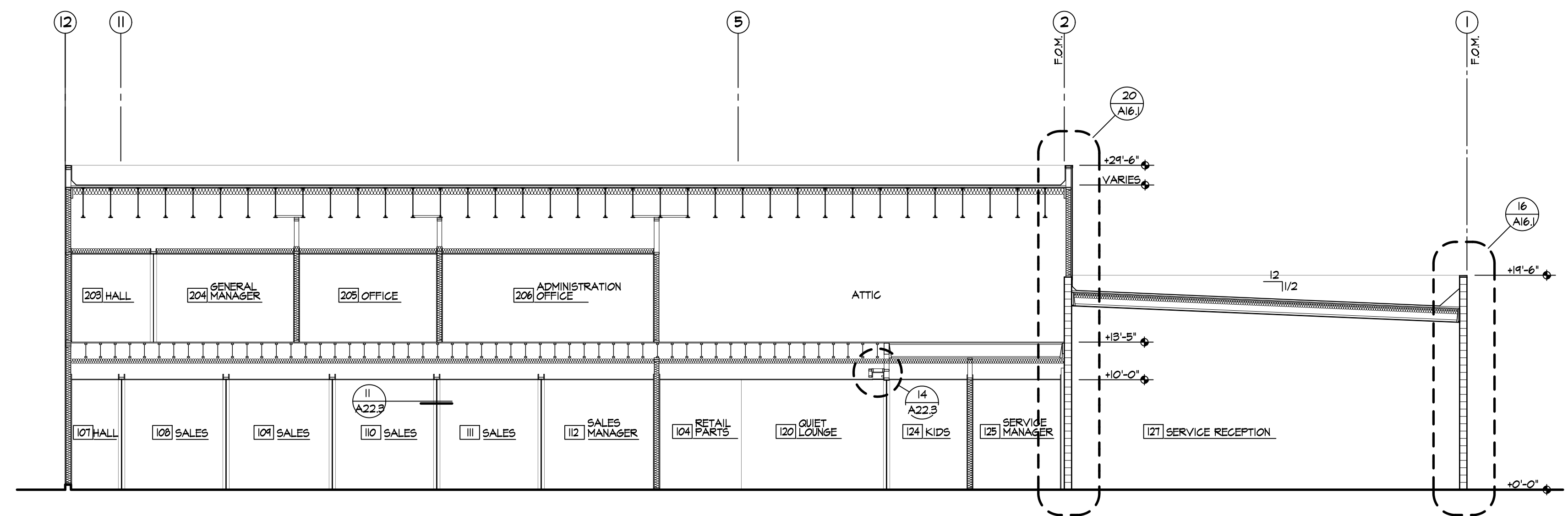
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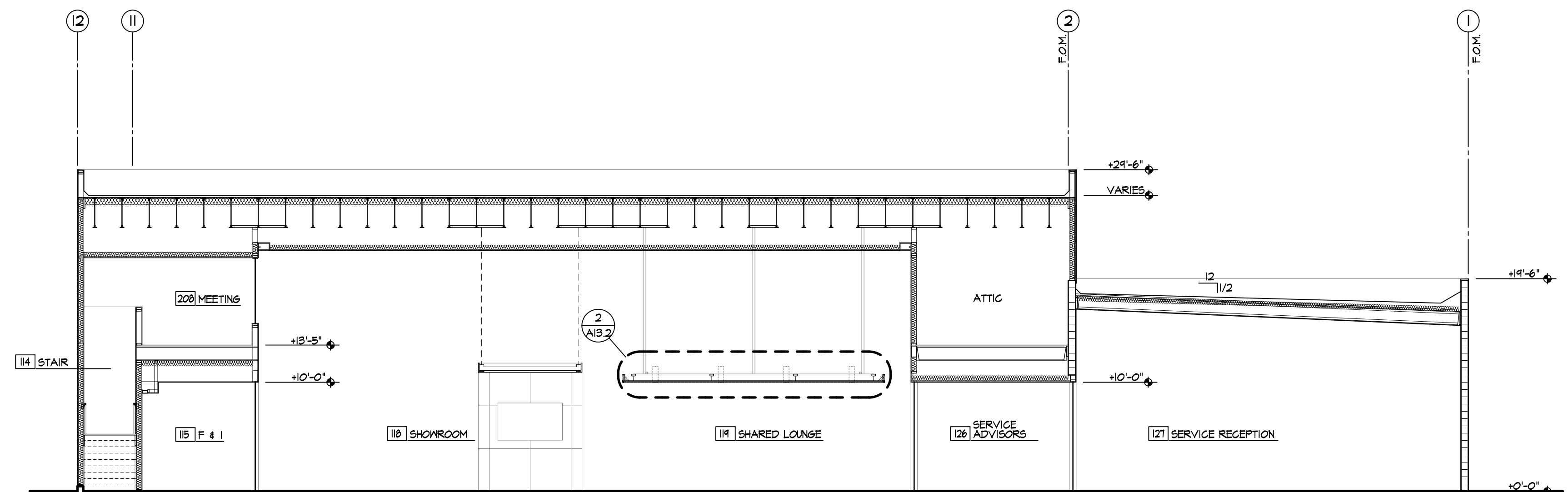


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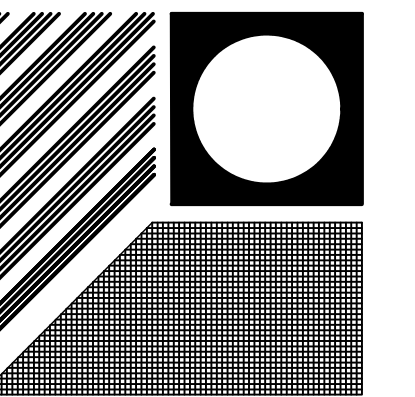
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**H SECTION**  
SCALE: 1/8" = 1'-0"



**J SECTION**  
SCALE: 1/8" = 1'-0"



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APN 030-121-53  
APN 030-121-51

AUTO SHOWROOM &  
SERVICE BUILDING  
FOR

**Santa Cruz  
NISSAN**



SOQUEL, CA

PROJECT No : 1512

DATE : 10/18/2017

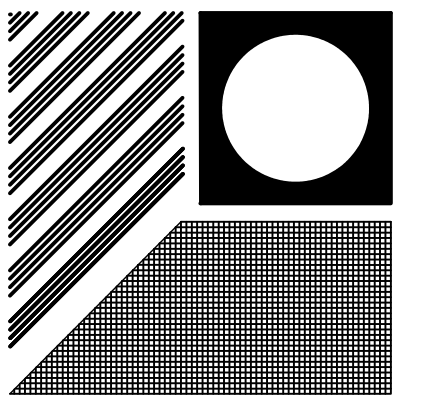
BUILDING  
SECTIONS - SHOWROOM

SHEET No :

**A15.2**





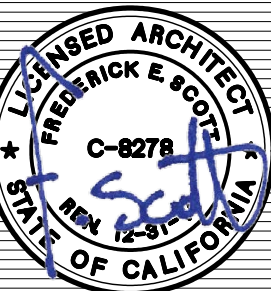


SCOTT  
&  
ASSOCIATES

ARCHITECT

1009 North Demaree  
Visalia • California • 93291  
Tel: 559/627-1851

fscott@scottassociates.com



APN 030-121-06  
APN 030-121-07  
APN 030-121-08  
APN 030-121-12  
APN 030-121-13  
APN 030-121-27  
APN 030-121-53  
APN 030-121-57



AUTO SHOWROOM &  
SERVICE BUILDING  
FOR

Santa Cruz  
NISSAN



SOQUEL, CA

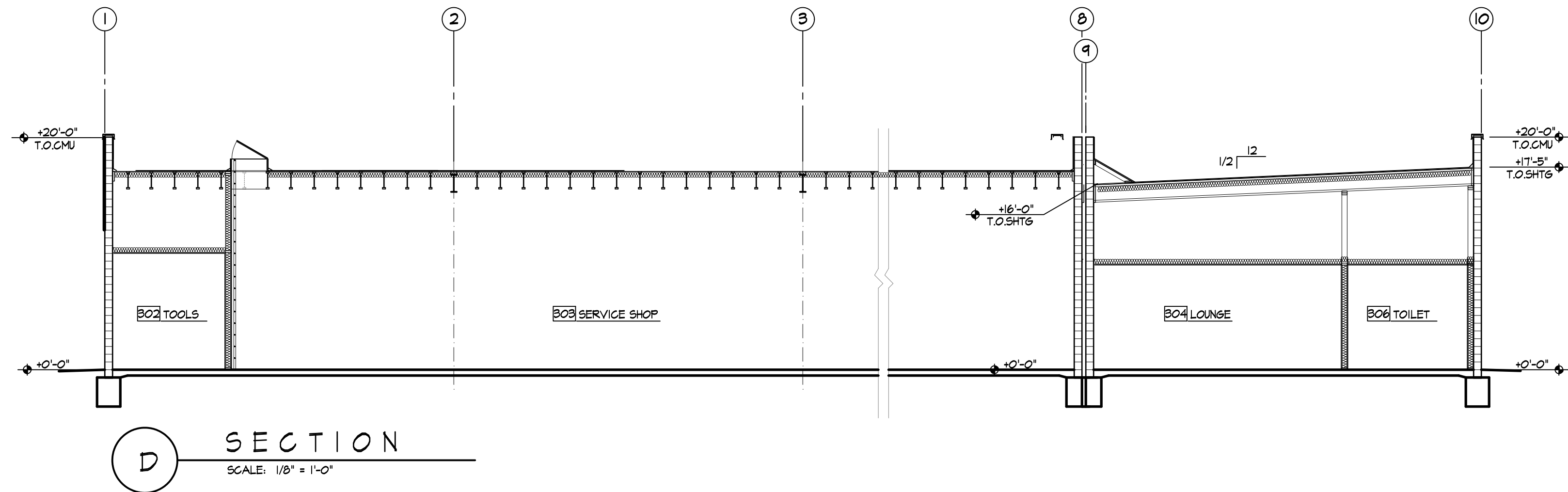
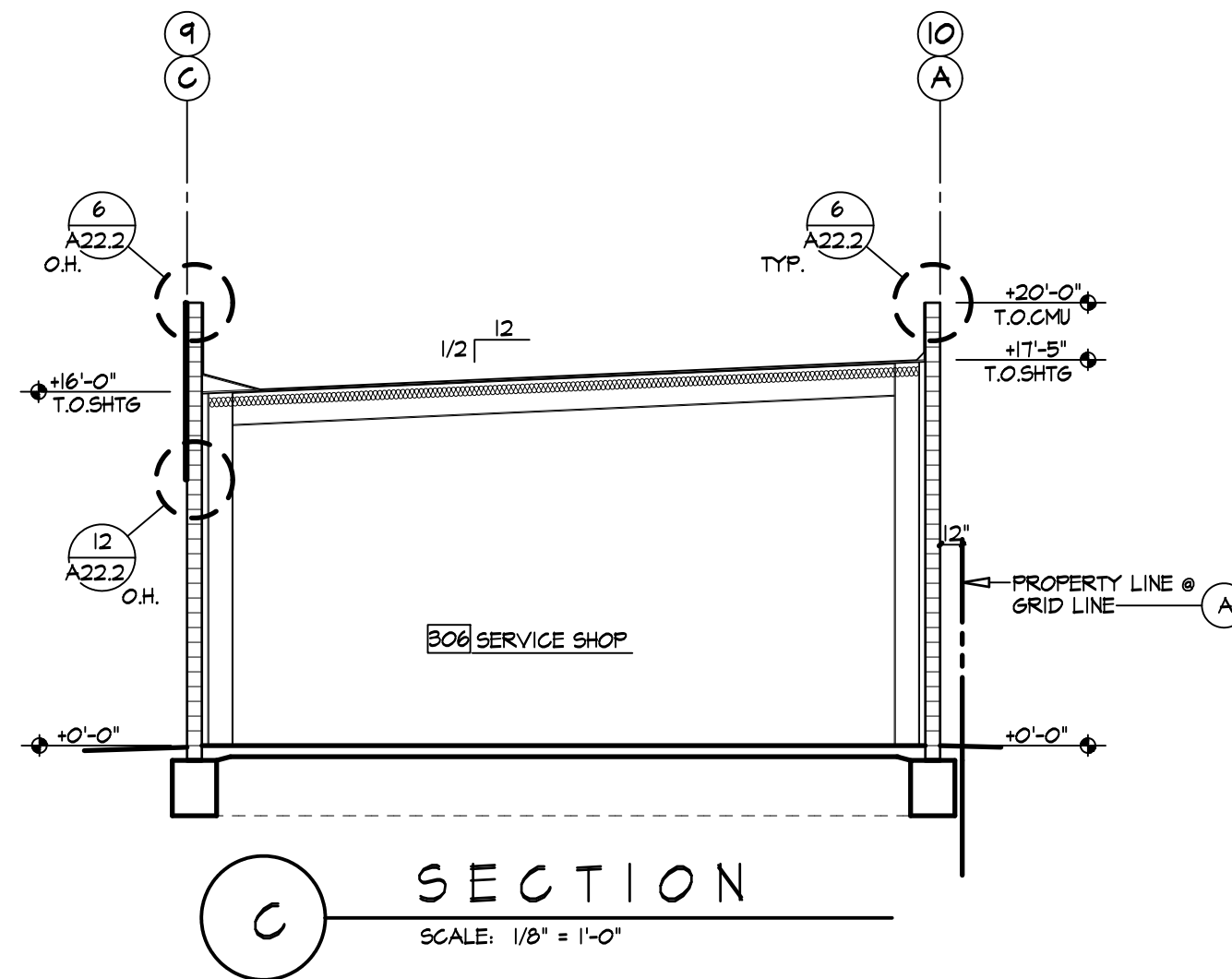
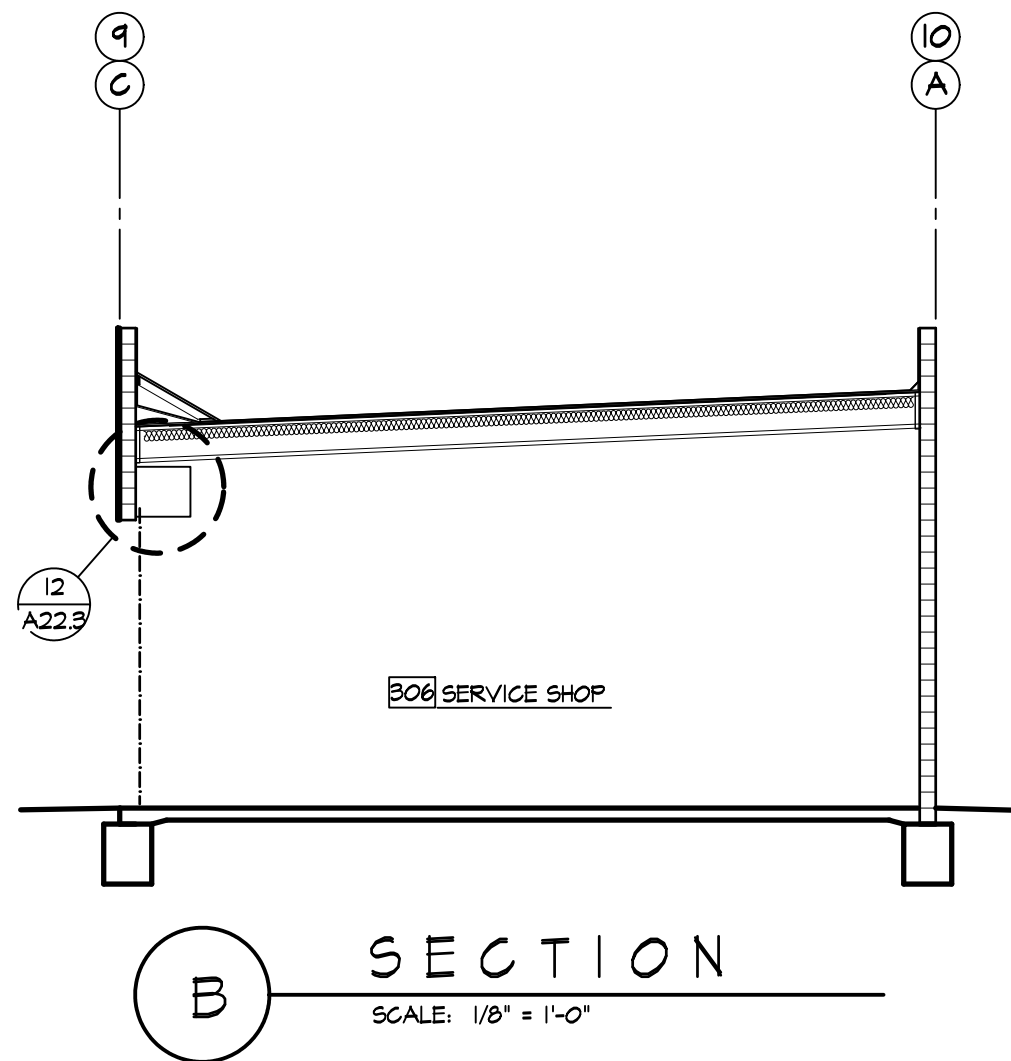
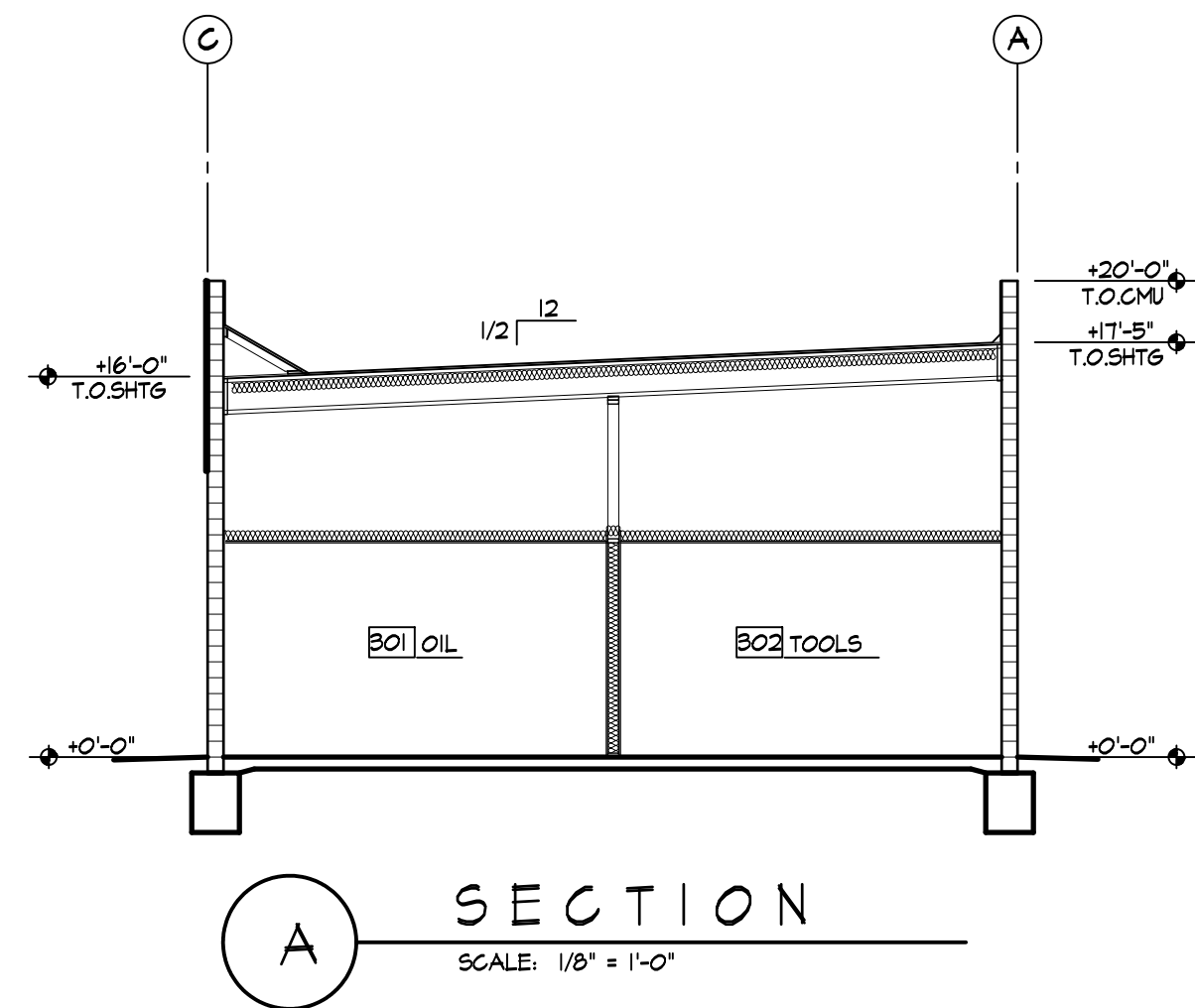
PROJECT No : 1512

DATE : 10/18/2017

SECTIONS

SHEET No :

A34.1



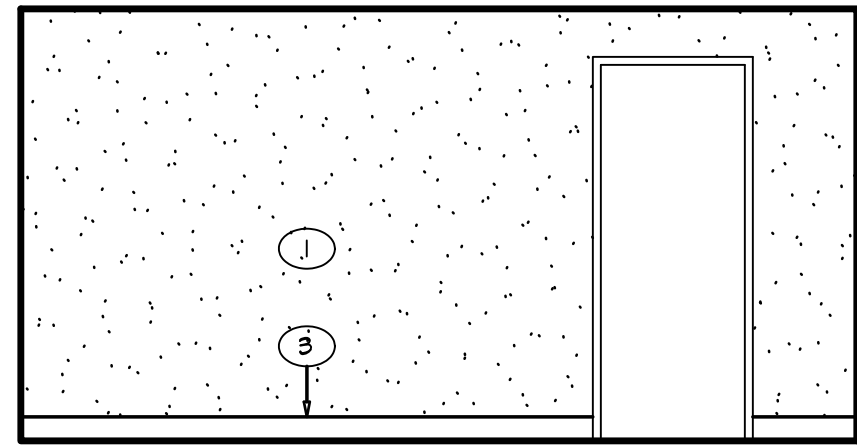
SECTIONS  
SERVICE BUILDING

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

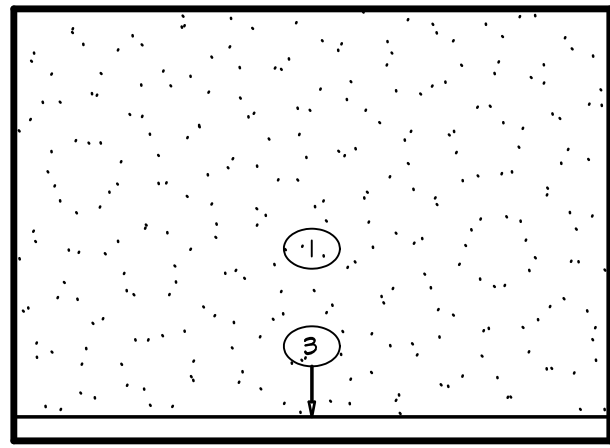




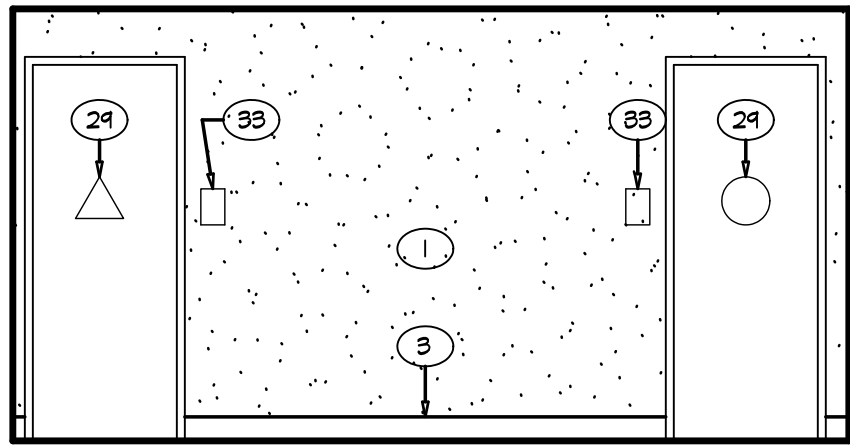




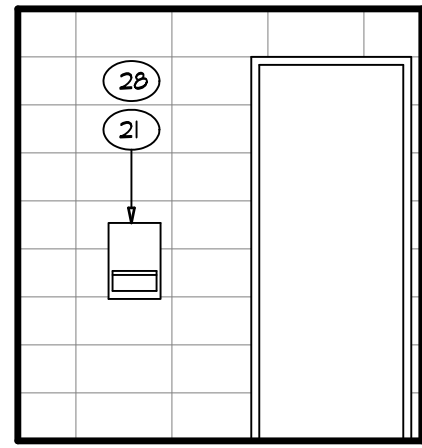
NORTH



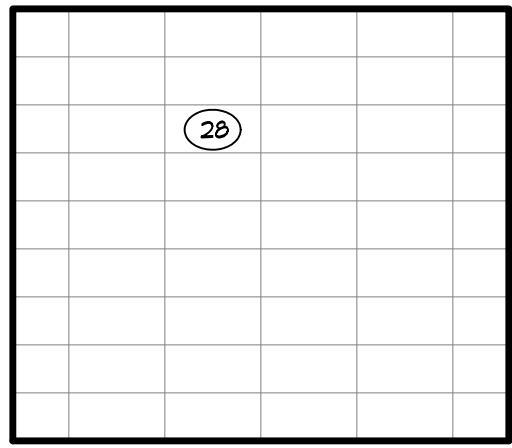
EAST  
(WEST - SAME, O.H.)



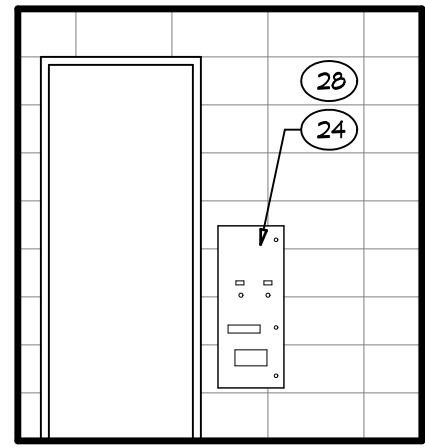
SOUTH



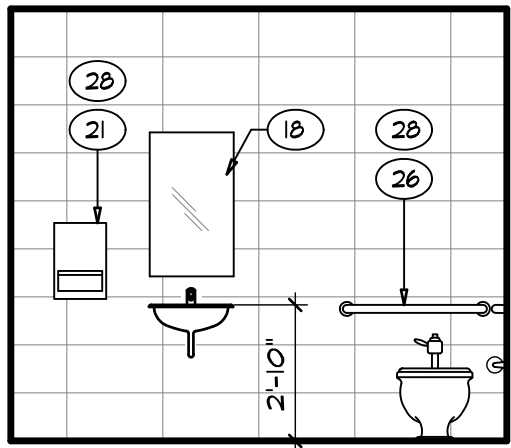
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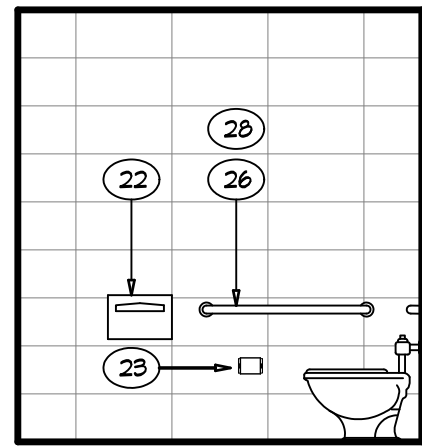
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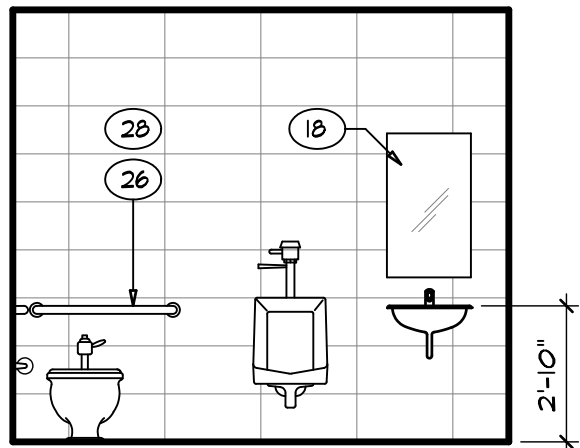
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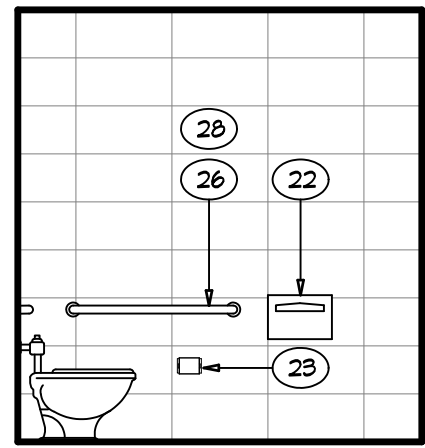
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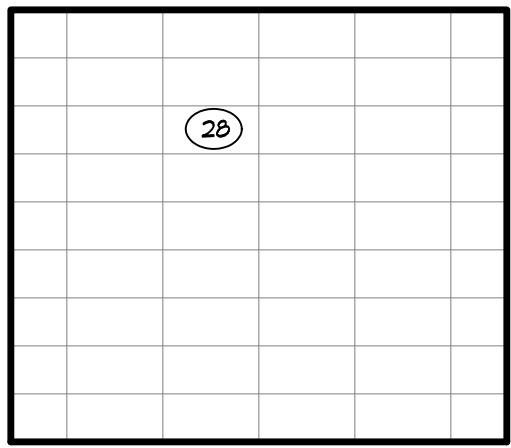
SOUTH



WEST



SOUTH

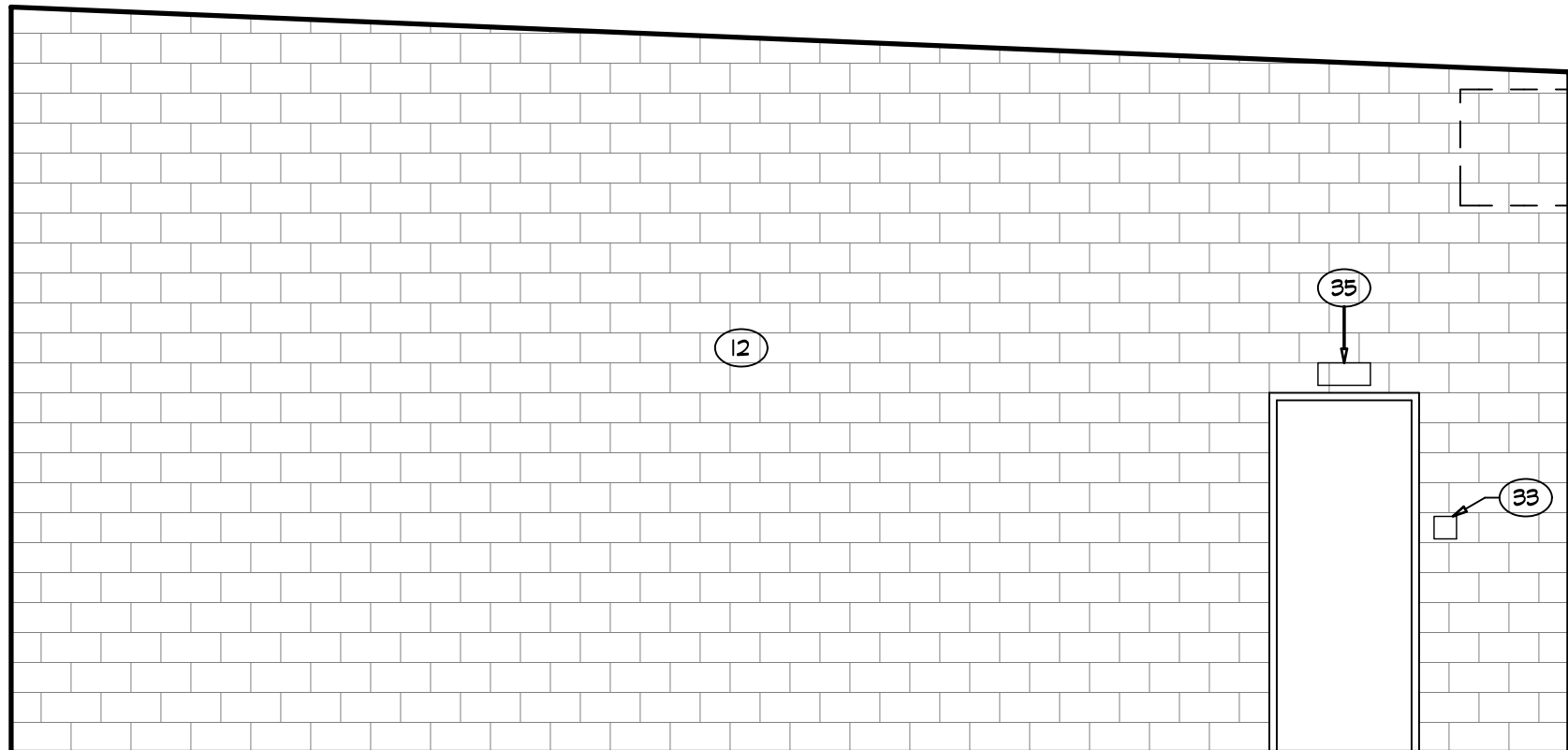


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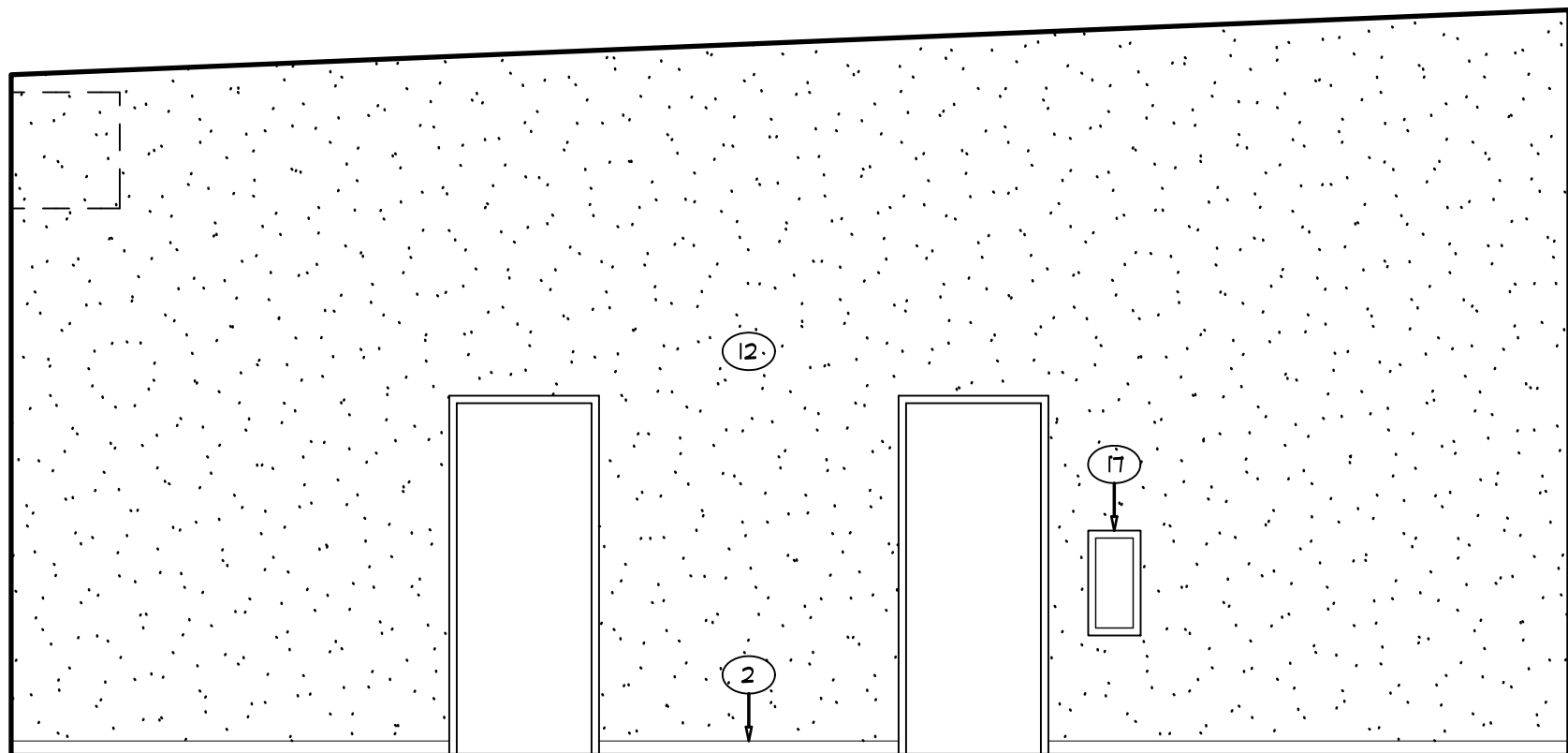
303 LOUNGE

304 UNISEX TOILET

305 UNISEX TOILET

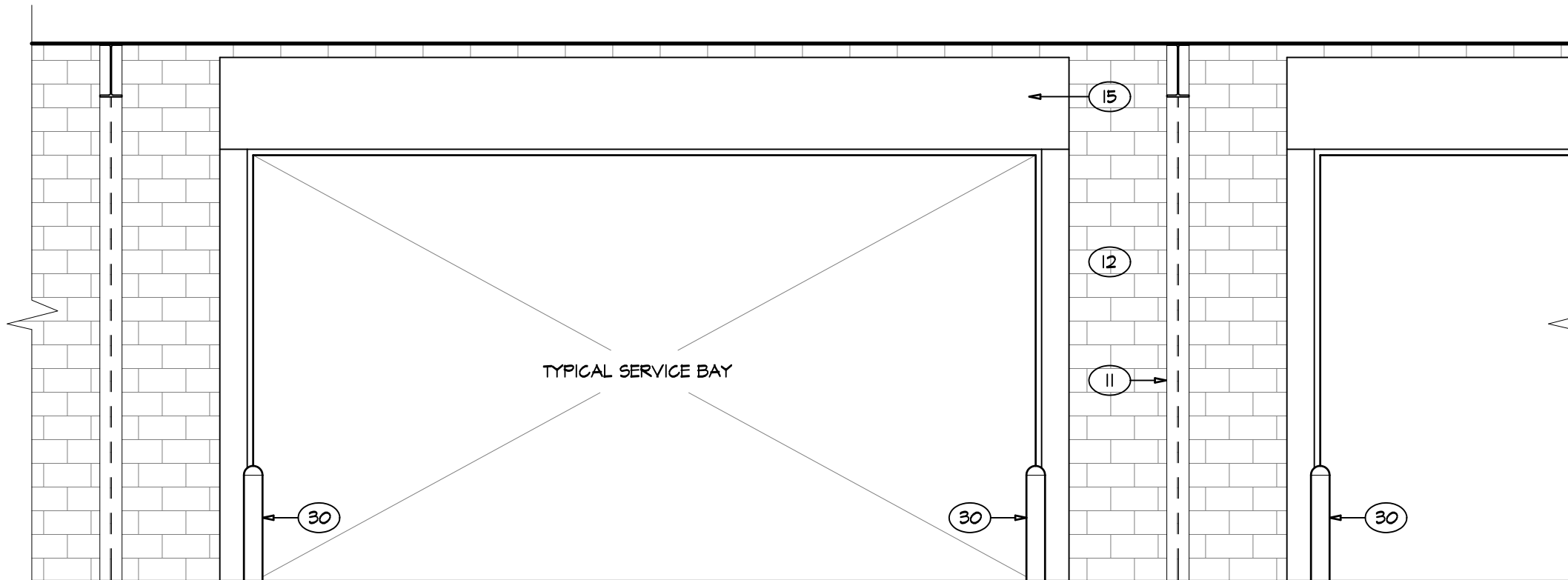


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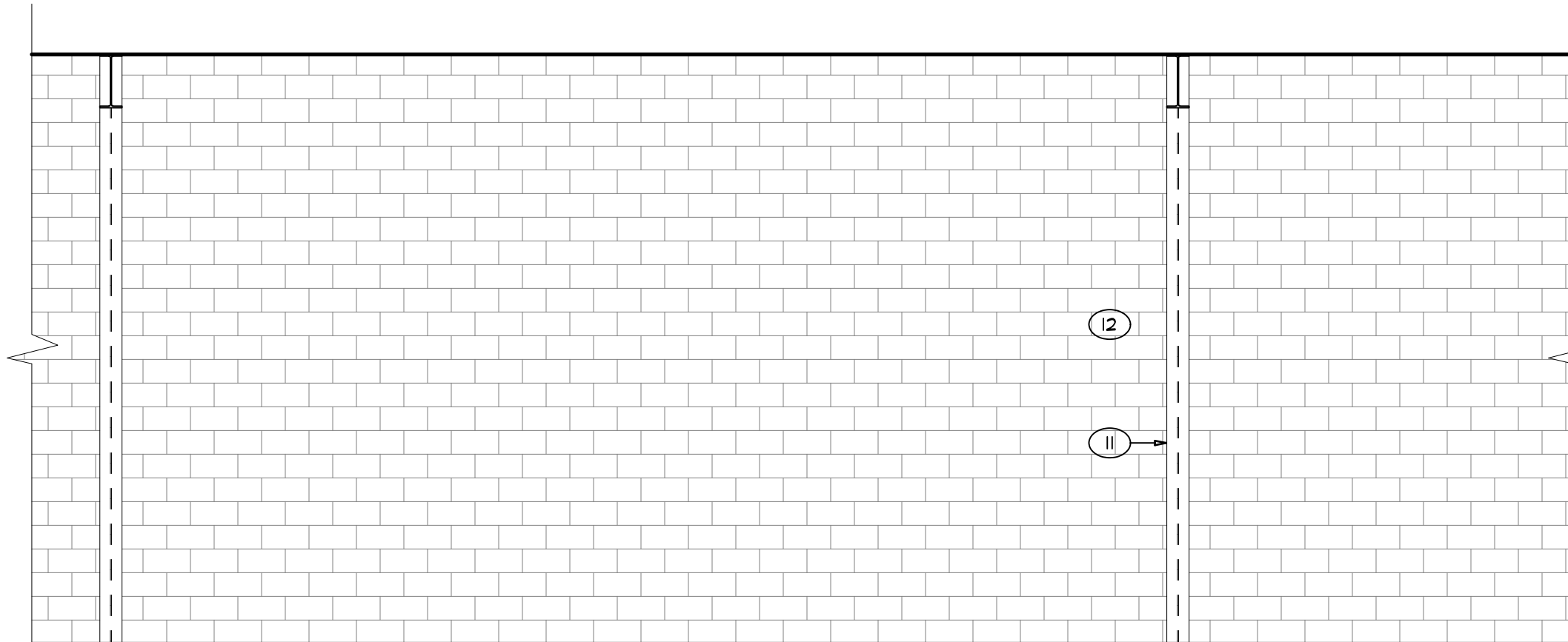


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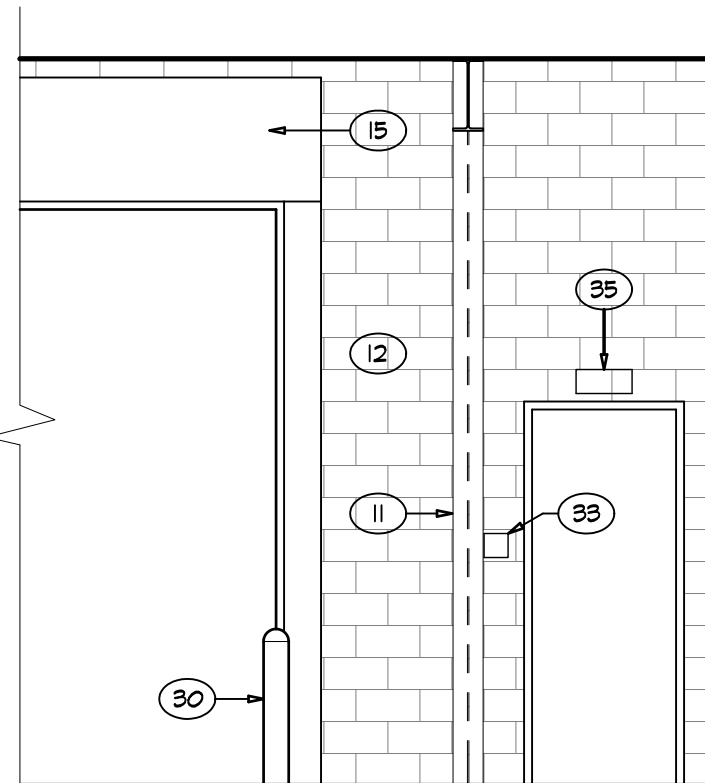
306 SERVICE SHOP



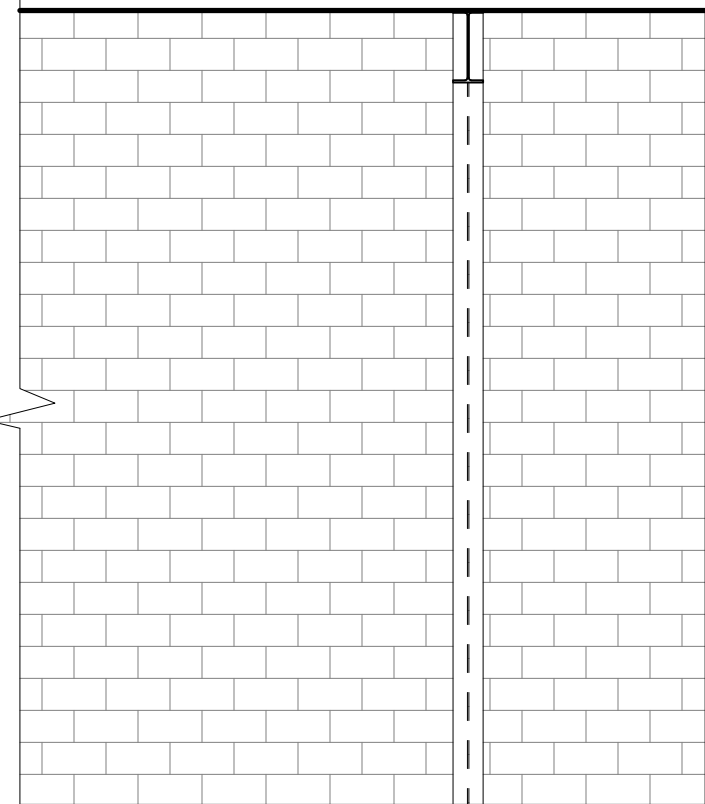
EAST



WEST



NORTH



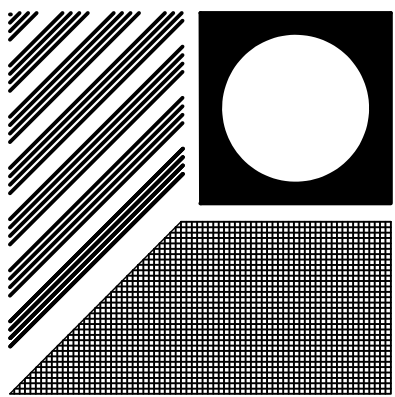
SOUTH

KEYNOTES:

- 1 GYP. BOARD
- 2 BASE
- 3 TILE BASE
- 4 WAINSCOT
- 5 MOP SINK
- 6 PLASTIC LAMINATE COUNTER
- 7 CORIAN COUNTER & SPLASH WHERE OCCURS
- 8 EXTERIOR WINDOW WALL
- 9 PLASTIC LAMINATE CASEWORK
- 10 GRANITE COUNTER & FACE
- 11 STEEL COLUMN
- 12 CMU WALL
- 13 INTERIOR WINDOW WALL
- 14 NOT USED
- 15 ROLL-UP SLATTED DOOR
- 16 CURTAIN WALL SYSTEM
- 17 SEMI-RECESSED FIRE EXTINGUISHER CABINET & 2A-10BC FIRE EXTINGUISHER
- 18 MIRROR & S.S. FRAME
- 19 COUNTER MOUNTED LAVATORY
- 20 BRANDED ELEMENT PER SHEETS
- 21 TOWEL DISPENSER
- 22 SEAT COVER DISPENSER
- 23 TOILET PAPER DISPENSER
- 24 FEMININE NAPKIN DISPOSAL
- 25 SOAP DISPENSER
- 26 GRAB BAR
- 27 TOILET PARTITION
- 28 CERAMIC WALL TILE
- 29 DOOR MOUNTED SIGNAGE
- 30 BOLLARD
- 31 DOOR LOCK SIGNAGE - "THIS DOOR TO REMAIN UNLOCKED WHEN BUILDING IS OCCUPIED"
- 32 HI-LO DRINKING FOUNTAIN
- 33 WALL MOUNTED SIGNAGE
- 34 CEILING TO SOFFIT TRANSITION
- 35 ILLUMINATED EXIT SIGN
- 36 ISA SYMBOL

INTERIOR ELEVATIONS

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



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APN 030-121-57

AUTO SHOWROOM &  
SERVICE BUILDING

FOR

Santa Cruz  
NISSAN



SOQUEL, CA

PROJECT No: 1512

DATE: 10/18/2017

INTERIOR ELEVATIONS  
SERVICE BUILDING

SHEET No:

A36.1





Calculation Summary									
Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min	PtSpcLr	PtSpcTb
Building Front Facade_Side_2	Iluminance	Fc	7.09	8	5	1.42	1.60	5	5
Customer Parking - Building Front	Iluminance	Fc	8.61	21.5	3.1	2.78	6.94	6	6
Employee Parking - Northeast	Iluminance	Fc	4.88	17.2	2.0	2.44	8.60	6	6
Employee Parking - West - Interior	Iluminance	Fc	8.25	12.8	4.1	2.01	3.12	6	6
Employee Parking - West Perimeter	Iluminance	Fc	7.59	16.0	3.7	2.05	4.32	6	6
Inventory Display - East - Front	Iluminance	Fc	66.05	84.6	53.6	1.23	1.58	6	6
Inventory Display - East Interior	Iluminance	Fc	30.36	40.6	19.4	1.56	2.09	6	6
Inventory Display - Southeast Perimeter	Iluminance	Fc	51.92	74.5	26.2	1.98	2.84	6	6
Inventory Display - Southwest Interior	Iluminance	Fc	50.24	69.4	30.6	1.64	2.27	6	6
Inventory Display - West - Front	Iluminance	Fc	54.75	72.5	29.7	1.84	2.44	6	6
Inventory Display - West Interior	Iluminance	Fc	36.18	58.4	18.3	1.98	3.19	6	6
Service Vehicles	Iluminance	Fc	6.31	11.0	3.7	1.71	2.97	6	6

NOT A CONSTRUCTION DOCUMENT - FOR DESIGN PURPOSES ONLY

TITLE:

REVISÉD FROM DRAWING NUMBER(S):

DN BY:

CHK BY:	
---------	--

QUOTE:  
N/A

DRAWING / DESIGN NO.:  
**1782573**





## **NREDI 2.0 Dealer Presentation Package**



**Santa Cruz Nissan (5596)  
Santa Cruz, CA  
January 30, 2017  
Revised August 15, 2017**

**NREDI 2.0**

# NISSAN NORTH AMERICA

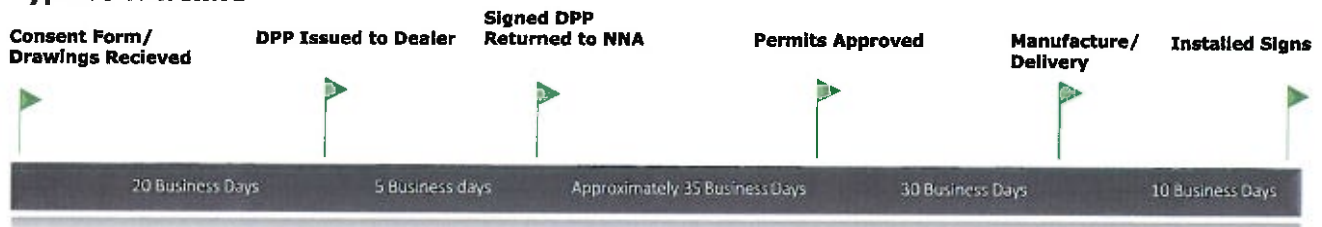
## Dealer Presentation Package



### PURPOSE

The Dealer Presentation Package (DPP) is issued to the Dealer Principal. It defines the signage solution for the Dealership Facility, subject to successful permitting by AGI. Upon receipt of the executed Participation Agreement, Nissan will direct AGI to begin the next phase of the sign installation process.

### Typical Timeline



### NEXT STEPS

The Dealer Principal should execute the Participation Agreement provided in this proposal and return the original to your Nissan Regional Representative.

### CONTENTS

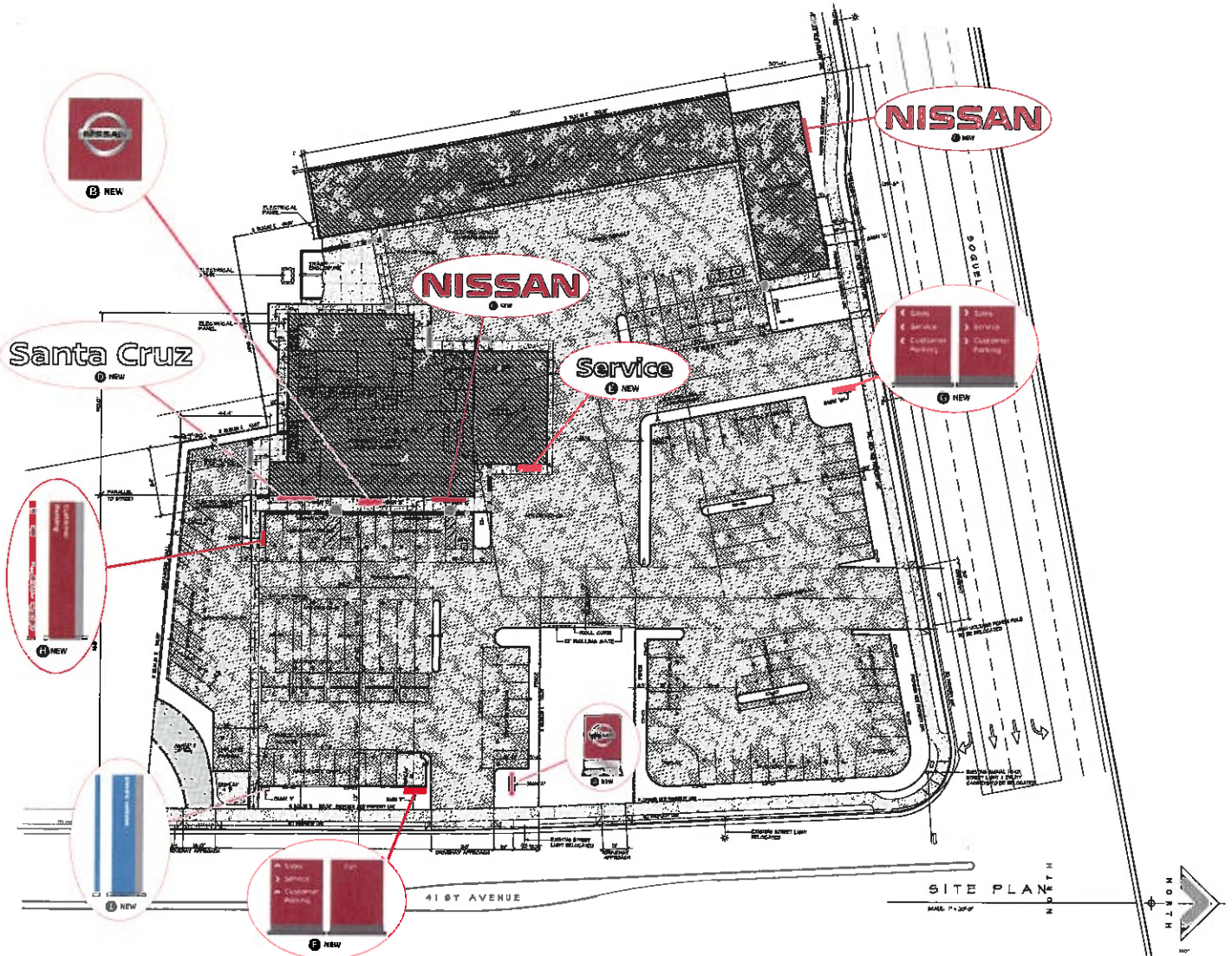
1. Site Plan and Color Renderings
2. Schedule of Signs
3. Dealer Enabling Works
4. Local Municipal information
5. Dealer Participation Agreement, Estimated Lease and Maintenance Payment & Program Rules



# NISSAN NORTH AMERICA Dealer Presentation Package

## 1. SITE PLAN

The following provides a visual representation of the prepared schedule:



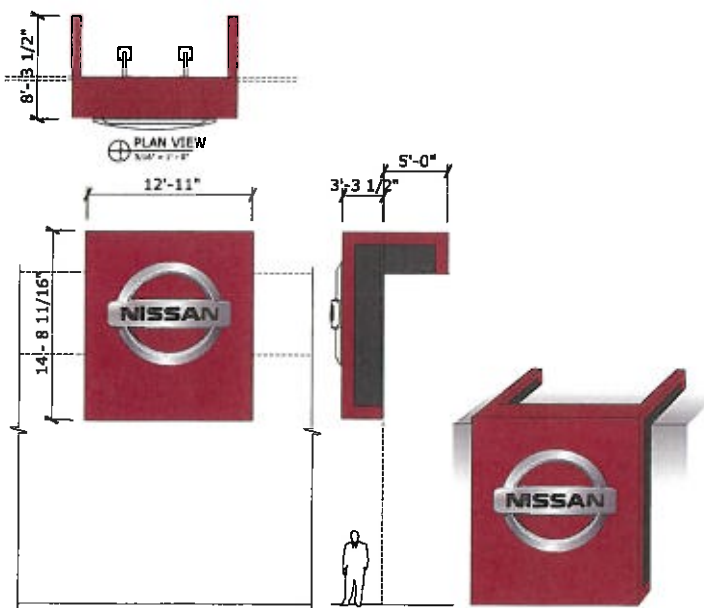
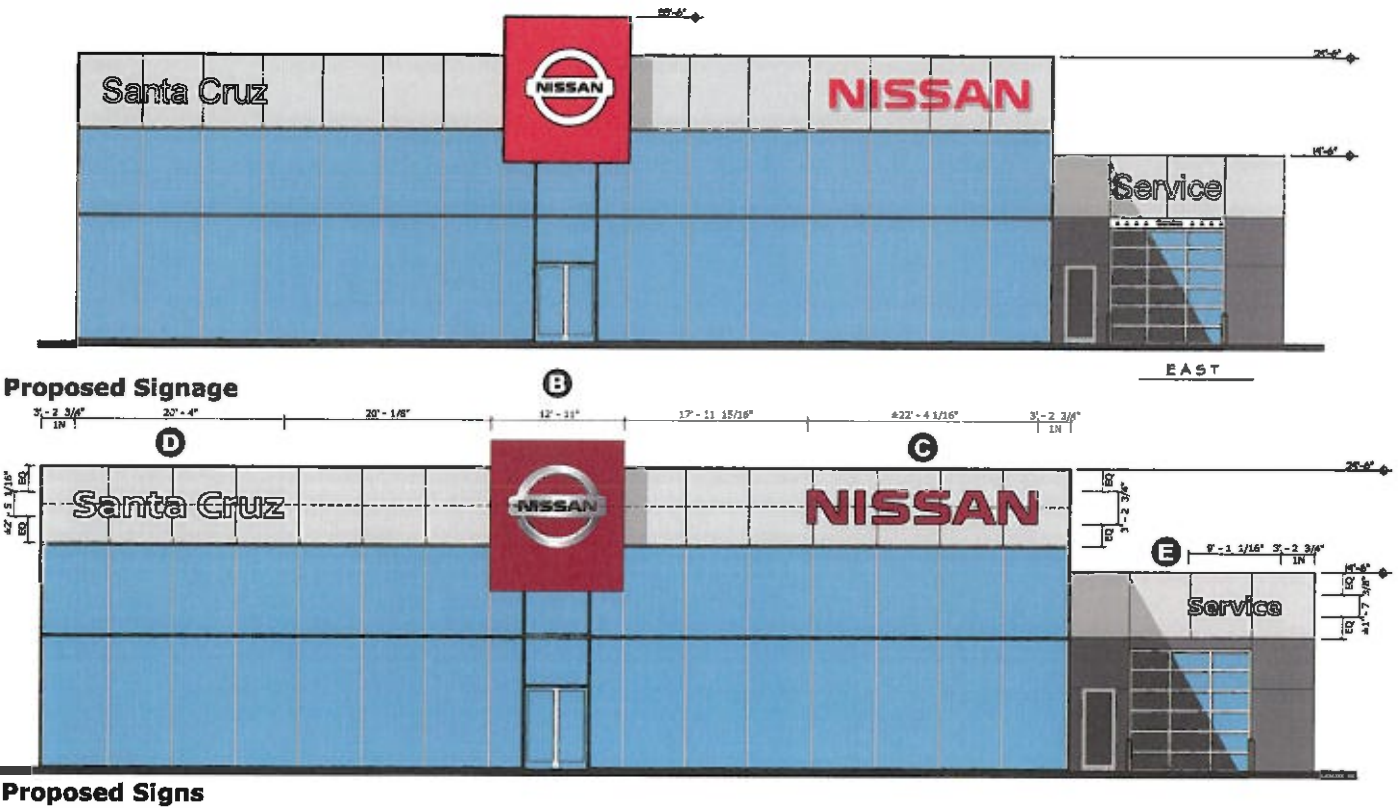


# NISSAN NORTH AMERICA Dealer Presentation Package



## 2. SCHEDULE OF SIGNS

### Site Before



- B** Large Nissan Tablet  
Large Nissan Tablet (Total of 1) 190.18 sq.ft.  
NEW



- C** Large Nissan Word Mark  
Large Nissan (Total of 1) 72.13 sq.ft.  
NEW



- D** Large Dealer Name Letters  
Large Nissan (Total of 1) 49.24 sq.ft.  
NEW



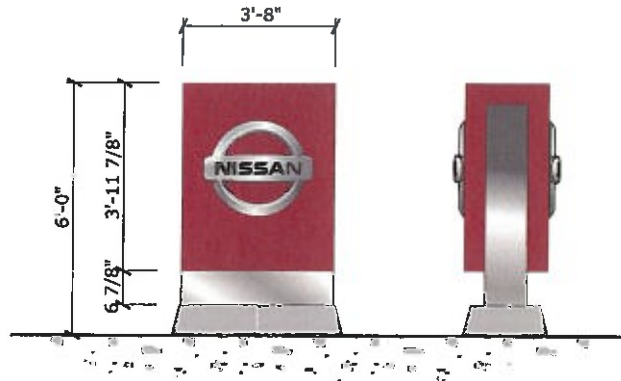
- E** Large Service Letters  
Large Service Letters (Total of 1) 14.67 sq.ft.  
NEW

# NISSAN NORTH AMERICA

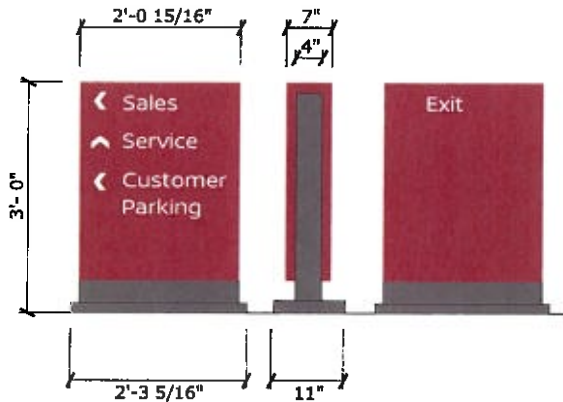
## Dealer Presentation Package



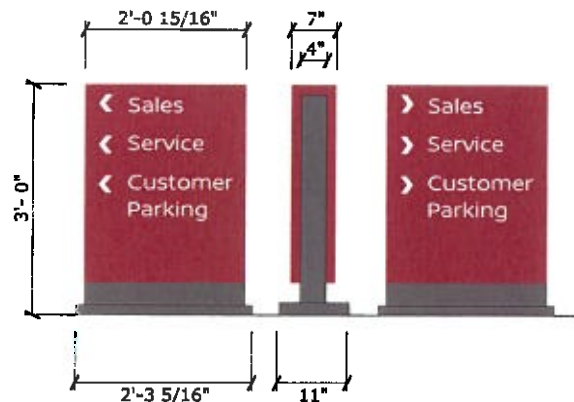
### 2. SCHEDULE OF SIGNS (CONTINUED)



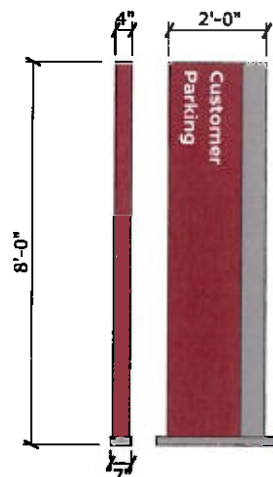
**A** MNT-14 Monument Sign  
14.62 Sq.ft. (Total of 1)  
NEW



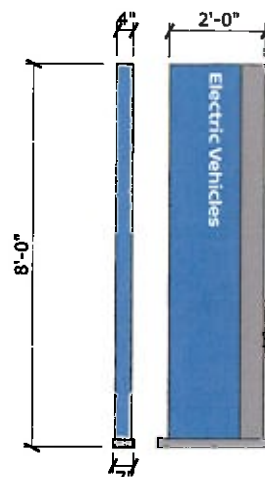
**F** DG-3 Ground Directional  
6.07 sq.ft. (Total of 1)  
NEW



**G** DG-3 Ground Directional  
6.07 sq.ft. (Total of 1)  
NEW



**H** CP-8  
Customer Parking Sign (Total of 1) 16.0 sq.ft.  
NEW



**I** EV-8  
Electric Vehicle Sign (Total of 1) 16.0 sq.ft.  
NEW

# NISSAN NORTH AMERICA

## Dealer Presentation Package



### 3. DEALER ENABLING WORKS

The following are dealer responsibilities

#### A. Landscaping

- Dealer to provide all Landscape as needed around ground signage, LCV Front line, and Flag Pole after the signs have been installed.

#### B. Electrical

- Dealer to provide adequate electrical service to within 10' of all building and ground signs prior to installation.
- All illuminated signage requires 120-volt service and one 20-amp circuit, except for Freeway signs, which require three 20-amp circuits.
- Dealer to advise AGI of any secondary underground utilities (i.e. sprinklers, secondary lot lights) you have on your property.
- Dealer to provide appropriate time clock/photocell for **all** sign circuits. The continuous illumination of signs will greatly reduce the life expectancy and impact the warranty of your new signs.

#### C. Fascia

- *Careful coordination with AGI on preparations for Tablet installation is critical.*
- AGI will provide tablet weight and size. Dealer will be responsible to determine loading and for providing ample structure and mounting points per AGI's CAD overlay.
- AGI will provide full scope of work outlining critical steps, timing, and requirements to assure that installation is completed as required.

#### D. Site Access for each sign

- Dealer to ensure there is adequate access and/or access panel behind fascia for final electrical hookup installation and final inspection (See Dealer Enabling Works Manual).
- Dealer to move all vehicles from the installation work area prior to commencement of installation.

#### E. Sign Removals

- AGI will remove and destroy the existing signage (as noted on the following pages) as part of the scope of the project unless otherwise indicated.

#### F. Permitting

- The following documents are required for permitting and will need to be provided if not already provided at the time of the survey:
  - Full-sized, scaled site plans and elevations
  - Landlord authorization form (if required by the City)



# NISSAN NORTH AMERICA

## Dealer Presentation Package



### 4. LOCAL MUNICIPAL INFORMATION

#### Site Information

Total Signage Aggregate: .25sf/lf street frontage

#### Wall Sign Information

Maximum number of signs allowed: 1 business identification sign per site

Maximum square footage allowed:

Maximum Overall Height:

#### Ground Sign Information

Maximum number of signs allowed: 1

Maximum square footage allowed:

Maximum Overall Height: 7'

Minimum Setback: 5'

Wind Load: 100mph

#### Directional Information

Maximum number of directionals allowed per site:

Maximum square footage allowed per sign: 4

Maximum Overall Height: 8'

Minimum Setback: side yard

#### Flag Pole Information

Permit Required: Not Permitted

Maximum number of flag poles allowed per site:

Maximum Overall Height:

Minimum Setback:

#### Variance Information

Is variance for signage allowed? Yes

Which sign will require a variance? All wall signs

Do we have to apply for permits first and get denial?

Which documentation is required for a variance? SED, Site Plan, Elevations, Owner Signature

What are the chances of receiving a variance? Not Given

# NISSAN NORTH AMERICA

## Dealer Presentation Package



### 5. PARTICIPATION AGREEMENT, ESTIMATED LEASE AND MAINTENANCE PAYMENT & SIGN PROGRAM RULES

<b>DEALER NAME</b> Santa Cruz Nissan			<b>DEALER CODE</b> 5596		
<b>STREET ADDRESS</b> 1605 Soquel Ave.			<b>REGION</b> WR		
<b>CITY</b> Santa Cruz	<b>STATE</b> CA	<b>ZIP CODE</b> 95062	<b>TELEPHONE NUMBER</b>		
<b>DEALER CONTACT NAME &amp; TITLE</b> Don Groppetti, Dealer Principal					
<b>DEALER CONTACT EMAIL ADDRESS</b> Don@GroppettiAuto.com			<b>CELL PHONE NUMBER</b>		
<b>NEW DEALER NAME, IF APPLICABLE</b>					
<b>NEW ADDRESS, IF RELOCATION</b> 2755 41st Avenue			<b>CITY</b> Soquel	<b>STATE</b> CA	<b>ZIP CODE</b> 95073

As an Authorized Nissan Dealer ("Dealer"), I hereby agree to participate in the Nissan Retail Environment Design Initiative Sign Program ("Sign Program") administered by Nissan North America, Inc. ("Nissan") for the Dealership Location ("Site") at the above address subject to the following terms and conditions:

1. Dealer has signed the Sign Program Consent Form, commenced with the Program Process, which includes an on-site initial consultation and physical survey of the Site by the Sign Supplier ("Supplier"), and reviewed the Dealership Presentation Package ("Sign Package"), which includes the Scheme Drawings, Estimated Monthly Expenses, Nissan Sign Lease and Maintenance Agreement ("Lease and Maintenance Agreement") to be entered into between Dealer and Nissan Motor Acceptance Corporation ("NMAC"), this Nissan Retail Environmental Design Initiative Sign Program Participation Agreement ("Participation Agreement") and any other documents relating to this Sign Program.
2. Dealer agrees to continue to facilitate the process of the Sign Program as outlined in the Participation Agreement and any other documents relating to the sign program.
3. Dealer agrees to implement the Sign Program in accordance with Section 6.C of the Dealer Sales and Service Agreement, the Standards Manual ("Manual"), Application Rules, Sign Survey, Scheme Drawings, this Participation Agreement and the Sign Lease and Maintenance Agreement. Dealer also agrees to remove all Nissan signs not in compliance with the Sign Program currently on the Site, irrespective of ownership, to sign the Installation Completion Certificate upon the installation of the Signs and proper completion of the Works, and to provide a proof of insurance naming NMAC and Nissan as additional insured.
4. Dealer agrees to be responsible for any and all costs incurred to date under this Sign Program. Any costs deemed to be the responsibility of Dealer shall be paid directly to Supplier or if unpaid, said costs shall be charged to the Dealer's Non-Vehicle Account. Conditions under which the Dealer may incur these costs include, but are not limited to:
  - Should Dealer decide not to further participate in this Sign Program and stops Process at any time, Dealer shall have no right to use any drawings, specifications, reports or design information created or produced in connection with this Sign Program.
  - In the event Dealer's Nissan Sales & Service Agreement is terminated, voluntarily or involuntarily, or Dealer relocates the Dealership Facilities.
  - In the event Dealer elects to transfer any assets or change ownership with the approval of Nissan and provided the buying Dealer is unable to assume all obligations of Dealer under this Participation Agreement. Dealer will disclose to any prospective buying Dealer of the terms of this Participation Agreement.
5. Dealer agrees to be responsible to include the proper value of the Sign on Dealer's annual business personal property tax return and pay the applicable taxes to the proper state and local tax authorities when due.

This Participation Agreement is an exhibit to the Sign Lease and Maintenance Agreement and shall remain in effect until cancelled or terminated under the terms of the Dealer Sales and Service Agreement.

Dealer acknowledges that all Signs installed at the Site under the Sign Program are owned by NMAC and full implementation of this Program will require: a) execution of this Participation Agreement with Nissan; b) execution of the Sign Lease and Maintenance Agreement with NMAC; c) free and easy access to the Site by Nissan, NMAC, Supplier and other designated sub-contractors at all reasonable times; and d) all Nissan signs not in compliance with the Sign Program currently on the Site, irrespective of ownership, will be removed.

The above terms and conditions are acknowledged and agreed to on behalf of the Dealer by its Authorized Officer as of the date set forth below.

DESCRIPTION
Install New Version 2.0 Signs: 6' High 14 SF Monument Sign, Large Tablet with 13.5' Extension, 40" Tall Nissan Word Mark, 30" Tall Dealer Name Letterset, 20" Tall Service Letterset, 3' x 3' Directional Sign (QTY 2), Customer Parking Sign, and Electric Vehicles Display Sign.
Above work includes permits (tablet to be permitted by GC with building permit), production, freight and installation. Variance fees are estimated based on historical work with the jurisdiction.
This work creates a new sign lease account with a monthly base payment of \$1,265.92 plus a monthly maintenance fee of \$116.56 for a total monthly sign lease payment of \$1,382.48.

The above are inclusive of all state sales taxes (except for the states of IL, ME, NM, NJ, OH) and are subject to final confirmation on completion of the installation. The above terms and conditions are acknowledged and agreed to on behalf of the Dealer by its Authorized Officer as of the date set forth below.

# NISSAN NORTH AMERICA

## Dealer Presentation Package



### PROGRAM PROCESS

- **Agreement Approvals.** Within ten (10) working days upon receipt of this Dealer Presentation Package, Dealer shall sign this Participation Agreement and Sign Lease and Maintenance Agreement and approve the Sign Package if needed. Any amendments to the Sign Package and any other documents relating to this Sign Program, requested by the Dealer or any other interested party(ies) shall be re-submitted to the Dealer for final approval of which said costs for re-draws and revisions shall be the responsibility of the Dealer.
- **Permit Submission.** Within ten (10) working days of Dealer's approval of this Participation Agreement and the Sign Lease and Maintenance Agreement, Sign Supplier ("Supplier") shall apply for permit(s) as required by the Civil Codes and Restrictions, licenses, authorizations and/or any other such permissions, statutory or otherwise required to undertake certain works, which includes Signs and any associated ancillary works ("Works"), presented in the DPP and approved by the Dealer, Nissan and Supplier.
- **Permit Notification.** Supplier shall inform the Dealer and Nissan on the progress of the application and notification of Permit(s) award (or rejection). Supplier shall be responsible for all costs and expenses for all unsuccessful planning applications, which are not in accordance with local Civil Codes and Restrictions and the Application Rules to the extent that they do not conflict. Dealer shall be responsible to consult with Supplier and discuss with Nissan as to the method and action necessary to complete the Works. Dealer acknowledges that all Signs will be permitted and if local zoning denies permits, Dealer is required to pursue approval of Signs through variance. If variance for required signage is denied, the next most favorable signage allowed as determined by Nissan and Supplier are required.
- **Sign Manufacture.** Within twenty (20) working days upon receipt of an acceptable Permit(s), Supplier shall begin to manufacture and assemble the Signs required for the Works provided that the Dealer has completed all enabling works, that consents have been received from any interested party(ies) and that Dealer has provided written confirmation of the same.
- **Sign Delivery.** Within five (5) working days of manufacture completion, Supplier shall deliver the complete Signs to the Site. Supplier or its sub-contractors shall remove all existing signs not in compliance with the Program, complete any ancillary works and install Signs within a maximum period of ten (10) consecutive working days from unloading the Signs and/or entering the Site.
- **Sign Installation.** Supplier shall make good any identified defects within ten (10) working days at the cost of Supplier. Upon proper completion of the Works, the Dealer shall sign the Installation Completion Certificate at which time the Lease and Maintenance Agreement shall become in effect. Dealer will be provided with the final lease and maintenance monthly payment encompassing all costs, including Seen and Unseen Variations, prevailing rate of interest at invoicing or work relating to this Sign Program. **DEALER SHALL PROVIDE PROOF OF INSURANCE NAMING NMAC AND NISSAN NORTH AMERICA AS AN ADDITIONAL INSURED.**
- **Sign Maintenance.** Maintenance on the Signs performed by the Sign Maintenance Supplier shall be conducted between 9 and 15 months from the installation of Signs at the Site and upon each annual anniversary thereafter.





# NISSAN NORTH AMERICA

## Dealer Presentation Package



THIS DOCUMENT PROVIDES THE STANDARD TERMS AND CONDITIONS OF THE NISSAN SIGN PROGRAM TO AUTHORIZED NISSAN DEALERS IN GOOD STANDING. THESE TERMS AND CONDITIONS ARE IMPLEMENTED PURSUANT TO AND DO NOT MODIFY, AMEND OR CHANGE THE NISSAN DEALER SALES AND SERVICE AGREEMENT BETWEEN NISSAN AND ITS AUTHORIZED NISSAN DEALERS.

**1. Dealer shall be enrolled in the Sign Program by executing the following documents:**

- **Consent Form.** Dealer enrolls in the Sign Program and agrees to commence with the preliminary process of the Sign Program in accordance to its terms and conditions.
- **Participation Agreement.** Dealer agrees to proceed with the installation of Signs and all Works on the Site in accordance to its terms and conditions.
- **Sign Lease and Maintenance Agreement with NMAC.** Dealer agrees to lease Signs, which includes maintenance services to be undertaken by the Sign Maintenance Supplier, on all Signs installed and for all Works on the Site in accordance to its terms and conditions with NMAC.
- **Installation Completion Certificate.** Dealer agrees to accept the installation of the Signs upon proper completion of all Works on the Site in accordance to the terms and conditions of the Sign Program.

**2. Dealer further agrees:**

- That implementation of the Sign Program shall be in accordance with the Standards Manual, Application Rules, Sign Survey Report, Scheme Drawings, Consent Form, Participation Agreement and Sign Lease and Maintenance Agreement.
- That all Signs and Works installed on the Site shall remain at the location of the initial installation unless moved by Supplier or designated subcontractor with the prior written consent from Nissan and NMAC.
- To provide free and easy access to Nissan, NMAC, Supplier, Sign Maintenance Supplier and its designated subcontractors to the Site at all reasonable times for all purposes relating to the implementation and administration of this Sign Program.
- To the removal of all Nissan signs not in compliance with the Sign Program currently on the Site, irrespective of ownership.

ALL SIGNS SHALL BE THE MOST FAVORABLE SIGNAGE ALLOWED BY CIVIL CODE AND RESTRICTIONS, INCLUDING ALL APPLICABLE STATE STATUTES, REGULATIONS, RULES, STATUTORY INSTRUMENTS, ORDERS, CONSENT, BY-LAWS OR LEGAL REQUIREMENTS, AND APPROVED BY THE DEALER, NISSAN AND SUPPLIER.

### **IN THE EVENT OF BREACH.**

Dealer agrees that material breach includes, but is not limited to, the following conditions:

- Dealer's Nissan Sales & Service Agreement is terminated either voluntarily or involuntarily;
- Dealer vacates the Site or ceases its Dealership Operations;
- Dealer relocates the Nissan Dealership Facilities ("Facilities") and does not agree to move all installed Signs and Works to the new location nor continue Dealer's obligation for the remaining period;
- Dealer enters into a buy/sell agreement to sell its assets and purchaser does not agree to assume Dealer's obligations for the remaining period of the Lease;
- Dealer transfers or sells any portion of the principal assets to owners, who will not agree, in writing, to assume Dealer's obligations for the remaining period of the Lease.

### **DISPUTE RESOLUTION PROCESS.**

The parties acknowledge that at the state and federal level, various courts and agencies are available to them to resolve claims or controversies that might arise between them. The parties agree that it is inconsistent with their relationship for either to use courts or governmental agencies to resolve such claims or controversies. The Parties agree to submit all disputes to Mediation, unless waived by written agreement of the Parties. Mediation is conducted before an independent mediator. The Parties will participate and present their position to each other and the mediator in an effort to resolve their disagreement, in accordance with the commercial rules and procedures of the International Institute for Conflict Prevention and Resolution ("CPR").

If the Dispute is not resolved through Mediation, then consistent with the provisions of the United States Arbitration Act (9 U.S.C. §1 et seq.), the Parties understand that they are free to voluntarily agree upon an alternative dispute resolution process for any dispute that may arise under this Agreement. The Parties hereby agree that any such dispute which might arise among one or more of the Parties will be submitted to and resolved through binding Arbitration conducted in accordance with the commercial rules and procedures of the CPR, with arbitration hearings to be held in Davidson County, Tennessee. There shall be a single Arbitrator appointed to resolve such disputes, and the Arbitrator shall have authority to award all appropriate relief, including but not limited to specific performance and injunctive relief. Arbitration awards shall be binding and non-appealable, except as otherwise provided in the United States Arbitration Act. Judgement upon any such award may be entered and enforced in any court of competent jurisdiction.



# NISSAN NORTH AMERICA

## Dealer Presentation Package

**INCOME TAX LIABILITY FOR FEDERAL, STATE OR OTHER TAXES.** Any income tax liability imposed on the value of support received on this Program will be the sole responsibility of the Dealer and not of Nissan.

### FINAL DECISION.

In all matters relating to the interpretation and application of any rule or phase of this Program, the decision of Nissan shall be final. Interpretations must be in writing from the National Brand Integration Department. Any questions regarding interpretations and application of any rule or on the Sign Program must be directed to your Regional Representative.

**PARTICIPATION IN ANY PORTION OF THIS SIGN PROGRAM MAY NOT BE ASSIGNED TO ANY THIRD PARTY. NISSAN RESERVES THE RIGHT TO CANCEL, AMEND OR REVOKE THE SIGN PROGRAM AT ANY TIME DUE TO REASONABLE BUSINESS CONSIDERATION OR TO CIRCUMSTANCES BEYOND ITS CONTROL.**

### DEALER CONCURRENCE

<b>DEALER PRINCIPAL SIGNATURE</b>	
<b>NAME</b>	<b>DATE</b>

### NNA CONFIRMATION

<b>REGIONAL APPROVAL</b>	<b>NATIONAL APPROVAL</b>
--------------------------	--------------------------

**Assessor, Location, Zoning, and  
General Plan Maps**

**Application Number 171179**

**EXHIBIT H**



**FOR TAX PURPOSES ONLY**

THE ASSessor MAKES NO GUARANTEE AS TO MAP ACCURACY. MAP ASSUMES ANY LIABILITY FOR OVERLAP, OMISSION, OR MISSTATEMENT. ALL RIGHTS RESERVED.  
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**POR. RANCHO ARROYO DEL RODEO**  
**SEC. 9, T.11S., R.1W. M.D.B. & M.**

**Tax Area Code**  
**96-103**

**30-12**

Electronically Redrawn 1/5/97 rw  
Rev. 5/6/86 GG (CA consolidation)  
Rev. 3/21/85 mmm (abandoned por. R/W as per 0-0021553 & 4)  
Rev. 4/4/85 mmm (Combo form, 1-52)  
Rev. 5/2/85 mmm (5-0037781 to 84, LBA 1-53 & 54)  
Rev. 3/30/86 md (106R81)  
Rev. 1/30/87 C.B. (5-0033851 & 52, LBA 1-56 & 56)  
Rev. 8/5/89 mc (Comb. form, 1-57)  
Rev. 12/1/10 mc (116R813)

**SOQUEL RESEARCH PARK TR# 1085**  
**7AMB11**  
**11/13/1984**

**23PM17**  
**10/27/1976**

**20PM35**  
**2/1/1976**

**48PM12**  
**8/11/1987**







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

**Assessor's Map No. 30-12**  
**County of Santa Cruz, Calif.**  
**Aug. 1996**

# Location Map



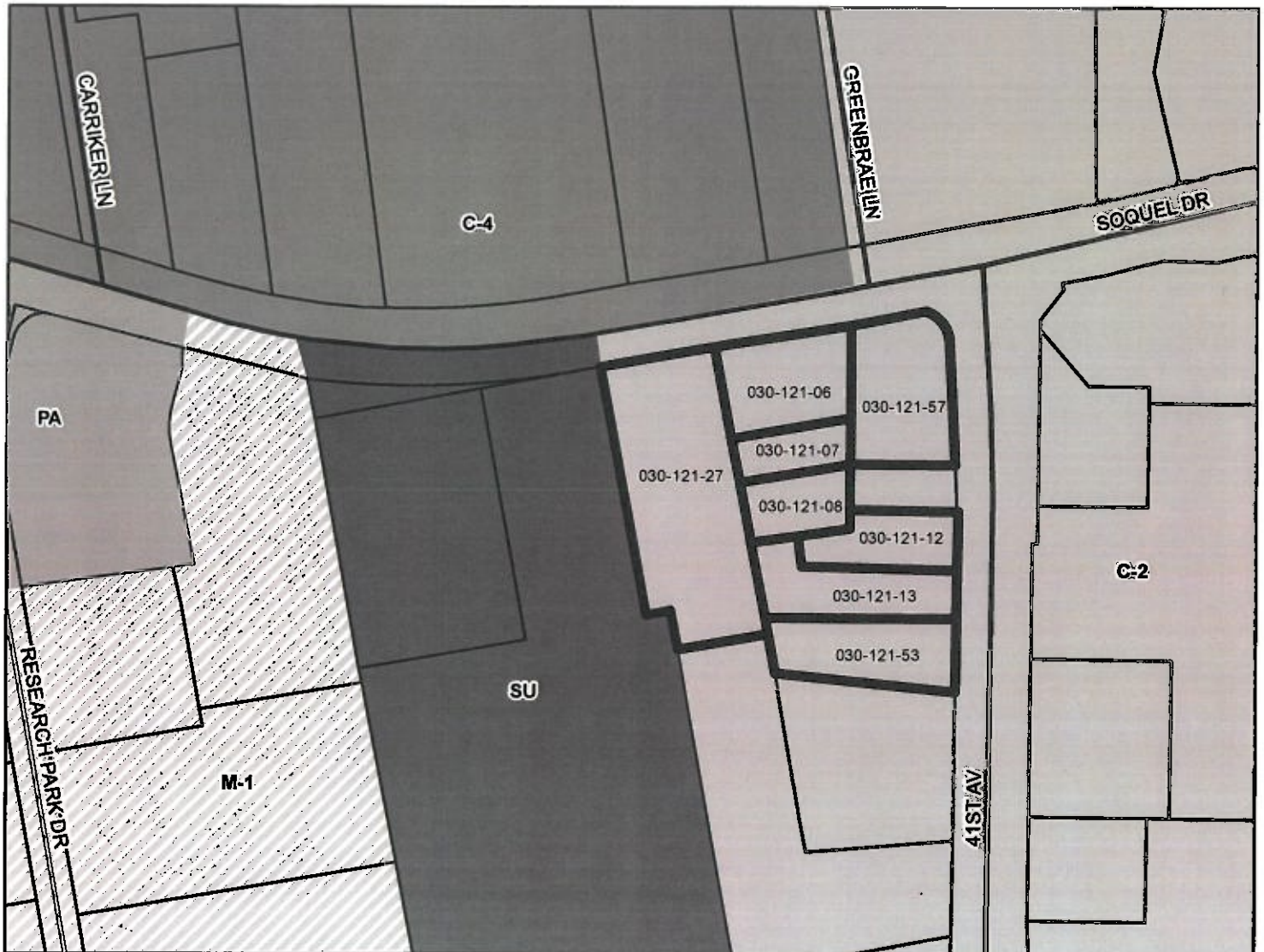
## Legend

-  Project Area
-  Assessors Parcels
-  Street
-  State Highway



*Map Created by  
County of Santa Cruz  
Planning Department  
January 2018*

# Existing Zoning Designation



## Legend

- Project Area
- Assessors Parcels
- Street
- LIGHT INDUSTRIAL
- RESIDENTIAL-MULTI FAMILY
- SPECIAL USE
- COMMERCIAL-SERVICE
- COMMERCIAL-COMMUNITY



*Map Created by  
County of Santa Cruz  
Planning Department  
January 2018*



# Existing General Plan Designation



## Legend

-  Project Area
-  Assessors Parcels
-  Street
-  Commercial-Community
-  Commercial-Service
-  Residential - Urban High Density
-  Urban Open Space



*Map Created by  
County of Santa Cruz  
Planning Department  
October 2017*

# **Comments & Correspondence**

**Application Number 171179**

## **EXHIBIT I**

Todd Sexauer, Environmental Coordinator  
County of Santa Cruz Planning Department  
701 Ocean Street, 4<sup>th</sup> Floor  
Santa Cruz, CA 95060  
[Todd.Sexauer@santacruzcounty.us](mailto:Todd.Sexauer@santacruzcounty.us)



Mar 15 2018

Comments and Questions on Nissan of Santa Cruz Project Draft EIR # 2017072002

Dear Mr. Sexauer,

We of the Santa Cruz Chapter of the International Dark-Sky Association would like to submit the following comments and questions regarding the Nissan of Santa Cruz Draft EIR.

We realize this submission is past the deadline of Feb 20, but hope that the information and questions are helpful to the process going forward. We would appreciate hearing from you if this submission can be included in the EIR deliberations.

1. Page ES-2, Paragraph 2 states:

*"The proposed project would install light fixtures during site development to provide visibility and security lighting during nighttime hours for the proposed automotive dealership. Sixty-four light fixtures would be mounted on 46 poles at a height of 15 feet to illuminate the parking/display areas and dealership."*

We believe that 46 light poles is excessive.

Please compare this to parking lots at Safeway or Home Depot.

It implies an acre or two of 'car display' area. What is the acreage, or square footage, of this lot? Also, note that Title 24 (<http://www.energy.ca.gov/title24/>) provides for higher light levels along the frontage area of a car lot, but assumes much lower levels in the interior. Please verify that proper Title 24 calculations have been used.

2. Page ES-2, Paragraph 2 continues:

*"All lighting would be directed downward onto the site and shielded such that there would not be overspill onto adjacent properties."*

What will be the measure of "no overspill"? We would suggest that it be no more than 1 horizontal foot candle (moonlight) at 5' above grade (pedestrian eye level), and NO direct view of any light source.

3. Page ES-2, Paragraph 3 continues:





*"All light fixtures would have light-emitting diodes (LEDs) and would meet energy code requirements of the California Building Code. These lights would range in power from 80 to 395 Watts and would have a neutral color temperature of 4000K." (emphasis added)*

Note that 80 to 395 watts is clearly wrong, based on metal halide not LED sources. The EIR should specify maximum lumen output. Also, 4000K is NOT a neutral color temperature at night. 2700 K is preferred. The car dealership should care about CRI or some other measure of color rendition.

4. Page ES-2, Paragraph 3 continues:

*"Outside of approved hours of operation, all lighting (including sign lighting) would be turned off with exception of minimal lighting necessary to provide security of the site."*

What are the approved hours of operation? What defines "minimal lighting necessary to provide security of the site?" This needs to be defined. Why is a 'dark campus' approach not preferred, with occupancy sensors that only turn on lights in the presence of movement, thereby indicating a potential security threat?

5. Page ES-2, Paragraph 3 continues:

*"If necessary, dimmers and shields would be installed and/or fixtures would be relocated to eliminate glare and or excessive light from leaving the site."*

What are the metrics of glare and excessive light that would trigger the dimmers and shields? What are the provisions for mitigation if neighbors find the lighting objectionable after operation begins?

6. Page ES-6, Table ES-1 Summary of Environmental Impacts and Mitigation Measures states:

*"Impact AES - 4*

*The project, which would operate until 8 PM, would introduce additional nighttime lighting and glare to an already developed urban area from sunset until 8 PM during fall, winter, and spring months. However, proposed light fixtures would be focused on the onsite automotive inventory and dealership, and it is estimated that they would not generate light intensity in excess of the CIE's international standards for the E3 lighting zone at area residences."*

CIE is not an appropriate standard for California. The CalGreen code applies. (Note that Santa Cruz County could reduce this impact by changing the Title 24 lighting zone to E2. This would be the easiest legal remedy. Neighbors could petition to have their area re-zoned from E3 to E2).



INTERNATIONAL DARK-SKY ASSOCIATION

Santa Cruz Chapter  
Santa Cruz, California  
<http://santacruzdarksky.org>

This also brings up the issue of what kind of uses are nearby. We don't see any mention of impacts on nearby areas. It looks to us like there are a lot of mobile homes and a major nature area to the north. Most likely this car lot will increase the ambient level of light pollution in the 41<sup>st</sup> Ave. area, even in the very best case, of light reflected upwards from the cars and pavement. White cars and trucks are highly reflective.

7. Page ES-6, Table ES-1 Summary of Environmental Impacts and Mitigation Measures continues:

*"Furthermore, non-reflective light fixtures would be used and shielded and directed downward to minimize glare. Therefore, impacts from light and glare would be Class III, less than significant."*

What is Class III? What standard or code is being referenced?

8. Page ES-20, Sign Exception states:

*"The project includes a sign exception to increase the allowed square footage of signage. The proposed sign plan (Attachment I) indicates the location, size and color of all signage. The project would be conditioned to ensure that lighting associated with signage and the site would not result in excessive glare leaving the site."*

What information is available on this signage? Some signage can emit extensive light pollution, especially if animated. Also, is this signage subject to curfew?

Thank you very much,

Mark Buxbaum, President  
Santa Cruz Chapter  
International Dark-Sky Association

## Nathan MacBeth

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**From:** Ulakate <ulakate@aol.com>  
**Sent:** Friday, April 13, 2018 10:59 AM  
**To:** Kathy Molloy  
**Cc:** L. David Nefouse; Carlos Palacios; Michael Lam; Nathan MacBeth; Ryan Coonerty; Bruce McPherson; Zach Friend; Greg Caput; John Leopold; Tony Sloss; Patrick Mulhearn; Rachel Dann; Tony Gregorio; Robin Musitelli  
**Subject:** Nissan Proposal - Planning Commission

April 13, 2018

Dear Ms. Molloy,

Sustainable Soquel strenuously objects to the Planning Department's decision to severely limit the public's ability to review and react to Planning Commission Item #171179 scheduled for the April 25, 2018 meeting. The community received notice of this on April 11. We were also informed that the staff report would only be available one week prior to the hearing. *("I have attached the agenda for the next Planning Commission meeting on April 25, 2018 - staff reports will be made available to view or purchase 1 week prior. The agenda can be viewed on our website by using the link below. If you have any questions, please feel free to contact me or the project planner."* Michael Lam Planning Technician)

We request that this item be rescheduled to a May Commission meeting. This will allow a more reasonable time frame for interested citizens to evaluate the Planning Department's responses to the many, many public questions and concerns submitted about the Draft EIR.

At every turn, since the greater community became aware of this proposed project, we have been forced to engage in high-speed efforts to read and analyze a massive number of proposed project documents and reports. All of these time frames have been unreasonably short and based on the barest minimal requirements of the CEQA process.

This project has been moving through various County Agencies and processes since some time in 2015. The community found out about this project on April 21, 2017 by sheer happenstance and was told they only had 8 days to respond to the Mitigated Negative Declaration that Planning staff recommended for project approval. After strenuous public pressure and social media exposure, an additional 7 days were granted for public comment.

The only community meeting held prior to May 2017 was in December 2016. Only businesses located within 300 feet of the project area were notified. The fact that only two people other than County staff and the project applicant and his representatives demonstrates that there was no effort or concern given to public process.

Citizens were given only eight days more than the 45 days required by CEQA to respond to a 300 page DEIR and over 1000 pages of technical appendices. The DEIR was released during end of year holidays. The timing of this release seems another intentional move to preclude authentic public participation.

The public is now expected to evaluate and respond to a Final EIR and its associated staff report in less than 7 days.

Exactly when will the Planning Department release its staff report and proposed Final EIR for the proposed Nissan project? Approximately how many questions and comments were submitted by the public in response to the DEIR? We know that Sustainable Soquel submitted a 75-page response with hundreds of serious questions. Approximately how many pages are in the proposed Final EIR? How will it be made available to the public? Will hard copies be distributed to various County libraries? How much will a hard copy cost?

We cite CEQA Code 15089: PREPARATION OF FINAL EIR.... (b) Lead Agencies may provide an opportunity for review of the final EIR by the public or by commenting agencies before approving the project. The review of a final EIR should focus on the responses to comments on the draft EIR.

Here are some of the most basic policies of the California Environmental Quality Act (Section § 15003)

- "The EIR requirement is the heart of CEQA."
- "The EIR serves not only to protect the environment but also to demonstrate to the public that it is being protected."



- "The EIR is to demonstrate to an apprehensive citizenry that the agency has, in fact, analyzed and considered the ecological implications of its action."
- "The purpose of CEQA is not to generate paper, but to compel government at all levels to make decisions with environmental consequences in mind."
- "The EIR process will enable the public to determine the environmental and economic values of their elected and appointed officials thus allowing for appropriate action come election day should a majority of the voters disagree."

The DEIR (pg 49, Section 2-5) lists the discretionary approvals required for this project: *"would include a General Plan Amendment, Rezoning, Commercial Development Permit, Grading Permit and Sign Exception."* The Planning Commission Agenda notes that the project also *"Requires...Roadway and Roadside Exception."* We have been unable to locate in the DEIR anything noted as Roadway or Roadside Exceptions. Advise if this is an additional discretionary approval not examined or listed in the DEIR. If it is examined, direct us to the page number and section where it is discussed in the DEIR.

Special favors accorded this private development project, including the involvement and assistance of the Office of Economic Development, have come at the expense of public process and seem to preclude a fair review of the environmental implications of this project. The decision by the Planning Director to give the public just seven days to review the proposed FEIR is another indicator that this project continues to be fast-tracked.

An extensive and expensive 16-month public process was finished in 2014, culminating with the Santa Cruz County Board of Supervisors accepting the Sustainable Santa Cruz County Plan in October 2014. After the Plan was accepted by the Supervisors, the Planning Department was charged with making the specific zoning changes as stated in the Plan. Their timeline was to work on those zoning updates in the summer of 2015, with the Supervisors' review and adoption of changes by October 2016. The Planning Department has still not finished that charge.

This is not a project that should be rushed through a pro forma approval process. This is a large development that, if approved, will consume eight parcels - over two acres - of property currently zoned C-2. These lots are part of one of the last areas available along the Soquel Drive Corridor designated C-2. Instead of for Community Serving businesses or Mixed Use, the proposed project is a regional one, locating a major auto dealership at the intersection of one the county's most important shopping streets and the most gridlocked and impacted cross-town route that is not the freeway.

The original Mitigated Negative Declaration that the Planning Department supported found no concern or criticism of the proposed project. The County staff's recommendation for its approval was thwarted by intense public pressure and objections. After a full EIR was directed to be prepared, the Planning Department didn't put out a Request for Proposal for bids from independent consultants (as is their normal practice) but chose to have County Planning staff prepare the DEIR for this private development.

As a group, we have found many lapses, errors and problematical issues with the DEIR. It will be no surprise if we see – next week – that that same County staff that wrote the report recommends approval of this Final Environmental Impact Report and continue to support the Visalia applicant's project.

We urge you to include the public in the process. We ask that any consideration of the Final EIR by the Planning Commission not happen until, at the least, a meeting in May 2018.

For Sustainable Soquel

Lisa Sheridan Jan Kampa Anita Gabriel Katherine Sweet  
Vivian Fenner-Evans Elizabeth Levy John Ellis Robert Morgan