



Staff Report to the Planning Commission

Application Number: **181263**

Applicant: Abbas Haghshenas

Agenda Date: September 25, 2019

Owner: Abbas Haghshenas

Agenda Item #: 6

APN: 032-051-36

Time: After 9:00 a.m.

Site Address: 3911 and 3946 Portola Drive, Santa Cruz

Project Description: Proposal to demolish two existing commercial buildings and other miscellaneous structures and to construct a 31,560 square foot two and three-story mixed-use building with five retail tenant spaces, a leasing office and four one-bedroom residential units at the ground floor, nine one-bedroom units 33 storage rooms and a laundry at the middle floor at the rear of the building, and 20 two-bedroom apartments at the upper floor. In addition, two 3,230 square foot, one-story carports are proposed to be constructed for residential parking. The site is located in the C-2 zone district.

Location: Property located on the north side of Portola Drive at approximately 350 feet west of the intersection with 41st Avenue in Live Oak.

Permits Required: Commercial Development Permit and Coastal Development Permit. The application also includes a request for a 50% Residential Density Bonus in exchange for provision of 4 very low income affordable rental units and a request for two "concessions": 1) flexibility under County Code section 13.10.332 and General Plan policy 2.12.3, which limits the percentage of residential floor area in a mixed-use project, to allow the project to consist of 72% residential and 28% commercial floor area; and 2) a reduced rear setback between the rear property line and the covered residential carports.

Technical Reviews

Soils Report Review (REV181128)

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

Staff Recommendation:

- Determine that the proposal is exempt from further Environmental Review under the California Environmental Quality Act, pursuant to Public Resources Code (PRC) section 21159.25
- Adopt a Resolution recommending that the Board of Supervisors approve Application 181263 based on the attached findings and conditions.

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

Project Setting

The project site is located within the Coastal Zone one block west of 41st Avenue in Pleasure Point, where it is closely associated with the lower 41st Avenue commercial hub that has developed around the intersection of 41st Avenue and Portola Drive (Exhibit E). Commercial properties in this area largely reflect the local beach and surf-culture and are characterized by a range of small-scale retail stores, restaurants and other food service uses that cater to both local and out of town visitors, as well as residents from the adjacent neighborhoods. South of the project site and within walking distance, (approximately one quarter of a mile) there is a popular public parking lot, that provides access to beaches and the Monterey Bay. From this start point there is a very popular pedestrian and bicycle path that runs along East Cliff Drive, paralleling the ocean, from which there are open views across the bay. Immediately in front of the subject property there is a bus stop served by Metro Routes 66 and 68, which provides service to the site from downtown Santa Cruz and Watsonville, Cabrillo College and the Capitola Mall.

The surrounding commercially zoned properties along Portola Drive are developed with a mixture of one, two and three-story buildings. To the east, toward 41st Avenue, there is a two-story mixed-use building containing a surf apparel store with housing above and a parking lot that borders the project site. Opposite, on the south side of Portola Drive, there are one, two and three-story commercial and mixed-use buildings containing retail, restaurant, office residential and other uses, including a small shopping center developed around a central parking lot, a storage facility and a vacant lumberyard building. West of the project site, along Portola Road, there is a one-story chiropractic office with associated parking and undeveloped land. The architectural character of the surrounding buildings is eclectic. Building exteriors generally reflect traditional shapes (gable, hipped and flat roofs) and exteriors are for the most part clad in wood, terracotta tile or cement plaster materials. Design styles and building scale continue to evolve as the community redevelops over time. A three-story mixed-use building has been already been approved for the lumberyard site (Permit 141157) located southwest of the project site at the corner of Portola Drive and 38th Avenue. In addition, an application has been submitted for a Project Consultation to review potential demolition of the chiropractic office adjacent to the project site and redevelopment of the parcel with an approximately 35-foot tall, two-story mixed-use building. North of the project site is the Opal Cliffs mobile home park.

Project Description

The proposed project is for the construction of a two and three-story mixed-use building on a site that is currently developed with a tattoo parlor (The Black Pearl) and an unpermitted contractor's yard which occupies the largest portion of the site. This yard area is mostly used for the storage of vehicles and other materials and includes an office within a dilapidated former residence and other miscellaneous structures.

As shown on the project plans (Exhibit D), the proposed building will be located along the Portola Drive frontage with parking at the rear. From the street the proposed building will be two stories, with commercial tenant spaces at the lower floor that open onto Portola Drive and residential apartments above. At the rear of the structure the building will include two stories of residential apartments developed over a covered parking area. In addition, at the rear of the site, the project includes one-story carports that will, together with landscaping along the property line and within the parking area, provide a buffer between the mixed-use building and the existing mobile home park to the north.

Regulatory Framework

Development of a mixed-use project on land within the C-2 (Community Commercial) zone district requires the approval of a Commercial Development Permit in accordance with County Code section 13.10.332(B) "Commercial Uses Chart". To allow for increased density of the residential portion of the development, an enhanced Residential Density Bonus is required to be approved in accordance with County Code chapter 17.12 (Density Bonus Law). This will allow for the construction of 33 rental apartments, four of which will be affordable to low-income tenants and one that will be an on-site manager's unit. In conjunction with the residential density bonus, in order to facilitate the project, two concessions are required to be approved, one for residential floor area that constitutes more than 50% of the total floor area of the development, and the other to allow for reduced setbacks to one-story residential carports at the rear of the site.

A Coastal Development Permit is required because the proposed project is for the construction of a mixed-use building, which is a conditionally permitted use within the C-2 zone district. As such the project does not qualify an exemption to Coastal Permit requirements in accordance with County Code sections 13.20.060 through 066 or an exclusion 13.20.070 through 078.

Project Background

Since the 1970s several development permits have been approved for the project site and in 1981 Planned Development Permit 81-829-PD was approved for a use permit to construct a health club and spa. However, with the exception of the existing Black Pearl tattoo parlor (which was established in 2013 pursuant to Change of Occupancy Permit 131006) and previous Permits authorizing commercial uses within the Black Pearl building, no permit has been exercised.

On February 8, 2006, the Planning Commission approved a Commercial Development Permit, Coastal Development Permit, Subdivision, Master Occupancy Program and Variance (04-0294) for an approximately 25,500 square foot two-story mixed-use building containing one retail/office condominium on the lower floor, and one office condominium and 17 residential condominium units at the upper floor, within a common area parcel that included parking and landscaping. The proposed development also included residential carports located 5 feet from the northern property line, within the required 30-foot rear setback to the adjacent residentially zoned parcel. In April 2007 an application for a building permit was submitted for the approved mixed-use building and residential carports. On May 14, 2008, a Time Extension (08-0073) was approved by the Planning Commission, extending the approval of Permit 04-0294 for 5 additional years to February 22, 2013. Subsequently, due to the economic downturn, the expiration date for the Tentative Map was extended for an additional six years pursuant to Assembly Bills 208, 116 and 1303, which each extended the expiration date by an additional 24-months. However, no Final Map was ever submitted to the County Surveyor and Permit 04-0294 therefore went void on February 22, 2019. The Building Permit application was also withdrawn.

In 2014, application PA141022 was submitted for a Project Review Consultation regarding the potential submittal of a revised development proposal for the site to amend Permit 04-0294. This project did not move forward. In 2016, application 161172 was submitted, proposing the construction of a 55,000 square foot, 3 story, 83 room hotel that included a 2,100 square foot restaurant and six detached extended-stay units totaling an additional 10,000 square feet. This application was subsequently abandoned. The current application, which is similar to the project approved by Permit 04-0294, was submitted in August 2018.

Zoning & General Plan Consistency

The subject property is a 52,620 square foot (1.21 acre) lot, located in the C-2 (Community Commercial) zone district, a designation that allows commercial uses. The proposed mixed-use development is a conditionally permitted use within the zone district requiring approval by the Board of Supervisors, and the zoning is consistent with the site's C-C (Community Commercial) General Plan designation.

The project has been designed in accordance with County Code section 13.10.332 "Commercial Uses Chart," which allows for the construction of residential units within the C-2 (Community Commercial) zone district, based upon the density standards for the Urban High Residential General Plan designation. Applying these standards to the 52,620 square foot lot area, a total of 21.05 units could be constructed. This would be rounded down to 21 units if not for the density bonus application. In accordance with density bonus law, the project is proposed to include 33 residential units. Additional discussion of the 50% density bonus request is included with this report.

The proposed mixed-use building, which includes both commercial and residential uses at the lower floor, with additional residential units above, has been designed in accordance with all of the required site and development standards for the C-2 zone district, including increased setbacks to the adjacent residentially zoned parcel, as set out in County Code section 13.10.333(A) and (B), and as shown in the following table:

LOCATION	C-2 STANDARD	PROPOSED	
		Commercial/residential mixed-use building	Residential carports
Front Yard (to Portola Drive)	10 feet	10 feet	170 feet
East Side Yard	0 feet	6 feet	5 feet
West Side Yard	0 feet	1 foot	6 feet
Rear Side Yard (abutting R zoned parcel)	30 feet	110 feet	5 feet 6 inches (average)
Height	35 feet	35 feet	17 feet
Number of stories	Up to 3 stories	2 and 3 stories	1 story

Adjacent to the northwest and northeast corners of the parcel there are nonconforming residences located on commercially zoned parcels. Although the increased 30-foot setback set out in County Code 13.10.333(B) does not apply to adjacent nonconforming residential uses, it should be noted that a setback of 41 feet will be provided to the parcel in the northwestern corner and 86 feet to the parcel in the northeastern corner.

One-story residential carports are proposed to be located at the rear of the site, adjacent to a residentially zoned parcel, and partially within the required 30-foot setback. The applicant has requested a concession in conjunction with the density bonus application to allow for a reduced rear setback for the carports. It should also be noted that a Variance was approved for a 5-foot setback to similar residential carports included with Permit 04-0294. Further discussion of the density bonus and associated concessions that have been requested is included in this report.

Neither the Commercial Site and Structural Dimensions Chart, 13.10.332, nor the Development Standards for Commercial Districts, 13.10.333, provide a standard for open space in mixed-use projects. However, usable open space can be important to the welfare and quality of life for residents in mixed-use developments. As proposed, the project includes 4,915 square feet of open space, consisting of 1,080 square feet of private balconies for the proposed two-bedroom units and 3,835 square feet of open space for shared use by all residential tenants. This shared open space includes a small, landscaped residential garden with a fire pit and seating, located at the rear of the site, and a landscaped courtyard at the upper floor of the proposed structure. The project is located on a site that is close to the beach and the East Cliff Drive pathway and is also close to Floral Park on 38th Avenue (620 feet southwest of the parcel) which includes a tot lot. Therefore, given the geographic location of the project and the availability of open space within walking distance, the open space provided on the parcel is considered to be appropriate.

County Code section 13.10.332 and General Plan policy 2.12.3 set out that, on commercial sites residential uses may be included up to a maximum of 50% of the floor area of the entire development, or 67% of the floor area if the project is 100% affordable. As proposed, the residential portion of the project would be 22,715 square feet, which represents 72% of the total 31,560 square foot floor area of the development and would be a density bonus concession. Further discussion of the density bonus and associated concessions is included in this report.

The project complies with all other relevant additional development standards applicable to commercial zone districts, as set out in County Code 13.10.333(D).

Signage

County Code section 13.10.581- "Signs in [Commercial] Districts", allows up to a maximum of 50 square feet of signage per parcel (based on either a ½ square foot of signage for each one foot of building width or ¼ square foot for each foot of site width). The project proposes five business identification signs, one for each of the five commercial tenant spaces, and one residential identification sign at the entrance to the apartment's lobby. The six proposed signs, which are proposed to be erected on the over 200-foot wide mixed-use building, would have a total combined area of 50 square feet. Therefore, proposed signage for the project complies with the provisions of County Code.

Consistency with Guidance Documents

The project is consistent with the goals, guiding principles, and strategies of the Sustainable Santa Cruz County Plan, a planning study developed with input from the community, that describes a vision, intended to lead to a more sustainable development pattern in Santa Cruz County. The project is located within the Plan's lower 41st activity center and, in accordance with the objectives for this area, has been designed to be compact so that use of the land will be maximized. It also includes rental apartments so that housing choice in the area will be increased. When both employment and housing needs can be met within a neighborhood, car trips are often shorter, and some trips can be made without a vehicle. The project will therefore enhance the "walkability" and diversity of the area and will be consistent with the existing active lifestyle of this area. Moreover, because there is a bus stop immediately in front of the property, the project site is directly connected by public transportation to the wider community in Santa Cruz County.

The project also conforms to the Pleasure Point Commercial and Mixed-Use Corridor Vision and Guiding Design Principles, accepted by the Board of Supervisors in December 2018. The site is within the Eastern Portion of the plan area (38th Avenue to 41st Avenue), close to retail, restaurant and other commercial uses on 41st Avenue, in a location where vertical mixed-use projects are encouraged. Accordingly, the project has been designed with commercial and/or restaurant spaces at the ground floor with attainable housing (smaller units suitable for seniors and singles), above.

The proposed building has been designed in accordance with the 35-foot height limit and the appearance of height will be minimized through increased setbacks, upper story step-backs and an articulated frontage with landscaping. The building exterior will be finished with a range of materials including a yellow-toned cement plaster siding and natural wood. Adequate on-site parking will be provided at the rear of parcel for both patrons and residents. As a result, the proposed project will not have a negative impact on surrounding residential neighborhoods or existing businesses.

Affordable Density Bonus

The applicant has applied for a residential density bonus of 50% pursuant to California Government Code sections 65915-65918 and County Code chapter 17.12 (Density Bonus Law). Density Bonus Law sets out that a housing development is eligible for an enhanced density bonus as described in Code chapter 17.12, as well as regulatory incentives, when the applicant for the housing development seeks and agrees to construct the applicable number of qualifying very low and/or lower income units required by County Code sections 17.12.020 and 17.12.025.

Pursuant to State density bonus law, all density calculations resulting in fractional units must be rounded up to the next whole unit. For this reason, the “base” unit yield for this site, before the density bonus is applied, is 22 units. The requested 50% density bonus would therefore allow for the construction of 33 units ($22 \times 150\% = 33$), subject to the provision that at least 17% of the base units ($22 \times 17\% = 3.74$, which rounds up to four units) must be provided as very low-income affordable rental units. As proposed, four of the 22 base units would be affordable to very low-income households, which equates to 18% of the base units. These units will be regulated for a 55-year term and restricted to rent and income limits and related terms of an Affordable Housing and Density Bonus Agreement to be recorded against the property prior to construction, as noted in the Conditions of Approval (Exhibit C). In addition to the restricted affordable units, one unit at the lower floor of the mixed-use building will be designated as an on-site manager’s unit. The remaining 28 units will be available as market-rate rental apartments.

The regulatory incentives set out in Density Bonus Law allow that an applicant may submit a proposal for specific incentives or concessions in order to facilitate the project. For projects where at least 15% of the units will be available exclusively for very low-income households, the applicant may request three such concessions or incentives. In addition, the applicant may request State parking standards for affordable density projects as set out in County Code 17.12.090, and one or more “waivers of development standards” pursuant to Code Section 17.12.050.

As set out in County Code 17.12.040(C), a “Concession” or “incentive,” means any of the following:

1. A reduction in site development standards or a modification of zoning code requirements or architectural design requirements that exceed the minimum building standards approved by the California Building Standards Commission as provided in Part 2.5 (commencing with Section 18901) of Division 13 of the Health and Safety Code, including, but not limited to, a reduction in setback and square footage requirements and in the ratio of vehicular parking spaces that would otherwise be required that results in identifiable and actual cost reductions, to provide for affordable housing costs, as defined in Section 50052.5 of the Health and Safety Code, or for rents for the targeted units to be set as specified in Government Code section 65915(c).
2. Approval of mixed use zoning in conjunction with the housing project if commercial, office, industrial, or other land uses will reduce the cost of the housing development and if the commercial, office, industrial, or other land uses are compatible with the housing project and the existing or planned development in the area where the proposed housing project will be located.
3. Priority processing as provided in SCCC 17.10.040.
4. Other regulatory incentives or concessions proposed by the developer or the County that result in identifiable and actual cost reductions, to provide for affordable housing costs, as defined in Section 50052.5 of the Health and Safety Code, or for rents for the targeted units to be set as specified in Government Code section 65915(c).

For the proposed project the applicant has requested two such concessions/incentives. First, the applicant has requested modification of the allowed percentage of the total floor area of a mixed-use project that may be allocated for residential uses, to allow the proposed residential apartments and manager’s unit to occupy 72% of the total floor area of the development. Second, the applicant has requested a reduced rear setback to the proposed one-story residential carports from 30 feet to an average of 5 feet 6 inches.

Granting these concessions/incentives is appropriate because the project, as designed, would allow for the provision of commercial uses in conjunction with new housing that would be constructed at a more affordable level. Currently there is not a great demand for retail space in the County, and therefore, not having to build a large amount of unwanted retail space reduces the construction costs of the project, as well as the amount of required parking that would need to be constructed. This then allows for the construction of the increased number of residential units (subject to a density bonus). With economies of scale, there are also cost savings to be achieved by the construction of a larger number of units.

The requested reduction in setbacks to the carports is required to maximize the efficiency of the proposed parking area. The one-story carports are also desirable as they will provide a visual transition between the proposed mixed-use building and the adjacent single-story homes. The carports will also screen the larger structure in views from the north. The closest residential structures will be a minimum of 35 feet north of any carport. A complete list of findings for the approval of the requested concessions/incentives is included with this report.

Density Bonus Law also allows that an applicant may, in addition to any concessions or incentives, request a waiver of any development standard that will have the effect of physically precluding the construction of a housing development. This application does not include a request for a waiver of any development standard.

Access Circulation and Parking

The proposed mixed-use development will be accessed directly from Portola Drive via a 26-foot wide, two-way driveway at the southwestern corner of the parcel. The driveway passes under the upper floor of the building to a parking lot that is partially underneath the building and at the rear of the site. Parking is also provided within two one-story carports located along the rear property boundary. An alternate exit route to 40th Avenue will also be available via a 16-foot wide, one-way driveway at the northeastern corner of the parcel.

In conformance with County Code sections 13.10.552 "Schedule of off-street parking space requirements" which apply to the proposed commercial uses, and 17.12.090 "Parking [for density bonus projects]," which applies to the proposed residential use, the project is required to provide a minimum of 76 parking spaces (53 residential and 23 commercial) for shared use by the commercial and residential tenants, as well as guests, as set out in the table below:

Commercial parking (13.10.552)	One space per 300 square feet of floor area	Total floor area (exclusive of storage) 6,899 square feet	23 spaces
Residential parking (17.12.090)	Two spaces per two-bedroom unit	Number of units = 20	40 spaces
	One space per one- bedroom unit	Number of units = 13	13 spaces
Minimum parking space requirement			76 spaces
Number of spaces provided			96 spaces

This calculation of parking requirements assumes that all of the proposed commercial floor area would be leased for retail or office uses and does not include any reduction in parking requirements based on the potential shared use of available parking spaces by commercial and residential users. As proposed, the project includes a total of 96 parking spaces of which 55 spaces will be specifically assigned to residential tenants and 41 spaces will be available for the commercial use. The proposed parking therefore exceeds the minimum required parking as required by County Code by 20 spaces.

To allay neighborhood concerns regarding the impact of the project on the availability of parking for the Pleasure Point area and to confirm that the proposed parking supply will be adequate, at the request of staff a Parking Demand Analysis was prepared for the proposed project. The submitted report, prepared by Keith Higgins, Traffic Engineer, dated August 6, 2019 (Exhibit H), includes a parking demand estimate (i.e. maximum parking demand per day) for the proposed mixed-use project using Institute of Transportation Engineers (ITE) parking data. The ITE is the recognized source for parking generation rates throughout the transportation engineering industry. Unlike the County parking standards, "Parking Generation" includes parking rates for

both weekdays and Saturdays. The analysis in the report also utilizes the concept of shared parking, which evaluates the parking demand fluctuation on the project site and accounts for the hourly change in parking demand for each use. This generates a more comprehensive parking demand estimate.

The peak parking demands for the project per the ITE rates are 59 spaces on weekdays and 54 spaces on Saturdays; 37 and 42 spaces less than the proposed 96 spaces that are proposed on-site. The ITE parking demands are also lower than the minimum of 76 spaces required for the project based on reduced parking requirements set out in County Code 17.12.090 for density bonus projects. Therefore, the shared parking analysis confirms that the reduced parking allowed for the project, taking into account the density bonus, will adequately accommodate the project parking demand. It should also be noted that the number of required spaces per the ITE rates is very significantly lower than the 99 commercial and residential parking spaces and 15 guest parking spaces that would be required if the residential parking standards set out in County Code 13.10.552 were used to determine parking for the residential portion of the development.

It is not known at this time what type of commercial uses would occupy the building, but a mix of small retail shops and professional offices is likely; however, it is possible that a restaurant use may be proposed. County parking requirements for restaurants are much higher than for retail or office uses, one space for every 100 square feet plus 0.3 space for every employee. Therefore, staff requested that the Parking Demand Analysis also include analysis to determine the maximum amount of commercial floor area that could be used as restaurant space without requiring more than the 96 on-site parking spaces proposed by the project. The analysis in the report was prepared in three ways: 1) Santa Cruz County parking requirements with no allowance for shared use of parking spaces) 2) A Shared Parking assessment using Santa Cruz County parking requirements, and 3) A Shared Parking assessment using industry parking demands.

Based on the first analysis method, a maximum of 2,451 square feet of the commercial space, or just under 28% of the total retail square footage, could be used for a restaurant use. Methods two and three would both allow just over 38% of the floor area to be used for a restaurant use (2,649 and 2,638 square feet respectively). Although a larger percentage of restaurant space could be justified using methods 2) and 3), to conclusively ensure that there will be sufficient parking available, the report recommends that that restaurant space at the project site be limited to no more than 2,451 square feet. This floor area limitation has therefore been included into the Master Occupancy Program for the project.

Being that the highest parking demand estimate is less than the 96 spaces proposed on the project site plan, the Parking Demand Analysis demonstrates that the on-site parking supply will be adequate for the projected parking demand. Further, the proposed parking also complies with the provisions of County Code section 13.10.553(A), which sets out that "a specific parking plan initiated by the County and approved by the appropriate approving body may supersede those parking standards contained within County Code section 13.10.552, if the purposes of that section are met." It should also be noted that there is a bus stop in front of the property served by Metro Routes 66 and 68, which provides service to the site from downtown Santa Cruz and Watsonville, Cabrillo College and the Capitola Mall. Four on-street parking spaces (not counted in the Parking Demand Analysis) will also be available on Portola Drive in front of the property.

In addition to vehicular parking, there will be 33 secured bicycle parking spaces within lockable storage rooms located at the second floor of the building for the residential units, three lockable storage spaces for use by commercial tenants at the rear of the building and 19 bicycle-rack spaces for the commercial buildings (55 total bicycle spaces).

Master Occupancy Program

This application includes a Master Occupancy Program to allow a streamlined review process for the initial occupancy of the five commercial tenant spaces as well as for potential future changes of use. The Master Occupancy Program is designed to allow a range of uses that are permitted in the zone district and for which sufficient on-site parking will be available. Allowed uses will include all uses listed in the current C-2 (Community Commercial) use charts, except that sit-down restaurant uses will be limited to a maximum floor area (not including storage) of 2,451 square feet, consistent with the findings of the Parking Demand Analysis. Adult entertainment uses, night clubs, dance halls, liquor stores and pool halls will be prohibited.

Design Review

The main building is well-sited at the front setback line, with storefronts that will open directly to the street, similar to the nearby retail area at lower 41st Avenue. The ground floor commercial area of the proposed building has been designed to be open and inviting, with high ceilings and extensive storefront glazing. Parking is located behind the building, so that the retail spaces will be directly accessible by pedestrians and bicyclists and parked cars will be away from public view. The additional two-foot setback will allow for both a wider sidewalk and landscaping along the project frontage, which will encourage an active streetscape along Portola Drive.

The proposed mixed-use building has been designed so that from Portola Drive it will be two-stories in height, with commercial tenant spaces at the lower floor and residential apartments above. The upper floor extends across the site frontage, over the driveway and adjacent parking. The proposed building, which steps back at either end and from the street, will include architectural design features such as varied wall and roof planes. A variety of exterior cladding materials is proposed, including cement plaster and natural wood siding, which will reduce the visual impact of the development as viewed from surrounding land uses and on the natural landscape. In addition, landscaping with tree planting is proposed along the street frontage and at either end of the building. The proposed landscaping, together with existing trees within the Portola Drive right-of-way, will soften and visually reduce the scale of the proposed building as viewed from the public street.

As viewed from the mobile home park at the rear, the one-story carports will largely screen the proposed development and will also provide a visual transition between the adjacent single-story homes and the larger mixed-use structure. The carports, which are designed with a 9-foot plate height and roofs that slope-up away from the property line, would be adjacent to an 6-foot high concrete sound wall along the rear property line and behind a landscape strip with tree planting; therefore the carports will not be visually prominent in views from adjacent homes. Additional tree planting within the parking lot and between the carports and main structure will further soften the impact of the mixed-use building. Furthermore, there is a two-way driveway immediately north of the property line so that the closest residential structure in the mobile home park would be 35 feet from the carports and 140 feet from the main structure.

The existing nonconforming residence adjacent to the northwest corner of the parcel would be separated from the proposed development by an 8-foot concrete sound wall along the shared property boundary. Further, as a condition of approval of the project, the landscape screen along the western property line lying between the northeastern corner of the proposed mixed-use building and the nonconforming residential parcel, is required to include evergreen trees that will provide a year-round screen and thereby maintain the privacy of the adjacent home.

New landscaping is proposed throughout the project site as well as along the project frontage. Along Portola Drive tree species are required to be selected in accordance with the Urban Forestry Master Plan, contained within the County of Santa Cruz Design Criteria, to ensure compatibility with the existing street tree planting and the adjacent street improvements. Where the site is adjacent to residentially developed properties, concrete sound walls are proposed. These would mitigate potential noise impacts from traffic and from patrons using the site. Landscaping along the wall and fences, as well as within the proposed residential open space that is proposed at the rear of the site between the two carports, will screen and soften these structures.

Local Coastal Program Consistency

The proposed mixed-use building with apartments above and at the rear, is in conformance with the County's certified Local Coastal Program, in that the structure is sited and designed to be visually compatible and integrated with the character of the surrounding neighborhood. Developed parcels in the area contain a mixture of one, two and three-story commercial buildings as well as one and two-story single-family dwellings. Furthermore, other mixed-use developments of a similar size and scale are proposed along this stretch of Portola Drive. Size and architectural styles vary widely in the area, and the design submitted is not inconsistent with the existing or proposed range of styles for other commercial and mixed-use buildings nearby. The proposed commercial floor area, as previously described in this report, will include high ceilings to allow for an open and inviting commercial space, and the front and side elevations visible from public streets will be stepped back and broken up physically by the use of a variety of materials, which will enhance the overall appeal of the proposed building. Tree planting along the project frontage will further soften and break up the impact of the proposed building and integrate the project site into the existing streetscape. The project is not located within any specific plan or village plan area and is not located along a designated scenic road or within any scenic viewshed; however, the project has been designed in accordance with the Pleasure Point Commercial and Mixed-Use Corridor Vision and Guiding Design Principles. The proposed mixed-use building will not be visible from the nearby coastline.

The project site is not located between the shoreline and the first public road and is not identified as a priority acquisition site in the County's Local Coastal Program. Consequently, the proposed project will not interfere with public access to the beach, ocean, or other nearby body of water. The proposed project will provide adequate parking for residents and visitors to the site, both in conformance with County Code and by the shared parking study, and therefore will not reduce visitor access or parking within the area.

Traffic Impact Analysis

Direct regional access to the project site is provided by Portola Drive, an east-west arterial street and major commute corridor that connects Santa Cruz with Capitola, and by 41st Avenue, a

north-south arterial connecting the project site and coastal neighborhoods south of Portola Drive to Highway One.

While the project is exempt from environmental review, in order to provide information on potential transportation impacts a Traffic Impact Analysis dated May 13, 2019, was prepared for the proposed mixed-use development by Keith Higgins, Traffic Engineer (Exhibit I). As set out in the traffic report, in accordance with the recent amendment to the California Environmental Quality Act (CEQA) Guidelines, effective January 1, 2019, vehicle miles travelled (VMT) is the most appropriate measure of transportation impacts. The report shows that the proposed development would result in a VMT of 10.1 miles per capita, which is less than the estimated 18.3 miles per capita for Santa Cruz county as a whole. Therefore, the report concludes, the proposed project would not have a significant transportation impact. Moreover, the Office of Planning and Research's Technical Advisory on Transportation Impacts in CEQA provides that adding affordable housing to infill locations generally reduces VMT in a community. This reduction is due to an improved jobs-housing match which results in reduced commute distances, especially for low-wage workers. Accordingly, a reduction in VMT results in a more sustainable community overall. Therefore, given that the proposed project will include affordable housing and is located on an infill site, the conclusion that the project would not have a significant impact on traffic can be supported.

In addition to evaluating the VMT, the Traffic Impact Analysis evaluated the potential impacts of the proposed development, based upon estimated trip generation, and the resulting effects on the existing traffic conditions to streets in the vicinity. As set out in the report, the project is estimated to generate 580 daily trips, with 24 trips (9 in, 15 out) during the AM peak hour and 53 trips (27 in and 26 out) during the PM peak hour. With trip generation credits from the elimination of existing uses, the proposed project would generate a net 498 daily trips, with 16 trips (3 in, 13 out) during the AM peak hour and 43 trips (24 in and 19 out) during the PM peak hour. These trips, when added to existing traffic volumes, would not significantly impact intersections within the study area, which would continue to operate at their existing respective levels of service.

Analysis of projected traffic volume growth in the study area shows that, in the future (by 2040), the intersection at Portola Drive and 41st Avenue would likely operate below level of service standards. This will be the case whether or not project impacts are added. However, the traffic report concludes that, to facilitate future improvements to the Portola Drive/41st Avenue intersection (potentially the construction of a roundabout or the addition of traffic lights) payment equal to the project's proportional share (1.0%) of the cost of these improvements is appropriate. The report estimates construction costs of approximately \$1,500,000 for the construction of a roundabout (the more expensive option) and that the project responsibility would therefore be \$15,000. Payment of this amount, together with payment of Roadside and Transportation Fees based on trip generation/number of residential units, is therefore required as a condition of approval of the project. In addition, as a further condition of approval, the driveway at the northeast corner of the site will be restricted to one-way/exit-only traffic and a "Do Not Enter" sign will be erected on 40th Avenue. These requirements will minimize potential impacts of the project.

Stormwater Management

The proposed project is considered a Large Project by the Public Works Design Criteria and is

subject to site design and runoff reduction measures and a requirement that stormwater discharge rates and volumes be minimized. The preliminary stormwater management plan shows that the runoff rate from the property would be controlled by on-site detention measures which include an in-ground detention system, the use of porous pavers for all parking areas, bio-retention facilities and landscape areas. Storm water release from the site, which will not exceed pre-development discharge rates, is proposed via Portola Drive. Therefore, the preliminary drainage plan has confirmed the feasibility of the proposed design and a fully detailed analysis will be submitted with the building permit application. The conditions of approval of this permit, require compliance with the all aspects of the Design Criteria.

Public Outreach/Public Comment

The proposed project has been notified to the public in accordance with County Code sections 18.10.211 and 18.10.222 through 225. In addition to the required noticing, a preliminary design of the project was presented at a community meeting that was held on March 22, 2018 and updated plans depicting the current project, were presented at a further community meeting that was held on September 11, 2019. Summaries of these meetings are attached with this report (Exhibit J).

Environmental Review

The proposed project has been reviewed for compliance with the California Environmental Quality Act (CEQA) pursuant to Public Resources Code (PRC) Section 21159.25 relating to environmental quality and it has been determined that, pursuant to this code the project qualifies for a Statutory Exemption (Exhibit A).

PRC Section 21159.25 provides that the requirements of CEQA do not apply to residential or mixed-use projects that meet certain conditions. The proposed mixed-use development qualifies for a statutory exemption, in that the project is proposed on a legal parcel that is located in an unincorporated area of Santa Cruz County, within an urbanized area, and is substantially surrounded by qualified urban uses. The site is adequately served by all required utilities and public services and does not have value as habitat for endangered, rare, or threatened species. Furthermore, the proposed project is consistent with all applicable policies of the General Plan and the zoning designation and the residential portion of the project is a multi-family housing development containing 33 units, that complies with zoning and density bonus regulations. In addition, approval of the project would not result in any significant effects relating to transportation, noise, air quality, greenhouse gas emissions, or water quality. None of the disqualifying criteria that would preclude the use of the exemption, apply to the project. A complete and detailed analysis of the provisions of Section 21159.25 of the Public Resources Code, as related to the proposed project, is included with this report (Exhibit G).

Conclusion

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

Staff Recommendation

- Determine that the proposal is statutorily exempt from further Environmental Review under the California Environmental Quality Act pursuant to PRC 21159.25, and
- Adopt a Resolution recommending that the Board of Supervisors approve Application 181263 based on the attached findings and conditions.

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

The County Code and General Plan, as well as hearing agendas and additional information are available online at: www.sccoplanning.com

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Santa Cruz County Planning Department

Exhibits

- A. Statutory Exemption (CEQA determination)
- B. Findings
- C. Conditions
- D. Project plans
- E. Assessor's, Location, Zoning and General Plan Maps
- F. Parcel information
- G. Analysis of Statutory Exemption
- H. Parking Demand Analysis, prepared by Keith Higgins, Traffic Engineer, dated
- I. Traffic Impact Analysis, prepared by Keith Higgins, Traffic Engineer; dated May 13, 2019
- J. Results of Neighborhood Meetings
- K. Water will-serve letter
- L. Soils Report review letter
- M. Neighborhood Notification
- N. Comments & Correspondence

NOTICE OF EXEMPTION

The Santa Cruz County Planning Department has reviewed the project described below and has determined that it is exempt from the provisions of CEQA as specified in Public Resources Code, Section 21159.25, relating to environmental quality (AB 1804), for the reason(s) which have been specified in this document.

Application Number: 181263
Assessor Parcel Number: 032-051-36
Project Location: 3911 Portola Drive, Santa Cruz

Project Description: Construct a 31,560 square foot two and three-story mixed-use building containing five retail spaces and 33 residential apartments (subject to a residential density bonus) and two one-story residential carports.

Person or Agency Proposing Project: Abbas Haghshenas

Contact Phone Number: (408) 364-0888

- A. _____ The proposed activity is not a project under CEQA Guidelines Section 15378.
B. _____ The proposed activity is not subject to CEQA as specified under CEQA Guidelines Section 15060 (c).
C. _____ **Ministerial Project** involving only the use of fixed standards or objective measurements without personal judgment.
D. X **Statutory Exemption** other than a Ministerial Project - Exemption for Multi-Family and Mixed-Use Housing Projects (Public Resources Code, Section 21159.25, relating to environmental quality [AB 1804]).
E. _____ **Categorical Exemption**

F. Reasons why the project is exempt:

Construction of a mixed-use housing project on a less than 5-acres site located within an unincorporated area of Santa Cruz County that is substantially surrounded by qualified urban uses and where all public utilities are available. The project is consistent with the current General Plan and the applicable zoning designation and regulations and will consist of a mix of multi-family and commercial uses where at least two-thirds of the square footage of the development will be designated for residential use and where the density of the project will exceed the average density of adjoining residential properties. No significant effects relating to traffic, noise, air quality, greenhouse gas emissions would result from project implementation and the project site has no value as habitat for endangered, rare or threatened species.

In addition, none of the conditions described in Section 21159.25(c) apply to this project.

Lezanne Jeffs, Project Planner

Date: _____

EXHIBIT A

Coastal Development Permit Findings

- 1. That the project is a use allowed in one of the basic zone districts that are listed in LCP Section 13.10.170(D) as consistent with the LCP Land Use Plan designation of the site.**

This finding can be made, in that the property is zoned C-2 (Community Commercial), a designation that allows commercial and residential mixed use uses. The proposed mixed-use building with five commercail tenant spaces and 33 residential rental units (20 units located at the upper level and 13 units at the middle and lower levels at the rear of the building) is a conditionally permitted use within the zone district. The zoning is consistent with the site's C-C (Community Commercial) General Plan / LCP land use designation.

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

This finding can be made, in that no such easements or restrictions are known to encumber the project site.

- 3. That the project is consistent with the design criteria and special use standards and conditions of this chapter pursuant to SCCC 13.20.130 and 13.20.140 et seq.**

The proposed location of the mixed-use development and the conditions under which it would be operated or maintained will, with the approval of a residential density bonus and two concessions requested pursuant to California Government Code sections 65915-65918 and County Code chapter 17.12 (Density Bonus Law), be consistent with all pertinent County ordinances and the purpose of the C-2 (Community Commercial) zone district and use and density requirements specified for the C-C (Community Commercial) land use designation in the County General Plan. A complete list of findings regarding the residential density bonus and associated concessions, is included with this report.

The proposed mixed-use building with apartments above and at the rear, is in conformance with the County's certified Local Coastal Program, in that the structure is sited in an urbanized area and has been designed to be integrated into, and visually compatible with, the character of the surrounding commercial and residential neighborhoods. No major change to the existing landform is proposed and no significant trees will be removed from the site. Moreover, new landscaping is proposed throughout the development, which will provide visual interest and articulation as well as complementing existing tree planting in the Portola Drive right-of-way.

The project is not located within any specific plan or village plan area and is not located along a designated scenic road or within any scenic viewshed; however, the project has been designed in accordance with the Pleasure Point Commercial and Mixed-Use Corridor Vision and Guiding Design Principles. The proposed mixed-use building is not on a prominent ridge, beach, or bluff top, will not block any significant views and will not be visible from the nearby coastline.

4. That the project conforms with the public access, recreation, and visitor-serving policies, standards and maps of the LCP Land Use Plan, including Chapter 2: Section 2.5 and Chapter 7.

This finding can be made, in that the project site is not located between the shoreline and the first public road and is not identified as a priority acquisition site in the County's Local Coastal Program. Consequently, the proposed project will not interfere with public access to the beach, ocean, or other nearby body of water. Public beach access is available at East Cliff Drive, approximately one quarter of a mile south of the project site.

The mixed-use development will not interfere with public access to the beach, ocean, or any nearby body of water and will not reduce visitor access or parking within the area, in that as proposed, the project includes a total of 96 parking spaces for the proposed commercial and residential uses. This exceeds the requirement for 76 parking spaces as required by County Code sections 13.10.552 "Schedule of off-street parking space requirements" which apply to the proposed commercial uses, and 17.12.090 "Parking [for density bonus projects]," which applies to the proposed residential use. The proposed parking therefore exceeds the minimum required parking as required by County Code by 20 spaces. Furthermore, the parking Demand Analysis for the proposed project, prepared by Keith Higgins, Traffic Engineer, confirms that the reduced parking allowed for a density bonus project will adequately accommodate the project parking demand. The Parking Demand Analysis also confirms that parking demand can be accommodated on site where restaurant uses do not exceed the recommended maximum area of 2,451 square feet. This square footage limitation is included in the Master Occupancy Program that will govern the mix of future commercial uses at the site.

5. That the project conforms to all other applicable standards of the certified LCP.

The proposed mixed-use building with apartments above and at the rear, is in conformance with the County's certified Local Coastal Program, in that the structure is sited and designed to be visually compatible and integrated with the character of the surrounding neighborhood. Developed parcels in the area contain a mixture of one, two and three-story commercial buildings as well as one and two-story single-family dwellings. Furthermore, other mixed-use developments of a similar size and scale are proposed along this stretch of Portola Drive. Size and architectural styles vary widely in the area, and the design submitted is not inconsistent with the existing or proposed range of styles for other commercial and mixed-use buildings nearby. The proposed commercial area will include high ceilings to allow for an open and inviting commercial space, and the front and side elevations visible from public streets will be stepped back and broken up physically and by the use of a variety of materials, which will enhance the overall appeal of the proposed building. Street tree planting along the project frontage, with species required to be chosen in accordance with the Urban Forestry Master Plan contained within the County of Santa Cruz Design Criteria, will further blend the proposed development into the existing streetscape.

6. **If the project is located between the nearest through public road and the sea or the shoreline of any body of water located within the Coastal Zone, that the project conforms to the public access and public recreation policies of Chapter 3 of the Coastal Act.**

This finding is not applicable, in that the project site is not located between the shoreline and the first public road. Consequently, the mixed-use development will not interfere with public access to the beach, ocean, or any nearby body of water. Further, the project site is not identified as a priority acquisition site in the County Local Coastal Program.

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 where mixed-uses (commercial and residential) are allowed. The site 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 ensure the optimum in safety and the conservation of energy and resources. Further, all recommendations of the Soils Report Update & Supplemental Recommendations, by Pollak Engineering, Inc., dated June 22, 2018, Transfer of Responsibility Form, dated September 13, 2018, and Soil and Foundation Investigation by American Soil Testing, dated April 4, 2005. (Exhibit L).

The proposed mixed-use development will not deprive adjacent properties or the neighborhood of light, air, or open space, in that the mixed-use building will exceed all current setbacks to adjacent properties and has been placed to ensure access to light, air, and open space for the adjacent residential neighborhoods. One story carports that will be an average of 5 feet 6 inches from the northern property boundary, will be one-story in height and a minimum of 35 feet from the closest residential structure; therefore, no nearby residential structures will be negatively impacted by adverse shading by any proposed building.

- 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.**

The proposed location of the mixed-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-2 (Community Commercial) zone district.

The project has been designed in accordance with County Code section 13.10.332 "Commercial Uses Chart," which allows for the construction of residential units within the C-2 (Community Commercial) zone district. County Code section 13.10.332 further sets out that, on commercial sites residential uses may be included up to a maximum of 50% of the floor area of the entire development, or 67% of the floor area if the project is 100% affordable. As proposed, the residential portion of the project would be 22,715 square feet, which represents 72% of the total 31,560 square foot floor area of the development. To allow for the increased percentage of residential floor area the applicant has requested a concession in conjunction with the residential density bonus request and as allowed under density bonus law A complete list of findings, including a discussion of all requested concessions, is included with this report.

The proposed mixed-use building, which includes both commercial and residential uses at the lower floor, with additional residential units above has been designed in accordance with all of the

required site and development standards for the C-2 zone district, including increased setbacks to the adjacent residentially zoned parcel, as set out in County Code section 13.10.333(A) and (B). To allow for reduced setbacks to one-story residential carports that will be within the required 30-foot rear yard setback to the adjacent residentially zoned parcel, the applicant has requested a second concession in conjunction with the affordable density bonus. A complete list of findings, including a discussion of all requested concessions, is included with this report. The project complies with all other relevant additional development standards applicable to commercial zone districts, as set out in County Code 13.10.333(D).

The mixed-use project complies with County Code sections 13.10.552 "Schedule of off-street parking space requirements" which apply to the proposed commercial uses, and 17.12.090 "Parking [for density bonus projects]," which applies to the proposed residential use. Subject to these codes, the project is required to provide a minimum of 76 parking spaces (53 residential and 23 commercial) for shared use by the commercial and residential tenants and guests. As proposed, the project includes a total of 96 parking spaces of which 55 spaces will be specifically assigned to residential tenants and 41 spaces will be available for the commercial use (based on retail/office uses). The proposed parking therefore exceeds the minimum required parking as required by County Code by 20 spaces.

To confirm that the proposed parking supply will be adequate, at the request of staff a Parking Demand Analysis was prepared for the proposed project. The submitted report, prepared by Keith Higgins, Traffic Engineer, dated August 6, 2019, (Exhibit H) includes a parking demand estimate (i.e. maximum parking demand per day) for the proposed mixed-use project using Institute of Transportation Engineers (ITE) parking data. The Parking Demand Analysis shows that the peak parking demands for the project per the ITE rates are 59 spaces on weekdays and 54 spaces on Saturdays based on a retail/office use within the proposed commercial tenant spaces. These numbers are 37 and 42 spaces lower than the proposed 96 on-site spaces. The ITE parking demands are also lower than the 76 spaces required for the project based on reduced parking requirements set out in County Code 17.12.090 for density bonus projects. This confirms that the reduced parking allowed for a density bonus project will adequately accommodate the project parking demand.

The Parking Demand Analysis included analysis to determine the maximum amount of commercial floor area that could be used as restaurant space without requiring more than the 96 on-site parking spaces proposed by the project. To conclusively ensure that there will be sufficient parking available, the Parking Demand Analysis recommends limiting the total retail square footage of restaurant uses to 2,451 square feet, or just under 28% of the total retail square footage. This figure is based on the most conservative analysis method (County requirements per 13.10.552 and 17.12.090, with no allowance for shared parking. Accordingly, this floor area limitation on restaurant uses is included into the Master Occupancy Program for the project. Therefore, the 96 spaces proposed on the project site plan will provide adequate parking to accommodate the projected parking demand including a potential future restaurant.

In addition to vehicular parking, there will be 33 secured bicycle parking spaces within lockable storage rooms located at the second floor of the building for the residential units, three lockable storage spaces for use by commercial tenants and 19 bicycle-rack spaces for the commercial

buildings. Further, there is a bus stop in front of the property served by Metro Routes 66 and 68, which provides service to the site from downtown Santa Cruz and Watsonville, Cabrillo College and the Capitola Mall. Four existing on-street parking spaces will continue to be available on Portola Drive in front of the property.

The project complies with all other applicable codes, including section 13.10.581 "Signs in [commercial] zone districts", therefore this finding can be made.

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

This finding can be made, in that the proposed commercial use is consistent with the use and density requirements specified for the C-C (Community Commercial) land use designation in the County General Plan. The allowed density for residential uses in commercial zone districts, in accordance with County Code section 13.10.332, is based upon the density standards for the Urban High Residential General Plan designation. Applying these standards to the 52,620 square foot lot area, a total of 21.05 units could be constructed. This would be rounded down to 21 units if not for the density bonus application. In accordance with density bonus law the project is proposed to include 33 residential units. Density bonus findings are included with this report.

The project complies with General Plan Policy 2.12.3 (Residential Uses in Commercial Designations) which calls for allowing a mix of residential and commercial uses in areas designated as Community Commercial. This policy limits the residential portion of the project to 50% of the building's floor area (or 67% if 100% of the units will be affordable). Therefore, the applicant has requested a concession, in support of the residential density bonus, to increase the allowed percentage of the total floor area of a mixed-use project that may be allocated for residential uses, to allow the proposed residential apartments and manager's unit to occupy 72% of the total floor area of the development. This increased residential floor area is appropriate because the project, as designed, would allow for the provision of commercial uses in conjunction with new housing that would be constructed at a more affordable level. The residential use will be secondary to the proposed commercial use, in that the rental units will be located above and at the rear of the commercial use, where they will not relate directly to the public sidewalk. The residential portion of the development will also be visually less dominant than the retail/office/restaurant uses facing the Portola Drive.

The project will comply with General Plan 2.13.6 (Compatibility with Adjacent Development) and General Plan 8.5.2 (Commercial Compatibility with Other Uses), in that there is a broad range of development in the vicinity. The commercially zoned properties along Portola Drive, south, east and west of the project site, are developed with a mixture of one, two and three-story commercial-only and mixed-use buildings with retail, office, restaurant, storage and residential uses. The architectural character of the surrounding commercial structures is eclectic. Building exteriors generally reflect traditional shapes (gable, hipped and flat roofs) and exteriors are for the most part clad in wood, terracotta tile or cement plaster materials and design styles and building scale continue to evolve as the community redevelops over time. Proposed development in the vicinity includes a three-story mixed-use building that has been approved at the corner of Portola Drive and 38th Avenue, southwest of the project site and a potential three-story mixed use on the adjacent

parcel to the east. The proposed mixed-use development on the subject property would therefore be compatible within this broad range of uses and architectural styles. Adjacent residential properties include a mobile home park north of the project site and nonconforming residences adjacent to the northeast and northwest corners of the parcel. These single-story structures would most closely relate to proposed one-story residential carports at the rear of the proposed development. The carports will provide a transition between the residential structures and the mixed-use building and, together with a concrete sound wall at the property line and landscaping, will visually screen the larger structure from adjacent homes. As a result, the proposed development will be compatible with adjacent residential neighborhoods.

The proposed mixed-use building will allow for a wide variety of retail and service uses, including retail sales, personal services, offices, restaurants and community facilities within the five proposed commercial tenant spaces. The project will also provide rental housing units including four units that will be available to very low-income tenants, and an associated rental leasing office. Therefore, the proposed project complies with General Plan 2.14.2 (Allowed Uses in the Community Commercial Designation).

The proposed mixed-use building and residential carports will be properly proportioned to the parcel size and the character of the neighborhood as specified in General Plan Policy 8.6.1 (Maintaining a Relationship Between Structure and Parcel Sizes), in that the proposed mixed-use building will be located such that it will far exceed the required increased setbacks to adjacent residential properties and is consistent with a design that could be approved on any similarly sized commercial lot in the vicinity. The proposed one-story carports will provide a transition to the nearby residential structures and will not shade or be visually out of scale with the adjacent homes.

A specific plan has not been adopted for this portion of the County. However, the project site is located in the "lower 41st activity center", as specified in the Sustainable Santa Cruz County plan and is on Portola Drive within the "Eastern Portion of the plan area (38th Avenue to 41st Avenue)" covered by the Pleasure Point Commercial and Mixed-Use Corridor Vision and Guiding Design Principles that has been accepted by the Board of Supervisors.

The project is consistent with the goals, guiding principles, and strategies of the Sustainable Santa Cruz County Plan, in that the project has been designed to be compact so that use of the land will be maximized. It also includes rental apartments so that housing choice in the area will be increased. The project will therefore enhance the "walkability" and diversity of the area and will be consistent with the existing active lifestyle of the neighborhood. Moreover, because there is a bus stop immediately in front of the property, the project site is directly connected by public transportation and therefore to the wider community in Santa Cruz County.

The project is also consistent with the Pleasure Point Commercial and Mixed-Use Corridor Vision and Guiding Design Principles, in that the project has been designed with commercial and/or restaurant spaces at the ground floor with attainable housing (smaller units suitable for seniors and singles), in a location where mixed-use projects are encouraged. The proposed building has been designed in accordance with the design principles in that it will respect the 35-foot height limit and the appearance of height will be minimized through increased setbacks, upper story step-backs, an articulated frontage with landscaping. The building exterior will be finished with a range of

materials including cement plaster siding and natural wood. Furthermore, adequate on-site parking will be provided at the rear of parcel for patrons and residents so that the proposed project will not have a negative impact on surrounding residential neighborhoods or existing businesses.

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.

The proposed mixed-use development will not overload utilities.

In accordance with the recent amendment to the California Environmental Quality Act (CEQA) Guidelines, effective January 1, 2019, vehicle miles travelled (VMT) is the most appropriate measure of transportation impacts. The submitted traffic report shows that the proposed development would result in a VMT of 10.1 miles per capita, which is less than the estimated 18.3 miles per capita for Santa Cruz county as a whole. Therefore, the proposed project would not represent a significant impact in terms of its VMT. Moreover, the Office of Planning and Research's Technical Advisory on Transportation Impacts in CEQA provides that adding affordable housing to infill locations generally reduces VMT in a community. This reduction is due to an improved jobs-housing match which results in reduced commute distances, especially for low-wage workers. Accordingly, a reduction in VMT results in a more sustainable community overall. Therefore, given that the proposed project will include affordable housing and is located on an infill site, the conclusion that the project would not have a significant impact can be supported.

In addition to evaluating the VMT, the Traffic Impact Analysis evaluated the potential impacts of the proposed development, based upon estimated trip generation and the resulting effects on the existing traffic conditions for to streets in the vicinity. As set out in the report, the project is estimated to generate 580 daily trips, with 24 trips (9 in, 15 out) during the AM peak hour and 53 trips (27 in and 26 out) during the PM peak hour. With trip generation credits from the elimination of existing uses the proposed project would generate a net 498 daily trips, with 16 trips (3 in, 13 out) during the AM peak hour and 43 trips (24 in and 19 out) during the PM peak hour. This trip generation, when added to existing traffic volumes, would not significantly impact intersections within the study area, which would continue to operate at their existing respective level of service standards.

Analysis of projected traffic volume growth in the study area shows that, in the future (by 2040), the intersection at Portola Drive and 41st Avenue, would likely operate below level of service standards. This will be the case whether or not project impacts are added. However, the traffic report concludes that, to facilitate future improvements to the Portola Drive/41st Avenue intersection (potentially the construction of a roundabout or the addition of traffic lights) payment equal to the project's proportional share (1.0%) of the cost of these improvements is appropriate. The report estimates construction costs of approximately \$1,500,000 for the construction of a roundabout (the more expensive option) and that the project responsibility would therefore be \$15,000. Payment of this amount, together with payment of Roadside and Transportation Fees based on trip generation/number of residential units, is therefore required as a condition of approval of the project.

Therefore, this finding can be made.

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

This finding can be made, in that the proposed development is located in a mixed neighborhood containing a mixture of one, two and three-story commercial buildings and also one and two-story single-family dwellings. Size and architectural styles of buildings vary widely in the area, and the design submitted is consistent with the existing range of styles for other existing and proposed commercial buildings on other nearby commercially zoned parcels. The proposed project, which includes a two-and three story mixed-use structure and one-story residential carports, all of which conform to the maximum height allowed by the zone district, will be compatible with the adjacent commercial and residential uses and has been designed and landscaped so as to fit into this setting. The project is therefore consistent with the land use intensity and density of the neighborhood.

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

The project has been designed to be consistent with County Code Chapter 13.11, Site, Architectural and Landscape Design Review.

The main building is well-sited at the front setback line, with storefronts that will open directly to the street, similar to the nearby retail area at lower 41st Avenue. The ground floor commercial area of the proposed building has been designed to be open and inviting, with high ceilings and extensive storefront glazing. Parking is located behind the building, so that the retail spaces will be directly accessible by pedestrians and bicyclists and cars will be away from public view. This will encourage an active streetscape along Portola Drive.

The proposed mixed-use building has been designed so that from Portola Drive it will be two-stories in height with commercial tenant spaces at the lower floor and residential apartments above. The upper floor extends across the site, over the driveway and adjacent parking. The proposed building, which steps back at either end, as well as from the street, will include architectural design features such as varied wall and roof planes and will also incorporate a variety of exterior cladding materials, including cement plaster and wood, to reduce the visual impact of the proposed development on surrounding land uses and the natural landscape. In addition, landscaping with tree planting is proposed along the street frontage and at either end of the building. The proposed landscaping, together with existing trees within the Portola Drive right-of-way, will soften and visually reduce the scale of the proposed building as viewed from the public street.

As viewed from the mobile home park at the rear of the project site, the one-story carports will largely screen the proposed development and will also provide a visual transition between the adjacent single-story homes and the larger mixed-use structure. The carports, which are designed with a 9-foot plate height and roofs that slope-up away from the property line, would be adjacent to an 6-foot high concrete sound wall along the rear property line (an 8-foot wall is proposed adjacent to the existing nonconforming residence at the northwest corner) and behind a landscape

strip with tree planting; therefore, the carports will not be visually prominent in views from adjacent homes. Additional tree planting within the parking lot and between the carports and main structure, will further soften the impact of the mixed-use building. Furthermore, there is a two-way driveway immediately north of the property line so that the closest residential structure in the mobile home park would be 35 feet from the carports and 140 feet from the main structure.

New landscaping is proposed throughout the project site as well as along the project frontage. Along Portola Drive tree species are required to be selected in accordance with the Urban Forestry Master Plan, contained within the County of Santa Cruz Design Criteria, to ensure compatibility with the existing street tree planting and the adjacent street improvements. Where the site is adjacent to residentially developed properties a minimum 6-foot high concrete sound wall is proposed, which would mitigate potential noise impacts from traffic and from patrons using the site. Landscaping along the wall and fences and within the proposed residential open space that is proposed at the rear of the site, between the two carports, will screen and soften these structures.

Therefore, the proposed project will enhance the aesthetic qualities of the surrounding properties and will not reduce or visually impact available open space in the surrounding area and this finding can be made.

Residential Density Bonus Findings

1. The housing development is eligible for the density bonus and any incentives, concessions, parking reductions or waivers requested.

This finding can be made. The project includes four units that would be affordable to very low-income households, which represents 18% of the 22 base units allowed on the site under County Code 13.10.332. In conformance with County Code 17.12.025 "Eligibility for regulatory incentives," a minimum of 17% of the base units are required to be affordable to very low-income households. Therefore, the project is eligible for the requested 50% enhanced density bonus and also qualifies for parking reductions and up to three concessions or incentives as allowed under County code section 17.12.040(B).

The applicant has requested two concessions/incentives pursuant to county code section 17.12.040. First, the applicant has requested modification of the allowed percentage of the total floor area of a mixed-use project that may be allocated for residential uses, to allow for 72% of the total floor area of the development to be allocated for residential purposes. County Code section 13.10.332 and General Plan policy 2.12.3, limits the amount of residential space in a mixed-use development to no more than 50% of the total project floor area (or 67% of total floor area if the project is 100% affordable). Second, the applicant has requested a reduced rear setback to the proposed one-story residential carports from 30 feet to an average of 5 feet 6 inches.

There is no existing housing on the project site, therefore project is not required to comply with the replacement housing requirements of County Code section 17.12.025.

2. Any requested incentive or concession will result in identifiable, financially sufficient, and actual cost reductions.

As designed, the project would allow for the provision of community serving commercial uses in conjunction with new housing that would be constructed at a more affordable level.

The modification of the allowed percentage of the total floor area of a mixed-use project that may be allocated for residential uses, to allow for 72% of the total floor area of the development to be allocated for residential purposes has been requested because, currently, there is not a great demand for retail or office space in the County. This is due to a decline in demand for retail tenant spaces, a national trend that stems from a variety of factors, including the rise of e-commerce, and an over-supply of retail spaces. Therefore, not having to build a large amount of unwanted retail floor area reduces the construction costs of the project, as well as the amount of required parking that would need to be constructed. This then allows for the construction of the increased number of residential units as allowed subject to a density bonus. Furthermore, with economies of scale, there are also cost savings to be achieved by the construction of a larger number of units.

Reduction of the 30-foot rear setback that applies to commercial developments adjacent to residentially zoned parcels, to between 3 and 8 feet for the one-story residential carports along the rear property boundary, is necessary to allow for the construction of an efficient parking area for the proposed mixed-use. The carports, which will provide assigned parking spaces for residential tenants, will be readily identifiable as private parking by visitors to the site, thereby reducing

potential parking conflicts between commercial and residential users. The construction of covered parking for residential tenants will also increase the desirability of the rental units and thereby help to ensure full occupancy. Moreover, the location of the carports at the rear of the project site is desirable in that the one-story structures will largely screen the proposed mixed-use building in as viewed from adjacent homes. The carports will therefore reduce potential land-use conflicts by providing a buffer and visual transition between the adjacent single-story homes and the larger mixed-use portion of the development. The reduced setbacks to the carports will therefore result in identifiable and actual cost reductions to the project by allowing a more efficient site layout and by reducing ongoing costs associated with management of the on-site parking as well as from potential conflict with adjacent residential neighborhoods.

Therefore, this finding can be made.

- 3. If the density bonus is based all or in part on donation of land, a finding that all the requirements included in SCCC 17.12.070 have been met.**

This finding is not applicable as the project does not involve the donation of land.

- 4. If the density bonus or incentive is based all or in part on the inclusion of a child care facility, a finding that all the requirements included in SCCC 17.12.080 have been met.**

This finding is not applicable as the project does not include the provision of a child care facility.

- 5. If the density bonus or incentive is based all or in part on the inclusion of affordable units as part of a condominium conversion, a finding that all the requirements included in Government Code Section 65915.5 have been met.**

The project does not involve a condominium conversion and therefore this finding is not applicable.

- 6. If an incentive includes mixed-use development, a finding that nonresidential land uses will reduce the cost of the housing development and that the nonresidential land uses are compatible with the housing development and the existing or planned development in the area.**

Although the project is a mixed-use development, mixed uses are allowed under the existing C-2 (Community Commercial) zone district and C-C (Community Commercial) General Plan designation of the site. Therefore, this finding is not applicable, as no incentive was required to allow a mixed-use development on this site.

- 7. If a waiver is requested, a finding that the development standards for which the waiver is requested would have the effect of physically precluding the construction of the housing development with the density bonus and incentives and concessions permitted.**

This finding is not applicable as a waiver of development standards has not been requested for the project. The proposed mixed-use building complies with all of the required site and development standards for the C-2 zone district, as set out in County Code section 13.10.333.

Conditions of Approval

Exhibit D: Project plans, 11 sheets prepared by A+Plus, Engineering and Design, 10 dated 5/21/19, 1 dated 8/12/19.

- I. This permit authorizes the construction of an approximately 31,560 square foot mixed-use building with 33 residential units at the second and third-floors, two residential use carports, open space and associated parking areas, as indicated on the approved Exhibit "D" for this permit. 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. Prior to demolition of existing structures:
 1. A comprehensive survey for asbestos is required. All such materials shall be properly identified and removed in accordance with applicable laws pertaining to asbestos containing materials. Written notification for asbestos removal and/or demolition shall be provided 10 working days prior to commencing any regulated activities.

Ongoing monitoring for the presence of asbestos shall continue through the entire demolition process.
 2. A comprehensive survey for the presence of lead-based paint shall be performed and all such materials shall be properly identified and removed in accordance with applicable laws pertaining to lead based paint.

Ongoing monitoring for the presence of lead-based paint shall continue through the entire demolition process.
 3. Construct a permanent masonry/concrete sound wall with a minimum height on 6 feet at the property boundaries with adjacent residential parcels (840 38th Avenue, 880 38th Avenue and 841 40th Avenue). For any wall that exceeds 6 feet, a separate building permit is required to be issued.
 4. If, during demolition, hazardous materials other than asbestos and lead-based paint, are found to be present on the site, or if soil contamination of any kind is suspected, the demolition contractor shall immediately cease operations and contact the Hazardous Materials section of the County of Santa Cruz, Environmental Health Services Agency.

EXHIBIT C

5. Secure and implement separate sewer abandonment permits for each existing sewer lateral. No demolition permits may be issued until the relevant sewer laterals are properly abandoned and inspected.
 - 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.
- 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 "D" on file with the Planning Department. Any changes from the approved Exhibit "D" 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. In addition to showing the materials and colors on the elevation, the applicant shall supply a color and material sheet.
 3. Final grading, drainage, and erosion control plans.
 4. Details showing compliance with fire department requirements.
 - B. Meet the following requirements of the County Department of Public Works, Stormwater Management:
 1. In accordance with Part 3 Section C of the County Design Criteria (CDC) for mitigation requirements, this project is considered a large redevelopment project. Provide a Stormwater Management Plan and analysis/report demonstrating compliance with parts C.2 (Source Control Measures), C.3.a (Stormwater Discharge Rates and Volumes), C.3.b (Pollutants of Concerns) and C.3.c (Site Design and Runoff Reduction).

Analysis demonstrating maintenance of pre-development discharge rates is required. Infiltration and retention of post development flows shall be employed if technically feasible.

- a. Provide watershed area maps showing predevelopment and proposed drainage patterns on and around the site.
 - b. Provide final analysis for the proposed detention system. Ensure that all proposed impervious and semi-impervious areas have been accounted for in the design. Show how all runoff from upstream and pervious areas are routed around the detention system.
 - c. Plans shall include biofiltration treatment systems that meet the requirements of C.3.b.iii. (ex: surface ponding, planting depths, underdrain location at the top of the gravel layer, no compaction or liner, etc.). Show how runoff from all proposed impervious areas will be routed to the treatment systems.
 - d. Demonstrate compliance with flow control detention release design, minimization of pollutants of concern, safe overflow provisions, methods for minimizing clogging and maintenance, etc.
2. Provide final stormwater management improvement plans consistent with the analysis/reports, other project plans, and which are detailed adequately for construction. The final plans should include details on how all proposed impervious and pervious areas will be routed.
 3. Provide sufficient topographic information (contours and spot elevations) to show the effect of the proposed grading/development on adjacent property. Include details and notes on the grading plan to show where/how the project will accommodate all existing upstream runoff.
 4. Include detail SWM-9 from the CDC for the proposed storm drain tie-in in Portola Avenue.
 5. The applicant is required to provide recorded document(s) acknowledging that the site does and will continue to receive upstream runoff, that the property owner is responsible for maintenance of the pathway, and that the County and Flood Control District is not responsible for the upstream runoff or for maintenance of the drainage pathway. See Section G.3 of Part 3 of the CDC.
 6. Provide final approval letter from the geotechnical engineer approving of the drainage plans.

7. Final civil plans shall be coordinated with final stormwater management analysis, landscape, architectural and other site plans.
 8. Recorded maintenance agreement(s) for stormwater management and mitigation facilities will be required. Include detailed management activities, maintenance requirements, schedule, signs of system failure, and responsible party both in the recorded maintenance agreement. See the CDC SWM-25B for an example. The agreement shall include the attachments required (site/watershed map and detailed maintenance and inspection checklist) as described in the CDC. The annual inspections and report shall be consistent with 2nd Nature's BMP RAM Field Protocols (http://2ndnaturellc.com/documents/BMPRAM_FieldProtocols.pdf). The agreement shall include a restriction on any additional impervious or semi-impervious areas on the site without prior permit/approval from the County of Santa Cruz.
 9. All inlets shall be marked "No Dumping – Drains to Bay" or equivalent and shall be maintained by the property owner.
 10. Zone 5 fees will be assessed on the net increase in permitted impervious area due to the project. This project may be eligible for fee credits for existing impervious areas if documentation is presented demonstrating existing impervious areas are permitted or were built prior to 1969. The applicant may utilize 1975 aerial photos available via UCSC library aerial photographs for determining impervious area coverage prior to Zone 5 establishment. Pervious pavement areas will be considered semi-pervious and will be assessed at 50% rate.
 11. Public Works staff will inspect the installation of the drainage related items. Once all agencies have approved the building permit plans please provide an engineer's estimate for the construction of the drainage related items (2% will be assessed for an at-cost inspection deposit account). A hold will be placed on the building permit for a pre-construction meeting with the Public Works inspector - please call (831)454-2160 at least 48 hours prior to construction to schedule the meeting. A second hold will be placed for the final inspection sign off.
- C. Meet all requirements of the Santa Cruz County Sanitation District. The project sewer design and connection of the project to the Santa Cruz County Sanitation District system will be required to conform to the *County of Santa Cruz Design Criteria (CDC) Part 4, Sanitary Sewer Design, February 2017 edition*:
<http://www.dpw.co.santa-cruz.ca.us/Portals/19/pdfs/DESIGNCRITERIA.pdf>
Please show the following items on the drawings:
1. A complete engineered sewer plan, addressing all issues required by District staff and meeting CDC standards (unless a variance is allowed).

2. Any existing utility easements surveyed and plotted on the site plan.
 3. Existing sewer lines surveyed and plotted on the site plan.
 4. Locate and label the existing sewer laterals "To be properly abandoned (including inspection by District) prior to issuance of demolition permit or relocation or disconnection of structure."
 5. Include Sanitation District "General Notes" on plans. Contact Sanitation District staff for an electronic copy.
 6. Provide water use data (actual or projected) for the non-residential portion of the buildings, and other information as required to determine capacity and waste pretreatment requirements for the site.
 7. It is strongly recommended that the proposed buildings include the installation of water sub-meters to determine quantity of domestic and interior water for the purpose of calculating annual sewer service charges. If water sub-meters are to be provided, please indicate this on the building plans.
 8. It is strongly recommended the development include the installation of a water sub-meter, separating irrigation water from domestic water, to assist the applicant/developer in determine quantity of domestic and interior water for the purpose of calculating annual sewer service charges. If water sub-meters are to be provided, please indicate this on the building plans.
- D. Meet all the requirements of Environmental Planning Section of the Planning Department, including the following:
1. All project design and construction shall comply with the recommendations of both the 22 June 2018 Geotechnical Update & Supplemental Recommendations and the 4 April 2005 Soil and Foundation Investigation, as applicable.
 2. Building permit application plans shall reference the soils report and update(s), include contact information for the geotechnical engineer, and include a statement that the project shall conform to the recommendations of the geotechnical engineer.
 3. Building permit application plans shall clearly represent all proposed grading, including any over-excavation and re-compaction as recommended by the geotechnical engineer.

4. The applicant shall submit a stormwater pollution control plan that meets the requirements set forth in the County's Construction Site Stormwater Pollution Control BMP Manual, available here:
<http://www.sccoplanning.com/Portals/2/County/Planning/env/ConstructionStormwaterBMPManual-Oct%20312011version.pdf>.
 5. The applicant shall submit a civil engineered drainage plan that complies with the requirements set forth in 2016 California Building Code (CBC) Section 1804.4 and the recommendations of the soils engineer.
 6. The applicant shall submit 3 copies of a signed and stamped Soils (Geotechnical) Engineer Plan Review Form to Environmental Planning. The plan review form shall reference each reviewed sheet of the final plan set by its last revision date. Any updates to the soils report recommendations necessary to address conflicts between the report and plans must be provided via a separate addendum to the soils report. The author of the report shall sign and stamp the completed form. An electronic copy of this form may be found on our website: www.sccoplanning.com, under "Environmental", "Geology & Soils", "Assistance & Forms", "Soils Engineer Plan Review Form".
 7. Earthwork is prohibited during the rainy season (October 15-April 15) unless a winter grading permit is approved by the Planning Director.
- G. Submit a final Landscape Plan for the entire site for review and approval by the Planning Department. The landscape plan shall specify plant species, size and location, and shall include irrigation plans, which meet the following criteria and must conform to all water conservation requirements of the local water district and the following conservation regulations:
1. Turf Limitation. Turf area shall not exceed 25 percent of the total landscaped area. Turf area shall be of low to moderate water-using varieties, such as tall or dwarf fescue.
 2. Plant Selection. At least 80 percent of the plant materials selected for non-turf areas (equivalent to 60 percent of the total landscaped area) shall be well-suited to the climate of the region and require minimal water once established (drought tolerant). Native plants are encouraged. Up to 20 percent of the plant materials in non-turf areas (equivalent to 15 percent of the total landscaped area), need not be drought tolerant, provided they are grouped together and can be irrigated separately. Street trees along the Portola Drive frontage shall be selected from the Urban Forestry Master Plan contained within the County of Santa Cruz Design Criteria. To ensure privacy for the dwelling at 840 38th Avenue (APN 032-051-35), the landscape strip along the eastern property line shall include large evergreen tree species.

3. Soil Conditioning. In new planting areas, soil shall be tilled to a depth of 6 inches and amended with six cubic yards of organic material per 1,000 square feet to promote infiltration and water retention. After planting, a minimum of 2 inches of mulch shall be applied to all non-turf areas to retain moisture, reduce evaporation and inhibit weed growth.
4. Irrigation Management. All required landscaping shall be provided with an adequate, permanent and nearby source of water which shall be applied by an installed irrigation, or where feasible, a drip irrigation system. Irrigation systems shall be designed to avoid runoff, over-spray, low head drainage, or other similar conditions where water flows onto adjacent property, non-irrigated areas, walks, roadways or structures.
 - a. The irrigation plan and an irrigation schedule for the established landscape shall be submitted with the building permit applications. The irrigation plan shall show the location, size and type of components of the irrigation system, the point of connection to the public water supply and designation of hydrozones. The irrigation schedule shall designate the timing and frequency of irrigation for each station and list the amount of water, in gallons or hundred cubic feet, recommended on a monthly and annual basis.
 - b. Appropriate irrigation equipment, including the use of a separate landscape water meter, pressure regulators, automated controllers, low volume sprinkler heads, drip or bubbler irrigation systems, rain shutoff devices, and other equipment shall be used to maximize the efficiency of water applied to the landscape.
 - c. Plants having similar water requirements shall be grouped together in distinct hydrozones and shall be irrigated separately.
 - d. Landscape irrigation should be scheduled between 6:00 p.m. and 11:00 a.m. to reduce evaporative water loss.
- E. Meet all requirements of the City of Santa Cruz Water Department. Engineered improvement plans for all water line extensions shall be submitted for the review and approval of the water agency.
- F. Meet all requirements and pay any applicable plan check fee of the Central Fire Protection District.
- A. If a restaurant, food market or other food service venue is proposed in any of the commercial tenant spaces, a separate plan check submittal and permitting process is required through the Consumer Protection Program of the County of Santa Cruz, Environmental Health Services Division. A food service facility must meet minimum structural and equipment requirements according to California Retail

Food Code before becoming eligible for an operational permit with Environmental Health. Plans submitted to the Building Department must include equipment, exhaust and make-up air systems, outdoor grease interceptor(s), and any other structural components needed to comply with California Retail Food Code. Please contact Olga Zuniga at (831) 454-2762 with questions regarding Consumer Protection Program plan check submittal requirements.

- B. Pay fees for Parks and Child Care mitigation for 53 bedrooms. Currently, these fees are, respectively, \$750 and \$36 per bedroom but are subject to change.
- C. Pay fees for Roadside and Transportation improvements for 33 dwelling units. Currently, these fees are \$4,200 per unit, (\$2,100 for Roadside improvement fees + \$2,100 for Transportation improvement fees) but are subject to change.
- D. Pay fees for Roadside and Transportation improvement for the commercial uses based upon the trip generation as set out in the Traffic Study. Currently these fees are \$600 per daily trip-end generated (\$300 for Roadside improvement fees + \$300 for Transportation improvement fees) but are subject to change.
- E. Pay a \$15,000 traffic mitigation fee as detailed in the Traffic Impact Study prepared by Keith Higgins, Traffic Engineer, dated May 13, 2019. This will be used for operations and safety improvements on Portola Drive and/or future intersection improvements at Portola Drive and 41st Avenue.
- F. Pay Affordable Housing Impact fees for the retail/office commercial area (shown as 8,845 square feet). Currently the fee is \$3 per square foot of floor area but is subject to change. The provision of four units on-site will satisfy the Affordable Housing Impact fee for the residential portion of the project.
- G. 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/Mello Roos fees and other requirements lawfully imposed by the school district.
- H. Provide required off-street parking for 96 cars. Parking spaces must be located entirely outside vehicular rights-of way and shall be laid out in accordance with standards set out in County Code section 13.10.554 and as shown on Exhibit D.
 - 1. A minimum of 2 spaces shall be assigned to each two-bedroom dwelling unit within a covered carport space, and a minimum of 1 space shall be assigned for each one-bedroom unit. For the manager's unit, one space within the covered carport shall be assigned and one space shall be made available to customers of the leasing office.
 - 2. Provide accessible parking spaces for commercial and residential uses in conformance with California Building Codes.

3. Provide raceway(s) for future EV charging stations as required by California Building Codes. -
 - I. Provide 33 secured bicycle parking spaces within lockable storage rooms located at the second floor of the building for the residential units, three lockable storage spaces for use by commercial tenants and 19 bicycle-rack spaces for the commercial buildings. The addition of "sculptural" bicycle racks within the project sidewalk areas along Portola Drive is strongly encouraged as an alternative or in addition to the three spaces shown at the eastern end of the building.
 - J. All new utilities shall be underground. All facility relocation, upgrades or installations required for utilities service to the project shall be noted on the construction plans. All preliminary engineering for such utility improvements is the responsibility of the owner/applicant. Pad-mounted transformers shall not be located in the front setback or in any area visible from public view unless they are completely screened by walls and/or landscaping (underground vaults may be located in the front setback). Utility equipment such as gas meters and electrical panels shall not be visible from public streets or building entries. Backflow prevention devices must be located in the least visually obtrusive location.
- III. To minimize noise, dust and nuisance impacts of surrounding properties to insignificant levels during construction, the owner/applicant shall or shall have the project contractor, comply with the following measures during all construction work:
 - A. Construction activity is limited to between the hours of 7:00 a.m. to 6:00 p.m. Monday through Friday, 9:00 a.m. to 5:00 p.m. Saturday in order to avoid noise during more sensitive nighttime hours, unless a temporary exception to this time restriction is approved in advance by the Building Official to address an emergency situation. Construction activity on Sundays is prohibited. Interior finish work such as painting, tiling etc., that does not produce sound that might be heard beyond the boundaries of the parcel (hammering, use of an electric drill, sawing etc.) is not restricted.
 - B. The applicant shall designate a disturbance coordinator and a 24-hour contact number shall be conspicuously posted on the job site. The disturbance coordinator shall record the name, phone number, and nature of all complaints received regarding the construction site. The disturbance coordinator shall investigate complaints and take remedial action, if necessary, within 24 hours of receipt of the complaint or inquiry.
 - C. All construction and maintenance equipment shall be powered by gasoline or diesel engines that have sound-control devices that are at least as effective as those originally provided by the manufacturer and that all equipment be operated and maintained to minimize noise generation.
 - D. Gasoline or diesel engines with unmuffled exhaust systems are prohibited.

- E. Noise-reducing enclosures shall be placed around stationary noise-generating equipment capable of 6 dB attenuation.
 - F. Each day it does not rain, wet all exposed soil frequently enough to prevent significant amounts of dust from leaving the site.
 - G. One construction/security trailer (maximum 12 feet by 60 feet) is allowed on the site during the construction. The location of the trailer shall conform to all yard setbacks for the project (10-foot front setback; 0-foot side setbacks 10-foot rear setback) and shall be shown on the site plan for each phase of construction. Compliance with County Code section 13.10.683 or any successor ordinance is required. A building permit is required for the installation of the construction trailer and the construction trailer shall be removed from the site prior to final inspection of the mixed-use development.
- 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 work adjacent to or within a County road shall be subject to the provisions of Chapter 9.70 of the County Code, including obtaining an encroachment permit where required. Where feasible, all improvements adjacent to or affecting a County road shall be coordinated with any planned County-sponsored construction on that road. Obtain an Encroachment Permit from the Department of Public Works for any work performed in the public right of way. All work shall be consistent with the Department of Public Works Design Criteria unless otherwise specifically excepted by these conditions of approval. If pedestrian, bicycle or vehicle traffic will be impacted please include a traffic control plan.
 - B. No land clearing, grading or excavating shall take place between October 15 and April 15 unless the Planning Director approves a separate winter erosion-control plan. Approval of winter grading may or may not be granted.
 - C. All site improvements shown on the final approved Building Permit plans shall be installed.
 - D. All inspections required by the Building Permit shall be completed to the satisfaction of the County Building Official.
 - E. The project must comply with all recommendations of the approved soils reports.
 - F. 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. Master Occupancy Program: All uses listed in the current C-2 (Community Commercial) use charts, County Code section 13.10.332, are allowed, subject to the issuance of an Occupancy Permit (initial occupancies and subsequent changes of occupancy), where on-site parking can be shown to be available in conformance with County Code sections 13.10.552(b) "off-street parking for non- residential uses", and with the following additional restrictions:
1. Restaurant uses shall be limited to a maximum 2,451 square feet per the Parking Demand Analysis prepared by Keith Higgins Traffic Engineer, dated August 6, 2019,
 2. Adult entertainment uses, night clubs, dance halls, liquor stores and pool halls are prohibited
 3. No portion of the proposed commercial tenant spaces or leasing office shall be converted to be additional residential units.
- B. All uses on the site are required to be properly licensed and inspected as may be required by Federal, State or County standards.
- C. Any business involving the sale of alcoholic beverages, either for on-site or off-site consumption, must meet all requirements of the California Alcoholic Beverage Control (ABC) and also obtain all necessary County Permits
- D. Hours of Operation: The hours of operation shall be between 8:00am and 11:00pm Sunday through Thursday and between 8:00am and midnight on Friday and Saturday.
- E. Parking: The on-site property manager shall monitor parking on site to ensure that sufficient parking is made available for patrons and employees of the proposed development and for residents of the residential units and their guests.
1. No inoperable vehicles or other objects, including trailers, boats etc. shall be stored in the shared parking area or in any other portion of the site.
 2. The management may adopt measures such as paid permits, or other methods as deemed appropriate, to allow for monitoring of residential vehicles associated with the rental units and to discourage ownership of additional vehicles (more than be accommodated within assigned spaces) by tenants.

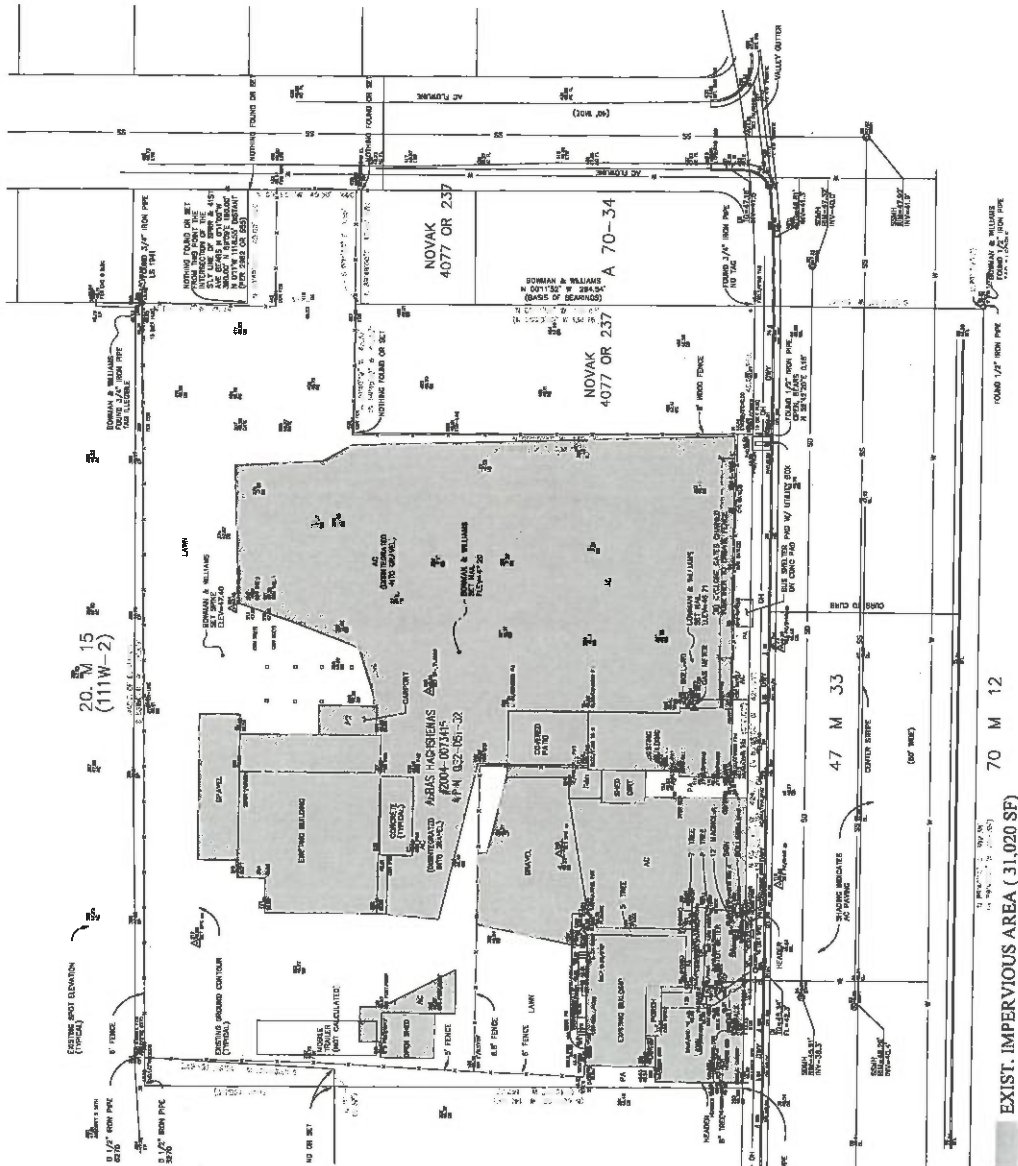
3. If ongoing substantiated complaints are received from neighboring property owners that there is consistent unauthorized overflow parking from the site and or its tenants onto their land, then the property owner shall be required to develop an alternate parking demand management plan subject to an amendment to this Permit. This may include such measures as the provision of additional off-site parking areas, the provision of special transit incentives for employees, the operation of effective pooling programs, a valet parking plan, flexible work hours, or any other method that can be demonstrated to be effective for the reduction and management of parking demand.
- F. The exterior of the building and all parking areas shall be maintained in good condition.
 - G. All landscaping shall be maintained in good condition. Any plants that die shall be replaced in-kind or with a similar species suitable to the site and conditions.
 - H. All walls/fencing shall be maintained.
 - I. 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.
-

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 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.



EXISTING SITE CONDITIONS
SURVEY MAP SCALE: 1" = 20'

70 M 12

EXIST. IMPERVIOUS AREA (31,020 SF)



APN: 03205136

SHEET

A-0

SHEET TITLE: EXIST. CONDITIONS (SURVEY MAP)

JOB TITLE:

PLEASURE POINT PLAZA
3911 PORTOLA DR. SANTA CRUZ, CALIFORNIA

SCALE: AS SHOWN

DATE: 05/21/19

XB: M1

A+ PLUS

DESIGN
1715 MARSHALL AVENUE
SAN JOSE, CA 95128
TEL: (408) 253-9900 FAX: (408) 253-9901



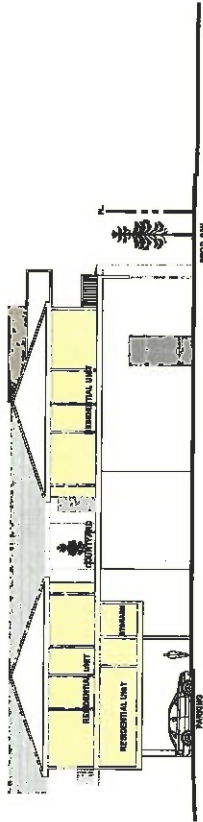
REVISION DATE

1. 05/21/19 QUANTITY TAKE-OFF FOR COSTS

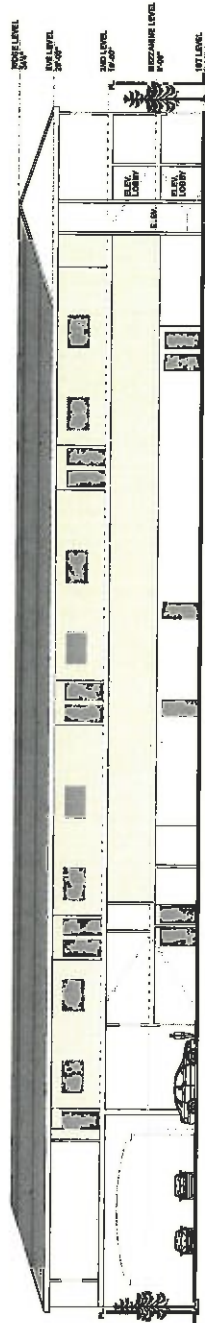
2. 05/21/19 COUNTY OF SANTA CRUZ COMMENTS

3. 05/21/19 COUNTY OF SANTA CRUZ COMMENTS

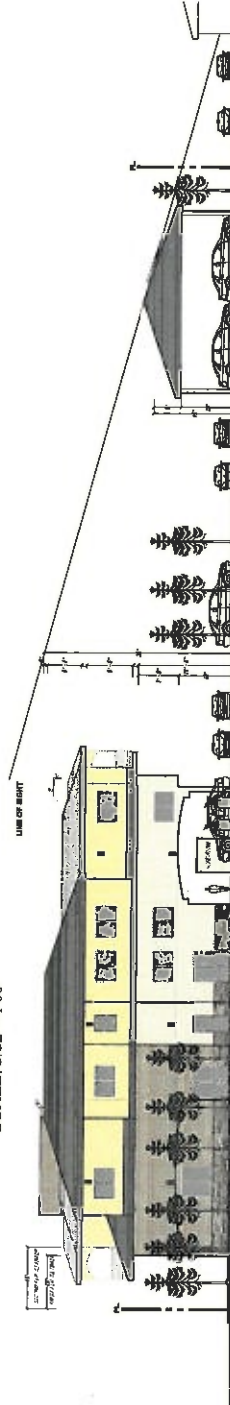
EXHIBIT D



SECTION A-A
SCALE: 3/32"=1'00"



SECTION B-B
SCALE: 3/32"=1'00"



EAST ELEVATION
SCALE: 3/32"=1'00"



REAR ELEVATION
SCALE: 3/32"=1'00"

APN: 03205136

DATE

1 08/06/2018 COUNTY OF SANTA CRUZ/COMMENTS
2 08/28/2018 COUNTY OF SANTA CRUZ/COMMENTS
3 08/29/2018 COUNTY OF SANTA CRUZ/COMMENTS

REVISION

SHEET

SHEET TITLE:
ELEVATIONS & SECTIONS

DATE: 08/21/19
JOB NO.

DESIGN
1234567890
1234567890
1234567890



DATE

1 08/06/2018 COUNTY OF SANTA CRUZ/COMMENTS
2 08/28/2018 COUNTY OF SANTA CRUZ/COMMENTS
3 08/29/2018 COUNTY OF SANTA CRUZ/COMMENTS

REVISION

A-4

JOB TITLE:
PLEASANT POINT PLAZA
3911 PORTUGAL DR. SANTA CRUZ, CALIFORNIA

DATE: 08/21/19
JOB NO.

DESIGN
1234567890
1234567890
1234567890

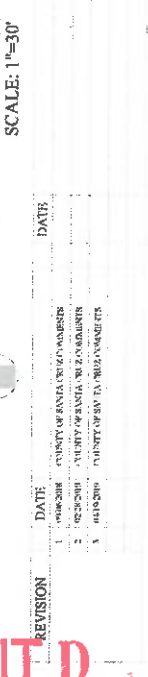
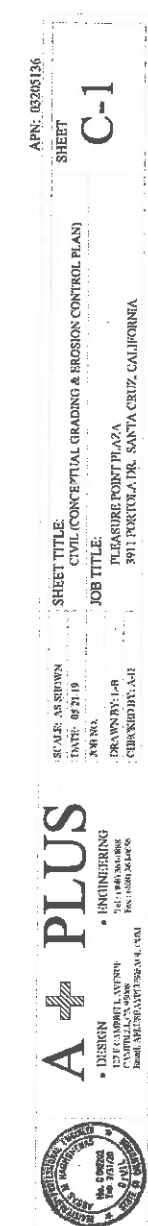


DATE

1 08/06/2018 COUNTY OF SANTA CRUZ/COMMENTS
2 08/28/2018 COUNTY OF SANTA CRUZ/COMMENTS
3 08/29/2018 COUNTY OF SANTA CRUZ/COMMENTS

REVISION

EXHIBIT D



GENERAL NOTES:

1. SEE GENERAL NOTES FOR INFORMATION ON THE PROJECT.
2. SEE GENERAL NOTES FOR INFORMATION ON THE PROJECT.
3. SEE GENERAL NOTES FOR INFORMATION ON THE PROJECT.
4. SEE GENERAL NOTES FOR INFORMATION ON THE PROJECT.
5. SEE GENERAL NOTES FOR INFORMATION ON THE PROJECT.
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8. SEE GENERAL NOTES FOR INFORMATION ON THE PROJECT.
9. SEE GENERAL NOTES FOR INFORMATION ON THE PROJECT.
10. SEE GENERAL NOTES FOR INFORMATION ON THE PROJECT.

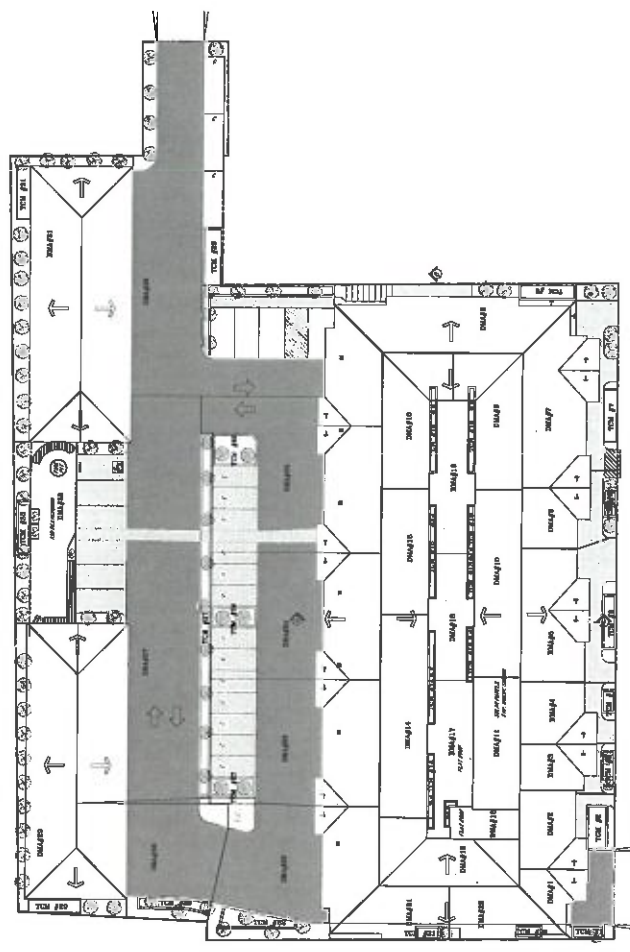
GENERAL NOTES:

1. SEE GENERAL NOTES FOR INFORMATION ON THE PROJECT.
2. SEE GENERAL NOTES FOR INFORMATION ON THE PROJECT.
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GENERAL NOTES:

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9. SEE GENERAL NOTES FOR INFORMATION ON THE PROJECT.
10. SEE GENERAL NOTES FOR INFORMATION ON THE PROJECT.

NO.	DESCRIPTION	QTY	UNIT	AMOUNT	PRICE	TOTAL
1	Excavation	100	cu yd	100	10.00	1000.00
2	Backfill	100	cu yd	100	10.00	1000.00
3	Gravel	100	cu yd	100	10.00	1000.00
4	Concrete	100	cu yd	100	10.00	1000.00
5	Rebar	100	lb	100	10.00	1000.00
6	Formwork	100	sq ft	100	10.00	1000.00
7	Paint	100	gal	100	10.00	1000.00
8	Sealant	100	lb	100	10.00	1000.00
9	Grout	100	cu yd	100	10.00	1000.00
10	Insulation	100	sq ft	100	10.00	1000.00
11	Roofing	100	sq ft	100	10.00	1000.00
12	Cladding	100	sq ft	100	10.00	1000.00
13	Windows	100	sq ft	100	10.00	1000.00
14	Doors	100	sq ft	100	10.00	1000.00
15	Handrails	100	lb	100	10.00	1000.00
16	Stairs	100	sq ft	100	10.00	1000.00
17	Lighting	100	sq ft	100	10.00	1000.00
18	Heating	100	sq ft	100	10.00	1000.00
19	Cooling	100	sq ft	100	10.00	1000.00
20	Plumbing	100	sq ft	100	10.00	1000.00
21	Electrical	100	sq ft	100	10.00	1000.00
22	Telecom	100	sq ft	100	10.00	1000.00
23	Security	100	sq ft	100	10.00	1000.00
24	Fire	100	sq ft	100	10.00	1000.00
25	Life	100	sq ft	100	10.00	1000.00
26	Medical	100	sq ft	100	10.00	1000.00
27	Pharmacy	100	sq ft	100	10.00	1000.00
28	Lab	100	sq ft	100	10.00	1000.00
29	Office	100	sq ft	100	10.00	1000.00
30	Storage	100	sq ft	100	10.00	1000.00
31	Garage	100	sq ft	100	10.00	1000.00
32	Driveway	100	sq ft	100	10.00	1000.00
33	Landscaping	100	sq ft	100	10.00	1000.00
34	Site Work	100	sq ft	100	10.00	1000.00
35	Permit	100	sq ft	100	10.00	1000.00
36	Design	100	sq ft	100	10.00	1000.00
37	Construction	100	sq ft	100	10.00	1000.00
38	Inspection	100	sq ft	100	10.00	1000.00
39	Final	100	sq ft	100	10.00	1000.00
40	As-Built	100	sq ft	100	10.00	1000.00



STORM WATER MANAGEMENT PLAN
SCALE: 1"=20'

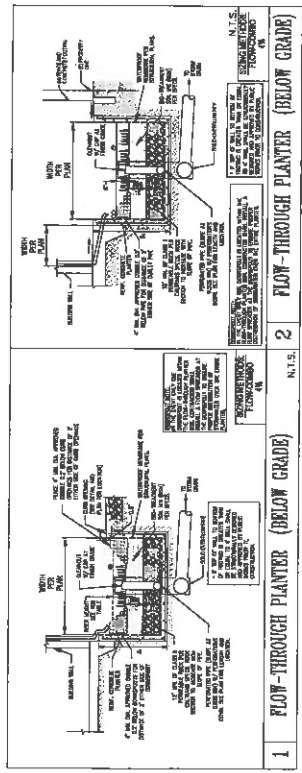


EXHIBIT D

APN: 02205136
SHEET
C-2

SCALE: AS SHOWN
DATE: 06/21/19
JOB NO.
DRAWN BY: L.S.
CHECKED BY: A.H.

SHEET TITLE:
STORM WATER MANAGEMENT PLAN
JOB TITLE:
PLASANCE PLANT PLAZA
3911 PORTOLA DR. SANTA CRUZ, CALIFORNIA

A+ PLUS
DESIGN
ENGINEERING
1000 AVENUE
SANTA CRUZ, CA 95060
TEL: 520.298.8888

DATE: 06/21/19
COUNTY OF SAN JOSE
COUNTY OF SANTA CRUZ
COUNTY OF SANTA CRUZ

PROJECT: APN: 032-051-36 Application: XX-XXXX

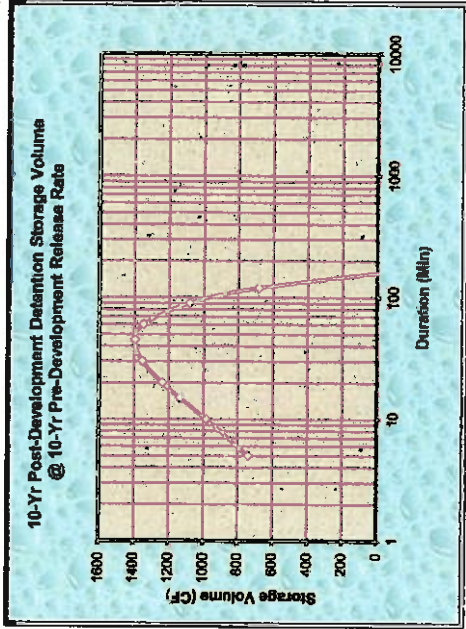
Calc by: RVH Date: 5/30/2019

RUNOFF DETENTION BY THE MODIFIED RATIONAL METHOD

Data Entry: PRESS TAB & ENTER DESIGN VALUES		SS Ver: 1.0
Site Location P80 Isoleth:	1.40	Fig. SWM-2 in County Design Criteria
Rational Coefficients Cpre:	0.30	See note # 2
Cpost:	0.84	See note # 2
Impervious Area:	47593	ft ² See note # 2 and # 4

STRUCTURE DIMENSIONS FOR DETENTION			
1398	ft ³ storage volume calculated		
100	% void space assumed		
1398	ft ³ excavated volume needed		
Structure Ratios	Length	Width*	Depth*
	445.00	1.77	1.77
Dimen. (ft)	443.41	1.77	1.77

10 - YEAR DESIGN STORM					
Storm Duration (min)	10 - Year Intensity (in/hr)	Release Qpre (cfs)	10 - Year Qpost (cfs)	Detention Rate To Storage Volume (cfs)	Specified Storage Volume (cf)
1440	0.23	0.077	0.217	-0.345	-37255
1200	0.26	0.084	0.234	-0.327	-29440
960	0.28	0.092	0.258	-0.303	-21834
720	0.32	0.105	0.293	-0.269	-14519
480	0.38	0.125	0.349	-0.213	-7651
360	0.43	0.141	0.396	-0.166	-4484
240	0.51	0.168	0.472	-0.090	-1618
180	0.58	0.191	0.534	-0.027	-366
120	0.69	0.228	0.637	0.076	692
90	0.78	0.258	0.722	0.161	1084
60	0.93	0.308	0.861	0.300	1348
45	1.05	0.348	0.976	0.414	1398
30	1.26	0.416	1.164	0.602	1355
20	1.50	0.496	1.388	0.826	1239
15	1.70	0.562	1.572	1.011	1137
10	2.03	0.670	1.875	1.314	985
5	2.74	0.905	2.534	1.972	740



- Notes & Limitations on Use:**
- 1) The modified rational method, and therefore the standard calculations are applicable in watersheds up to 20 acres in size.
 - 2) Required detention volume determinations shall be based on all net new impervious area both on and off-site, resulting from the proposed project. Previous areas shall not be included in detention volume sizing; an exception may be made for incidental pervious areas less than 10% of the total area.
 - 3) Gravel packed detention chambers shall specify on the plans, aggregate that is washed, angular, and uniformly graded (of single size), assuring void space not less than 35%.
 - 4) A map showing boundaries of both regulated impervious areas and actual drainage areas routed to the hydraulic control structure of the detention facility is to be provided, clearly distinguishing between the two areas, and noting the square footage.
 - 5) The EPA defines a class V injection well as any bored, drilled, or driven shaft, or dug hole that is deeper than its widest surface dimension, or an improved sinkhole, or a subsurface fluid distribution system. Such storm water drainage wells are "authorized by rule". For more information on these rules, contact the EPA. A web site link is provided from the County DPW Stormwater Management web page.
 - 6) Refer to the County of Santa Cruz Design Criteria, for complete method criteria.

REVISION
DATE: 05/30/2019
BY: RVH



A2 PLUS
DESIGN
1234567890
1234567890
1234567890
1234567890

SCALE: AS SHOWN
DATE: 05/30/19
JOB NO.
DRAWN BY: LAR
CHECKED BY: A.H.
SHEET TITLE: DEVELOPMENT FLOW RATES CALCULATION
JOB TITLE: PLANS FOR POINT PLAZA
2911 PORTOLA DR. SANTA CRUZ, CALIFORNIA

APN: 03205136
SHEET
C-3

EXHIBIT D

FOR TAX PURPOSES ONLY

THE ASSessor MAKES NO GUARANTEE AS TO MAP ACCURACY NOR ASSUMES ANY LIABILITY FOR OTHER LIES. NOT TO BE REPRODUCED. ALL RIGHTS RESERVED.

COPYRIGHT SANTA CRUZ COUNTY ASSessor 1998

POR. RANCHO ARROYO DEL RODEO
NE. 1/4 SEC. 21, T.11S., R.1W., M.D.B. & M.

Tax Area Code
96-103

32-05

GLADYS AVE.

Bk.33
11

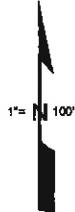
BAIN AVE.

Bk.33
14

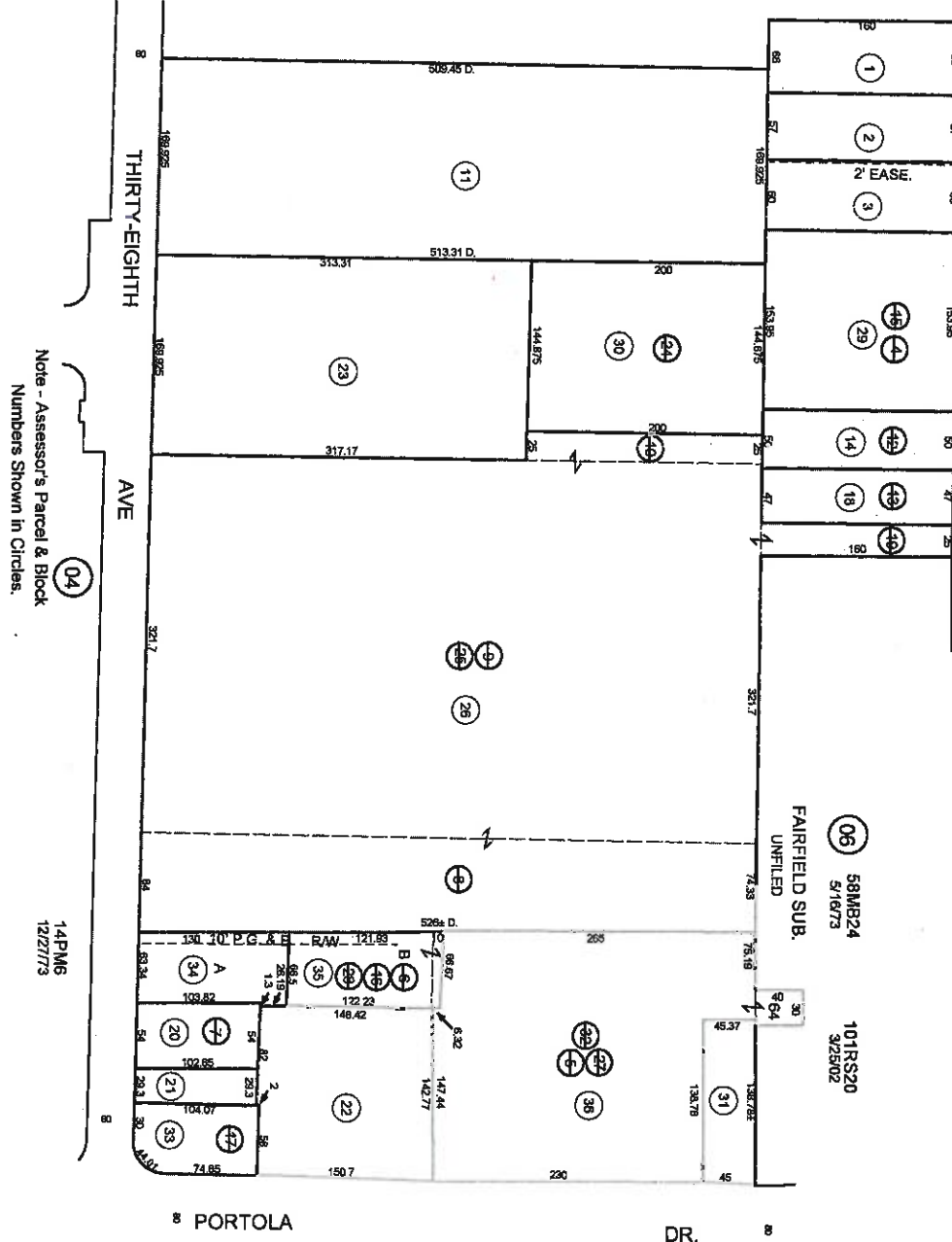
SEC. 22
SEC. 21

8 FORTY-FIRST AVE.

SEC. 22
SEC. 21



Electronically Redrawn 10/20/98 rw
Rev. 4/12/01 mm (changed page refs.)
Rev. 5/7/02 mm (101RS20)
Rev 1/18/05 CB (Per of 32-05)
Rev 1/18/05 CB (4-0073415, LBA 1-36)



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

14PM6
12/27/73

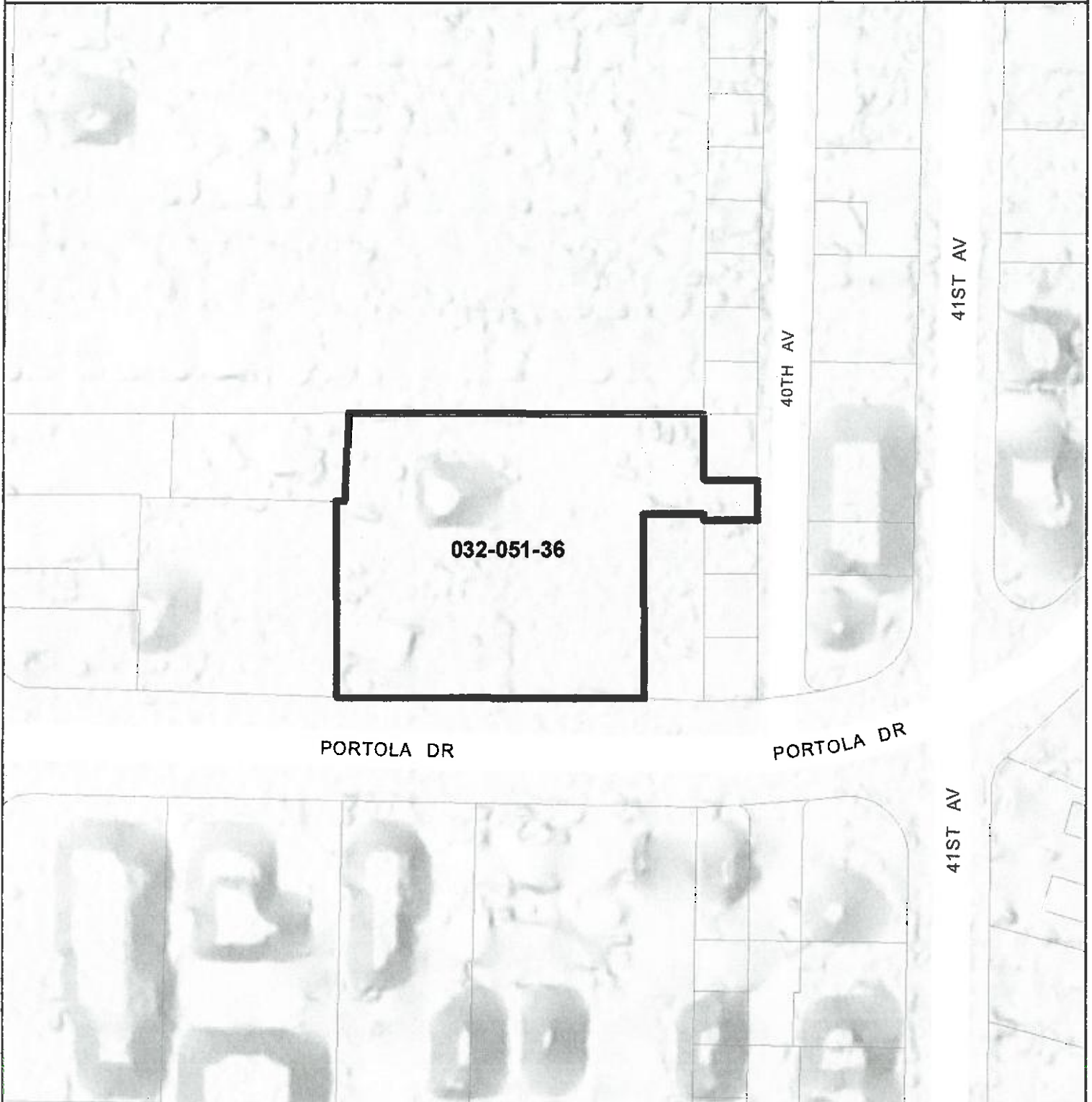
Assessor's Map No. 32-05
County of Santa Cruz, Calif.
October, 1998

EXHIBIT E



SANTA CRUZ COUNTY PLANNING DEPARTMENT

Parcel Location Map



Parcel: 03205136

-  Study Parcel
-  Assessor Parcel Boundary

Map printed: 13 Aug. 2019

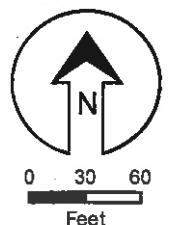


EXHIBIT E



Parcel General Plan Map







R-UH

032-051-36
(C-C)

C-C

C-O

R-UM

-  C-C *Commercial Community*
-  C-O *Commercial Office*
-  R-UH *Res. Urban High Density*
-  R-UM *Res. Urban Medium Density*



0 30 60
Feet

EXHIBIT E



SANTA CRUZ COUNTY PLANNING DEPARTMENT

Parcel Zoning Map



Mapped
Area





RM-3-MH

032-051-36
(C-2)

C-2

PA

R-1-5

-  C-2 Community Commercial
-  PA Professional/Admin Office
-  R-1 Single-Family Residential
-  RM Residential Multi-Family



0 30 60
Feet

EXHIBIT E

Parcel Information

Services Information

Urban/Rural Services Line:	<u>X</u> Inside <u> </u> Outside
Water Supply:	City of Santa Cruz Water Department
Sewage Disposal:	Santa Cruz County Sanitation District
Fire District:	Central Fire Protection District
Drainage District:	Zone 5 Flood Control District

Parcel Information

Parcel Size:	52,620 square feet (1.21 acres)
Existing Land Use - Parcel:	Commercial (Tattoo parlor / Unpermitted Contractor's Storage Yard)
Existing Land Use - Surrounding:	Commercially zoned properties to the west, south and east, mobile home park to the north. Nonconforming residences adjacent to northeast and northwest corners.
Project Access:	Portola Drive and 40 th Avenue (exit only)
Planning Area:	Live Oak
Land Use Designation:	C- C (Community Commercial)
Zone District:	C-2 (Community Commercial)
Coastal Zone:	<u>X</u> Inside <u> </u> Outside
Appealable to Calif. Coastal Comm.	<u>X</u> Yes <u> </u> No

Technical Reviews: Soils Report Review (REV181128)

Environmental Information

Geologic Hazards:	Not mapped/no physical evidence on site
Soils:	Geotechnical Report accepted
Fire Hazard:	Not a mapped constraint
Slopes:	Site sloped less than 15%
Env. Sen. Habitat:	No physical evidence on site
Grading:	Grading of 4,325 cubic yards (over-excavation and re-compaction)
Tree Removal:	No significant trees to be removed
Scenic:	Not a mapped resource
Drainage:	Preliminary drainage plan and calculations submitted and accepted. Project conditioned to ensure compliance with County Design Criteria
Archeology:	Not mapped/no physical evidence on site
Historic:	Not a mapped resource / parcel reviewed by Historic Resources Planner who determined no historic structures present

Analysis of Statutory Exemption for Multi-family Residential and Mixed-Use Housing Projects

Public Resources Code Section 21159.25(b) provides that the requirements of CEQA do not apply to residential or mixed-use projects that meet certain qualifying conditions specified therein.

Qualifying Criteria:

In order to qualify for the statutory exemption, the following conditions must be met:

- (1) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations;*

The proposed mixed-use development is consistent with all pertinent County ordinances and the purpose of the C-2 (Community Commercial) zone district and use and density requirements specified for the C-C (Community Commercial) land use designation in the County General Plan, subject to the approval of a residential density bonus and two associated concessions, pursuant to California Government Code sections 65915-65918 and County Code chapter 17.12 (Density Bonus Law). Accordingly, with the density bonus, the Project's 33 units, which constitute 72% of the total floor area of the mixed-use development, are consistent with the number of units and floor area allowed. Additional detail concerning the Project's consistency with the C-C General Plan designation *and all applicable General Plan policies, as well as with the C-2 zoning designation and regulations* is included in the staff report to the Planning Commissions and in the findings included as Exhibit B of that report.

Moreover, the Project's 33 units, including four units that will be available as very low-income affordable units, as well as supporting commercial uses, will help achieve the County Regional Housing Needs Assessment goals.

- (2) The density of the residential portion of the project is not less than the greater of (a) the average density of the residential properties that adjoin, or are separated only by an improved public right-of-way from, the perimeter of the project site, if any, (b) the average density of the residential properties within 1,500 feet of the project site, or (c) six dwelling units per acre;*

The density of the residential portion of the Project is 27.27 units per acre (33 units/1.21 acres). It therefore is not less than the average density of adjacent residential properties (the average density of the adjacent mobile home park is 19.6 units per acre, 99 units/5.04 acres) and meets the requirement to exceed six units per acre.

Public Resources Code Section 21159.25(a)(2) further defines "substantially surrounded" to mean that at least 75 percent of the perimeter of the project site adjoins or is separated only by an improved public right-of-way from, parcels that are developed with qualified urban uses. The Property is surrounded by urban uses on all sides, as shown in the figure below:

EXHIBIT G



- (3) *The residential portion of the project is a multifamily housing development that contains six or more units;*

As noted above, the Project is a mixed-use project with 33 new rental apartments. Public Resources Code Section 21159.25(a)(1) further specifies that a mixed-use project shall mean “a project consisting of multifamily residential uses only or a mix of multifamily residential and nonresidential uses, with at least two-thirds of the square footage of the development designated for residential use.” The Project includes approximately 22,715 square feet of residential space of the total 31,560 square feet of the total floor area (See Exhibit D). This equates to 72% of the project floor area and meets the qualifying requirement for two-thirds residential space. As such, the Project qualifies as a mixed-use development.

- (4) *The proposed development occurs within an unincorporated area of a county on a project site of no more than five acres substantially surrounded by qualified urban uses;*

The Property is 1.21 acres and is located within unincorporated Santa Cruz County. As discussed in response to (2) above, the Property is surrounded on all sides by urban uses.

- (5) *The project site has no value as habitat for endangered, rare, or threatened species;*

The Property is located in an urbanized area and is surrounded on all sides by urban uses with no value as habitat for endangered, rare, or threatened species. Further, the Property was evaluated by environmental planning staff to identify if any potential habitat for special status species may occur there. This evaluation involved review of existing resource information including a query of the California Natural Diversity Data Base (CNDDDB), and a reconnaissance level site visit to assess the potential for sensitive habitat on the project site. It was determined based on the results of this evaluation that no habitat for State or Federal listed species, or other sensitive habitat, occurs on the project site.

The Santa Cruz County GIS tool further shows that the Property has no value for the following attributes: Timber Resources, Grasslands, Riparian Woodlands, Biotic Resources, Special Forest, Sandhill Habitat, Sandhill IPHCP, Fishery Resource, Streams, Lakes, Reservoir Protection, Water Supply Watersheds, Least Disturbed Watersheds, Ground Water Recharge.

- (6) Approval of the project would not result in any significant effects relating to transportation, noise, air quality, greenhouse gas emissions, or water quality;*

The Project would not result in any significant effects. Specifically, the following summarizes the technical reports completed to date finding no significant impacts.

A Traffic Impact Analysis was conducted by Keith Higgins, Traffic Engineer, dated May 13, 2019. For the purpose of the exemption determination, it is noted that the Project would have a less than significant Vehicle Miles Traveled (VMT) impact. Based on the recently adopted CEQA amendments adopted pursuant to SB 743, VMT is considered the “most appropriate measure of transportation impacts” (see CEQA Guidelines Section 15064.3(a)). The Project would have lower VMT per capita than the Santa Cruz regional average (10.1 vs. 18.3). Moreover, OPR’s *Technical Advisory on Evaluating Transportation Impacts in CEQA* (December 2018) provides that a project consisting of a high percentage of affordable housing may be the basis for a lead agency finding a less-than-significant impact on VMT. Accordingly, the fact that the Project includes affordable housing and rental housing units with supportive commercial uses in an infill location supports the less than significant VMT finding. The findings of the Traffic Impact Analysis took into consideration the approved mixed -use development at 3800 Portola Drive.

The Preliminary Stormwater Management Plans and supporting calculations, prepared by A+Plus, Engineering (Exhibit D), found that the Project can be designed to comply with all applicable stormwater quality and hydrologic requirements of the County Design Criteria. Due to required compliance of the Project with the County Code and Design Criteria, there will be no significant effects related to water quality.

The discussion below also notes that the Project will not have any impacts on historic resources or trees.

- (7) The project site can be adequately served by all required utilities and public services;*

The Property is located within the Santa Cruz County Urban Services Line and can adequately be served by required utilities and public services.

- (8) The project is located on a site that is a legal parcel or parcels wholly within the boundaries of an urbanized area or urban cluster, as designated by the United States Census Bureau.*

The Property is comprised of one legal parcel. The United States Census Bureau defines “Urban Clusters” as areas of at least 2,500 and less than 50,000 people. An Urbanized Area is an area of 50,000 people or more. Santa Cruz County has a population of roughly 300,000.

Disqualifying Criteria:

The statute clarifies that the exemption does not apply to a residential or mixed-use housing project if any of the following conditions exist:

- (1) *The cumulative impact of successive projects of the same type in the same place, over time is significant.*

Approval has been granted for a 20,800 square foot mixed use development at 3800 Portola Drive, (The Lumberyard) on a site located approximately 200 feet southwest of the project site. The approved building, which included commercial tenant spaces at the ground floor with eight residential condominiums at the second and third floors has not yet been constructed.

For The Lumberyard development, a Mitigated Negative Declaration (MND) was issued. In the evaluation of environmental impacts in the associated Initial Study, the potential for adverse direct or indirect impacts to human beings was considered. As a result of the evaluation, it was determined that the only potentially significant effects to human beings were related to potential noise to neighboring properties during construction. The current Project includes conditions of approval requiring mitigation measures that will minimize noise disturbance during construction and as a result there will not be a significant noise impact on neighboring residences on 38th Avenue and 40th Avenue.

No other potentially significant impacts were identified for The Lumberyard development and there was no substantial evidence that significant effects associated with that project would result in a potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory. In addition, no potentially significant cumulative impacts were identified for that development.

The Lumberyard is located in close proximity to the proposed Project; therefore, since the MND prepared for the Lumberyard concluded that there would be no adverse impacts to the environment, and the proposed Project is comparable to The Lumberyard development in size and mix of uses, it is probable that the proposed Project would have a similarly minimal impact on the environment.

As set out in the preceding sections, the Project, is proposed on a site in an urbanized area with no value as habitat for endangered, rare, or threatened species. As shown by the Traffic Impact Analysis, which took potential impacts of the development at 3800 Portola Drive into consideration, the Project would not result in any significant effects relating to transportation. In addition, the project would not result in any significant effects relating to air quality, greenhouse gas emissions, water quality or noise.

Therefore, the cumulative impact of successive projects of the same type in the same place, over time will not be significant.

- (2) *There is a reasonable possibility that the project will have a significant effect on the environment due to unusual circumstances.*

There are no known unusual circumstances.

- (3) *The project may result in damage to scenic resources, including, but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway.*

The Project is not located within any designated scenic resource area, is not adjacent to a State or County scenic highway and is not located on a prominent bluff or ridgetop and therefore, will not result in damage to scenic resources. No significant trees are proposed to be removed and new tree planting and landscaping is proposed throughout the project site.

As further detailed below, the project would not result in damage to any historic building.

- (4) *The project is located on a site which is included on any list compiled pursuant to Section 65962.5 of the Government Code.*

The Project is not located on a list compiled pursuant to Section 65962.5.15

- (5) *The project may cause a substantial adverse change in the significance of a historical resource.*

The property located at 3911 Portola Drive in Santa Cruz, APN 032-051-36, was evaluated by Annie Murphy, Historic Resources Planner for Santa Cruz County, to determine whether the proposed project would cause a substantial adverse change in the significance of a historic resource.

The property is not listed as a historical resource in the California Register of Historical Resources or the Santa Cruz County Historic Resources Inventory. Furthermore, a review of information and records currently available for the property and a site visit did not identify any information to indicate that the property may qualify as a historical resource as defined in Public Resources Code Section 5024.1. As there is no substantial evidence to indicate that the property would qualify as a historical resource, the project would not cause a substantial adverse change in the significance of a historical resource.

Keith Higgins

Traffic Engineer

August 6, 2019

Abbas Haghshenas
Bay Plus Construction and Development
27 East Campbell Avenue
Campbell, CA 95008

Re: 3911 Portola Drive Mixed Use Project Parking Assessment, Santa Cruz County, California

Dear Abbas,

As requested by Santa Cruz County staff, this is an assessment of the proposed parking supply for the 3911 Portola Drive Mixed Use Project, Santa Cruz County, California. The project is currently proposing to construct 33 apartment units and 6,899 square feet of retail. The project site is currently occupied by various businesses including a tattoo parlor and light industrial / warehouse / outdoor storage. I prepared a traffic study for the project in June 2019.

This letter addresses two aspects of the project related to on-site parking:

1. Does the proposed on-site parking meet or exceed Santa Cruz County parking standards?
2. What is the maximum amount of retail square footage that could be converted to restaurant space with the proposed on-site parking supply?

Exhibit 1 depicts the location of the study project. The project site plan is shown on **Exhibit 2**.

A. COUNTY PARKING STANDARDS COMPLIANCE

Exhibits 3A and 3B summarize the required number of on-site parking spaces per the Santa Cruz County parking standards, specifically County Code Sections 13.10.552 and 17.12.090.

1. County Standard Parking Requirement

If the project were a standard mixed-use project with all market-rate apartments, 91 spaces would be required for residential parking and 23 spaces for non-residential parking. A total of 114 on-site parking spaces would be required, as tabulated on **Exhibit 3A**. This would represent a deficiency of 18 spaces.

2. County Low-Income Parking Requirement

Both California state law and County Code section 17.12.090 require only one space per one-bedroom unit and two spaces per two-bedroom unit for low-income housing. Ten percent of the apartments will be reserved for low-income residents. The project is therefore eligible for the reduced parking space requirement. No reduction, however, is allowed for the retail portion of the project. As tabulated on **Exhibit 3B**, the project is required to provide only 53 on-site residential parking spaces. In addition to the 23 spaces required for the non-residential component of the project, the total parking requirement is 76 on-site spaces. The project proposes to provide 96 on-site parking spaces. Therefore, the project exceeds the County Low-Income parking standard by 20 spaces.

B. PARKING DEMAND ESTIMATES USING TRANSPORTATION INDUSTRY PARKING RATES

To confirm that the Project Low-Income parking supply will be adequate, parking demand is also estimated using Institute of Transportation Engineers (ITE) parking data. This is a recognized source for parking generation rates throughout the transportation engineering industry. **Appendix A** summarizes the Santa Cruz County parking standards used in this analysis – as cited from County Code Sections 13.10.552 and 17.12.090 – as well as average parking demand rates cited from “Parking Generation,” 4th Edition, published by ITE in 2018.

Exhibit 4 summarizes the project parking demand using the ITE parking rates.

Unlike the County parking standards, “Parking Generation” includes parking rates for both weekday and Saturdays. The parking requirements using both sets of rates are included on **Exhibit 4**. The peak parking demands per the ITE rates are 59 spaces on weekdays and 54 spaces on Saturdays. These are 37 and 42 spaces less than the proposed 96 on-site spaces. The ITE parking demands are also lower than the 76 spaces required with credits for Low-Income housing.

Based on ITE parking rates, the Low-Income housing parking requirement is expected to provide adequate parking for the project. This confirms that the parking required with Low-Income bonuses will adequately accommodate Project parking demand.

C. PARKING DEMAND WITH CONVERSION OF RETAIL SPACE TO RESTAURANT

The project proposes 6,899 square feet of retail on the ground-level floor of the project. It is not known at this time what type of retail would occupy the building, but a mix of small retail shops and professional offices is likely. These two uses have the same county parking requirement – 1.0 space for every 300 square feet.

The County parking requirements for restaurants are much higher than for retail or office – one space for every 100 square feet plus 0.3 space for every employee. This is more than three times as many parking spaces as for retail/office for the same space. This means that all of the retail space cannot be converted to restaurant space given the proposed parking supply.

An analysis was performed to determine the maximum amount of retail space that could be used as restaurant space without requiring more than the 96 on-site parking spaces proposed by the project applicant. This analysis was prepared in three ways:

1. Santa Cruz County parking requirements
2. Shared Parking assessment using Santa Cruz County parking requirements
3. Shared Parking assessment using industry parking demands.

One key aspect of the three analyses is that 55 on-site parking spaces will be reserved for exclusive use by apartment residents. This includes all 44 proposed tandem parking spaces plus 11 standard spaces. Reserving spaces for residents means that all non-residents at the site – whether residential guests, customers of the retail or restaurants or employees of the retail or restaurants – will not be able to use these 55 spaces. This limits these users to just the remaining 41 spaces proposed on the project site.

Another assumption for all three analyses is that the remaining retail space would not be all retail. It is assumed that the remaining retail space is split 50% retail and 50% professional office (e.g., real estate, insurance, engineering/architectural, etc.).

Exhibit 5 summarizes Analysis Method #1 – Santa Cruz County parking requirements – which assesses the parking supply based solely on the county's parking standards. Per Analysis Method #1, 2,451 square feet of the retail – or just under 28% of the total retail square footage – could be converted to restaurant space and still meet the county's parking requirements.

However, Analysis Method #1 effectively assumes that the peak parking occupancy of the retail, professional office and restaurant uses would occur at the same time. This is not always the case. For example, professional offices tend to operate between 8 AM – 5 PM, with their peak parking occupancy occurring during the open hours when the employees are present. Restaurants, however, tend to have their highest parking occupancy due to their customers and during traditional meal hours – 11:00 AM – 1:00 PM and 5:00 PM – 7:00 PM – and lesser occupancies at other times of day.

Analysis Methods #2 and #3 utilize the concept of shared parking, which evaluates the parking demand fluctuation on the project site. The hourly parking demands for each proposed site use are summed, rather than just looking at the individual maximum demands. This approach accounts for the hourly change in parking demand for each use, which generates a more comprehensive parking demand estimate.

Abbas Haghshenas
August 6, 2019

The shared parking analysis for Analysis Methods #2 and #3 use data from the Urban Land Institute publication "Shared Parking," 2nd Edition, 2005. This publication provides hourly parking occupancy data for various land uses, based on vehicle surveys across the United States and Canada. When combined with parking demand data, the hourly parking demand for each individual land use can be estimated and summed to estimate total project demand. These variations in hourly parking demand account for the differing demand for the complementary land uses proposed in the Project.

Exhibits 6A and 6B summarize the results from Analysis Method #2 – Shared Parking Assessment using Santa Cruz County parking requirements.

The parking demand for retail and restaurant uses are higher on Saturdays than weekdays, therefore the Saturday demands are the controlling time period. It is concluded from Analysis Method #2 that as much as 2,649 square feet – or just over 38% of the retail space – could be converted to restaurant space and still meet the county's parking requirements.

Analysis Method #3 – Shared Parking Assessment using industrial parking demands – utilizes the parking demand rates from ITE. The apartment parking demands using "Parking Generation" rates are 41 spaces on weekdays and 34 spaces on Saturdays, which are both less than the requirements of the County parking standards.

Exhibits 7A and 7B summarize the results from Analysis Method #3. Again, the Saturday demands are the controlling time period. It is concluded from Analysis Method #3 that as much as 2,638 square feet – or just over 38% of the retail space – could be converted to restaurant space and still meet the county's parking requirements.

The results from **Exhibits 5 through 7B** found that each of the three analysis methods resulted in relatively similar square footages for the restaurant space. This is because the residential spaces – which comprise more than half of the total on-site spaces – will be reserved for exclusive use by residents and thus cannot be shared with other site uses when residential parking demand is low. Analysis Method #1 – which uses Santa Cruz County standards – is the more conservative of the three parking analyses. It is therefore recommended that Santa Cruz County restrict the maximum square footage of restaurant space on the project site to no more than 2,451 square feet.

D. CONCLUSION

In summary, the project exceeds the Santa Cruz County Low-Income parking requirements by 20 spaces, assuming the project does not include a restaurant. The adequacy of parking is also confirmed using parking generation rates from the Institute of Transportation Engineers. It is recommended that restaurant space on the project site to no more than 2,451 square feet, in order to remain at or below County requirements.

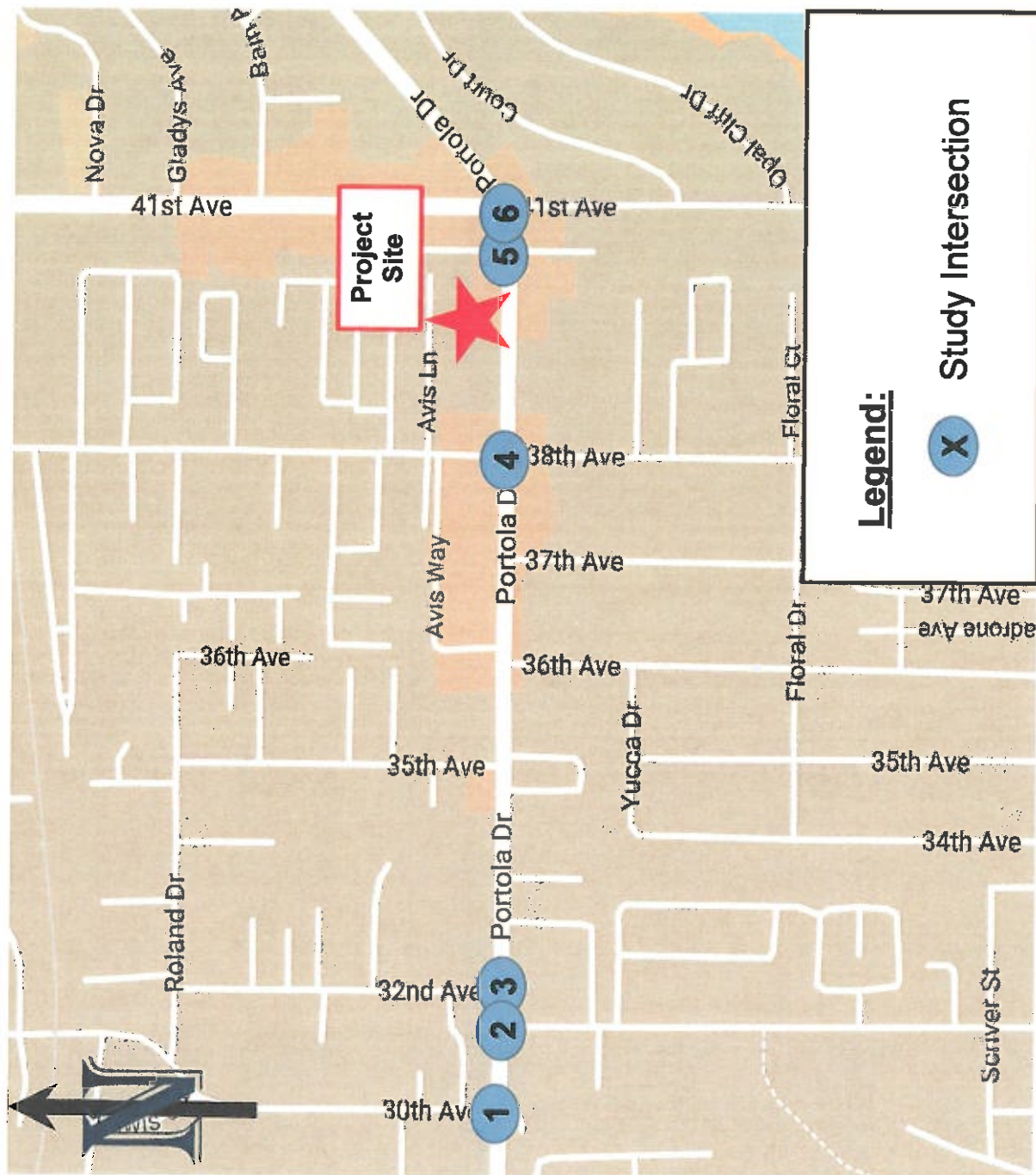
Abbas Haghshenas
August 6, 2019

If you have any questions regarding the contents of this letter or need additional information, please do not hesitate to contact me at your convenience. Thank you for the opportunity to assist you with this project.

Respectfully submitted,

Keith Higgins

Keith B. Higgins, PE, TE
Enclosures

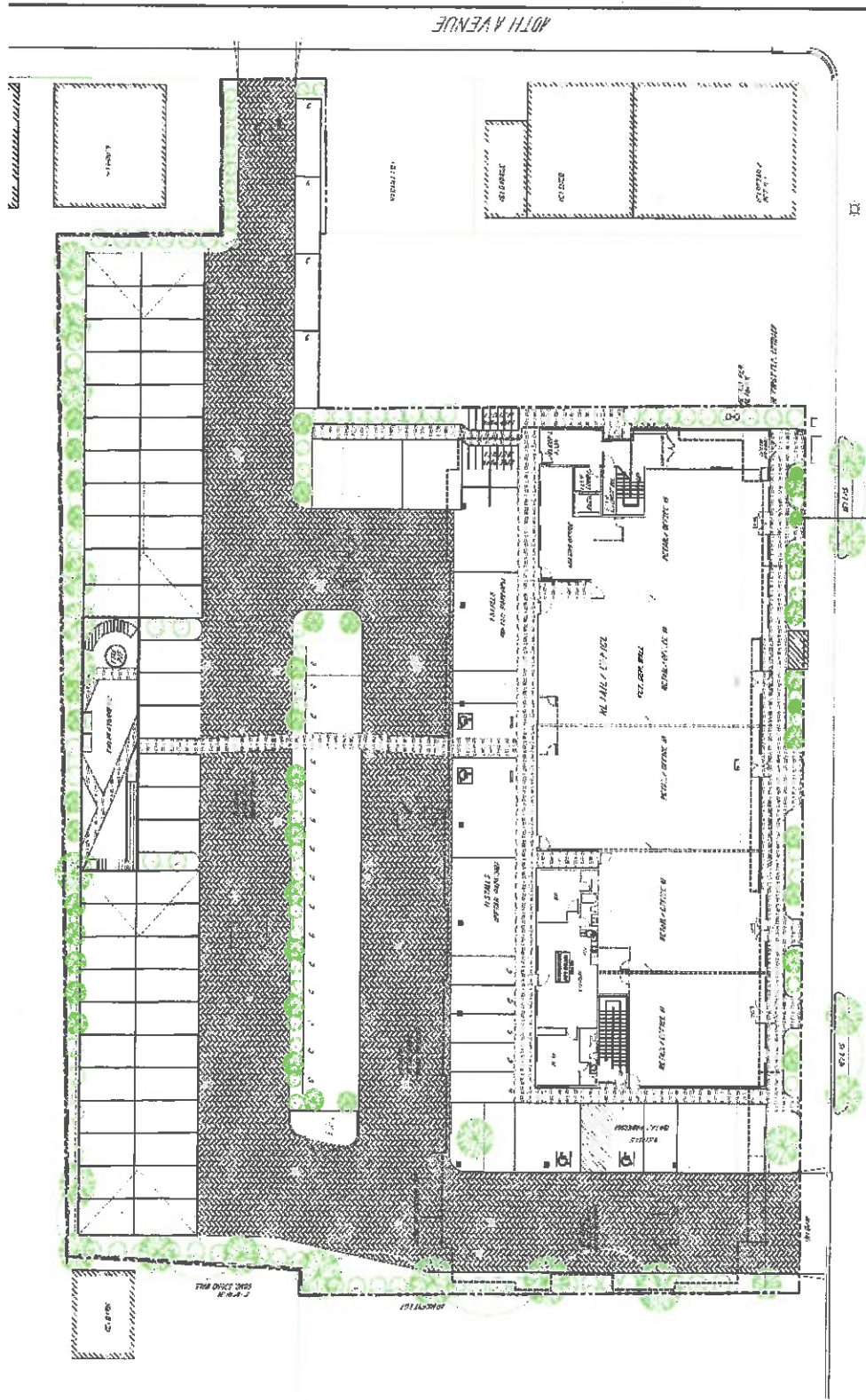


Basemap Source: Google Maps, 2018.

Keith Higgins
Traffic Engineer

Exhibit 1
Project Location Map
and Study Area

Source: A Plus Construction and Development, August 6, 2018.



PARKING RATES		NUMBER OF SPACES			
<u>Multifamily Dwellings</u>					
1 Bedroom	2.0	spaces per	1	unit	
2 Bedroom	2.5	spaces per	1	unit	
Guest Parking	20%	of multifamily dwelling parking total			
Business Office	1.0	space per	300	sq. ft.	
Retail Stores	1.0	space per	300	sq. ft.	
Restaurants	1	spaces per	100	sq. ft.	
	plus 0.3	spaces per	1	employee	

PROPOSED USE	PROJECT SIZE	PARKING REQUIREMENT
1. Apartments		
1 Bedroom	13 units	26 spaces
2 Bedroom	20 units	50 spaces
Guest Parking		15 spaces
Apartment Subtotal		91 spaces
2. Non-Residential		
Retail	6,899 sq. ft.	23 spaces
Restaurant	0 sq. ft.	0 spaces
Non-Residential Subtotal		23 spaces
County Standard Parking Requirement:		114 spaces
Number of Proposed Spaces:		96 spaces
Parking Surplus (Deficit):		(18) spaces

Notes:

1. Parking Rates per Santa Cruz County Code, Section 13.10.552.
2. sq. ft. = square feet

Keith Higgins
Traffic Engineer

Exhibit 3A
Parking Supply Requirements
(Standard County Rates)

EXHIBIT H

PARKING RATES		NUMBER OF SPACES		
<u>Multifamily Dwellings</u>				
1 Bedroom	1.0	spaces per	1	unit
2 Bedroom	2.0	spaces per	1	unit
Guest Parking	Not Required ³			
Business Office	1.0	space per	300	sq. ft.
Retail Stores	1.0	space per	300	sq. ft.
Restaurants	1.0	spaces per	100	sq. ft.
	plus 0.3	spaces per	1	employee

PROPOSED USE	PROJECT SIZE	PARKING REQUIREMENT
<u>1. Apartments</u>		
1 Bedroom	13 units	13 spaces
2 Bedroom	20 units	40 spaces
Guest Parking		0 spaces
Apartment Subtotal		53 spaces
<u>2. Non-Residential</u>		
Retail	6,899 sq. ft.	23 spaces
Restaurant	0 sq. ft.	0 spaces
Non-Residential Subtotal		23 spaces
County Low-Income Parking Requirement:		76 spaces
Number of Proposed Spaces:		96 spaces
Parking Surplus (Deficit)		20 spaces

Notes:

1. Parking Rates per Santa Cruz County Code, Sections 17.12.090 and 13.10.552.
2. sq. ft. = square feet
3. Per Section 17.12.090, low-income housing facilities have maximum parking ratios of those cited above, effectively not requiring any on-site guest parking spaces.

Keith Higgins
Traffic Engineer

Exhibit 3B
Parking Supply Requirements
(Low Income Housing)

EXHIBIT H

PARKING RATES	ITE LAND USE	NUMBER OF SPACES	
		WEEKDAY	SATURDAY
Low/Mid Rise Apartments	221	1.23 per unit	1.03 per unit
Business Office	701	0.28 per sq. ft.	0.39 per sq. ft.
Shopping Center	820	2.55 per sq. ft.	2.87 per sq. ft.
Restaurant		10.60 per sq. ft.	13.50 per sq. ft.
PROPOSED USE	PROJECT SIZE	PARKING DEMAND	
		WEEKDAY	SATURDAY
<u>1. Apartments</u>			
Apartments	33 units	41 spaces	34 spaces
Apartment Subtotal		41 spaces	34 spaces
<u>2. Non-Residential</u>			
Retail	6,899 sq. ft.	18 spaces	20 spaces
Restaurant	0 sq. ft.	0 spaces	0 spaces
Non-Residential Subtotal		18 spaces	20 spaces
Total Parking Demand (ITE Rates):		59 spaces	54 spaces
Number of Proposed Spaces:		96 spaces	96 spaces
Parking Surplus (Deficit)		37 spaces	42 spaces

Notes:

1. sq. ft. = square feet.
2. Parking Rates from *Parking Generation*, 4th Edition, Institute of Transportation Engineers, 2018.
3. Parking for apartment estimated as Low/Mid-Rise Apartment.
4. Parking for restaurant estimated as High-Turnover (Sit-Down) Restaurant.

Keith Higgins
Traffic Engineer

Exhibit 4
Parking Supply Requirements
(ITE Parking Rates)

EXHIBIT H

PARKING RATES		NUMBER OF SPACES			
<u>Multifamily Dwellings</u>					
1 Bedroom	1.0	spaces per	1	unit	
2 Bedroom	2.0	spaces per	1	unit	
Guest Parking	Not Required ³				
Business Office	1.0	space per	300	sq. ft.	
Retail Stores	1.0	space per	300	sq. ft.	
Restaurants	1.0	spaces per	100	sq. ft.	
	plus	0.3	spaces per	1	employee

PROPOSED USE	PROJECT SIZE	PARKING REQUIREMENT
1. Apartments		
1 Bedroom	13 units	13 spaces
2 Bedroom	20 units	40 spaces
Guest Parking		0 spaces
Apartment Subtotal		53 spaces
Apartment Reserved Spaces		55 spaces
2. Non-Residential		
Retail	4,448 sq. ft.	15 spaces
Restaurant	2,451 sq. ft.	26 spaces
Non-Residential Subtotal		41 spaces
County Low-Income Parking Requirement:		96 spaces
Number of Proposed Spaces:		96 spaces
Parking Surplus (Deficit)		0 spaces

Notes:

1. Parking Rates per Santa Cruz County Code, Sections 17.12.090 and 13.10.552.
2. sq. ft. = square feet
3. Per Section 17.12.090, low-income housing facilities have maximum parking ratios of those cited above, effectively not requiring any on-site guest parking spaces.
4. Although residential parking requirements only require 53 spaces, 55 spaces will be reserved for resident use only. This includes all 44 tandem spaces plus 11 standard spaces.
5. Number of employees in restaurant are estimated as 1 employee per 500 square feet.

Keith Higgins
Traffic Engineer

Exhibit 5
Parking Supply Requirements
With Restaurant(s)
(Low Income Housing)

EXHIBIT H

3911 Portola Drive Shared Parking Analysis - Weekday (Santa Cruz County Parking Standards)

Time of Day	Apartments			Retail		Office		Restaurant	
	Resident	Reserved	Guest	Customer	Employee	Visitor	Employee	Customer	Employee
12:00 AM	100%	100%	50%	0%	0%	0%	0%	0%	35%
1:00 AM	100%	100%	10%	0%	0%	0%	0%	0%	0%
2:00 AM	100%	100%	10%	0%	0%	0%	0%	0%	0%
3:00 AM	100%	100%	10%	0%	0%	0%	0%	0%	0%
4:00 AM	100%	100%	10%	0%	0%	0%	0%	0%	5%
5:00 AM	100%	100%	10%	0%	0%	0%	0%	10%	25%
6:00 AM	100%	100%	10%	1%	10%	0%	3%	25%	50%
7:00 AM	90%	100%	10%	5%	15%	1%	30%	50%	75%
8:00 AM	85%	100%	10%	15%	40%	20%	75%	60%	90%
9:00 AM	80%	100%	20%	35%	75%	60%	95%	75%	90%
10:00 AM	75%	100%	20%	65%	85%	100%	100%	85%	100%
11:00 AM	70%	100%	20%	85%	95%	45%	100%	90%	100%
12:00 PM	65%	100%	20%	95%	100%	15%	90%	100%	100%
1:00 PM	70%	100%	20%	100%	100%	45%	90%	90%	100%
2:00 PM	70%	100%	20%	95%	100%	100%	100%	50%	100%
3:00 PM	70%	100%	20%	90%	100%	45%	100%	45%	75%
4:00 PM	75%	100%	20%	90%	100%	15%	90%	45%	75%
5:00 PM	85%	100%	40%	95%	95%	10%	50%	75%	90%
6:00 PM	90%	100%	60%	95%	95%	5%	25%	80%	90%
7:00 PM	97%	100%	100%	95%	95%	2%	10%	80%	90%
8:00 PM	98%	100%	100%	80%	90%	1%	7%	66%	90%
9:00 PM	99%	100%	100%	50%	75%	0%	3%	63%	85%
10:00 PM	100%	100%	100%	30%	40%	0%	1%	48%	75%
11:00 PM	100%	100%	80%	10%	15%	0%	0%	44%	65%
Units	13 One Bedroom Apartments 20 Two Bedroom Apartments			2,075 Square Feet		2,075 Square Feet		2,749 Square Feet	
Parking Ratio - Employee/Customer/Guest	0.00	1.60	0.00	2.83	0.5	0.67	2.66	10.00	0.0006
Parking Required - Employee/Customer/Guest	0	53	0	6	1	2	6	27	2
Total On-Site Parking Supply	96 Spaces								

3911 Portola Drive Shared Parking Analysis - Weekday (Santa Cruz County Parking Standards)

Time of Day	Apartments				Retail			Office			Restaurant			PARKING	OCC.
Day	Resident	Reserved	Guest	Total	Guest	Employee	Total	Guest	Employee	Total	Customer	Employee	Total	DEMAND	RATE
12:00 AM	0	55	0	55	0	0	0	0	0	0	0	1	1	56	58%
1:00 AM	0	55	0	55	0	0	0	0	0	0	0	0	0	55	57%
2:00 AM	0	55	0	55	0	0	0	0	0	0	0	0	0	55	57%
3:00 AM	0	55	0	55	0	0	0	0	0	0	0	0	0	55	57%
4:00 AM	0	55	0	55	0	0	0	0	0	0	0	0	0	55	57%
5:00 AM	0	55	0	55	0	0	0	0	0	0	3	1	3	58	61%
6:00 AM	0	55	0	55	0	0	0	0	0	0	7	1	8	63	66%
7:00 AM	0	55	0	55	0	0	0	2	2	14	2	2	15	72	75%
8:00 AM	0	55	0	55	1	0	1	5	5	16	2	2	18	79	83%
9:00 AM	0	55	0	55	2	1	3	6	7	20	2	2	22	87	90%
10:00 AM	0	55	0	55	4	1	5	2	6	23	2	2	25	93	97%
11:00 AM	0	55	0	55	5	1	6	1	6	24	2	2	26	94	98%
12:00 PM	0	55	0	55	6	1	7	1	5	6	2	2	26	94	98%
1:00 PM	0	55	0	55	6	1	7	1	5	6	24	2	26	95	99%
2:00 PM	0	55	0	55	6	1	7	2	6	8	14	2	16	85	89%
3:00 PM	0	55	0	55	5	1	6	1	6	7	12	2	14	82	85%
4:00 PM	0	55	0	55	5	1	6	0	5	6	12	2	14	81	84%
5:00 PM	0	55	0	55	6	1	7	0	3	3	20	2	22	87	91%
6:00 PM	0	55	0	55	6	1	7	0	2	2	22	2	23	87	90%
7:00 PM	0	55	0	55	6	1	7	0	1	1	22	2	23	86	89%
8:00 PM	0	55	0	55	5	1	6	0	0	0	18	2	20	81	84%
9:00 PM	0	55	0	55	3	1	4	0	0	0	17	2	19	78	81%
10:00 PM	0	55	0	55	2	0	2	0	0	0	13	2	14	72	75%
11:00 PM	0	55	0	55	1	0	1	0	0	0	12	1	13	69	72%
Units	13 One Bedroom Apartments 20 Two Bedroom Apartments				2,075 Square Feet			2,075 Square Feet			2,749 Square Feet				
Parking Supply	96 Spaces (Total)														
Maximum Demand	96 Spaces (12 noon to 1 PM)														

Notes:

1. Parking demand by hour from *Shared Parking*, 2nd Edition, Urban Land Institute, 2005, unless otherwise noted. Other periods are estimated.
2. Some parking demand by hour for Restaurant from *Parking Generation*, 4th Edition, Institute of Transportation Engineers, 2018.
3. Parking Rates per Santa Cruz County Code, Sections 17.12.090 and 13.10.552.
4. A total of 55 spaces are reserved for resident use only and thus are not available for sharing with residential guests or other site land uses. This includes all 44 tandem spaces and 11 standard spaces (i.e., 2 spaces per unit for the 20 two-bedroom units and 2 one-bedroom units plus 1 space per unit for the remainin 11 one-bedroom units, respectively). Therefore, none of these 55 spaces will be available for sharing with other site land uses.
5. Guests estimated to comprise 15% of the daily parking demand at apartment uses.
6. Parking for retail estimated as roughly 50% Retail and 50% Professional Office.
7. Employees estimated to comprise 15% of the daily parking demand at retail uses
8. Number of employees in restaurant are estimated as 1 employee per 500 square feet
9. Employees estimated to comprise 80% of the daily parking demand at office uses

Keith Higgins

Traffic Engineer

Parking Supply Requirements With Restaurant(s)
(Shared Parking - Santa Cruz Co. Parking Standards - Weekday)

Exhibit 6A

EXHIBIT H

3911 Portola Drive Shared Parking Analysis - Saturday (Santa Cruz County Parking Standards)

Time of Day	Apartments			Retail		Office		Restaurant	
	Resident	Reserved	Guest	Customer	Employee	Visitor	Employee	Customer	Employee
12:00 AM	100%	100%	50%	0%	0%	0%	0%	0%	35%
1:00 AM	100%	100%	10%	0%	0%	0%	0%	0%	0%
2:00 AM	100%	100%	10%	0%	0%	0%	0%	0%	0%
3:00 AM	100%	100%	10%	0%	0%	0%	0%	0%	0%
4:00 AM	100%	100%	10%	0%	0%	0%	0%	0%	5%
5:00 AM	100%	100%	10%	0%	0%	0%	0%	10%	25%
6:00 AM	100%	100%	10%	1%	10%	3%	3%	10%	50%
7:00 AM	90%	100%	20%	5%	15%	20%	20%	25%	75%
8:00 AM	85%	100%	20%	10%	40%	60%	60%	45%	90%
9:00 AM	80%	100%	20%	30%	75%	80%	80%	70%	90%
10:00 AM	75%	100%	20%	50%	85%	90%	90%	90%	100%
11:00 AM	70%	100%	20%	65%	95%	100%	100%	90%	100%
12:00 PM	65%	100%	20%	80%	100%	90%	90%	100%	100%
1:00 PM	70%	100%	20%	90%	100%	80%	80%	85%	100%
2:00 PM	70%	100%	20%	100%	100%	80%	80%	85%	100%
3:00 PM	70%	100%	20%	100%	100%	40%	40%	40%	75%
4:00 PM	75%	100%	20%	95%	100%	20%	20%	45%	75%
5:00 PM	85%	100%	40%	90%	95%	10%	10%	60%	90%
6:00 PM	90%	100%	60%	80%	85%	5%	5%	70%	90%
7:00 PM	97%	100%	100%	75%	80%	2%	2%	70%	90%
8:00 PM	98%	100%	100%	65%	75%	1%	1%	65%	90%
9:00 PM	99%	100%	100%	50%	65%	0%	0%	30%	85%
10:00 PM	100%	100%	100%	35%	45%	0%	0%	25%	75%
11:00 PM	100%	100%	80%	15%	15%	0%	0%	15%	65%
Units	13 One Bedroom Apartments 20 Two Bedroom Apartments			2,125 Square Feet		2,125 Square Feet		2,649 Square Feet	
Parking Ratio - Employee/Customer/Guest	0.00	1.60	0.00	2.83	0.5	0.67	2.66	10.00	0.0006
Parking Required - Employee/Customer/Guest	0	53	0	6	1	2	6	26	2
Total On-Site Parking Supply	96 Spaces								

3911 Portola Drive Shared Parking Analysis - Saturday (Santa Cruz County Parking Standards)

Time of Day	Apartments				Retail			Office			Restaurant			PARKING	OCC.
Day	Resident	Reserved	Guest	Total	Guest	Employee	Total	Guest	Employee	Total	Customer	Employee	Total	DEMAND	RATE
12:00 AM	0	55	0	55	0	0	0	0	0	0	0	1	1	56	58%
1:00 AM	0	55	0	55	0	0	0	0	0	0	0	0	0	55	57%
2:00 AM	0	55	0	55	0	0	0	0	0	0	0	0	0	55	57%
3:00 AM	0	55	0	55	0	0	0	0	0	0	0	0	0	55	57%
4:00 AM	0	55	0	55	0	0	0	0	0	0	0	0	0	55	57%
5:00 AM	0	55	0	55	0	0	0	0	0	0	3	1	3	58	61%
6:00 AM	0	55	0	55	0	0	0	0	0	0	3	1	4	59	61%
7:00 AM	0	55	0	55	0	0	0	0	1	2	7	2	8	65	68%
8:00 AM	0	55	0	55	1	0	1	1	4	5	12	2	14	74	77%
9:00 AM	0	55	0	55	2	1	3	2	5	6	18	2	20	84	87%
10:00 AM	0	55	0	55	3	1	4	2	5	7	23	2	25	91	95%
11:00 AM	0	55	0	55	4	1	5	2	6	8	23	2	25	93	97%
12:00 PM	0	55	0	55	5	1	6	3	5	8	23	2	25	94	98%
1:00 PM	0	55	0	55	5	1	6	2	5	6	22	2	24	92	96%
2:00 PM	0	55	0	55	6	1	7	1	4	5	17	2	19	86	89%
3:00 PM	0	55	0	55	6	1	7	1	2	3	10	2	12	77	80%
4:00 PM	0	55	0	55	6	1	7	0	1	2	12	2	13	77	80%
5:00 PM	0	55	0	55	5	1	6	0	1	1	16	2	17	80	83%
6:00 PM	0	55	0	55	5	1	6	0	0	0	18	2	20	81	84%
7:00 PM	0	55	0	55	5	1	5	0	0	0	18	2	20	80	84%
8:00 PM	0	55	0	55	4	1	5	0	0	0	17	2	19	78	82%
9:00 PM	0	55	0	55	3	1	4	0	0	0	8	2	10	68	71%
10:00 PM	0	55	0	55	2	0	3	0	0	0	7	2	8	66	68%
11:00 PM	0	55	0	55	1	0	1	0	0	0	4	1	5	61	64%
Units	13 One Bedroom Apartments 20 Two Bedroom Apartments				2,125 Square Feet			2,125 Square Feet			2,649 Square Feet				
Parking Supply	96 Spaces (Total)														
Maximum Demand	96 Spaces (12 noon to 1 PM)														

Notes:

1. Parking demand by hour from *Shared Parking*, 2nd Edition, Urban Land Institute, 2005, unless otherwise noted. Other periods are estimated.
2. Some parking demand by hour for Restaurant from *Parking Generation*, 4th Edition, Institute of Transportation Engineers, 2018.
3. Parking Rates per Santa Cruz County Code, Sections 17.12.090 and 13.10.552.
4. A total of 55 spaces are reserved for resident use only and thus are not available for sharing with residential guests or other site land uses. This includes all 44 tandem spaces and 11 standard spaces (i.e., 2 spaces per unit for the 20 two-bedroom units and 2 one-bedroom units plus 1 space per unit for the remaining 11 one-bedroom units, respectively). Therefore, none of these 55 spaces will be available for sharing with other site land uses.
5. Guests estimated to comprise 15% of the daily parking demand at apartment uses.
6. Parking for retail estimated as roughly 50% Retail and 50% Professional Office.
7. Employees estimated to comprise 15% of the daily parking demand at retail uses.
8. Number of employees in restaurant are estimated as 1 employee per 500 square feet.
9. Employees estimated to comprise 80% of the daily parking demand at office uses.

Keith Higgins
Traffic Engineer

Exhibit 6B
Parking Supply Requirements With Restaurant(s)
(Shared Parking - Santa Cruz Co. Parking Standards - Saturday)

EXHIBIT II

3911 Portola Drive Shared Parking Analysis - Weekday (ITE Parking Rates)

Time of Day	Apartments			Retail		Office		Restaurant	
	Resident	Reserved	Guest	Customer	Employee	Visitor	Employee	Customer	Employee
12:00 AM	100%	100%	50%	0%	0%	0%	0%	0%	35%
1:00 AM	100%	100%	10%	0%	0%	0%	0%	0%	0%
2:00 AM	100%	100%	10%	0%	0%	0%	0%	0%	0%
3:00 AM	100%	100%	10%	0%	0%	0%	0%	0%	0%
4:00 AM	100%	100%	10%	0%	0%	0%	0%	0%	5%
5:00 AM	100%	100%	10%	0%	0%	0%	0%	10%	25%
6:00 AM	100%	100%	10%	1%	10%	0%	3%	25%	50%
7:00 AM	90%	100%	10%	5%	15%	1%	30%	50%	75%
8:00 AM	85%	100%	10%	15%	40%	20%	75%	60%	90%
9:00 AM	80%	100%	20%	35%	75%	60%	95%	75%	90%
10:00 AM	75%	100%	20%	65%	85%	100%	100%	85%	100%
11:00 AM	70%	100%	20%	85%	95%	45%	100%	90%	100%
12:00 PM	85%	100%	20%	95%	100%	15%	90%	100%	100%
1:00 PM	70%	100%	20%	100%	100%	45%	90%	90%	100%
2:00 PM	70%	100%	20%	95%	100%	100%	100%	50%	100%
3:00 PM	70%	100%	20%	90%	100%	45%	100%	45%	75%
4:00 PM	75%	100%	20%	90%	100%	15%	90%	45%	75%
5:00 PM	85%	100%	40%	95%	95%	10%	50%	75%	90%
6:00 PM	90%	100%	80%	95%	95%	5%	25%	80%	90%
7:00 PM	97%	100%	100%	95%	95%	2%	10%	80%	90%
8:00 PM	98%	100%	100%	80%	90%	1%	7%	68%	90%
9:00 PM	99%	100%	100%	50%	75%	0%	3%	63%	85%
10:00 PM	100%	100%	100%	30%	40%	0%	1%	48%	75%
11:00 PM	100%	100%	80%	10%	15%	0%	0%	44%	65%

Units 33 Apartments 1,917 Square Feet 1,916 Square Feet 3,066 Square Feet

Parking Ratio - Employee/Customer/Guest 0.00 1.23 0.00 2.17 0.38 0.57 2.27 8.48 2.12

Parking Required - Employee/Customer/Guest 0 41 0 4 1 1 4 26 6

Total On-Site Parking Supply 96 Spaces

3911 Portola Drive Shared Parking Analysis - Weekday (ITE Parking Rates)

Time of Day	Apartments				Retail			Office			Restaurant			PARKING DEMAND	OCC. RATE
	Resident	Reserved	Guest	Total	Guest	Employee	Total	Guest	Employee	Total	Customer	Employee	Total		
12:00 AM	0	55	0	55	0	0	0	0	0	0	0	2	2	57	59%
1:00 AM	0	55	0	55	0	0	0	0	0	0	0	0	0	55	57%
2:00 AM	0	55	0	55	0	0	0	0	0	0	0	0	0	55	57%
3:00 AM	0	55	0	55	0	0	0	0	0	0	0	0	0	55	57%
4:00 AM	0	55	0	55	0	0	0	0	0	0	0	0	0	55	58%
5:00 AM	0	55	0	55	0	0	0	0	0	0	3	2	4	58	62%
6:00 AM	0	55	0	55	0	0	0	0	0	0	7	3	10	65	67%
7:00 AM	0	55	0	55	0	0	0	0	1	1	13	5	18	74	77%
8:00 AM	0	55	0	55	1	0	1	0	3	3	16	5	21	80	84%
9:00 AM	0	55	0	55	1	1	2	1	4	4	20	5	25	86	90%
10:00 AM	0	55	0	55	3	1	3	1	4	5	22	6	28	92	95%
11:00 AM	0	55	0	55	3	1	4	0	4	4	23	6	29	93	97%
12:00 PM	0	55	0	55	4	1	5	0	4	4	23	6	29	93	97%
1:00 PM	0	55	0	55	4	1	5	0	4	4	23	6	29	93	97%
2:00 PM	0	55	0	55	4	1	5	1	4	5	13	6	19	84	87%
3:00 PM	0	55	0	55	4	1	5	0	4	4	12	5	16	80	84%
4:00 PM	0	55	0	55	4	1	5	0	4	4	12	5	16	80	83%
5:00 PM	0	55	0	55	4	1	5	0	2	2	20	5	25	87	90%
6:00 PM	0	55	0	55	4	1	5	0	1	1	21	5	26	87	91%
7:00 PM	0	55	0	55	4	1	5	0	0	0	21	5	26	86	90%
8:00 PM	0	55	0	55	3	1	4	0	0	0	17	5	23	82	85%
9:00 PM	0	55	0	55	2	1	3	0	0	0	16	5	21	79	83%
10:00 PM	0	55	0	55	1	0	2	0	0	0	12	5	17	74	77%
11:00 PM	0	55	0	55	0	0	1	0	0	0	11	4	15	71	74%

Units 33 Apartments 1,917 Square Feet 1,916 Square Feet 3,066 Square Feet

Parking Supply 96 Spaces (Total)

Maximum Demand 96 Spaces (12 noon to 1 PM)

Notes:

1. Parking demand by hour from *Shared Parking*, 2nd Edition, Urban Land Institute, 2005, unless otherwise noted. Other periods are estimated.
2. Parking rates and some parking demand by hour for Restaurant from *Parking Generation*, 4th Edition, Institute of Transportation Engineers, 2018.
3. Parking for apartment estimated as Low/Mid-Rise Apartment.
4. A total of 55 spaces are reserved for resident use only and thus are not available for sharing with residential guests or other site land uses. This includes all 44 tandem spaces and 11 standard spaces (i.e., 2 spaces per unit for the 20 two-bedroom units and 2 one-bedroom units plus 1 space per unit for the remainin 11 one-bedroom units, respectively). Therefore, none of these 55 spaces will be available for sharing with other site land uses.
5. Guests estimated to comprise 15% of the daily parking demand at apartment uses.
6. Parking for retail estimated as roughly 50% Shopping Center and 50% Office Building.
7. Parking for restaurant estimated as High-Turnover (Sit-Down) Restaurant.
8. Employees estimated to comprise 15% of the daily parking demand at retail uses.
9. Employees estimated to comprise 20% of the daily parking demand at restaurant uses.
10. Employees estimated to comprise 60% of the daily parking demand at office uses.

Keith Higgins
Traffic Engineer

Exhibit 7A
Parking Supply Requirements With Restaurant(s)
(Shared Parking - ITE Parking Rates - Weekday)

EXHIBIT H

3911 Portola Drive Shared Parking Analysis - Saturday (ITE Parking Rates)

Time of Day	Apartments			Retail		Office		Restaurant	
	Resident	Reserved	Guest	Customer	Employee	Visitor	Employee	Customer	Employee
12:00 AM	100%	100%	50%	0%	0%	0%	0%	0%	35%
1:00 AM	100%	100%	10%	0%	0%	0%	0%	0%	0%
2:00 AM	100%	100%	10%	0%	0%	0%	0%	0%	0%
3:00 AM	100%	100%	10%	0%	0%	0%	0%	0%	0%
4:00 AM	100%	100%	10%	0%	0%	0%	0%	0%	5%
5:00 AM	100%	100%	10%	0%	0%	0%	0%	10%	25%
6:00 AM	100%	100%	10%	1%	10%	3%	3%	10%	50%
7:00 AM	90%	100%	20%	5%	15%	20%	20%	25%	75%
8:00 AM	85%	100%	20%	10%	40%	60%	60%	45%	90%
9:00 AM	80%	100%	20%	30%	75%	80%	80%	70%	90%
10:00 AM	75%	100%	20%	50%	85%	90%	90%	90%	100%
11:00 AM	70%	100%	20%	65%	95%	100%	100%	90%	100%
12:00 PM	65%	100%	20%	80%	100%	90%	90%	100%	100%
1:00 PM	70%	100%	20%	90%	100%	80%	80%	85%	100%
2:00 PM	70%	100%	20%	100%	100%	80%	80%	65%	100%
3:00 PM	70%	100%	20%	100%	100%	40%	40%	40%	75%
4:00 PM	75%	100%	20%	95%	100%	20%	20%	45%	75%
5:00 PM	85%	100%	40%	90%	95%	10%	10%	60%	90%
6:00 PM	90%	100%	60%	80%	85%	5%	5%	70%	90%
7:00 PM	97%	100%	100%	75%	80%	2%	2%	70%	90%
8:00 PM	98%	100%	100%	65%	75%	1%	1%	65%	90%
9:00 PM	99%	100%	100%	50%	65%	0%	0%	30%	85%
10:00 PM	100%	100%	100%	35%	45%	0%	0%	25%	75%
11:00 PM	100%	100%	80%	15%	15%	0%	0%	15%	65%
Units	33 Apartments			2,131 Square Feet		2,130 Square Feet		2,638 Square Feet	
Parking Ratio - Employee/Customer/Guest	0.00	1.03	0.00	2.44	0.43	0.08	0.31	10.8	2.70
Parking Required - Employee/Customer/Guest	0	34	0	5	1	0	1	28	7
Total On-Site Parking Supply	96 Spaces								

3911 Portola Drive Shared Parking Analysis - Saturday (ITE Parking Rates)

Time of Day	Apartments				Retail			Office			Restaurant			PARKING	OCC.
Day	Resident	Reserved ⁴	Guest	Total	Guest	Employee	Total	Guest	Employee	Total	Customer	Employee	Total	DEMAND	RATE
12:00 AM	0	55	0	55	0	0	0	0	0	0	0	2	2	57	60%
1:00 AM	0	55	0	55	0	0	0	0	0	0	0	0	0	55	57%
2:00 AM	0	55	0	55	0	0	0	0	0	0	0	0	0	55	57%
3:00 AM	0	55	0	55	0	0	0	0	0	0	0	0	0	55	57%
4:00 AM	0	55	0	55	0	0	0	0	0	0	0	0	0	55	58%
5:00 AM	0	55	0	55	0	0	0	0	0	0	3	2	5	60	62%
6:00 AM	0	55	0	55	0	0	0	0	0	0	3	4	6	61	64%
7:00 AM	0	55	0	55	0	0	0	0	0	0	7	5	12	68	71%
8:00 AM	0	55	0	55	1	0	1	0	1	1	13	6	19	75	79%
9:00 AM	0	55	0	55	2	1	2	0	1	1	20	6	26	84	87%
10:00 AM	0	55	0	55	3	1	3	0	1	1	25	7	32	91	95%
11:00 AM	0	55	0	55	3	1	4	0	1	1	25	7	32	92	96%
12:00 PM	0	55	0	55	5	1	6	0	1	1	24	7	31	92	96%
1:00 PM	0	55	0	55	5	1	6	0	1	1	18	7	25	87	90%
2:00 PM	0	55	0	55	5	1	6	0	0	0	11	5	16	78	81%
3:00 PM	0	55	0	55	5	1	6	0	0	0	13	5	18	79	82%
4:00 PM	0	55	0	55	5	1	5	0	0	0	17	6	23	84	87%
5:00 PM	0	55	0	55	4	1	5	0	0	0	20	6	26	86	89%
6:00 PM	0	55	0	55	4	1	5	0	0	0	20	6	26	85	89%
7:00 PM	0	55	0	55	3	1	4	0	0	0	18	6	25	84	87%
8:00 PM	0	55	0	55	3	1	3	0	0	0	8	6	14	73	76%
9:00 PM	0	55	0	55	2	0	2	0	0	0	7	5	12	69	72%
10:00 PM	0	55	0	55	1	0	1	0	0	0	4	5	9	65	67%
11:00 PM	0	55	0	55	1	0	1	0	0	0	4	5	9	65	67%
Units	33 Apartments				2,131 Square Feet			2,130 Square Feet			2,638 Square Feet				
Parking Supply	96 Spaces (Total)														
Maximum Demand	96 Spaces (12 noon to 1 PM)														

Notes:

1. Parking demand by hour from *Shared Parking*, 2nd Edition, Urban Land Institute, 2005, unless otherwise noted. Other periods are estimated.
2. Parking rates and some parking demand by hour for Restaurant from *Parking Generation*, 4th Edition, Institute of Transportation Engineers, 2018.
3. Parking for apartment estimated as Low/Mid-Rise Apartment.
4. A total of 55 spaces are reserved for resident use only and thus are not available for sharing with residential guests or other site land uses. This includes all 44 tandem spaces and 11 standard spaces (i.e., 2 spaces per unit for the 20 two-bedroom units and 2 one-bedroom units plus 1 space per unit for the remaining 11 one-bedroom units, respectively). Therefore, none of these 55 spaces will be available for sharing with other site land uses.
5. Guests estimated to comprise 15% of the daily parking demand at apartment uses.
6. Parking for retail estimated as roughly 50% Shopping Center and 50% Office Building.
7. Parking for restaurant estimated as High-Turnover (Sit-Down) Restaurant.
8. Employees estimated to comprise 15% of the daily parking demand at retail uses.
9. Employees estimated to comprise 20% of the daily parking demand at restaurant uses.
10. Employees estimated to comprise 80% of the daily parking demand at office uses.

Keith Higgins
Traffic Engineer

Exhibit 7B
Parking Supply Requirements With Restaurant(s)
(Shared Parking - ITE Parking Rates - Saturday)

EXHIBIT H

Appendix A

Parking Generation

Parking Rates

and

Santa Cruz County

Parking Standards

Individual Maximum Parking Demand - ITE Parking Rates and Santa Cruz County Parking Standards

Land Use	ITE Parking Rates		Santa Cruz Co. Parking Standards	
	Weekday Parking Rate	Saturday Parking Rate	Weekday Parking Rate	Saturday Parking Rate
Apartment				
One Bedroom	1.23 per unit	1.03 per unit	1.0 per unit	1.0 per unit
Two Bedroom			2.0 per unit	2.0 per unit
Retail				
Retail	2.55 per 1,000 sq. ft.	2.87 per 1,000 sq. ft.	3.33 per 1,000 sq. ft.	3.33 per 1,000 sq. ft.
Office	2.84 per 1,000 sq. ft.	0.39 per 1,000 sq. ft.	3.33 per 1,000 sq. ft.	3.33 per 1,000 sq. ft.
Restaurant	10.60 per 1,000 sq. ft.	13.50 per 1,000 sq. ft.	10.0 per 1,000 sq. ft.	10.0 per 1,000 sq. ft.
			0.3 per employee	0.3 per employee

Notes:

1. sq. ft. = square feet.
2. ITE Parking Rates from *Parking Generation*, 4th Edition, Institute of Transportation Engineers, 2018.
3. Santa Cruz Co. Parking Standards per Santa Cruz County Code, Sections 17.12.090 and 13.10.552. Some rates have been converted to spaces per 1,000 square feet.
4. ITE Parking Rates for apartment estimated as Low/Mid-Rise Apartment.
5. Parking for retail estimated as roughly 50% Retail and 50% Office.
6. ITE Parking Rates for restaurant estimated as High-Turnover (Sit-Down) Restaurant.
7. *Parking Generation* does not provide Saturday parking rates for Office land use. Analysis assumes that Office Saturday rates are approximately 14% of weekday rates (based on ratio of Saturday to weekday daily trip rates for General Office Building in *Trip Generation Manual*, 10th Edition, Institute of Transportation Engineers, 2017).

Keith Higgins

Traffic Engineer

**3911 PORTOLA DRIVE
MIXED-USE PROJECT
TRAFFIC IMPACT ANALYSIS**

FINAL REPORT

SANTA CRUZ COUNTY, CALIFORNIA

**Prepared for
Bay Plus Construction and Development
Campbell, CA**

**Prepared by
Keith Higgins, Traffic Engineer
Gilroy, CA 95020**

May 13, 2019

TABLE OF CONTENTS

1	INTRODUCTION.....	1
1.1	Scope of Work.....	1
1.2	Study Network.....	1
1.3	Traffic Operation Evaluation Methodologies	2
1.4	Level of Service Standards.....	2
1.5	Significance Criteria	2
1.6	Transportation Improvement Fee	3
2	EXISTING TRAFFIC CONDITIONS	4
2.1	Existing Traffic Network	4
2.2	Existing Pedestrian Network.....	5
2.3	Existing Bicycle Network.....	5
2.4	Existing Transit Service	5
2.5	Existing Conditions Traffic Circulation	5
3	EXISTING PLUS PROJECT CONDITIONS	7
3.1	Project Description.....	7
3.2	Project Trip Generation.....	7
3.3	Project Trip Distribution and Assignment	7
3.4	Existing Plus Project Condition Traffic Circulation and Mitigations	7
3.5	Transportation Improvement Fee	8
4	BACKGROUND CONDITIONS	9
4.1	Background Traffic Volumes.....	9
4.2	Background Traffic Circulation	9
5	BACKGROUND PLUS PROJECT CONDITIONS.....	10
5.1	Background Plus Project Traffic Volumes	10
5.2	Background Plus Project Traffic Circulation.....	10
6	CUMULATIVE WITHOUT PROJECT CONDITIONS.....	11
6.1	Derivation of Cumulative Without Project Traffic Volumes	11
6.2	Planned Corridor Improvements.....	11
6.3	Cumulative Without Project Traffic Conditions and Mitigations	11
7	CUMULATIVE PLUS PROJECT CONDITIONS	13
7.1	Derivation of Cumulative Traffic Volumes	13
7.2	Cumulative Plus Project Traffic Conditions	13
8	PROJECT ACCESS AND INTERNAL CIRCULATION.....	15
8.1	Project Access	15
8.2	Project Internal Circulation.....	15
9	PROJECT VEHICLE MILES TRAVELED	16
10	SUMMARY OF PROJECT RESPONSIBILITIES	17
11	REFERENCES.....	18

11.1	List of References	18
11.2	List of Contacts	18

LIST OF EXHIBITS

1. Project Location Map and Study Area
2. Project Site Plan
3. Existing Lane Configurations and Traffic Controls
4. Existing Conditions – AM and PM Peak Hour Volumes
- 5A. Intersection Levels of Service
- 5B. Recommended Intersection Improvements
- 6A. Project Trip Generation
- 6B. Project Trip Distribution
7. Project Trip Assignment – AM and PM Peak Hour Volumes
8. Existing Plus Project Conditions – AM and PM Peak Hour Volumes
9. Approved and Pending Projects Trip Generation
10. Background Conditions – AM and PM Peak Hour Volumes
11. Background Plus Project Conditions – AM and PM Peak Hour Volumes
12. Cumulative Without Project Conditions – AM and PM Peak Hour Volumes
13. Cumulative Plus Project Conditions – AM and PM Peak Hour Volumes
14. Project Vehicle Miles Traveled Calculation

LIST OF APPENDICES

- A. Level of Service Descriptions
- B. Intersection Traffic Volume Counts
- C. Intersection Level of Service Calculations – Existing Conditions
- D. Intersection Level of Service Calculations – Existing Plus Project Conditions
- E. Intersection Level of Service Calculations – Background Conditions
- F. Intersection Level of Service Calculations – Background Plus Project Conditions
- G. Intersection Level of Service Calculations – Cumulative Without Project Conditions
- H. Intersection Level of Service Calculations – Cumulative Plus Project Conditions
- I. Warrant Worksheets

1 INTRODUCTION

This report summarizes the potential traffic circulation issues associated with the proposed 3911 Portola Drive Mixed-Use Project in Santa Cruz County, California. The project will include 8,845 square feet of office/retail, a 400 square-foot leasing office and 33 apartment units. The project site is currently occupied by various businesses including a tattoo parlor and light industrial / warehouse / outdoor storage. A traffic study was previously prepared for the project in 2004. The project site is located on Portola Drive, between 38th and 40th Avenues in the Pleasure Point neighborhood south of Capitola.

Vehicular, pedestrian, bicycle and transit circulation issues were evaluated at the project site and the surrounding street network, along with an assessment of site access and on-site circulation. The location of the project site is indicated on **Exhibit 1**. The site plan is shown on **Exhibit 2**.

1.1 Scope of Work

This report addresses the following topics:

- Existing vehicular, pedestrian and bicycle circulation on the surrounding street network.
- Assessment of potential direct impacts to vehicular, pedestrian, bicycle and transit circulation due to the project, and recommendations to mitigate those impacts.
- Potential background and cumulative traffic impacts and recommended mitigations.
- Site access and on-site circulation.

1.2 Study Network

The AM and PM peak periods were analyzed at the following intersections:

1. Samuel Street – 30th Avenue (West) / Portola Drive;
2. 30th Avenue (East) / Portola Drive;
3. 32nd Avenue / Portola Drive;
4. 38th Avenue / Portola Drive;
5. Commercial Driveway – 40th Avenue / Portola Drive; and
6. 41st Avenue / Portola Drive.

Exhibit 3 shows the existing traffic control and lane configurations at the study intersections.

Traffic operations for the following analysis scenarios were analyzed:

- Existing Conditions
- Existing Plus Project Conditions
- Background Conditions
- Background Plus Project Conditions
- Cumulative Conditions
- Cumulative Plus Project Conditions

Improvements recommended to offset impacts created by the proposed projects are recommended where warranted.

1.3 Traffic Operation Evaluation Methodologies

Intersection traffic operations were evaluated based upon the level of service (LOS) concept. LOS is a qualitative description of an intersection's operations, ranging from LOS A to LOS F. Level of Service "A" represents free flow uncongested traffic conditions. Level of Service "F" represents highly congested traffic conditions with unacceptable delay to vehicles at intersections. The intermediate levels of service represent incremental levels of congestion and delay between these two extremes. LOS descriptions for each type of existing traffic control at the study intersections (i.e., signal, all-way stop and one-/two-way stop) are included as **Appendix A**.

Intersection traffic operations were evaluated using the Synchro® traffic analysis software (Version 10) which is based on 2010 Highway Capacity Manual (HCM) methodologies. The average delay is then correlated to a level of service. For two-way stop-controlled intersections, only the vehicle delay for side street traffic is analyzed. LOS for each side street movement is based on the distribution of gaps in the major street traffic stream and driver judgment in selecting gaps. Improvements are warranted when a side street approach reaches LOS F for two-way stop-controlled intersections.

All of the study intersections in this analysis are either one- or two-way stop-controlled intersections.

1.4 Level of Service Standards

All of the study intersections are under the jurisdiction of Santa Cruz County, which has an overall and side-street level of service (LOS) objective of LOS C. However, LOS D is the minimum acceptable level of service if costs, right-of-way requirements, or environmental impacts of maintaining LOS under this policy are excessive.

1.5 Significance Criteria

According to the California Environmental Quality Act (CEQA) guidelines, a project may have a significant effect on the environment if it would cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system. The following significance criteria has been used in this study:

Signalized and All-Way Stop-Controlled Intersections:

- A significant impact would occur if an all-way stop-controlled intersection operating at LOS A, B, C or D degrades to LOS E or F with the addition of project traffic; or
- For all-way stop intersections already operating at LOS E or F pre-project, a significant impact would occur if the addition of project trips causes the volume / capacity ratio of the sum of all critical movements to increase by at least 1%, as compared to conditions without the project.

One-Way and Two-Way Stop-Controlled Intersections:

- A significant impact would occur if the side-street operations of a one-way or two-way stop-controlled intersection already operating at LOS A, B, C, D degrades to LOS E or F with the addition of project traffic; or
- For unsignalized one-way and two-way stop-controlled intersections with side-street operations already operating at LOS E or F, a significant impact would occur

if a signal warrant is also met at the intersection.

1.6 Transportation Improvement Fee

Santa Cruz County assesses a Transportation Improvement Fee (TIF) for all development projects in Aptos, Live Oak, Pajaro Valley and Soquel. This fee provides funding for transportation related infrastructure improvements in the Santa Cruz County Capital Improvement Program. The actual fee varies by area and is updated yearly.

The TIF is assessed based on the number of residential units and the trip generation of non-residential uses. The actual amount owed by the project towards the TIF will be determined by Santa Cruz County, based upon the project definition.

2 EXISTING TRAFFIC CONDITIONS

This chapter evaluates Existing traffic conditions and includes a description of the project setting.

2.1 Existing Traffic Network

The project site is located on Portola Drive in the Pleasure Point neighborhood of unincorporated Santa Cruz County, south of Capitola. Regional access to the project site is provided by Portola Drive and 41st Avenue. Other roadways in the area include 30th Avenue, 32nd Avenue, 38th Avenue, 40th Avenue, and Samuel Street. A brief description of each roadway can be found below.

Portola Drive is an east-west arterial roadway in central Santa Cruz County, providing regional connectivity through the Pleasure Point neighborhood. It extends from 17th Avenue and East Cliff Drive to the west to Capitola Village to the east. In the vicinity of the study area, Portola Drive is a four-lane street west of 41st Avenue and a two-lane street east of 41st Avenue. The posted speed limit on Portola Drive is 25 mph east of 41st Avenue and 30 mph west of 41st Avenue.

30th Avenue is a two-lane north-south collector street in central Santa Cruz County, providing access to various residential neighborhoods west of Capitola. 30th Avenue has two offset intersections with Portola Drive, designated in this report as 30th Avenue (West) and 30th Avenue (East). The posted speed limit on 30th Avenue is 25 mph.

32nd Avenue is a two-lane north-south local street in Santa Cruz County, providing access to a residential neighborhood north of Portola Drive. There is no posted speed limit on 32nd Avenue; by virtue of its classification, the presumed speed limit on 32nd Avenue is 25 mph.

38th Avenue is a two-lane north-south collector street in Santa Cruz County. It provides access between the Pleasure Point neighborhood and the Capitola Mall in Capitola. The posted speed limit on 38th Avenue is 25 mph.

40th Avenue is a two-lane north-south local street in Santa Cruz County, providing access to residential and commercial properties north of Portola Drive. There is no posted speed limit on 40th Avenue; by virtue of its classification, the presumed speed limit on 40th Avenue is 25 mph.

41st Avenue is a north-south arterial street in Santa Cruz County and the City of Capitola., extending through a largely commercial corridor between Pleasure Point and western Soquel. With its interchange with State Route 1 (SR 1) in Capitola, 41st Avenue also provides regional access to the study area via SR 1. In the vicinity of the study area, 41st Avenue is a two-lane street. The posted speed limit on 41st Avenue in the vicinity of the project site is 25 mph.

Samuel Street is a two-lane private road that provides access to a small residential development. There is no posted speed limit on Samuel Street; by virtue of its classification, the presumed speed limit on Samuel Street is 25 mph.

2.2 Existing Pedestrian Network

Sidewalks exist along the project frontage of Portola Drive. Sidewalks are also present along both sides of Portola Drive in the study area, along 41st Avenue north of Portola and extending into Capitola, and on 30th Avenue north of Portola. However, sidewalks are sporadic, if present at all, on other roadways north and south of Portola Drive, such as 38th and 32nd Avenues. There are no sidewalks along 40th Avenue.

2.3 Existing Bicycle Network

There are four types of bicycle facilities defined by Caltrans. Each type is described below:

1. Bike path (Class I) – A completely separate right-of-way designed for the exclusive use of bicycle and pedestrian traffic with cross-flow minimized.
2. Bike lane (Class II) – A striped lane for one-way bike travel on a street or highway, typically including signs placed along the street segment.
3. Bike route (Class III) – Provides a shared use with pedestrian or motor vehicle traffic. Typically, these facilities are city streets with signage designating the segment for Bike Route without additional striping or facilities.
4. Separated Bikeways (Class IV) – A bikeway for the exclusive use of bicycles and includes a physical separation between the bikeway and the through vehicular traffic. The separation may include, but is not limited to, grade separation, flexible posts, inflexible posts, raised barriers, or on-street parking.

Class II bike lanes are present on all of Portola Drive, all of 41st Avenue, and 30th Avenue (West), extending into Capitola and Santa Cruz. There are no other bicycle facilities in the study area.

2.4 Existing Transit Service

Santa Cruz Metropolitan Transit District (SCMTD) provides fixed-route transit service in Santa Cruz County. Route 68 provides direct access to the study area. This route extends between downtown Santa Cruz and the Capitola Mall via Portola Drive and 41st Avenue. Service is provided hourly on weekdays (6:30 AM – 7:00 PM) and weekends (11:00 AM – 5:00 PM).

The nearest bus stops to the project site are located in Portola Drive west of 40th Avenue, directly in front of and directly across the street from the project site.

2.5 Existing Conditions Traffic Circulation

Vehicle Circulation

Intersection turning movement counts were conducted at the study intersections during the AM (7:00 – 9:00 AM) and PM (4:00 – 6:00) peak hours on Wednesday, August 8, 2018 and Thursday, November 8, 2018. Traffic data was collected for cars, trucks, buses, bicyclists, and pedestrians. From these counts, the AM and PM peak hour volumes were derived. The August 2018 AM volumes were adjusted upwards by approximately 15-30% for consistency with the November 2018 AM volumes. The August 2018 PM counts were consistent with the November 2018 PM volumes hence neither volumes required adjustment to achieve a balance. **Appendix B** contains the unadjusted traffic count data at the study intersections.

Exhibit 4 depicts the peak hour turning movement volumes for the study intersections under Existing Conditions.

Existing intersection levels of service are summarized on **Exhibit 5A**. The LOS calculation sheets for Existing conditions can be found in **Appendix C**.

All of the study intersections currently operate at or better than their respective level of service standards. No improvements are required for Existing conditions.

Pedestrian Circulation

Pedestrian traffic in the study primarily travels east-west along Portola Drive. Pedestrian traffic crossing Portola Drive mostly occurs at all-way stop-controlled intersections, specifically 30th Avenue (West), 38th Avenue and 41st Avenue. Typical pedestrian crossing totals average about 20 pedestrians per hour per approach during the AM and PM peak hours, with some approaches of at the 41st Avenue / Portola Drive reaching upwards of 55 crossings per hour.

Bicycle Circulation

Through bicycle traffic on Portola Drive averages about 10 bicyclists per hour in each direction, with peaks of as many as 18 bicycles per hour in each peak hour. 41st Avenue bicycle traffic is lower, with about 13 bicycles per direction in the PM peak hour. Bicycle traffic on other streets crossing Portola Drive is minimal, averaging only 2 bicycles per direction during the AM and PM peak hours.

3 EXISTING PLUS PROJECT CONDITIONS

3.1 Project Description

The project will include 8,845 square feet of office/retail, a 400 square-foot leasing office and 33 apartment units. The project site is currently occupied by various businesses including a tattoo parlor and light industrial / warehouse / outdoor storage. Project access is via a full-access driveway on Portola Drive and an exit-only driveway on 40th Avenue.

3.2 Project Trip Generation

Exhibit 6A estimates the project trip generation. This estimate is based on trip rates published in *Trip Generation Manual*, 10th Edition, published by the Institute of Transportation Engineers in 2017. To be conservatively high regarding project trip generation, the entire 8,845 square feet of office/retail is assumed to be retail. In addition, no credit is given for internal trips between the apartments and retail or between any of the uses that will occupy the project. In addition, no credit is given for pass-by trips, which are trips to and from the project's retail component from traffic already on Portola Drive. However, as noted previously, the project site is currently developed with various commercial uses. Credits for the trip generation from these existing uses were taken, similar to the credits taken in the 2004 traffic study for the project. This is because trips from existing uses will no longer be generated at the site.

The project would generate a 580 daily trips, with 24 AM peak hour trips (9 in, 15 out) and 53 PM peak hour trips (27 in, 26 out). Including the trip generation credits from the elimination of existing uses at the site, the proposed project would generate a net 498 daily trips, with 16 AM peak hour trips (3 in and 13 out) and 43 PM peak hour trips (24 in and 19 out).

3.3 Project Trip Distribution and Assignment

Exhibit 6B depicts the anticipated project trip distribution. This distribution was derived using the existing intersection volumes and the location of adjacent complementary land uses. The trip generation and distribution were combined to estimate the project trip assignment at the study intersections shown in **Exhibit 7**. The project trip assignment was then added to the Existing volumes to estimate the Existing Plus Project volumes shown in **Exhibit 8**.

3.4 Existing Plus Project Condition Traffic Circulation and Mitigations

Vehicle Circulation

Existing Plus Project intersection levels of service are summarized on **Exhibit 5A**. Recommended intersection improvements are summarized in **Exhibit 5B**. The LOS calculation sheets for Existing Plus Project conditions can be found in **Appendix D**.

All of the study intersections would operate acceptably under Existing Plus Project conditions. No improvements will be required.

Pedestrian Circulation

The project will not generate a significant amount of new pedestrian traffic. Therefore, the project would not create a significant impact on pedestrian circulation in the study area. No improvements will be required.

Bicycle Circulation

The project will not generate a significant amount of new bicycle traffic. Therefore, the project would not create a significant impact on bicycle circulation in the study area. No improvements will be required.

Transit Circulation

The project will not generate a significant amount of new transit demand. Therefore, the project would not create a significant impact on transit circulation in the study area.

3.5 Transportation Improvement Fee

The project would be responsible for payment of Santa Cruz County Live Oak Transportation Improvement Fee (TIF). Payment of this fee would represent the project's contribution towards countywide roadway improvements funded by the fee program. Santa Cruz County will determine the exact fee amount attributable to this project.

4 BACKGROUND CONDITIONS

This chapter describes Background Conditions, which represents traffic conditions with the additional traffic from land development that is either approved but not yet built or proposed but not yet approved. Thus, Background Without Project volumes are approximately 5 years beyond Existing conditions. This scenario does not include trips from the study project.

4.1 Background Traffic Volumes

A list of development projects in unincorporated Santa Cruz County was compiled. This includes both approved but not yet constructed projects and proposed but not yet approved projects that would add traffic to the study network. These projects were identified through a review of lists of approved projects on the Santa Cruz County web site and additional discussions with Santa Cruz County Planning Department staff. **Exhibit 9** lists these projects and their respective trip generation.

The background traffic growth derived from **Exhibit 9** was distributed through the study intersections and added to the Existing traffic volumes to estimate the Background Without Project conditions traffic volumes depicted in **Exhibit 10**.

4.2 Background Traffic Circulation

Background intersection levels of service are summarized on **Exhibit 5A**. The LOS calculation sheets for Background conditions are in **Appendix E**.

All of the study intersections would operate at or better than their respective levels of service standards under Background Conditions. No improvements will be required under this scenario.

5 BACKGROUND PLUS PROJECT CONDITIONS

This chapter describes Background Plus Project traffic conditions, which includes the Background Conditions described in Chapter 4 plus anticipated traffic from the buildout of the proposed project.

5.1 Background Plus Project Traffic Volumes

The project trip assignment (**Exhibit 7**) was added to the Background Condition volumes (**Exhibit 10**) to create Background Plus Project Condition volumes shown in **Exhibit 11**.

5.2 Background Plus Project Traffic Circulation

Vehicle Circulation

Background Plus Project intersection levels of service are summarized on **Exhibit 5A**. Recommended intersection improvements are summarized in **Exhibit 5B**. The LOS calculation sheets for Background Plus Project conditions can be found in **Appendix F**.

All of the study intersections would operate at acceptable levels of service under Background Plus Project conditions. No improvements will be required.

Pedestrian Circulation

Pedestrian conditions under Background Plus Project conditions will not significantly change from Existing Plus Project conditions in the immediate project vicinity. No improvements will be required.

Bicycle Circulation

Bicycle conditions under Background Plus Project conditions will not significantly change from Existing Plus Project conditions in the immediate project vicinity. No improvements will be required.

Transit Circulation

Transit conditions under Background Plus Project conditions will not significantly change from Existing Plus Project conditions in the immediate project vicinity. No improvements will be required.

6 CUMULATIVE WITHOUT PROJECT CONDITIONS

This section describes the analysis results under Cumulative Without Project conditions. The Cumulative Without Project traffic condition is defined as traffic conditions roughly seventeen years beyond existing conditions (i.e., the Year 2040).

6.1 Derivation of Cumulative Without Project Traffic Volumes

The traffic volume growth under the Cumulative Without Project conditions were derived using growth rates from historical average daily traffic volumes on Portola Drive and 41st Avenue, as cited from *Development at Portola Drive / 38th Avenue Traffic Impact Study*, Kimley-Horn, January 14, 2015. These growth rates – 0.66% per year for Portola Drive and 0.13% per year for 41st Avenue – were applied to the existing volumes over a 17-year period to obtain the total volume growth on these roadways through the Year 2040 – approximately 11.0% total growth for Portola Drive and 2.5% total growth for 41st Avenue. This traffic growth was then distributed to all of the study intersections throughout the study street network and prorated to each turning movement, based on existing traffic at each intersection and major intersection movements.

The resulting cumulative traffic growth was added to the Background volumes to estimate the Cumulative Without Project traffic volumes depicted on **Exhibit 12**.

6.2 Planned Corridor Improvements

Santa Cruz County is proposing to make various corridor improvements along Portola Drive between 26th and 41st Avenues. Named the Pleasure Point Commercial and Mixed-Use Corridor, this program will improve both pedestrian and bicycle circulation by adding various infrastructure enhancements, such as wider sidewalks, curb extensions, median pedestrian refuge areas, bicycle queue areas at intersections (“bike boxes”), and bicycle lane buffers. In addition, Portola Drive will be restriped from a four-lane roadway with no left turn channelization into a two-lane roadway with a center two-way left turn lane. In December 2018, the Santa Cruz County Board of Supervisors voted to prepare an environmental impact report for the project, including a formal traffic study. There is currently no formal timeline for implementation of these improvements, though construction could begin as early as the mid 2020’s.

6.3 Cumulative Without Project Traffic Conditions and Mitigations

Vehicle Circulation

Cumulative Without Project AM and PM intersection levels of service are summarized on **Exhibit 5A**. The LOS calculation sheets for Cumulative traffic conditions can be found in **Appendix G**.

The study intersections would operate at an acceptable level of service under Cumulative Without Project conditions, with the exception of the following two intersections:

2. 30th Avenue (East) / Portola Drive – Side-street LOS E (PM)
6. 41st Avenue / Portola Drive – LOS E (PM)

The peak hour signal warrant is not met at the 30th Avenue (East) / Portola Drive intersection under Cumulative Without Project conditions, but it is met for the 41st Avenue / Portola Drive intersection. – see **Appendix I**. It is therefore recommended that the 41st Avenue / Portola Drive

intersection be signalized under this scenario. With signalization, this intersection will operate at LOS A during the AM and PM peak hours under Cumulative Without Project conditions.

As for the 30th Avenue (East) / Portola Avenue intersection, the planned Pleasure Point Commercial and Mixed-Use Corridor roadway improvements would improve side-street operations to LOS C (AM and PM). No other improvements would be required.

Pedestrian Circulation

The planned Pleasure Point Commercial and Mixed-Use Corridor improvements will improve pedestrian circulation in the study area. No additional improvements will be required.

Bicycle Circulation

The planned Pleasure Point Commercial and Mixed-Use Corridor improvements will improve bicycle circulation in the study area. No additional improvements will be required.

Transit Circulation

There are no planned transit improvements in the study area. No improvements will be required.

7 CUMULATIVE PLUS PROJECT CONDITIONS

This section describes the analysis results under Cumulative Plus Project traffic conditions, which combines both Cumulative Without Project conditions with traffic from the study project.

7.1 Derivation of Cumulative Traffic Volumes

The project trip assignment was combined with the Cumulative Without Project condition volumes to create the Cumulative Plus Project volumes depicted on **Exhibit 13**.

7.2 Cumulative Plus Project Traffic Conditions

Vehicle Circulation

Cumulative Plus Project Conditions AM and PM intersection levels of service are summarized on **Exhibit 5A**. Recommended intersection improvements are summarized in **Exhibit 5B**. The LOS calculation sheets for Cumulative traffic conditions can be found in **Appendix H**.

Most of the study intersections would operate at an acceptable level of service under Cumulative Plus Project conditions. However, the following intersection would operate below its level of service standard:

2. 30th Avenue (East) / Portola Drive – Side-street LOS E (PM)
6. 41st Avenue / Portola Drive – LOS E (PM)

Below is a discussion of the significance evaluation and necessary improvements at the study intersection expected to operate below its level of service standard under Cumulative Plus Project conditions.

- Intersection #2: 30th Avenue (East) / Portola Drive:
Side-street operations at this intersection under Cumulative Plus Project conditions would be at a deficient LOS E during the PM peak hour, unchanged from LOS E operations under Cumulative Without Project conditions. As indicated in **Appendix I**, the peak hour signal warrant for this intersection will not be met under Cumulative Without Project conditions. However, the planned Pleasure Point Commercial and Mixed-Use Corridor improvements would improve side-street operations to LOS C (AM and PM). No other improvements would be required.
- Intersection #6: 41st Avenue / Portola Drive:
Overall operations at this intersection under Cumulative Plus Project conditions would operate at a deficient LOS E during the PM peak hour, unchanged from LOS E operations under Cumulative Without Project conditions. As indicated in **Appendix I**, the peak hour signal warrant for this intersection will be met under Cumulative Without Project conditions during the PM peak hour. It is therefore recommended that this intersection be signalized. With signalization, this intersection will operate at LOS A during the AM and PM peak hours under Cumulative Plus Project conditions.

The project would represent approximately 1.0% of the total traffic under Cumulative Plus Project conditions. Therefore, the project will be responsible for 1.0% of the cost of this improvement. The construction cost of the improvement at this intersection is not known

at this time. In addition, Santa Cruz County is also currently considering alternatives to signalization, such as a roundabout, which could cost considerably more to construct than signalization. Assuming a roundabout construction cost of \$1,500,000, the project would be responsible for 1.0% of that cost, or \$15,000. The exact amount of the project's proportional share shall be determined by Santa Cruz County.

Pedestrian Circulation

Pedestrian circulation under Cumulative Plus Conditions will be improved with the planned Pleasure Point Commercial and Mixed-Use Corridor improvements, compared to Existing Plus Project or Background Plus Project conditions. No additional improvements will be required.

Bicycle Circulation

Bicycle circulation under Cumulative Plus Project Conditions will improve with the planned Pleasure Point Commercial and Mixed-Use Corridor improvements, compared to Existing Plus Project or Background Plus Project conditions. No additional improvements will be required.

Transit Circulation

Transit conditions under Cumulative Plus Conditions will not significantly change from Background Plus Project conditions in the immediate project vicinity. No improvements will be required.

8 PROJECT ACCESS AND INTERNAL CIRCULATION

This section addresses project access and internal circulation.

8.1 Project Access

The project will have two access points – one driveway on Portola Drive and one driveway on 40th Avenue. The Portola Drive driveway will be full access, while the 40th Avenue driveway will be exit only. Due to the relatively low traffic volumes generated by the project, both driveways would operate acceptably.

To emphasize that the 40th Avenue driveway is an exit-only driveway, it is recommended that a Do Not Enter (R5-1) sign (or equivalent) be installed, possibly in combination with the One Way (R6-1) sign.

The proposed “bike box” on eastbound Portola Drive at 41st Avenue will reduce the available vehicle queuing space for eastbound traffic at the intersection. This may result in vehicle queues extending across the 40th Avenue / Portola Drive intersection, restricting access from 40th Avenue. It is recommended that Santa Cruz County – as part of the Pleasure Point Commercial and Mixed-Use Corridor improvements, add standard “Keep Clear” striping on Portola Drive across 40th Avenue, in order to preserve access.

8.2 Project Internal Circulation

The main circulation aisle on the project site links the two access points and will allow two-way traffic around the project site. A parking aisle on the back side of the project building allows vehicles to loop efficiently around the project site.

The project proposes clearly delineated onsite pedestrian circulation. A pedestrian walkway will connect the building to the parking aisles north of the building, minimizing the need for pedestrians to walk through the onsite parking area. This walkway connects to sidewalks around nearly all of the building, thus providing continuous access to all building doors and stairwells, as well as the existing sidewalk on Portola Drive.

Bike racks are proposed at the northeast corner of the building, promoting bicycle usage by onsite residents, employees and visitors.

9 PROJECT VEHICLE MILES TRAVELED

Exhibit 14 summarizes the Vehicle Miles Traveled (VMT) for the project. VMT was only calculated for the residential portion of the proposed project and not for the commercial uses. This is because state guidelines do not require VMT calculation for commercial projects under 100,000 square feet, as these types of commercial uses typically serve just the local area. In addition, the office space overseeing the residential component of the project was excluded from the VMT calculation, as this is an ancillary use that generates little project traffic.

The residential VMT was calculated using the project trip generation, trip distribution, the approximate distance between the project site and the destinations of the project residents, and the estimated number of residents living on the project site. These distances and the percentage of project trips traveling to/from those locations are also shown on **Exhibit 14**. The number of residents was estimated using the average household size in Santa Cruz County per the 2010 US Census – or 2.51 persons per household – as documented in the *2015 Santa Cruz County Housing Element*.

The project would have a VMT of 10.1 miles. This is less than the estimated 18.3 VMT for Santa Cruz County as whole.¹ Therefore, the project would not represent a significant impact per its VMT.

¹ Countywide VMT quantified using data from *California Public Road Data 2017*, California Department of Transportation, Released November 2018, and *Population Estimates for Cities, Counties and the State – January 1, 2017 and 2018*, California Department of Finance, Released May 1, 2018.

10 SUMMARY OF PROJECT RESPONSIBILITIES

The following is a summary of the project responsibilities regarding traffic issues and impacts, based upon the recommendations discussed earlier in this report.

1. Add a Do Not Enter (R5-1) sign (or equivalent) at the 40th Avenue project driveway, possibly in combination with the One Way (R6-1) sign.
2. Pay the applicable Santa Cruz County Live Oak Transportation Improvement Fee (TIF).
3. Pay Santa Cruz County for the project's proportional share (1.0%) of the cost of the improvements at the 41st Avenue / Portola Drive intersection.

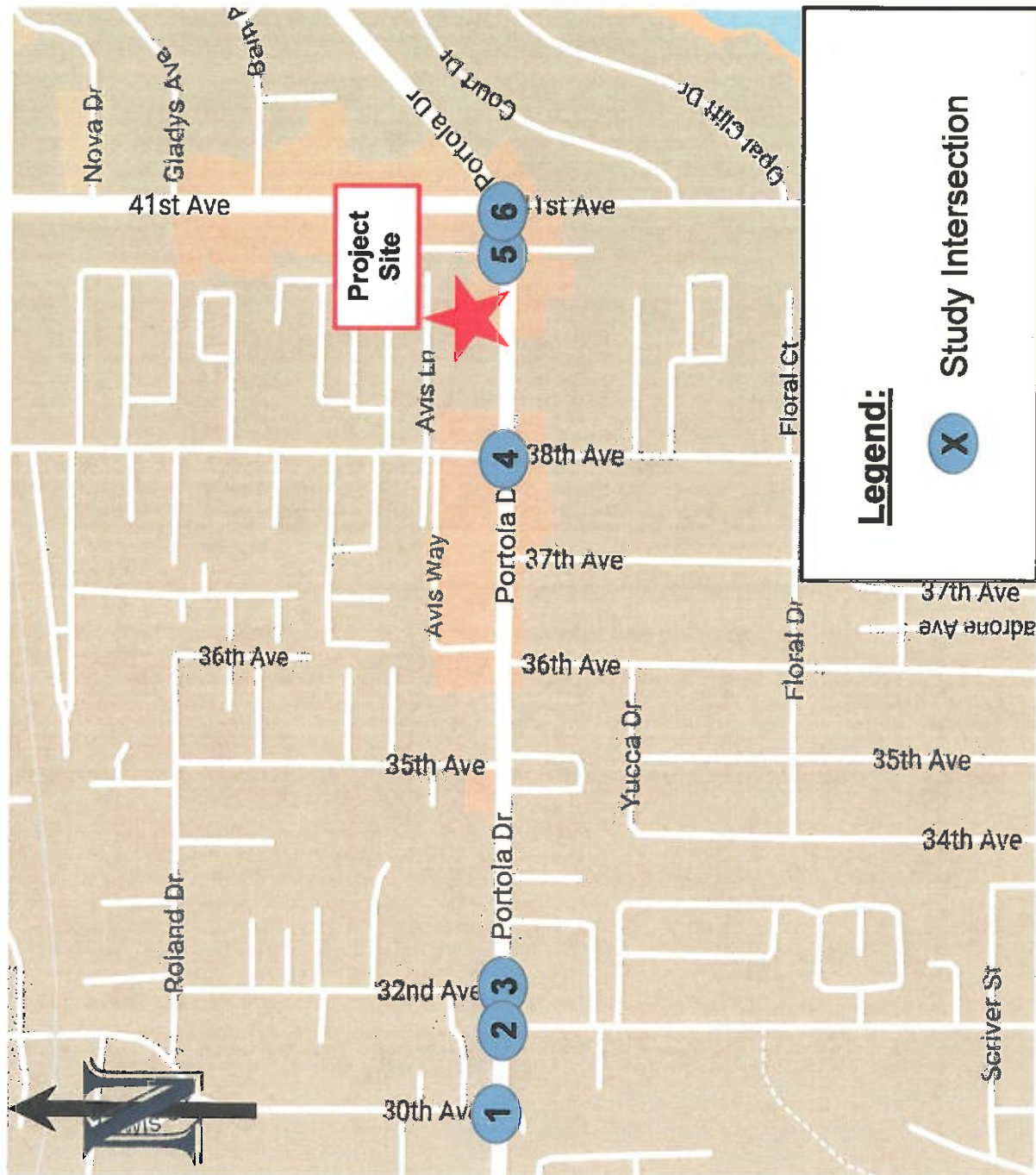
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11. *California Public Road Data 2017*, California Department of Transportation, Released November 2018.
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11.2 List of Contacts

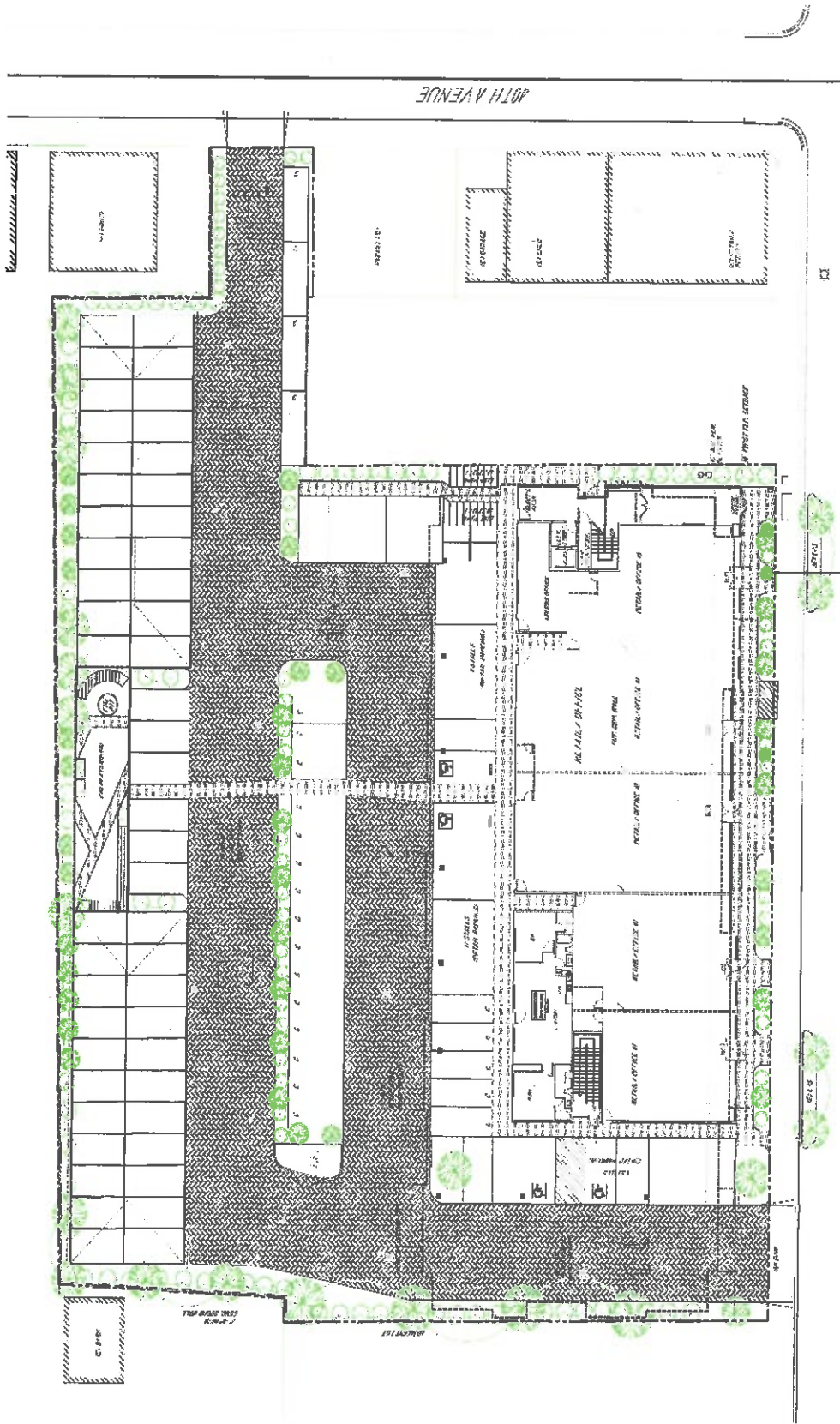
1. Abbas Haghshenas, Bay Plus Construction and Development, Campbell, California.
2. Rodolfo Rivas, Santa Cruz County Public Works Department, Santa Cruz, California.
3. Annie Murphy, Santa Cruz County Planning Department, Santa Cruz, California.
4. Lezanne Jeffs, Santa Cruz County Planning Department, Santa Cruz, California.



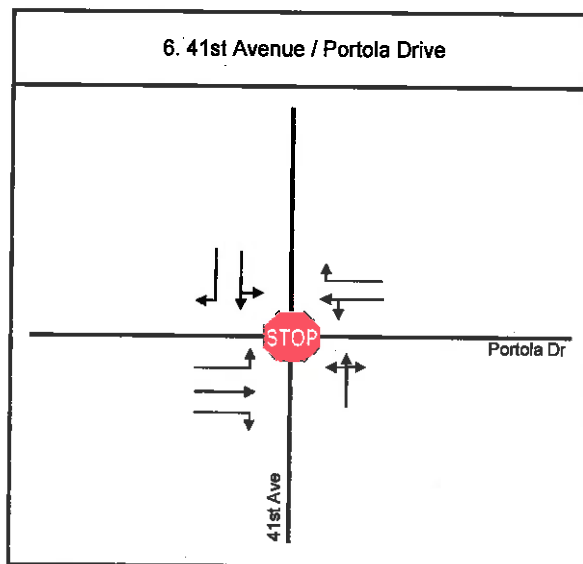
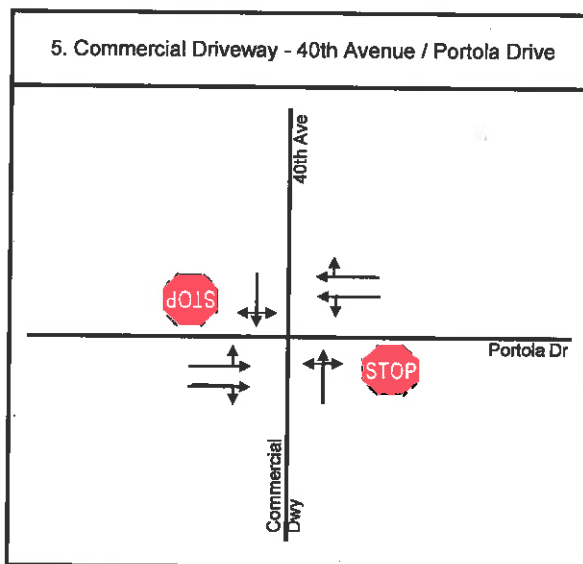
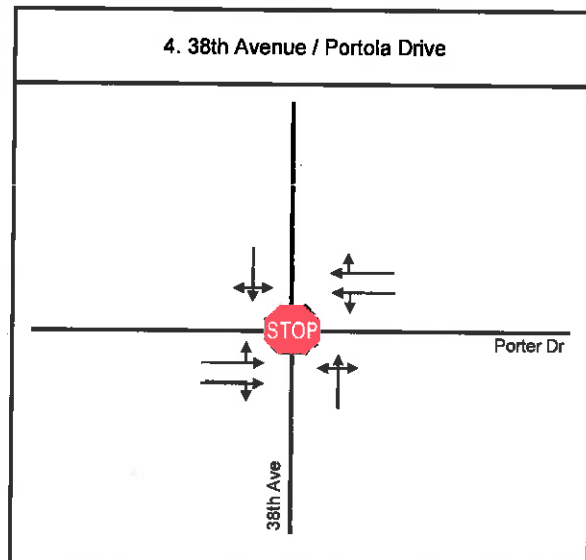
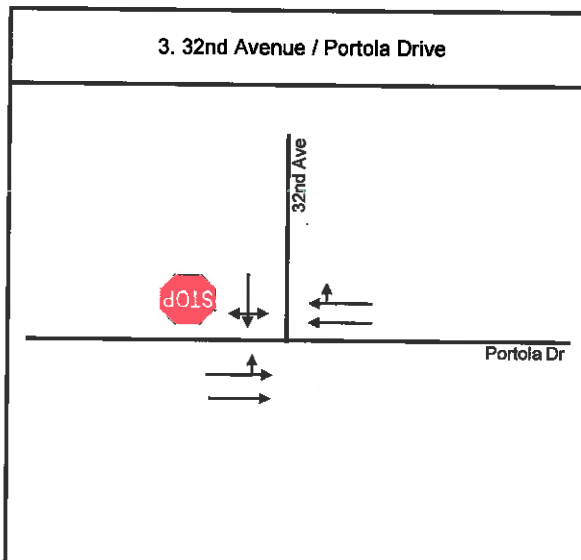
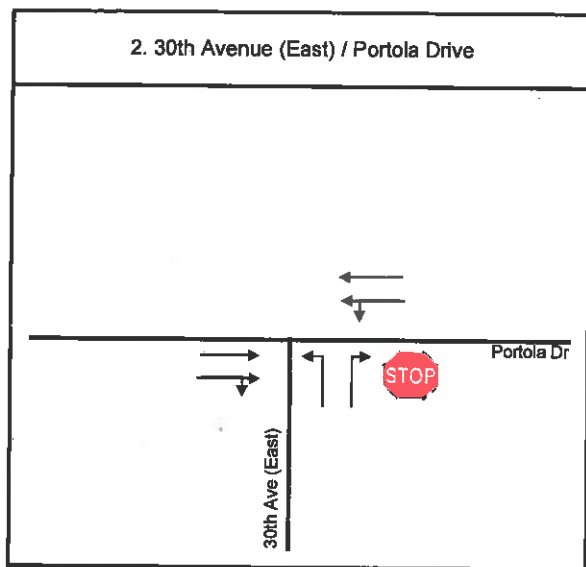
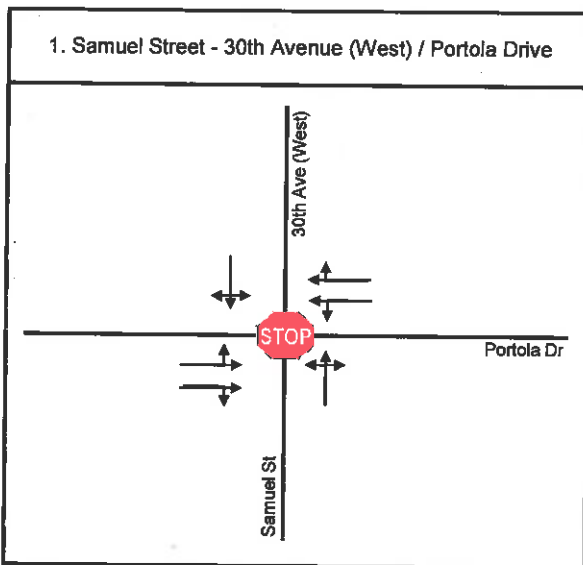
Basemap Source: Google Maps, 2018.

Keith Higgins
Traffic Engineer

Exhibit 1
Project Location Map
and Study Area



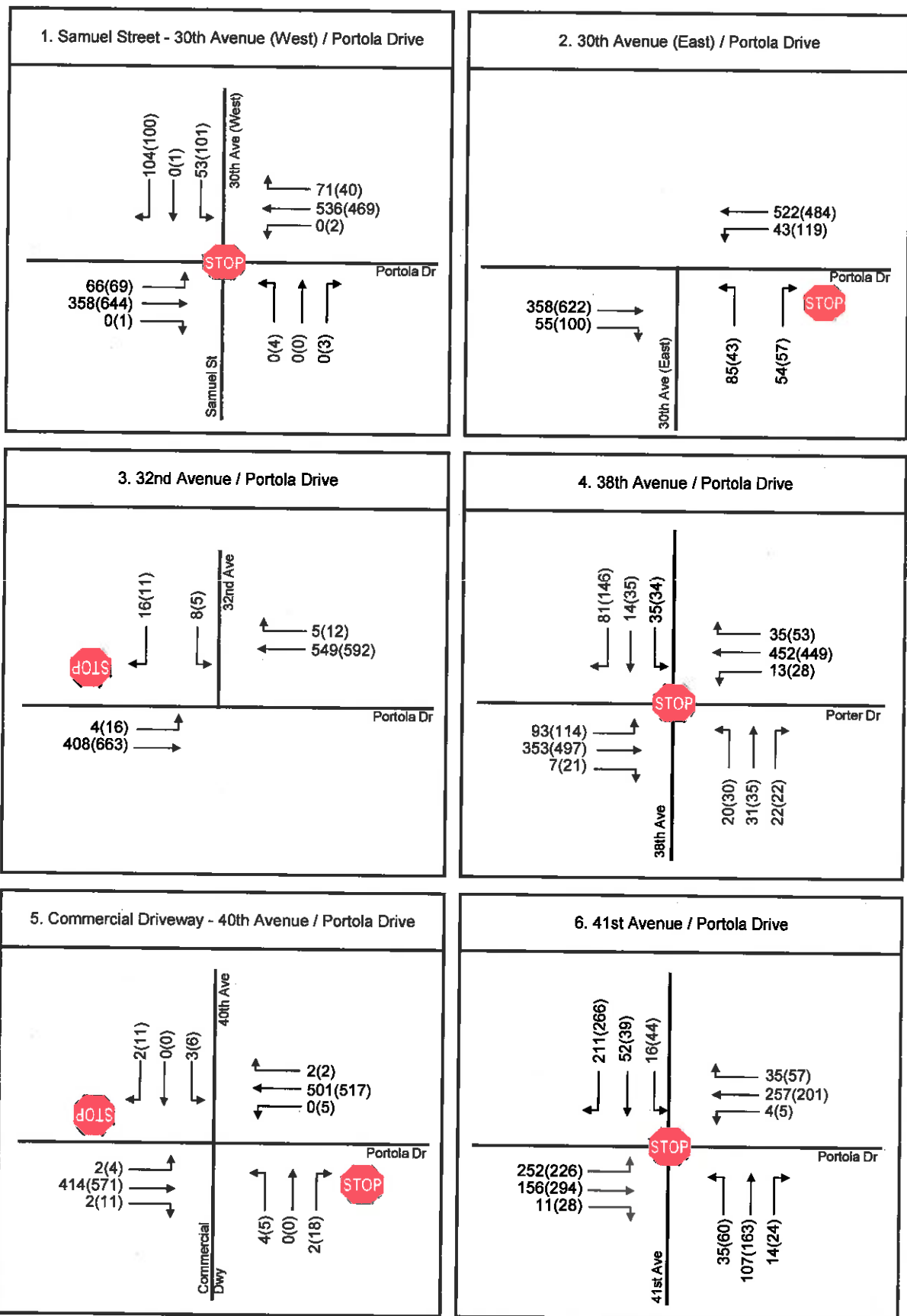
Source: A Plus Construction and Development, August 6, 2018.



Keith Higgins
Traffic Engineer

Exhibit 3
Existing Intersection Lane Configurations
and Traffic Controls

EXHIBIT I



Keith Higgins
Traffic Engineer

Exhibit 4
Existing Conditions
AM & PM Peak Hour Volumes

EXHIBIT I

N-S Street	E-W Street	Existing Intersection Control	LOS Standard	Peak Hour	Existing Conditions		Existing Plus Project Conditions		Background Without Project Conditions		Background Plus Project Conditions		Cumulative Without Project Conditions		Cumulative Plus Project Conditions	
					Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
1	Samuel Street - 30th Avenue (West)	All-Way Stop	D	AM	13.3	B	13.4	B	13.5	B	13.5	B	15.4	C	15.5	C
				PM	18.2	C	18.5	C	18.6	C	18.9	C	24.4	C	24.9	C
2	30th Avenue (East)	One-Way Stop	D	AM	17.8	C	18.0	C	18.0	C	18.2	C	20.9	C	21.2	C
				PM	27.8	D	28.4	D	28.6	D	29.2	D	39.3	E	40.2	E
				AM									18.2	C	18.3	C
3	32nd Avenue	One-Way Stop	D	PM									23.5	C	23.8	C
				AM	13.3	B	13.4	B	13.4	B	13.5	C	14.3	B	14.4	B
				PM	15.1	C	15.2	C	15.2	C	15.3	C	16.6	C	16.8	C
4	38th Avenue	All-Way Stop	D	AM	13.2	B	13.2	B	13.5	B	13.6	B	15.0	B	15.1	B
				PM	20.9	C	21.6	C	21.7	C	22.4	C	28.6	D	30.0	D
5	Commercial Driveway - 40th Avenue	Two-Way Stop	D/D	AM	14.7/15.0	B/C	14.8/14.9	B/B	14.8/15.1	B/C	15.0/15.0	C/C	16.1/16.4	C/C	16.2/16.3	C/C
				PM	13.7/15.0	B/C	13.8/15.8	B/C	13.7/15.2	B/C	13.9/16.0	B/C	14.9/16.7	B/C	15.0/17.6	C/C
6	41st Avenue	All-Way Stop	D	AM	18.4	C	18.7	C	18.7	C	18.9	C	23.9	C	24.3	C
				PM	27.6	D	29.9	D	28.5	D	30.9	D	45.8	E	48.5	E
				AM									7.2	A	7.2	A
			With Improvement	PM									9.1	A	9.2	A

Notes:

- NB, SB, EB, WB = Northbound, Southbound, Eastbound, Westbound
- Overall Santa Cruz County level of service objective is LOS C. However, LOS D is the minimum acceptable level of service if costs, right-of-way requirements, or environmental impacts of maintaining LOS under this policy are excessive. Side-street standard is assumed as LOS E.
- For all-way stop intersections, delay is average overall delay in seconds per vehicle (sec/veh). For one- and two-way stop intersections, delays are side-street operations, also in seconds per vehicle (sec/veh).
- Analysis performed using 2010 Highway Capacity Manual methodologies.
- Level of service calculations can be found in Appendices C through H.
- LOS highlighted in red indicates intersection operating below level of service standard.
- LOS with a thick black border represents a significant impact. Resulting levels of service with recommended improvements noted under "With Improvement". A list of applied improvements can be found on Exhibit 5B.

Keith Higgins
Traffic Engineer

Exhibit 5A
Intersection
Levels of Service

	N-S Street	E-W Street	Existing Intersection Control	Existing Conditions	Existing Plus Project Conditions	Background Without Project Conditions	Background Plus Project Conditions	Cumulative Without Project Conditions	Cumulative Plus Project Conditions
1	Samuel Street - 30th Avenue (West)	Portola Drive	All-Way Stop	None Required	None Required	None Required	None Required	None Required	None Required
2	30th Avenue (East)	Portola Drive	One-Way Stop	None Required	None Required	None Required	None Required	Implement Pleasure Point Commercial and Mixed-Use Corridor Roadway Improvements	Implement Pleasure Point Commercial and Mixed-Use Corridor Roadway Improvements
3	32nd Avenue	Portola Drive	One-Way Stop	None Required	None Required	None Required	None Required	None Required	None Required
4	38th Avenue	Portola Drive	All-Way Stop	None Required	None Required	None Required	None Required	None Required	None Required
5	Commercial Driveway - 40th Avenue	Portola Drive	Two-Way Stop	None Required	None Required	None Required	None Required	None Required	None Required
6	41st Avenue	Portola Drive	All-Way Stop	None Required	None Required	None Required	None Required	Signalize Intersection	Signalize Intersection

Notes:

1. L, T, R = Left, Through, Right
2. NB, SB, EB, WB = Northbound, Southbound, Eastbound, Westbound

Keith Higgins
Traffic Engineer

Exhibit 5B
Recommended Intersection
Improvements

EXHIBIT I

TRIP GENERATION RATES	ITE LAND USE CODE	AM PEAK HOUR				PM PEAK HOUR			
		DAILY TRIP RATE	PEAK HOUR RATE	PEAK % OF ADT	% IN OUT	PEAK HOUR RATE	PEAK % OF ADT	% IN OUT	% IN OUT
Multifamily Housing (Low-Rise) (per unit)	220	7.32	0.46	6%	23%	0.56	8%	63%	37%
General Office Building (per 1,000 sq. ft.)	710	9.74	1.16	12%	86%	1.15	12%	16%	84%
Shopping Center (per 1,000 sq. ft.)	820	37.75	0.94	2%	62%	3.81	10%	48%	52%

PROPOSED USE	PROJECT SIZE	AM PEAK HOUR				PM PEAK HOUR			
		DAILY TRIPS	PEAK HOUR TRIPS	PEAK % OF ADT	% IN OUT	PEAK HOUR TRIPS	PEAK % OF ADT	% IN OUT	% IN OUT
Apartments	33 units	242	15	6%	3	12	18	7%	11
Leasing Office	400 sq. ft.	4	1	13%	1	0	1	25%	0
Retail	8,845 sq. ft.	334	8	2%	5	3	34	10%	16
Subtotal:		580	24	9	15	53	27	26	7
Credit for Existing Site Uses: ³		-82	-8	-6	-2	-10	-3	-7	-7
Total:		498	16	3	13	43	24	19	19

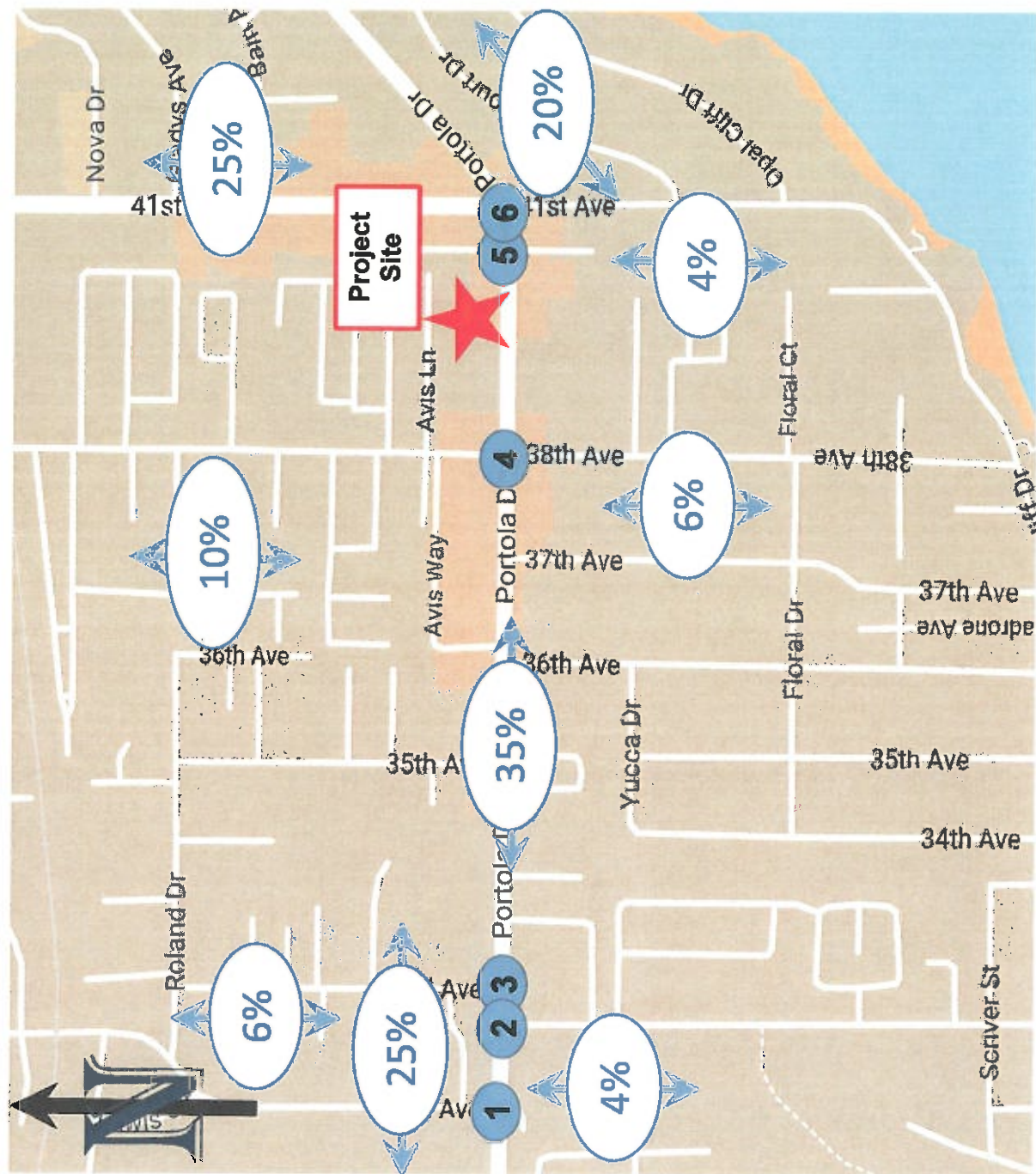
Notes:

1. Trip generation rates published by Institute of Transportation Engineers (ITE), *Trip Generation Manual*, 10th Edition, 2017.
2. sq. ft. = square feet
3. Trip generation for existing site uses from *Traffic Impact Report for Mixed-Use Project at 3911 Portola Drive*, Pang Ho Associates, 2004.

Keith Higgins
Traffic Engineer

Exhibit 6A
Project Trip Generation

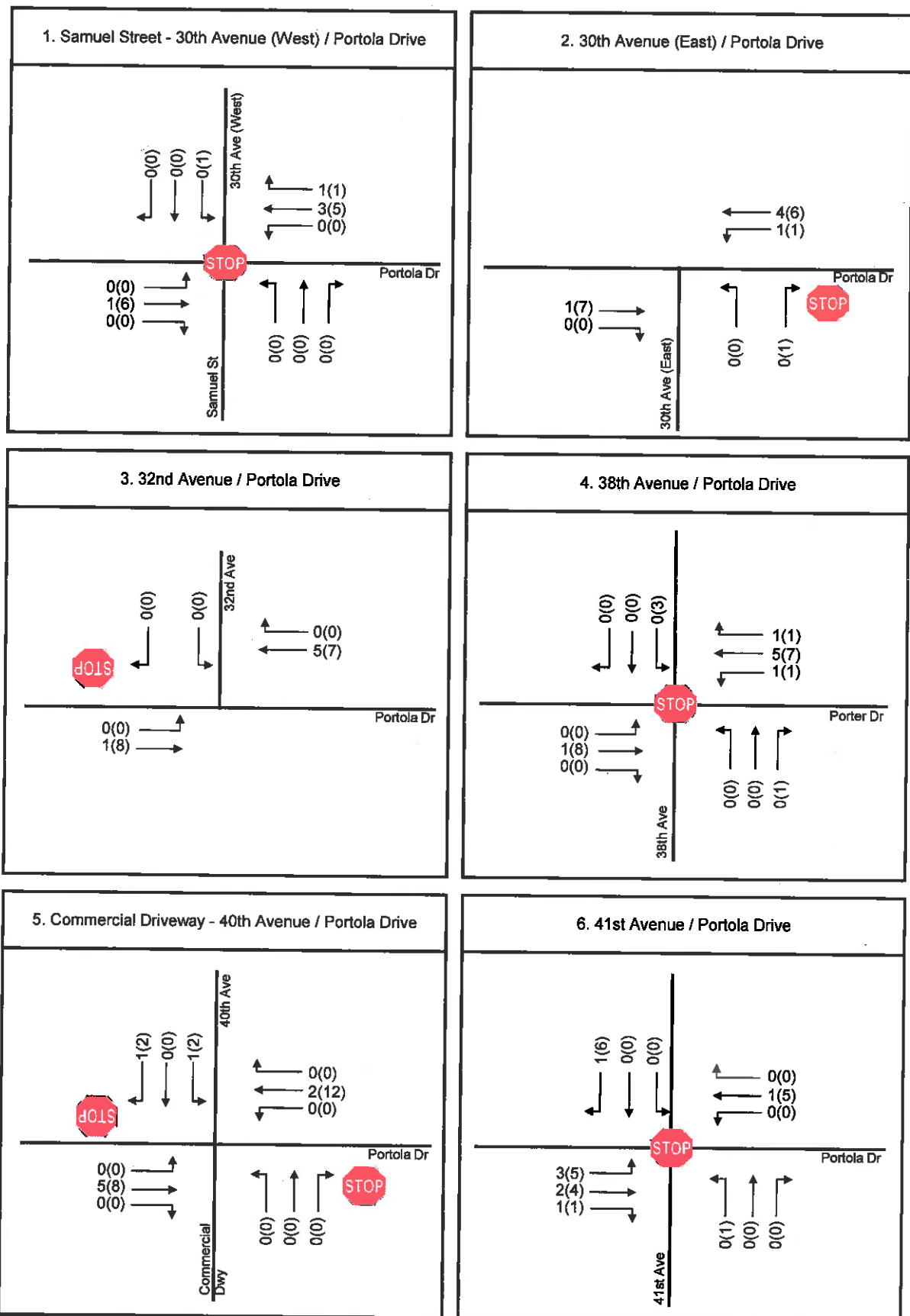
EXHIBIT I



Basemap Source: Google Maps, 2018.

Keith Higgins
Traffic Engineer

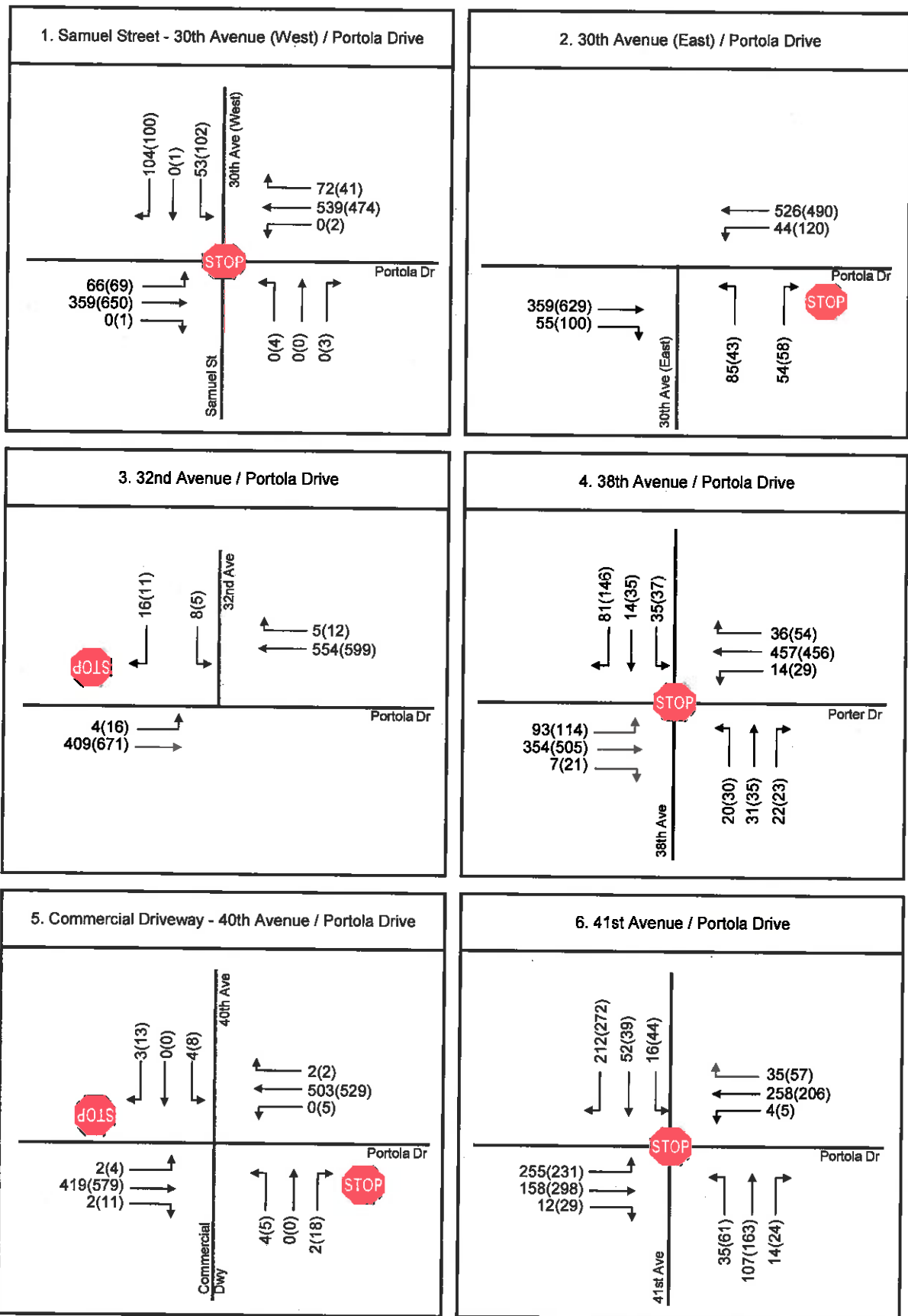
Exhibit 6B
Project Trip
Distribution



Keith Higgins
Traffic Engineer

Exhibit 7
Project Trip Assignment
AM & PM Peak Hour Volumes

EXHIBIT I



Keith Higgins
Traffic Engineer

Exhibit 8
Existing Plus Project Conditions
AM & PM Peak Hour Volumes

EXHIBIT I

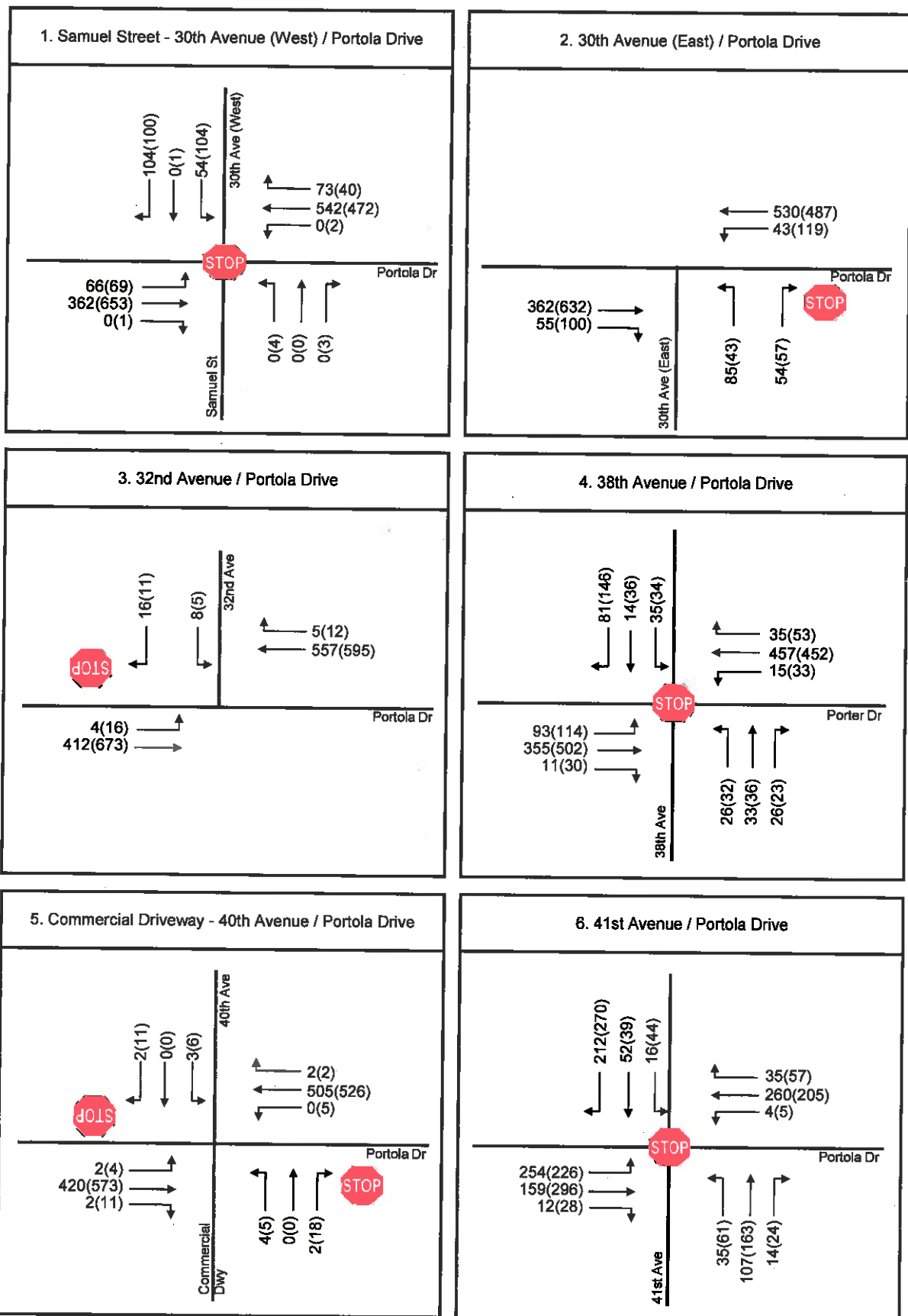
Project	Size	Daily Trips	AM Peak Hour		PM Peak Hour	
			Total	In Out	Total	In Out
Santa Cruz County						
1. Nissan of Santa Cruz ³	-	168	-5	11 -16	26	5 21
2. Discretion Brewing	17,050 sq. ft.	85	12	11 1	11	1 10
3. East Cliff Rowhouses (townhomes)	8 units	76	6	2 4	8	5 3
4. 1240 Chanticleer (home)	1 unit	9	1	0 1	1	1 0
5. The Lumberyard ⁴	-	412	24	8 16	22	20 2
6. 2340 Harper (homes)	11 units	104	8	2 6	11	7 4
7. Paul Minnie Mixed-Use Apartments Office	15 units 3,600 sq. ft.	110 58	7 7	2 5 6 1	8 9	5 3 3 6
8. 3715 Moana (homes)	2 units	19	1	0 1	2	1 1
9. 1412, 1438, 1500 and 1514 Capitola Road ⁵	-	1,398	101	69 32	108	41 67
Total Approved and Pending Projects:		2,439	162	111 51	206	89 117

Notes:

- Traffic volumes are based on trip generation rates cited from *Trip Generation Manual*, 10th Edition, Institute of Transportation Engineers (ITE), 2017, unless otherwise noted.
- sq. ft. = square feet.
- Trip generation for Nissan of Santa Cruz cited from *Santa Cruz Nissan Transportation Impact Analysis*, Kimley-Horn, October 2017.
- Trip generation for The Lumberyard cited from *Development at Portola Drive / 38th Avenue Traffic Impact Study*, Kimley-Horn, January 14, 2015.
- Trip generation for 1412, 1438, 1500 and 1514 Capitola cited from *1412, 1438, 1500 and 1514 Capitola Road Mixed-Use Development*, Santa Cruz County, CA, Jeff Waller Consulting, September 4, 2018.

Keith Higgins
Traffic Engineer

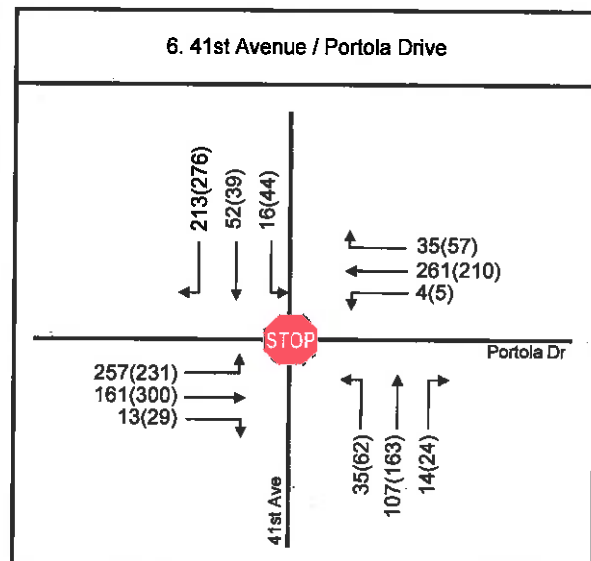
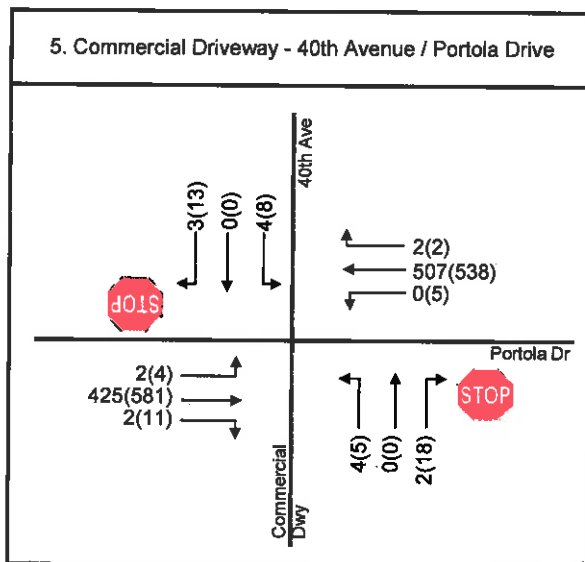
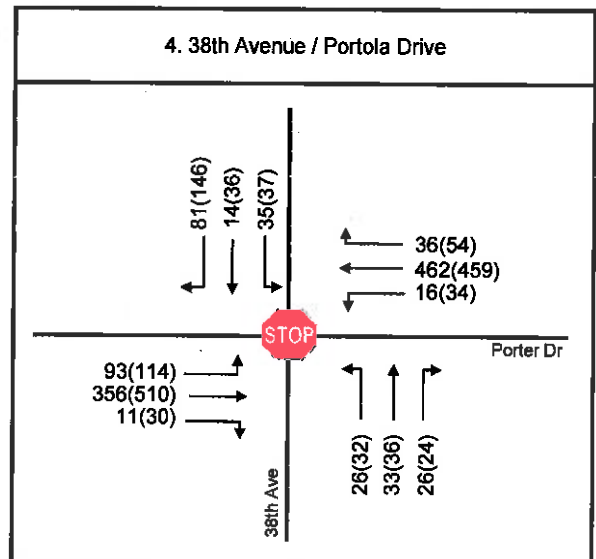
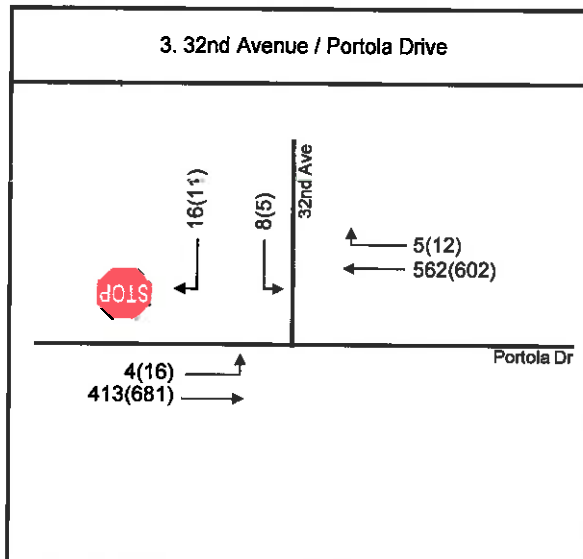
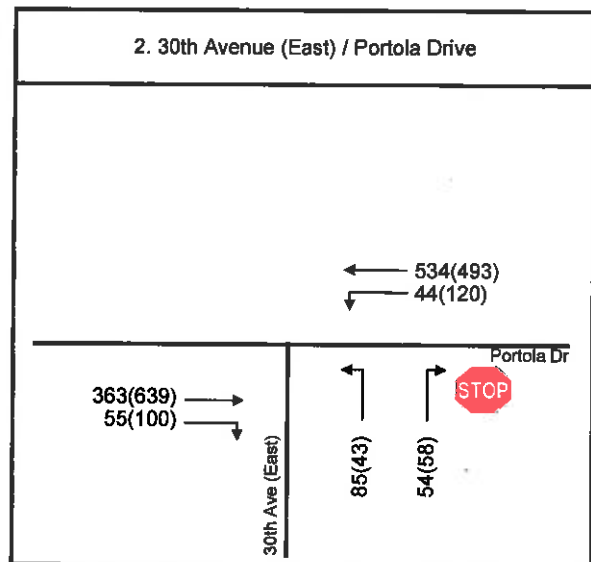
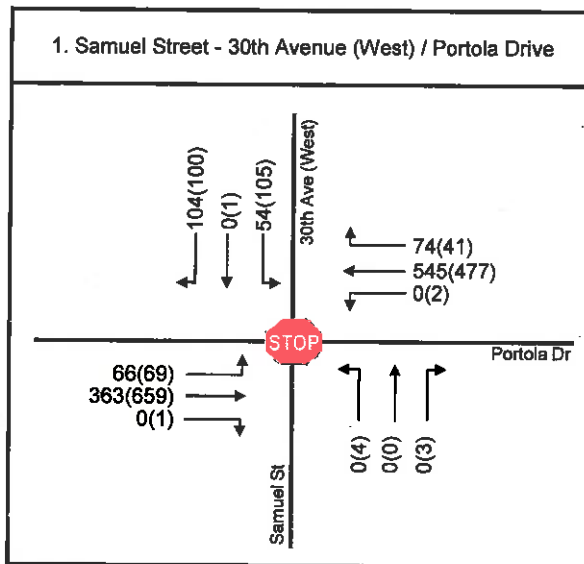
Exhibit 9
Approved and Pending Projects
Trip Generation



Keith Higgins
Traffic Engineer

Exhibit 10
Background Conditions
AM & PM Peak Hour Volumes

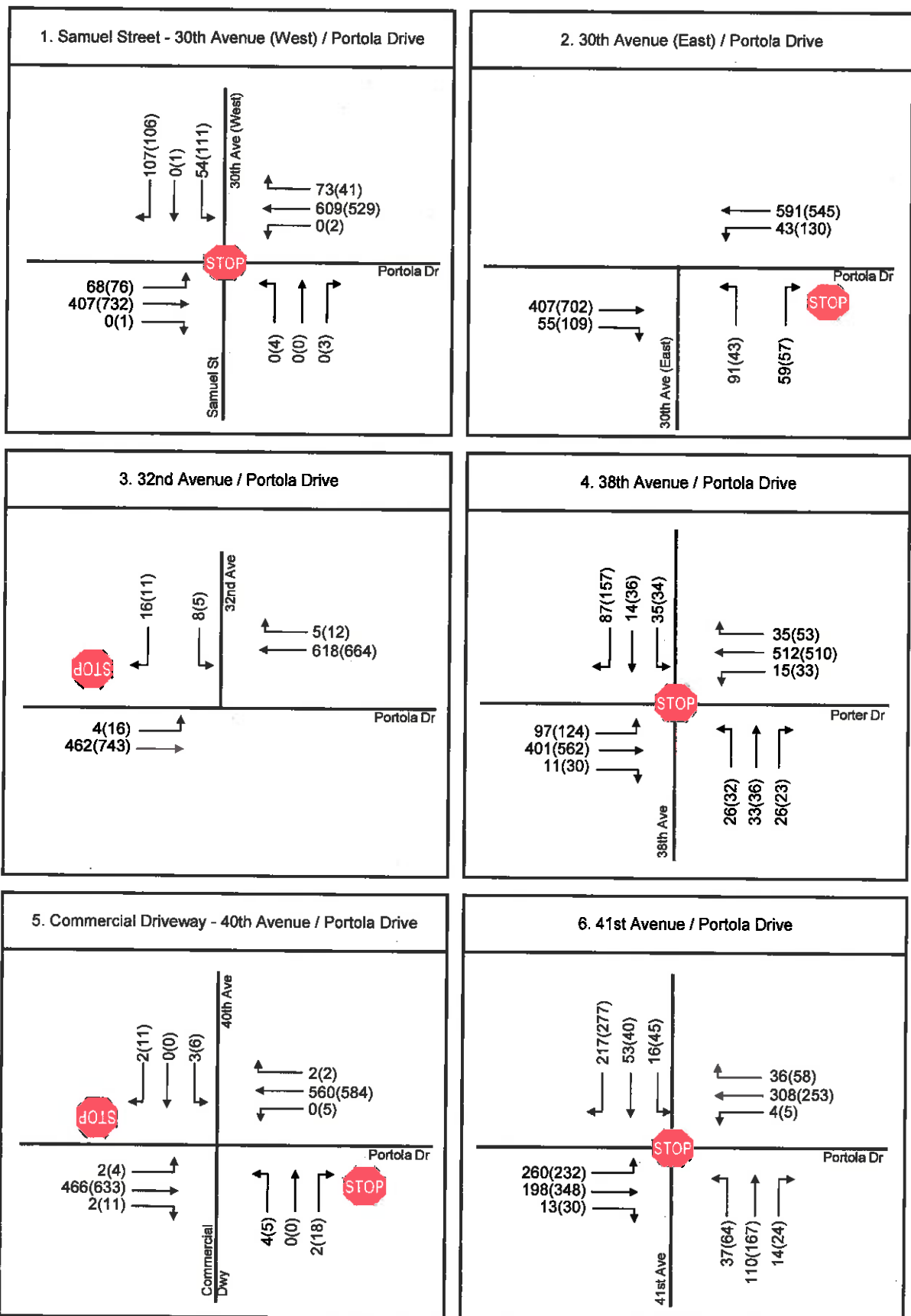
EXHIBIT I



Keith Higgins
Traffic Engineer

Exhibit 11
Background Plus Project Conditions
AM & PM Peak Hour Volumes

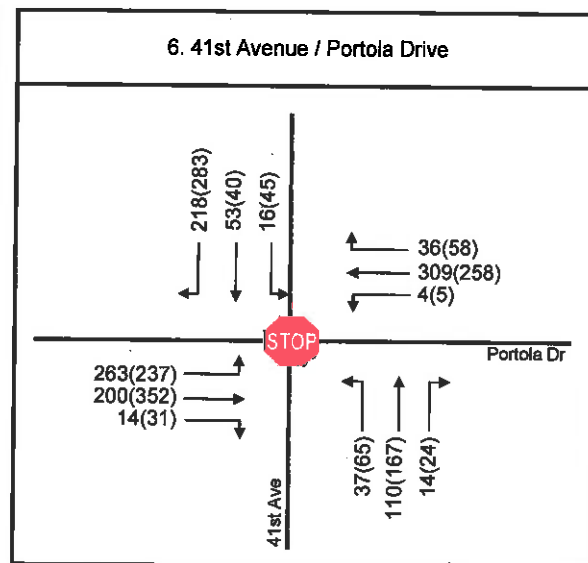
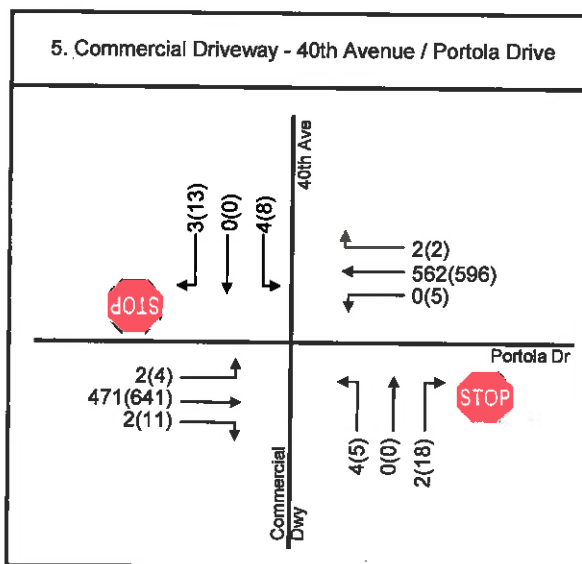
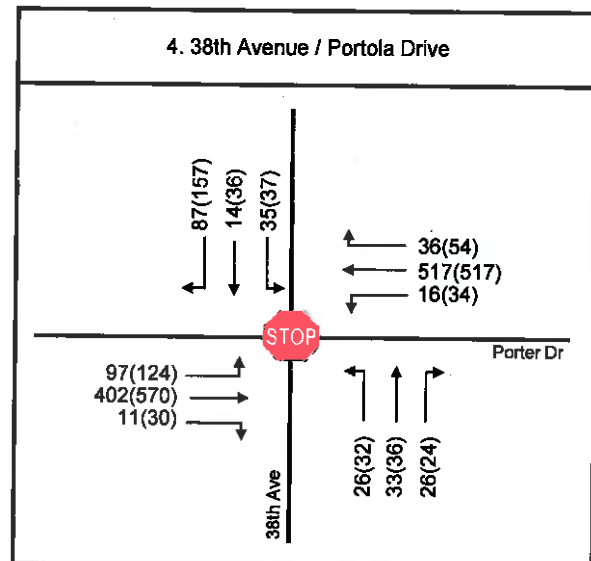
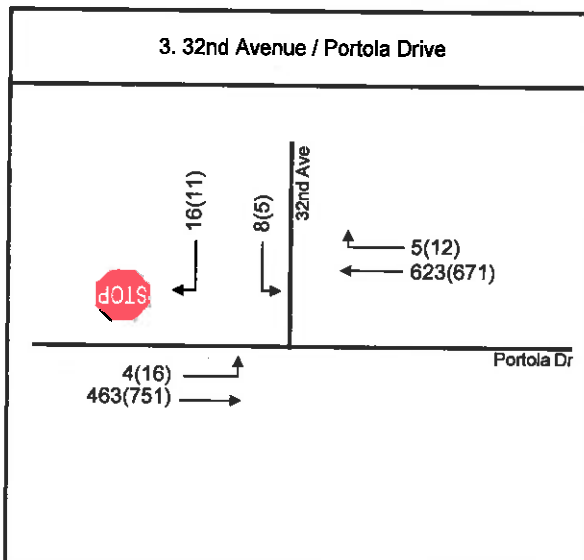
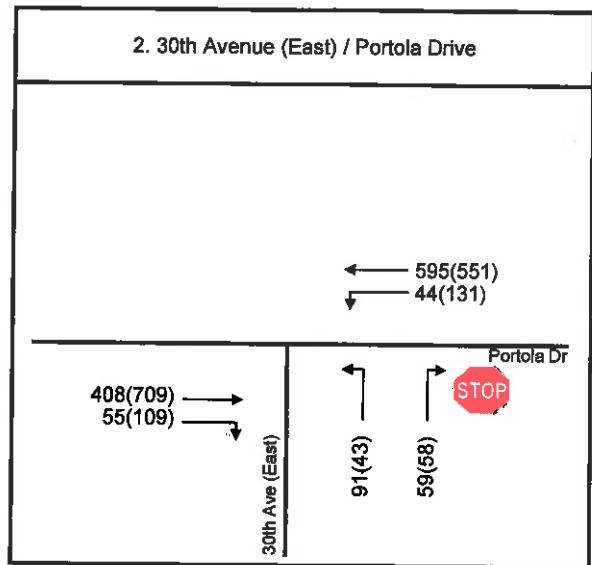
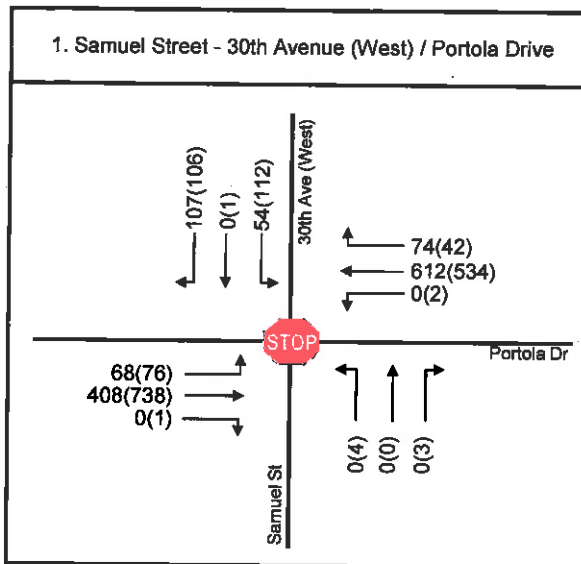
EXHIBIT I



Keith Higgins
Traffic Engineer

Exhibit 12
Cumulative Without Project Conditions
AM & PM Peak Hour Volumes

EXHIBIT I



Keith Higgins
Traffic Engineer

Exhibit 13
Cumulative Plus Project Conditions
AM & PM Peak Hour Volumes

EXHIBIT I

Location	Percent of Net Project Traffic	Daily Project Traffic	Distance from Project (miles)	Vehicle Miles Traveled
Capitola Village	18%	33	1.2	40
Capitola - 41st Ave. Corridor	14%	26	1.0	26
Opal Cliffs	6%	11	0.4	4
Pleasure Point	10%	18	0.9	16
Live Oak	16%	29	2.0	58
San Jose	5%	9	35.5	320
Santa Cruz	26%	48	5.0	240
Watsonville	5%	9	14.6	131
Total:	100%	183		835

Apartment Occupants per Unit:	2.51
Number of Apartments:	33
Number of People Living in Apartments:	83

Average Residential Vehicle-Miles Traveled (miles/resident):	10.1
---	-------------

Notes:

1. Total daily project trips cited from trip generation on Exhibit 6.
2. Trip destinations derived from project trip distribution on Exhibit 7.
3. Apartment Occupants per Unit is average household size in Santa Cruz County in 2010 US Census, per 2015 Santa Cruz County Housing Element, Adopted February 9, 2016.

Keith Higgins
Traffic Engineer

Exhibit 14
Project Vehicle Miles Traveled
Calculation

APPENDICES A-I
ON FILE AT THE
PLANNING DEPARTMENT

NEIGHBORHOOD MEETING

(PROPOSED ALTERNATIVE PROJECT)

(3911 & 3945 PORTOLA DR.)

ABBAS HAGHSHENAS, THE OWNER OF ABOVE PROPERTY INVITES YOU TO JOIN OUR
NEIGHBORHOOD MEETING TO DISCUSS & COMMENT ON THE PROPOSED ALTERNATIVE TO
SENTITLED MIXED USE OF RESIDENTIAL & COMMERCIAL PROJECT THAT WAS APPROVED ON

DATE & TIME:

MARCH 22nd, 5.30-7.30 pm

LOCATION:

**FAIRFIELD INN & SUITES
(MEETING ROOM)**

1255 41st AVE, CAPITOLA, CA, 95010

EXHIBIT J

FOR CONTACT ABBAS HAGHSHENAS, THE OWNER, AT (408)781-6660 OR EMAIL AT APLUSBAYPLUS@AOI
FOR MORE INFORMATION.

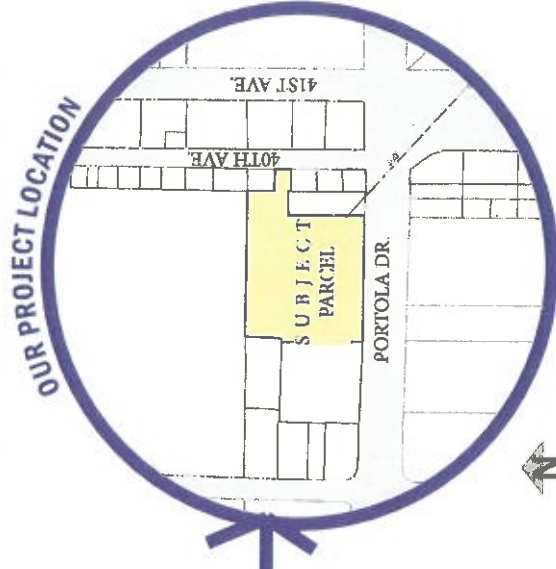
**PLEASURE POINT PLAZA
A MIXED USE OF RETAIL & APARTMENTS
(3911 & 3945 PORTOLA DR.)**

OWNER: ABBAS HAGHSHEENAS

DESIGN: A PLUS CONSULTING & DESIGN SERVICES

INTRODUCTION

PLEASURE POINT CORRIDOR

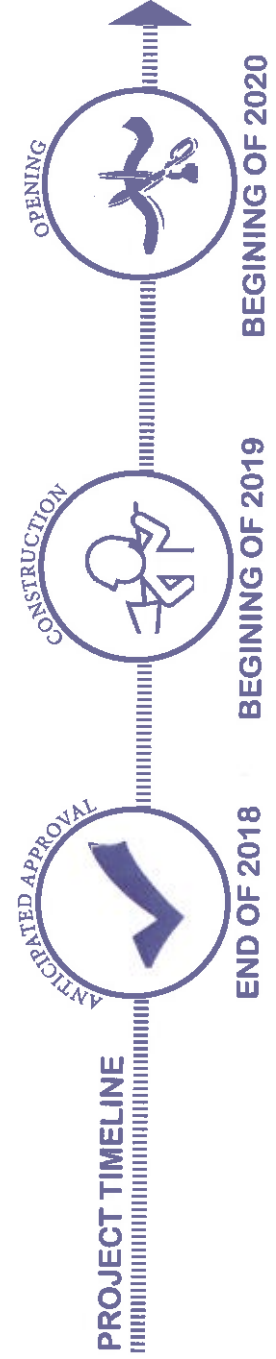


LAND AREA: 52,620 SF (1.2 A.C).

EXIST. ZONING: C2.

EXIST. FUNCTION: YARD SPACE/ STORAGE

APPROVED FOR MIXED USE PROJECT IN 2007.



COMPARISON

ENTITLED PROJECT (2007)



- 2 STORIES.
- 31'6" HIGH.
- 0.48 F.A.R.
- BLDG AREA: 25,560

HOTEL PROJECT (2016)



- 3 STORIES.
- 40' HIGH.
- 1.22 F.A.R.
- BLDG AREA: 64,370

RETAIL & APARTMENTS (2018)



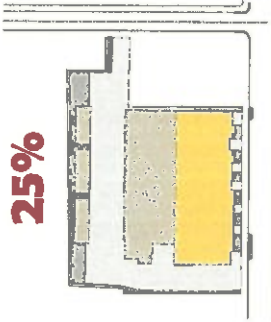
- 2 STORIES.
- 34'3" HIGH.
- 0.63 F.A.R.
- BLDG AREA: 33,125

COMPARISON

**ENTITLED PROJECT
(2007)**

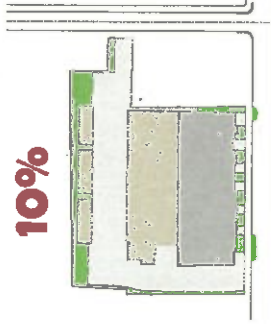
COVERAGE

25%



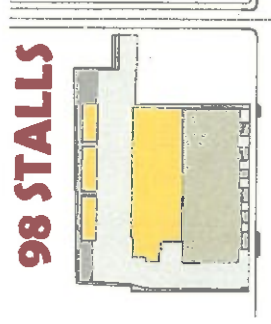
LANDSCAPE

10%



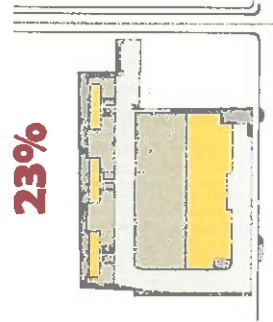
PARKING

98 STALLS

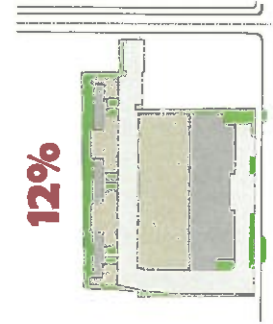


**HOTEL PROJECT
(2016)**

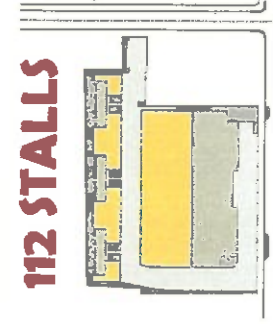
23%



12%

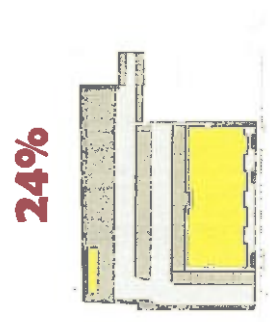


112 STALLS

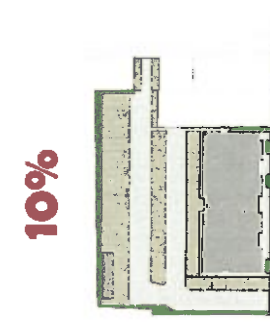


**RETAIL & APARTMENTS
(2017)**

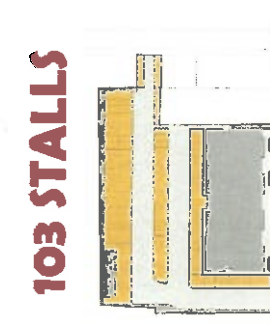
24%



10%



103 STALLS



4

EXHIBIT J

COMPARISON

YOU TOLD US!

(COMMUNITY'S SUGGESTIONS)

- MIXED USE PROJECT WITH RESIDENTIAL USES ON THEIR UPPER FLOORS WHILE DISCOURAGING NEW HOTELS.



WE DID!

(OUR PROPOSAL)

- CHANGE THE HOTEL PROPOSAL TO MIXED USE OF RETAIL ON THE 1ST FLOOR AND RESIDENTIAL ON THE 2ND FLOOR.

- MIN 12' WIDE SIDEWALK FROM FACE OF CURB.



- ENCOURAGE 15' OR WIDER FURNITURE, OUT-DOOR DINING & LARGER PLANTING STRIPS.



- 17' & 21' SIDEWALK FROM FACE OF CURB.



COMPARISON

YOU TOLD US!

(COMMUNITY'S SUGGESTIONS)

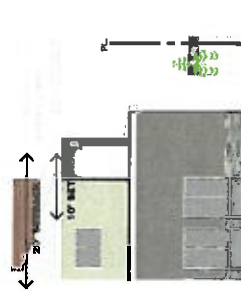
WE DID!

(OUR PROPOSAL)

• REQUIRED UPPER FLOOR TO INCLUDE A SETBACK OF ADDITIONAL **10'** FROM THE REQUIRED SETBACK.



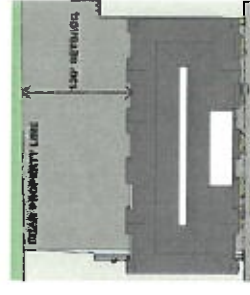
• **10'** SETBACK ON THE 1ST FLOOR AND **20'** SETBACK FROM PROPERTY LINE ON THE 2ND FLOOR.



• MIN **30'** REAR S/B FOR COMMERCIAL USES.



• **130'** S/B FOR COMMERCIAL BUILDING.



• PROVIDE ENOUGH PARKING, ALLOW TANDUM & STACKED PARKING FOR RESIDENTIAL USES.



• PROVIDED 11 EXTRA PARKING STALLS

EXHIBIT J

COMPARISON

YOU TOLD US!

(COMMUNITY'S SUGGESTIONS)

- ENCOURAGE BUILDING, NO TALLER THAN 35'.
- MINIMIZE THE APPEARANCE OF HEIGHT BY LOCATING TALLER PORTIONS OF BUILDINGS IN THE CENTER.



WE DID!

(OUR PROPOSAL)

- 34'3"H ON TALLER PORTION IN THE CENTER & 32'9"H ON THE OTHER PARTS.



- REQUIRED ARTICULATED FRONTAGE.



- USING VARIOUS MATERIALS TO BREAK DOWN THE ELEVATION MASS.

EXHIBIT J

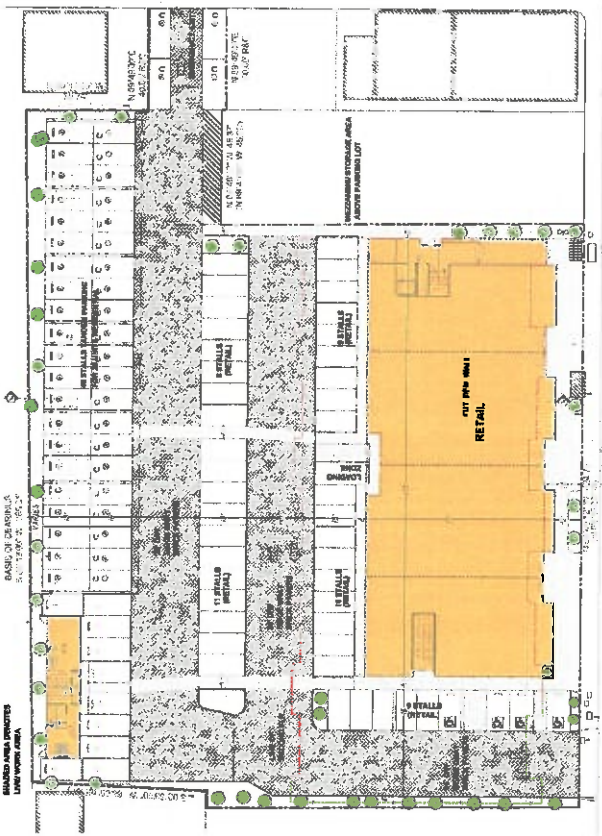
PROJECT DESCRIPTION

PROP. MEZZANINE/ STORAGE AREA

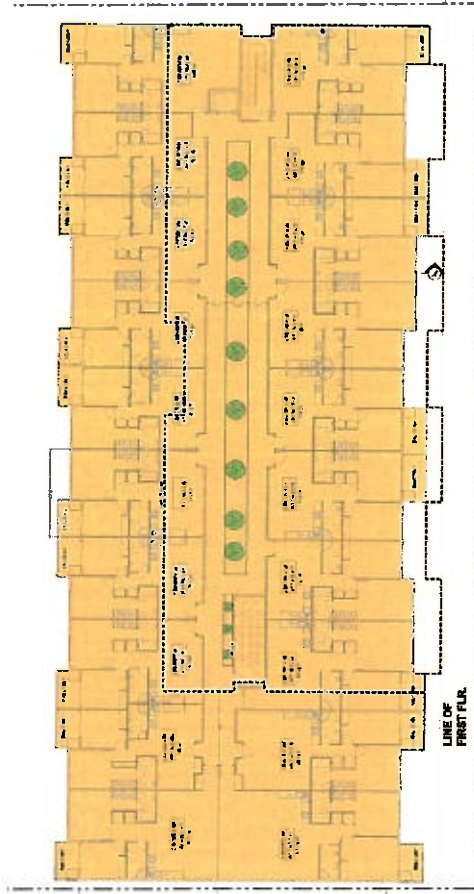


PROP. FIRST FLOOR PLAN

53% RETAIL & MEZZANINE/ STORAGE



PROP. SECOND FLOOR PLAN **47% RESIDENTIAL**



PROJECT DESCRIPTION



REAR ELEVATION



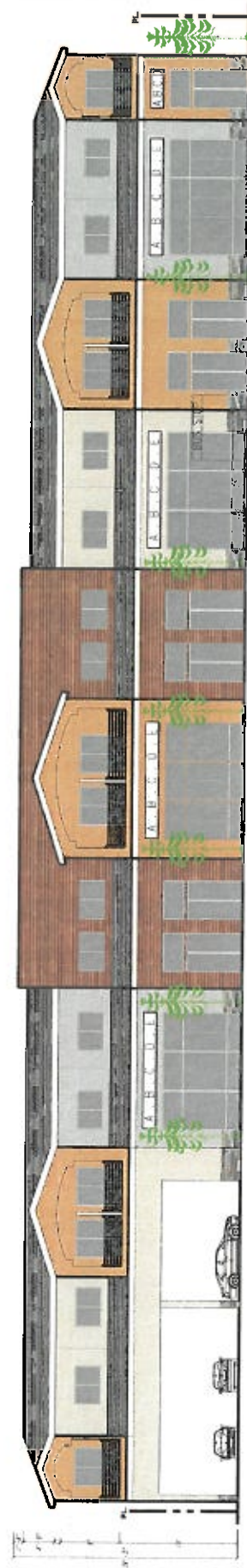
FRONT ELEVATION

PROJECT DESCRIPTION

COLOR SCHEME:



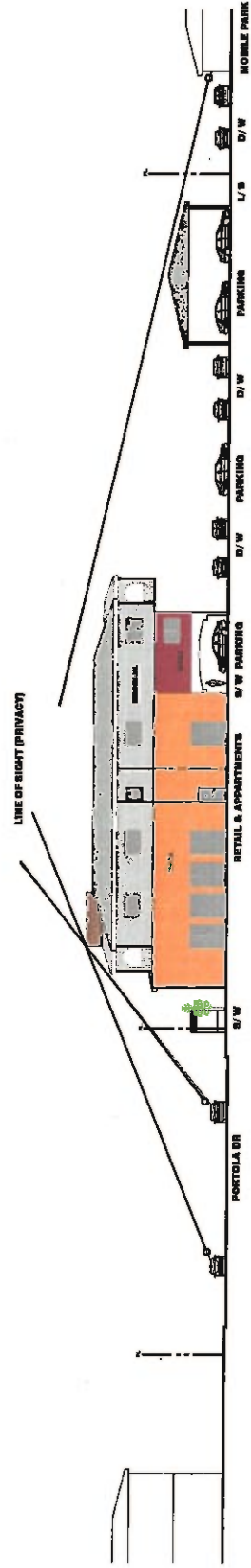
FRONT ELEVATION



FRONT ELEVATION

ADVANTAGES

- **EXTRA PARKING (11 STALLS).**
- **2 STORY BUILDING (34'3" H).**
- **BETTER FRONT SETBACK (10' & 14' 1ST FLR, 20' 2ND FLR).**
- **ADDITIONAL THREE RESIDENTIAL UNITS.**
- **NO MORE OFFICE ON 2ND FLR.**
- **MUCH NEEDED & EASIER PROCESS FOR APARTMENTS THAN CONDOS**



ECONOMIC BENEFITS

- PROVIDES ADDITIONAL UNIT OF HOUSING TO HELP WITH HOUSING SHORTAGE.
- CREATES SHORT TERM CONSTRUCTION JOBS & LONG TERM PERMANANT JOB.
- OFFERS ADDITIONAL RETAIL & SERVICE BUSINESS FOR THE COMMUNITY.
- CREATES HIGHER VALUES FOR PROPERTIES NEARBY.
- REMOVES BLIGHT ON THE EXISTING SITE.

WE NEEDED YOUR SUPPORT!

THANKS FOR YOUR TIME!

NEIGHBORHOOD MEETING LOG(03.22.18)

NO	NAME	ADDRESS	PHONE	EMAIL	COMMENT/ CONCERN
1	Lyn Hood	635-36th			Nice job - took concerns from
2	PADI Romero	3708 Joad Rd		cybercabrillo.edu	PT. 602. Plan into consideration
3	Marjorie Gabay	3811 Portola		plump@comcast.net	
4	Taylor Smith	13013 Porters Dr.			
5	Kevin Warner	670-37th Ave		Smith@Alliance.com	(email presentation)
6	Grace McCullough	500 34th			
7	Marla Schutten	591 34th			
8	Lisa Buren	5051 Pleasant St			
9	PERCELA & 20th - Davis	245 38th Ave			
10	Tara Gasta	230 - 30th Ave		tara.gasta@gmail.com	
11	Tal Melon	930 35th Ave			
12	Tom McGarvey	930 35th			
13	Kevin Burton	3051 Pleasant Dr			
14	Dan R. B.	22460 E Dr		peterdand@gmail.com	
15	John Leopold	3136 Grand		john.leopold@sonoma-county.us	
16	Barbara Mason	701 Ocean St SE		barbara.mason@sonoma-county.us	
17	Julia Davis	545 38th Ave SE		email2send@gmail	

NEIGHBORHOOD MEETING LOG(03,22,18)

NO	NAME	ADDRESS	PHONE	EMAIL	COMMENT/ CONCERN
18	Vic Rader	470 38th Ave	703 501-5639	Pedrauskas rader@pedrauskas.com	traffic, height congestion
19	Courtney Wells	4160 Bie Way	831 332-5573	courtney60 wells@gmail.com	
20	Sean Sullivan	929 Paget Ave	831 332-5586	sean@sullivan.com	
21	Bob Stakem	241 30th Ave			
22	Mike Jani	535 30th Ave		mjanic@meado co.com	
23	Jared Fikvesky	840 38th Ave	831-818 2769	jared.fikvesky@gmail.com	
24	Emily "	" "	"	defigordie@snapweek.com	
25	Carin Hanna	680 37th Ave	475 4724	CARINHANNA@ AOL.COM	parking
26	Glenon Hanna	" "	"	"	"
27	Matthew Basile	4200 Conant Dr	345 2938		
28	Brian Peterson	4425 Fortola	575 935-7	bsparks@gmail	look -> more local flavor
29	Sabine Dubois	4425 Fortola	See above	See above	indoor/outdoor spaces
30	Sola Sarmento	710 38th Ave	475- 4036	SolaSarmento@yahoo.com	traffic congestion street parking
31	Deborah Salisbury	526 38th Ave	462- 0930	deb2@sbcglobal.net	
32	Rudolph Barrios	528-38th Ave	462- 0930	rudolphbarrios @sbcglobal.net	
33	Steven Gubay	3940 34th Dr	475	Gubay	neighbor
34	PATRICK WILLIAMS	711 38th Ave	(831) 332-9025	PATRICKS13318@gmail.com WANTS NAME OF PUFFLE	Neighbor concerned

ENGAGE

1995
5/7/95

✓ 100

Dear Mr. Haghshenas and Ms. Boroumand*

- Please find our summary of comments and questions re: your Pleasure Point Plaza project.
- We appreciate your efforts to be inclusive per incorporating local “wants” into this design.
- We anticipate Pleasure Point Plaza being a successful addition to our Village design style!
- In advance, we look forward to hearing from you for clarification - agreements.

Sincerely, Patti Brady for Save Pleasure Point

To: Mr. Abbas Haghshenas, Developer, Ms. Leila Boroumand, Urban Planner, Project Designer

As Michael Ready relayed SPpt. is bullish on this project! We are extremely pleased with your renewed efforts to develop 3911 & 3945 Portola Dr.; new rental housing is much needed. Below please find SPpt.'s comments for attention or clarification. We look forward to Pleasure Point Plaza's opening day!

Sincerely, Patti Brady for Save Pleasure Point

PARKING – requirements, allowances, actuals and concerns

- The 3/22 community meeting relayed that the project had 103 on-site parking spaces (everyone was thrilled; what happened?)
- 3/28 Design document narrative relays
 - the on-site parking requirement is 99 on-site spaces
 - that per a 10% shared use allowance a reduction to 90 spaces is allowed note: *we do not find a code section re: a 10% allowance of reduced spaces for shared-use*
 - the project has 98 on-site parking spaces (loading included); however, loading is not a parking space. Minus loading, as follows the actual on-site spaces are 97:
 - 53 residential (16,13,18, 5)
 - 40 biz parking (8,6,8,5,6 + 2 near 40th Ave*)
 - + 4 ADA spaces
- Will the retail and office parking spaces be for patrons – clients only?
- If so, is there enough on-site parking?
 - Examples: an apartment has 3 working adults - 3 cars; their 2-car space is filled: where on-site does the 3rd tenant park their car? Where will tenant guests park? Where will retail – office staff park?
- Potential 40th Ave Exit Adjustment: a SPpt. steering committee member, also on the Fire Board, has noted a ladder truck trying to exit onto 40th might have difficulty making the swing; to widen this exit the 2 L-side spaces would have to be removed reducing the parking space count to 95
- ADA parking: a positive safety action is moving the 4 ADA's from the driveway entry to the far end of that parking bay or around the corner: a disabled driver entering or exiting may take a more time resulting in driveway's entry becoming congested
- Apartments should have assigned tandem parking spaces (1A & 1B; 2A & 2B, etc.)

BUILDING DESIGN – EXTERIOR

- Unique, upscale drought-resistant landscaping and well-placed lighting would enhance and soften the structure's strong straight line appearance
- Exterior: please NO dark paint or dark wood as noted on the design document
 - Use of contemporary colors would bring the style of Lower 41st Avenue around the corner thus, positively expanding Ppt.'s Village spirit onto Portola Dr.
 - Old world stucco finishes, other textures and/or mottled finishes would also be attractive

Lezanne Jeffs

From: leila boroumand <leila1515@yahoo.com>
Sent: Tuesday, September 3, 2019 4:42 PM
To: Patti Brady; Michael Ready; Abbas Haghshenas; Lezanne Jeffs
Subject: Third neighborhood meeting for a mixed use project on 3911 Portola dr
Attachments: INVITATION LETTER.jpg

Hello everyone,

As you might know, our project is scheduled for September 25th public hearing and we would like to have the final neighborhood meeting prior to that. Therefor, we would be happy to see you all on September 11th, 6:00-7:00 pm at Suda restaurant across the subject site. We have sent the invitation letter to the neighbors. However, appreciate if you can inform those who are interested to learn more about our final proposal.

Best,
Leila Boroumand for Abbas Haghshenas

**THIRD NEIGHBORHOOD MEETING
(PROPOSED PROJECT)
(3911 & 3945 PORTOLA DR)**

ABBAS HAGHSHENAS, THE OWNER OF THE ABOVE PROPERTY, INVITES YOU TO JOIN OUR NEIGHBORHOOD MEETING TO LEARN MORE ABOUT THE REVISED PLANS. THIS

PROJECT IS SCHEDULED FOR SEPTEMBER 25th PUBLIC HEARING.

(SUBJECT PROJECT WAS ENTITLED FOR A MIXED USE OF A RESIDENTIAL & COMMERCIAL ON 2007)

DATE & TIME:

SEPTEMBER 11th, 6:00-7:00 PM

LOCATION:

**SUDA RESTAURANT, 3910 PORTOLA DR.
(ACROSS FROM SUBJECT SITE)**

PLEASE CONTACT ABBAS HAGHSHENAS, THE OWNER, AT (408)781-6660 OR EMAIL AT APLUSBAYPLUS@AOL.COM FOR MORE INFORMATION.

NEIGHBORHOOD MEETING LOG (09/11/2019)

NO	NAME	ADDRESS	PHONE	EMAIL	COMMENT/ CONCERN
	Lyn Hood	635 36th Ave.	-	lynhoo@earthlink.net	1 parking
	David Schwartz	4768 Saywell Dr #866	-	daschw@earthlink.net	
	Vera Brown	" "		verabrown@gmail.com	
	Karen Tobin	574 37th Ave	-	ktobin@earthlink.net	
	Joyce Friedman	460 38th St		imass@earthlink.net	
	John + Deborah Davis	500 37th Ave		patrizia2@earthlink.net	
	Lowell Marcus	501 37th Ave		lowell.marcus@gmail.com	
	Linda Marcus	500 37th Ave		BERNARD@GMAIL.COM	
	John + Deborah Davis	545 38th Ave		debjohnclavis@gmail.com	
	John + PADI Romero	3708 Floral Dr.		plumpr@earthlink.net	
	Patti Ellen	3912 Parkside Dr #4		pattie.walters@earthlink.net	
	John Ellen	3912 Parkside Dr #4		pattie.walters@earthlink.net	
	Martha Anderson	905 40th Ave		Sarasha517@earthlink.net	Parking
	Sara Sha	921 40th Ave.			
	Scott Dubois	350 13th Ave SE.		Scott-dubois22@earthlink.net	everybody efficiency
	Zack Stuchlik	2750 Kingsley		zackstuchlik@gmail.com	

eliminate lanes for cars. + parking expansion

2

[illegible]

PLEASURE POINT PLAZA
A MIXED USE OF RETAIL & APARTMENTS
(3911 & 3945 PORTOLA DR.)
SANTA CRUZ, CA

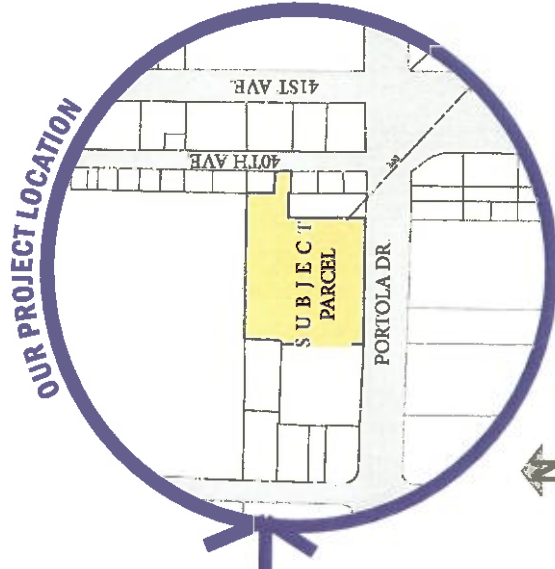
OWNER: ABBAS HAGHSHEENAS

DESIGN: A PLUS CONSULTING & DESIGN SERVICES

1

INTRODUCTION

PLEASURE POINT CORRIDOR

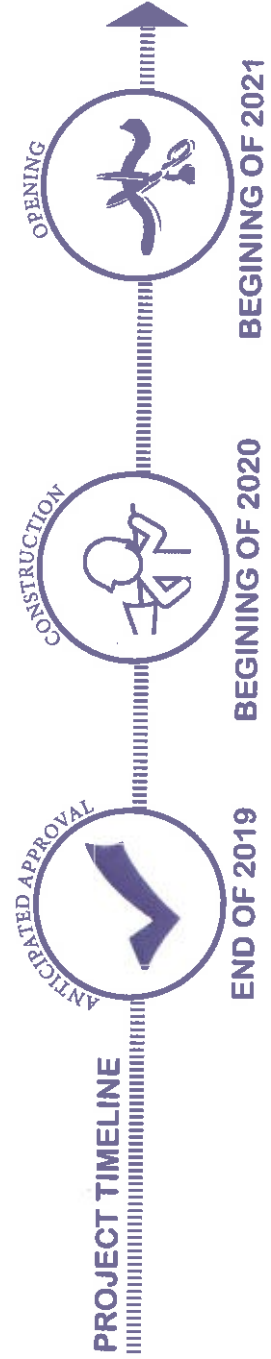


LAND AREA: 52,620 SF (1.2 A.C.)-

EXIST. ZONING: C2.

EXIST. USE: YARD SPACE/ STORAGE

APPROVED FOR MIXED USE PROJECT IN 2007.



ENHANCED DENSITY BONUS

ENHANCED DENSITY BONUS OPTION

(UNDER SCCC 17.12)

* THE PROJECT IS ALLOWED TO CONSIST OF **72%** RESIDENTIAL AND **28%** COMMERCIAL FLOOR AREA.

FOUR VERY LOW INCOME UNITS

* THE PARKING REQUIREMENT **SCCC.17.12.090.**

0-1 BR UNIT: 1 ONSITE PARKING SPACE

2-3 BR UNIT: 2 ONSITE PARKING SPACES.

THE PROJECT SHALL NOT REQUIRE GUEST PARKING.

ENHANCED DENSITY BONUS

ENHANCED DENSITY BONUS OPTION

(UNDER SCCC 17.12)

• **8,845 SF** RETAIL/ OFFICE GORSS AREA (28%)

• **22,715 SF** RESIDENTIAL AREA (72%)

• PROVIDE **33 TOTAL RENTAL** UNITS.

• PROVIDE **4 VERY LOW INCOME** UNITS.

(20) 2BR UNITS, (13) 1BR UNITS

(2) 2BR, (2) 1BR UNITS

• REQUIRED PARKING: **76 STALLS**

• PROVIDED PARKING: **96 STALLS**

COMPARISON

ENTITLED PROJECT (2007)



- 2 STORIES.
- 31'6" HIGH.
- 0.48 F.A.R.
- BLDG AREA: 25,560

RETAIL & APARTMENTS 20 UNITS(2018)



- 2 STORIES.
- 34'3" HIGH.
- 0.63 F.A.R.
- BLDG AREA: 33,125

RETAIL & APARTMENTS 33 UNITS(2019)



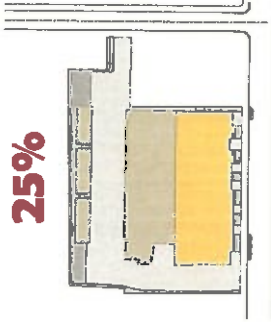
- 2 STORIES.
- 35' HIGH.
- 0.60 F.A.R.
- BLDG AREA: 31,560

5

COMPARISON

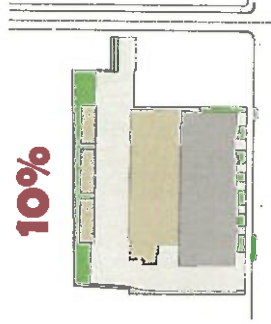
COVERAGE

25%



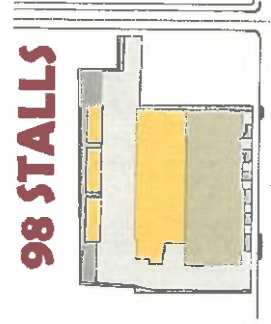
LANDSCAPE

10%



PARKING

98 STALLS



**ENTITLED PROJECT
(2007)**

24%



10%



103 STALLS



**RETAIL & APARTMENTS
20 UNITS(2018)**

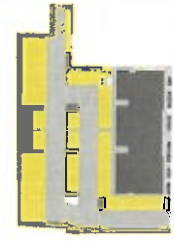
21%



13%



96 STALLS

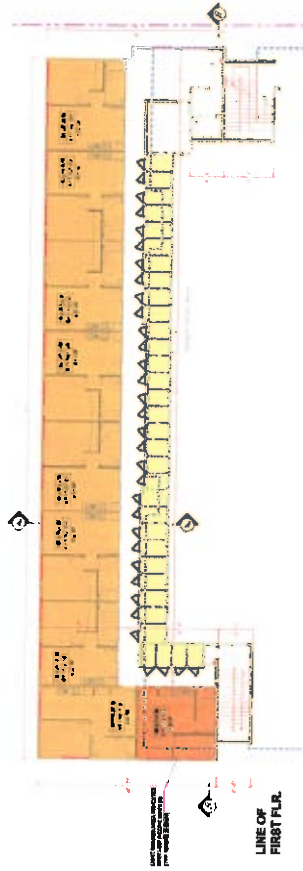


**RETAIL & APARTMENTS
33 UNITS(2019)**

PROJECT DESCRIPTION

28% RETAIL/ OFFICE
72% RESIDENTIAL

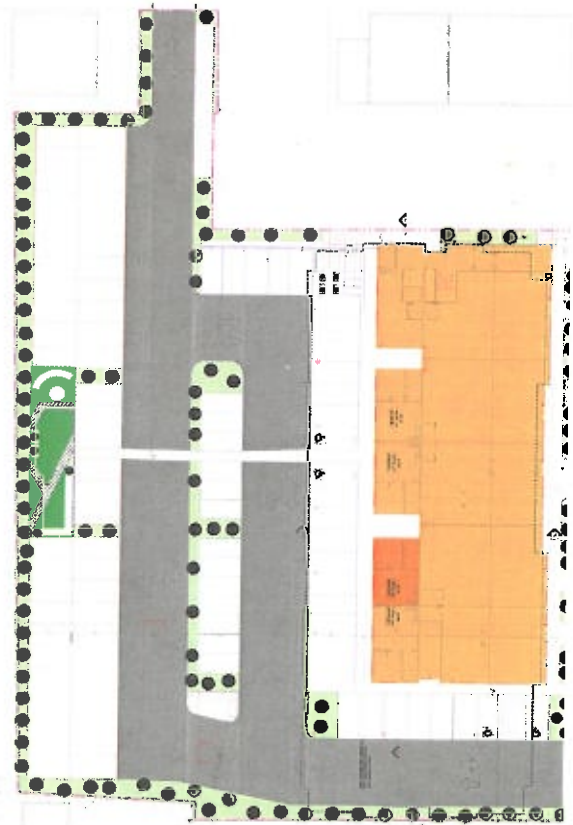
PROP. 1ST FLOOR (9 1BR UNITS)



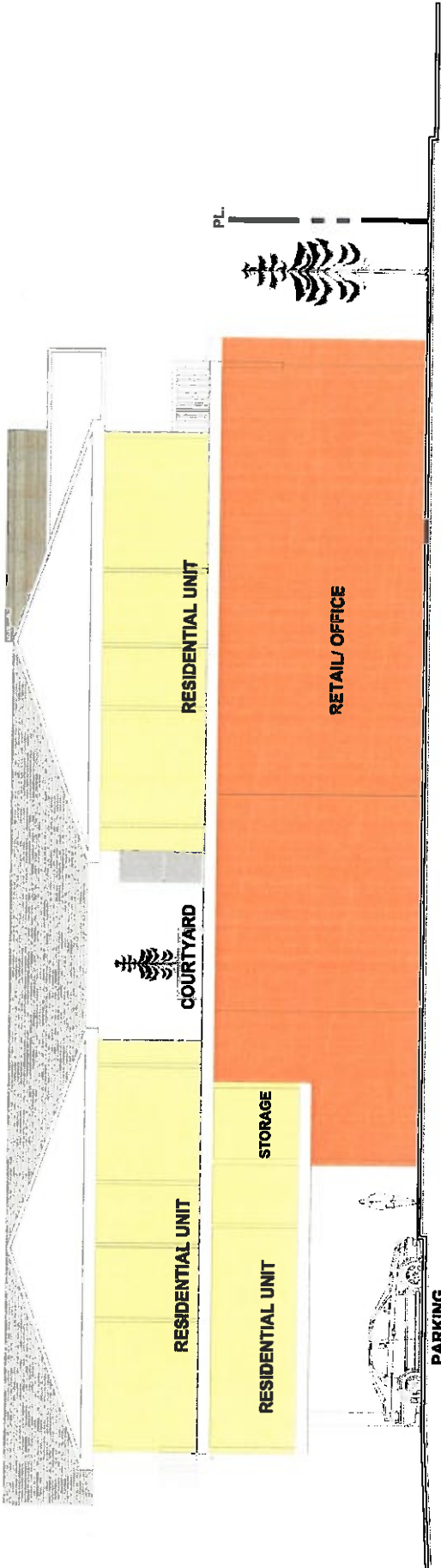
PROP. SECOND FLOOR PLAN (20 2 BR UNITS)



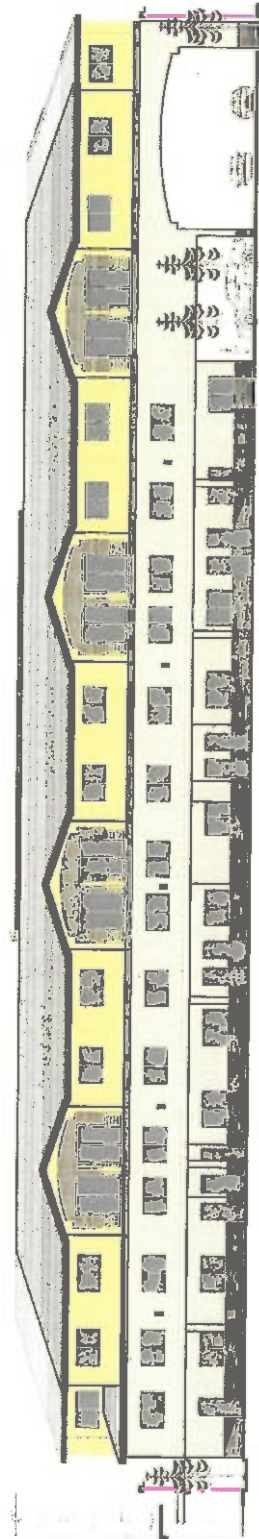
PROP. GROUND FLOOR PLAN (8,845 SF RETAIL, 4 1BR UNITS)



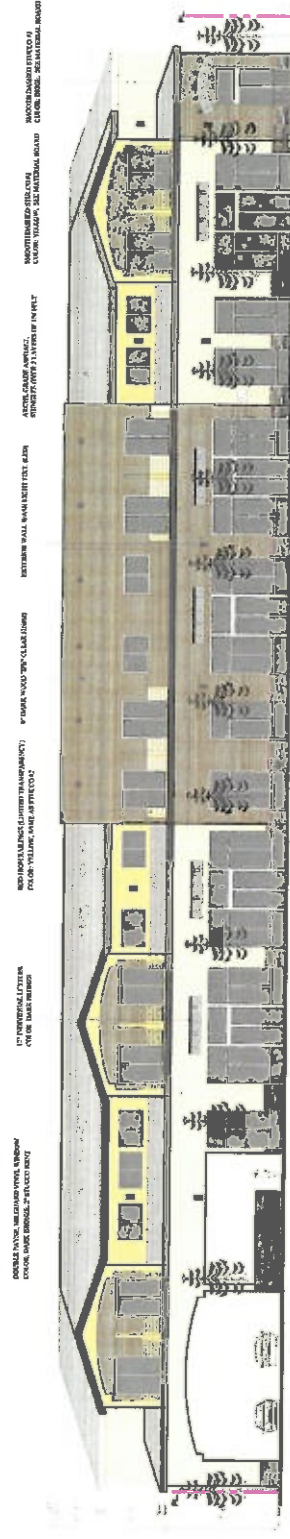
PROJECT DESCRIPTION



PROJECT DESCRIPTION

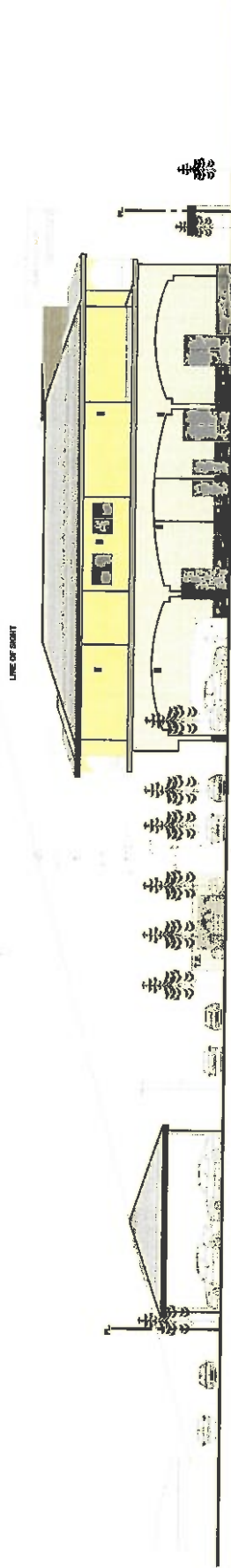


NORTH ELEVATION

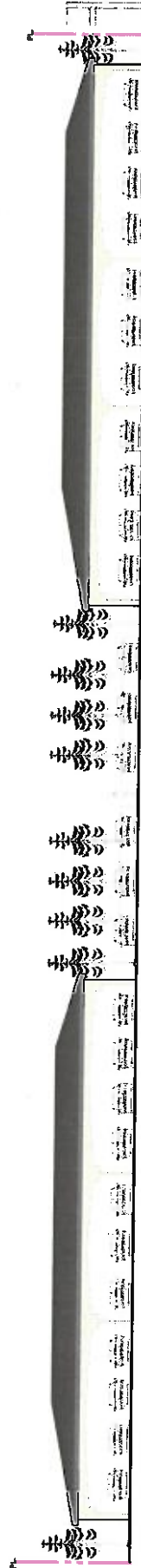


SOUTH ELEVATION

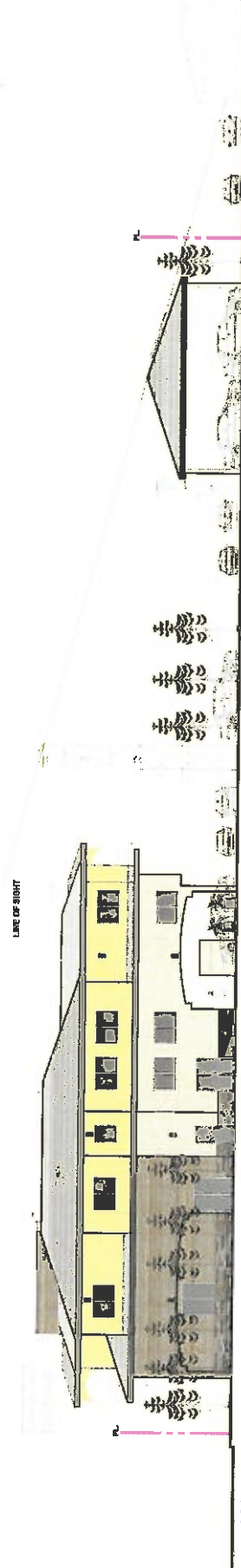
PROJECT DESCRIPTION



EAST ELEVATION



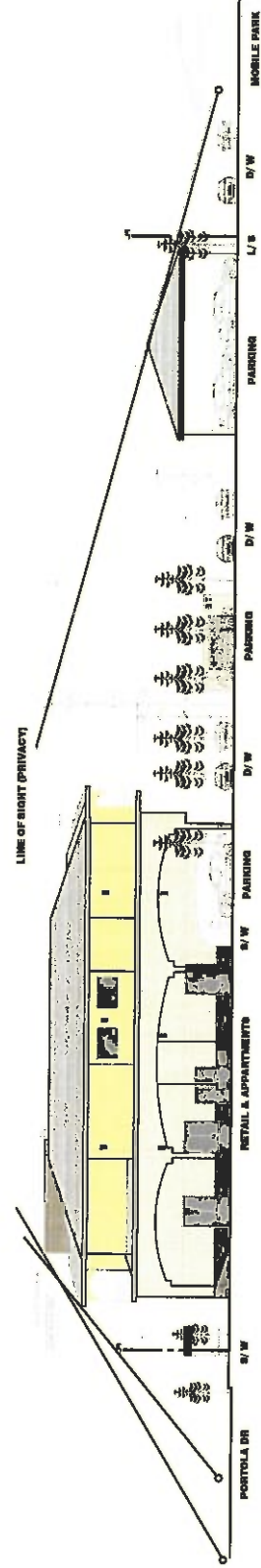
REAR ELEVATION



WEST ELEVATION

ADVANTAGES

- **EXTRA PARKING (20 STALLS).**
- **2 STORY BUILDING (35' H).**
- **BETTER FRONT SETBACK (10' & 12' 1ST FLR, 15' & 18' 2ND FLR).**
- **ADDITIONAL 13 RESIDENTIAL UNITS.**
- **NO MORE OFFICE ON 2ND FLR.**
- **MUCH NEEDED & EASIER PROCESS FOR APARTMENTS THAN CONDOS**



11

ECONOMIC BENEFITS

- PROVIDES ADDITIONAL UNIT OF HOUSING TO HELP WITH HOUSING SHORTAGE.
- CREATES SHORT TERM CONSTRUCTION JOBS & LONG TERM PERMANANT JOB.
- OFFERS ADDITIONAL RETAIL & SERVICE BUSINESS FOR THE COMMUNITY.
- CREATES HIGHER VALUES FOR PROPERTIES NEARBY.
- REMOVES BLIGHT ON THE EXISTING SITE.

WE NEEDED YOUR SUPPORT!

THANKS FOR YOUR TIME!



W A T E R D E P A R T M E N T

212 Locust Street, Suite C Santa Cruz CA 95060 Phone (831) 420-5200 Fax (831) 420-5201

May 15, 2018

Abbas Haghshenas
127 E Campbell Ave
Campbell, CA 95008

Re: APN 032-051-36 – 3911 Portola Dr, Santa Cruz County, CA
Proposed New Mixed-Use Project of 5 Retail Units, 18 Apartments & 4 Live/Work Units

Dear Mr. Haghshenas:

This letter is to advise you that the subject parcel is located within the service area of the Santa Cruz Water Department and potable water is currently available for normal domestic use and fire protection. Service will be provided to each and every lot of the development upon payment of the fees and charges in effect at the time of service application and upon completion of the installation, at developer expense, of any water mains, service connections, fire hydrants and other facilities required for the development under the rules and regulations of the Santa Cruz Water Department. The development will also be subject to the City's Landscape Water Conservation requirements.

At the present time:

the required water system improvements are not complete; and
financial arrangements have not been made to the satisfaction of the City to guarantee payment of all unpaid claims.

This letter will remain in effect for a period of two years from the above date. It should be noted, however, that the City Council may elect to declare a moratorium on new service connections due to drought conditions or other water emergency. Such a declaration would supersede this statement of water availability.

If you have any questions regarding service requirements, please call the Engineering Division at (831) 420-5210. If you have questions regarding landscape water conservation requirements, please contact the Water Conservation Office at (831) 420-5230.

Sincerely,

Rosemary Menard
Water Director

RM/js
Cc: SCWD Engineering

EXHIBIT K *



COUNTY OF SANTA CRUZ

PLANNING DEPARTMENT

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

17 September 2018

Abbas Haghshenas
127 E Campbell Avenue
Campbell, CA 95008

Subject: Review of the Geotechnical Update & Supplemental Recommendations for Proposed New Apartment/Commercial Building at 3911 Portola Drive dated 22 June 2018 and Transfer of Responsibility Form dated 13 September 2018 by Pollak Engineering, Inc – Project No. 1267; and Soil and Foundation Investigation for Proposed Residential and Commercial Development at 3911 Portola Drive dated 4 April 2005 by American Soil Testing – File No. 05-2460-S

Project Site: 3911 Portola Drive
APN 032-051-36
Application No. REV181128

Dear Applicant:

The Planning Department has accepted the subject reports. The following items shall be required:

1. All project design and construction shall comply with the recommendations of both the 22 June 2018 Geotechnical Update & Supplemental Recommendations and the 4 April 2005 Soil and Foundation Investigation, as applicable.
2. Final plans shall reference the reports by titles, authors and dates. Final Plans should also include a statement that the project shall conform to the reports' recommendations.
3. After plans are prepared that are acceptable to all reviewing agencies, please submit a completed Soils (Geotechnical) Engineer Plan Review Form to Environmental Planning. The author of the soils report shall sign and stamp the completed form. Please note that the plan review form must reference the final plan set by last revision date.

Any updates to report recommendations necessary to address conflicts between the report and plans must be provided via a separate addendum to the soils report.

Electronic copies of all forms required to be completed by the Geotechnical Engineer may be found on our website: www.sccoplanning.com, under "Environmental", "Geology & Soils", and "Assistance & Forms".

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

EXHIBIT I

Review of the Geotechnical Update & Supplemental Recommendations for Proposed New Apartment/Commercial Building at 3911 Portola Drive dated 22 June 2018 and Transfer of Responsibility Form dated 13 September 2018 by Pollak Engineering, Inc – Project No. 1267; and Soil and Foundation Investigation for Proposed Residential and Commercial Development at 3911 Portola Drive dated 4 April 2005 by American Soil Testing – File No. 05-2460-S

APN 032-051-36

17 September 2018

Page 2 of 3

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

Please note that this determination may be appealed within 14 calendar days of the date of service. Additional information regarding the appeals process may be found online at: http://www.sccoplanning.com/html/devrev/plnappeal_bldg.htm

If we can be of any further assistance, please contact the undersigned at (831) 454-3168 or rick.parks@santacruzcounty.us

Respectfully,



Rick Parks, GE 2603

Civil Engineer – Environmental Planning Section
County of Santa Cruz Planning Department

Cc: Pollak Engineering, Inc. Attn: Robert Pollak, PE
Environmental Planning, Attn: Leah MacCarter

Attachments: Notice to Permit Holders

EXHIBIT L

Review of the Geotechnical Update & Supplemental Recommendations for Proposed New Apartment/Commercial Building at 3911 Portola Drive dated 22 June 2018 and Transfer of Responsibility Form dated 13 September 2018 by Pollak Engineering, Inc – Project No. 1267; and Soil and Foundation Investigation for Proposed Residential and Commercial Development at 3911 Portola Drive dated 4 April 2005 by American Soil Testing – File No. 05-2460-S

APN 032-051-36

17 September 2018

Page 3 of 3

**NOTICE TO PERMIT HOLDERS WHEN A SOILS REPORT HAS BEEN PREPARED,
REVIEWED AND ACCEPTED FOR THE PROJECT**

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

1. **When a project has engineered fills and / or grading**, a letter from your soils engineer must be submitted to the Environmental Planning section of the Planning Department prior to foundations being excavated. This letter must state that the grading has been completed in conformance with the recommendations of the soils report. Compaction reports or a summary thereof must be submitted.
2. **Prior to placing concrete for foundations**, a letter from the soils engineer must be submitted to the building inspector and to Environmental Planning stating that the soils engineer has observed the foundation excavation and that it meets the recommendations of the soils report.
3. **At the completion of construction**, a *Soils (Geotechnical) Engineer Final Inspection Form* from your soils engineer is required to be submitted to Environmental Planning that includes copies of all observations and the tests the soils engineer has made during construction and is stamped and signed, certifying that the project was constructed in conformance with the recommendations of the soils report.

If the *Final Inspection Form* identifies any portions of the project that were not observed by the soils engineer, you may be required to perform destructive testing in order for your permit to obtain a final inspection. The soils engineer then must complete and initial an *Exceptions Addendum Form* that certifies that the features not observed will not pose a life safety risk to occupants.



COUNTY OF SANTA CRUZ NOTICE OF PROPOSED DEVELOPMENT SIGN INSTALLATION CERTIFICATE

Application Number: 181263

Date of Sign Installation: 7/24/2019

Assessor's Parcel Number (APN): 03205136

Site Address: 3911 & 3945 PORTOLA DR. SANTA CRUZ, CA



I hereby testify that the sign installed fully complies with the specifications and standards of County Code Section 18.10.224, that the sign will be maintained for the required time, and that it will be removed when required by Section 18.10.224.

Applicant's Name (please print): ABBAS HAGHSHEENAS

Applicant's Signature: *Abbas Haghsheenas*

Date: 7/24/19

When the sign has been placed, complete this certificate and mail to your project planner, _____, at County of Santa Cruz, Planning Department, 701 Ocean Street, 4th Floor, Santa Cruz CA 95060. **Failure to post the site as required is grounds for denial of your application.**

EXHIBIT M



AFFIDAVIT OF POSTING
County of Santa Cruz
Planning Department

Please return Affidavit by: September 20, 2019

Applicant: Abbas Haghshenas
Application #: 181263
APN(S): 032-051-36
Site Address: 3911 Portola Dr., Santa Cruz 95062
Hearing Date: September 25, 2019

AG ☐ BD ☐ PC ☒ ZA ☐ Level IV ☐

Please note that it is legally required that the notice be posted in a conspicuous place on the project site.

APPLICANT - PLEASE COMPLETE THE FOLLOWING AND RETURN TO:

County of Santa Cruz, Planning Department
Attn: Lezanne Jeffs
701 Ocean Street, Fourth Floor
Santa Cruz, CA 95060

Posting Location (please be specific):

ON PORTOLA SIDE, NEXT TO THE ENTRY GATE
VISABLE ON PLYWOOD BOARD ON EXISTING BUILDING

Posted By: ABBAS HAGHSHENAS

Date Posted: 9/11/19

I declare under penalty of perjury that I posted the notice(s) at the location and on the date listed above.

Abbas Haghshenas
(Signature)

9/11/19
(Date)

NOTICE OF PUBLIC HEARING
RE POSTED 9/16/19 (AFTER STORM)



ED DEVELOPMENT

181263

& OTHER MISCELLANEOUS STRUCTURES & TO CONSTRUCT
45 RETAIL UNITS, A LEASING OFFICE & 4 ONE-BEDROOM
UNITS & 33 STORAGE ROOMS AT THE MIDDLE LEVEL AT THE
S AT THE UPPER FLOOR, & TO CONSTRUCT TWO 3,230 SF
2 ZONE DISTRICT. REQUIRES AN AMENDMENT TO COMMERCIAL
ZONING MAP. A SIGN EXCEPTION FOR SIX BUSINESS SIGNS &
3A NOTICE OF EXEMPTION. PROPERTY LOCATED ON THE
WEST OF THE INTERSECTION WITH 41ST AVE. IN LINE OAK
05136

FOR INFORMATION CONTACT:

PROJECT PLANNER: LEZANNE JEFFS
PLANNING DEPARTMENT, 701 OCEAN ST., 4TH FLOOR
SANTA CRUZ, CA 95062 • PHONE: (831) 454-2500
EMAIL: LEZANNE.JEFFS@SANTACRUZCOUNTY.US



Lezanne Jeffs

From: Patti Brady <patrizia2@pacbell.net>
Sent: Friday, August 31, 2018 1:50 PM
To: Lezanne Jeffs
Cc: John Leopold; michaeljready; carin hanna
Subject: Re: Application # 181263: PPt. Plaza @ 3911 Portola Dr.

Importance: High

Hi Lezanne

- While making your reviews SPpt appreciates your consideration of our concerns
- I will call you in a week or so with a request to set a time for 2 -3 of us to review the current design plans
- In the meanwhile, if you have any questions regarding our comments or issues please contact me
- Have a most pleasant weekend!

Patti for SPpt.

From: Lezanne Jeffs <Lezanne.Jeffs@santacruzcounty.us>
Date: Friday, August 31, 2018 at 10:36 AM
To: Patti Brady <patrizia2@pacbell.net>
Subject: RE: Application # 181263: PPt. Plaza @ 3911 Portola Dr.

Hi Patti,

Yes, the project has now been reassigned to me. Your e-mail was forwarded to me and will be taken into full consideration as I review this project.

Best,

Lezanne

Lezanne Jeffs
Senior Planner
Development Review
Tel: (831) 454 2480
lezanne.jeffs@santacruzcounty.us



From: Patti Brady <patrizia2@pacbell.net>
Sent: Friday, August 31, 2018 10:23 AM
To: Lezanne Jeffs <Lezanne.Jeffs@santacruzcounty.us>
Cc: John Leopold <John.Leopold@santacruzcounty.us>; David Reid <David.Reid@santacruzcounty.us>; carin hanna <carinhanna@aol.com>; michaeljready <michael.j.ready@gmail.com>; Angela Chesnut <Angela.Chesnut@santacruzcounty.us>
Subject: Application # 181263: PPt. Plaza @ 3911 Portola Dr.
Importance: High

To: Lezanne Jeffs, Senior Planner
From: Save Pleasure Point
Re: Pleasure Point Plaza Project - App #181263
Dear Lezanne

- Planning's initial posting re: Pleasure Point Plaza's (PPTP) 8/6 application had Nathan MacBeth as "its" planner.
- In checking we find its planner information has been change/updated: you are in charge of this project
 - this developer's earlier hotel project (dropped) had been assigned to Mr. MacBeth
- SPPT sent a letter to Mr. MacBeth on 8/20 outlining SPPT's issues/concerns re: PPTP
- That original letter follows this email
- Please review our issues/concerns outlined in it
- Please also note SPPT's support of this project
- If you have any questions or comments, please contact me
- As requested, SPPT does want our letter put in this project's official file
- We do request SPPT's issues/concerns be resolved before any granting of PPTP's permits
- In advance, thank you for your time!

Patti Brady for Save Pleasure Point (SPPT)

From: Patti Brady <patrizia2@pacbell.net>
Date: Monday, August 20, 2018 at 8:00 PM
To: Nathan MacBeth <Nathan.MacBeth@santacruzcounty.us>
Cc: John Leopold <john.leopold@santacruzcounty.us>, David Reid <David.Reid@santacruzcounty.us>, carin hanna <carinhanna@aol.com>, michaeljready <michael.j.ready@gmail.com>
Subject: Application # 181263: PPT. Plaza @ 3911 Portola Dr.

August 20, 2018

Nathan (Nate) MacBeth
SC Co. Planner overseeing Application #181263

Dear Nate,

Overall, SPPT. is "bullish" on Mr. Haghshenas's Pleasure Point Plaza project (PPTP). This email is an FYI including noting some remaining concerns re: its approval. Please put this communication into the project's official file.

SPPT has been in communication with Mr. Abbas Haghshenas and Ms. Leila Boroomand since their 3/23 PPTP design meeting. Per feedback from local residents and our review of the plans, we sent Abbas and Leila suggestions requesting certain upgrades and changes to on-site parking. We were pleased to receive this email:

- "We have revised the location ADA parking per your comment. Thank you.
- Tandem parking assignment and its numbering system will be decided at a later day, considering your positive suggestion.
- Landscaping will be upscale and drought resistant. Lighting will also be sufficient and glare free.
- Exterior of the building now has much softer colors and material including wood finish at the center. The stucco finish is "heavy dashed" and color coated which is the close to the "old world stucco"
- I will send you a progress set when we have it.
- Thank you again and hope to have your full support all along! Best, Abbas Haghshenas"

The 8/6 submitted application indicates a design change: 18 apartments vs. 20. SPPT has yet to review the design changes. Earlier we notified them the project was short several on-site parking spaces (ex: a loading zone is not a parking space). If

no living or work spaces increased in size, we are hopeful this re-design meets the minimum required standards for on-site parking.

2 other issues:

1. SPPT continues to advocate numbering and assigning both individual and tandem parking spaces to discourage use by those not-assigned the space hence, avoiding arguments (parking space rage)
2. Is the driveway exit out to 40th Ave wide enough for a ladder truck to make a R-turn onto it and is the street (itself) wide enough to accommodate this large truck's exit out to Portola?

Abbas's and Leila's receptiveness to community feedback has garnered our respect and support of this project!

We must/shall, however, continue to stress that PPTP's on-site parking spaces must - at minimum - meet Co. Codes 13.10.553 and the Residential Parking code to reduce its residents or their visitors parking on Portola and/or in the Avenues worsening an increasingly tight parking situation including limiting visitor's and local's access to the coastal path, to surf etc.

Sincerely

Patti Brady for Save Pleasure Point

Nathan MacBeth

From: Patti Brady <patrizia2@pacbell.net>
Sent: Monday, August 20, 2018 7:55 PM
To: Nathan MacBeth
Cc: John Leopold; carin hanna; michaeljready; David Reid
Subject: Application # 181263: PPT. Plaza @ 3911 Portola Dr.
Importance: High

August 20, 2018

Nathan (Nate) McBeth
SC Co. Planner overseeing Application #181263

Dear Nate

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- Thank you again and hope to have your full support all along! Best, Abbas Haghshenas"

The 8/6 submitted application indicates a design change: 18 apartments vs. 20. SPPT has yet to review the design changes. Earlier we notified them the project was short several on-site parking spaces (ex: a loading zone is not a parking space). If no living or work spaces increased in size, we are hopeful this re-design meets the minimum required standards for on-site parking.

2 other issues:

1. SPPT continues to advocate numbering and assigning both individual and tandem parking spaces to discourage use by those not-assigned the space hence, avoiding arguments (parking space rage)
2. Is the driveway exit out to 40th Ave wide enough for a ladder truck to make a R-turn onto it and is the street (itself) wide enough to accommodate this large truck's exit out to Portola?

Abbas's and Leila's receptiveness to community feedback has garnered our respect and support of this project!

We must/shall, however, continue to stress that PPTP's on-site parking spaces must - at minimum - meet Co. Codes 13.10.553 and the Residential Parking code to reduce its residents or their visitors parking on Portola and/or in the Avenues worsening an increasingly tight parking situation including limiting visitor's and local's access to the coastal path, to surf etc.

Sincerely
Patti Brady for Save Pleasure Point

Sincerely
Patti Brady for Save Pleasure Point

Lezanne Jeffs

From: Lezanne Jeffs
Sent: Thursday, September 6, 2018 5:45 PM
To: 'Patti Brady'
Subject: RE: Application # 181263: PPt. Plaza @ 3911 Portola Dr.

Hi Patti,

I would be more than happy to review the plans for the Pleasure Point Plaza project with you. Right now however, the application has been deemed to be incomplete (additional information required) and several compliance issues have also been raised. It is therefore likely that the applicant will be modifying their proposed project before they can move forward. Because of this I would suggest that it might be best to wait until revised materials have been submitted and I have had the chance to review them before we meet.

Please know that I took the concerns of the Save Pleasure Point group into consideration during my initial review and that several of my comments reflected comments that were made. That being said, always feel free to contact me with questions, I am more than happy to keep you up to date on what's going on and where in the process we are.

Warmest regards,

Lezanne

Lezanne Jeffs
Senior Planner
Development Review
Tel: (831) 454 2480
lezanne.jeffs@santacruzcounty.us



From: Patti Brady <patrizia2@pacbell.net>
Sent: Friday, August 31, 2018 1:50 PM
To: Lezanne Jeffs <Lezanne.Jeffs@santacruzcounty.us>
Cc: John Leopold <John.Leopold@santacruzcounty.us>; michaeljready <michael.j.ready@gmail.com>; carin hanna <carinhanna@aol.com>
Subject: Re: Application # 181263: PPt. Plaza @ 3911 Portola Dr.
Importance: High

Hi Lezanne

- While making your reviews SPpt appreciates your consideration of our concerns
- I will call you in a week or so with a request to set a time for 2 -3 of us to review the current design plans
- In the meanwhile, if you have any questions regarding our comments or issues please contact me
- Have a most pleasant weekend!

Patti for SPpt.

From: Lezanne Jeffs <Lezanne.Jeffs@santacruzcounty.us>
Date: Friday, August 31, 2018 at 10:36 AM
To: Patti Brady <patrizia2@pacbell.net>
Subject: RE: Application # 181263: PPt. Plaza @ 3911 Portola Dr.

Hi Patti,

Yes, the project has now been reassigned to me. Your e-mail was forwarded to me and will be taken into full consideration as I review this project.

Best,

Lezanne

Lezanne Jeffs
Senior Planner
Development Review
Tel: (831) 454 2480
lezanne.jeffs@santacruzcounty.us



From: Patti Brady <patrizia2@pacbell.net>
Sent: Friday, August 31, 2018 10:23 AM
To: Lezanne Jeffs <Lezanne.Jeffs@santacruzcounty.us>
Cc: John Leopold <John.Leopold@santacruzcounty.us>; David Reid <David.Reid@santacruzcounty.us>; carin hanna <carinhanna@aol.com>; michaeljready <michael.i.ready@gmail.com>; Angela Chesnut <Angela.Chesnut@santacruzcounty.us>
Subject: Application # 181263: PPt. Plaza @ 3911 Portola Dr.
Importance: High

To: Lezanne Jeffs, Senior Planner
From: Save Pleasure Point
Re: Pleasure Point Plaza Project - App #181263
Dear Lezanne

- Planning's initial posting re: Pleasure Point Plaza's (PPtP) 8/6 application had Nathan MacBeth as "its" planner.
 - In checking we find its planner information has been change/updated: you are in charge of this project
 - this developer's earlier hotel project (dropped) had been assigned to Mr. MacBeth
 - SPpt sent a letter to Mr. MacBeth on 8/20 outlining SPpt's issues/concerns re: PPtP
 - That original letter follows this email
 - Please review our issues/concerns outlined in it
 - Please also note SPpt's support of this project
 - If you have any questions or comments, please contact me
 - As requested, SPpt does want our letter put in this project's official file
 - We do request SPpt's issues/concerns be resolved before any granting of PPtP's permits
 - In advance, thank you for your time!
- Patti Brady for Save Pleasure Point (SPpt)

From: Patti Brady <patrizia2@pacbell.net>
Date: Monday, August 20, 2018 at 8:00 PM
To: Nathan MacBeth <Nathan.MacBeth@santacruzcounty.us>
Cc: John Leopold <john.leopold@santacruzcounty.us>, David Reid <David.Reid@santacruzcounty.us>, carin hanna <carinhanna@aol.com>, michaeljready <michael.j.ready@gmail.com>
Subject: Application # 181263: PPt. Plaza @ 3911 Portola Dr.

August 20, 2018

Nathan (Nate) MacBeth
SC Co. Planner overseeing Application #181263

Dear Nate,

Overall, SPpt. is "bullish" on Mr. Haghshenas's Pleasure Point Plaza project (PPtP). This email is an FYI including noting some remaining concerns re: its approval. Please put this communication into the project's official file.

SPpt has been in communication with Mr. Abbas Haghshenas and Ms. Leila Boroomand since their 3/23 PPtP design meeting. Per feedback from local residents and our review of the plans, we sent Abbas and Leila suggestions requesting certain upgrades and changes to on-site parking. We were pleased to receive this email:

- "We have revised the location ADA parking per your comment. Thank you.
- Tandem parking assignment and its numbering system will be decided at a later day, considering your positive suggestion.
- Landscaping will be upscale and drought resistant. Lighting will also be sufficient and glare free.
- Exterior of the building now has much softer colors and material including wood finish at the center. The stucco finish is "heavy dashed" and color coated which is the close to the "old world stucco"
- I will send you a progress set when we have it.
- Thank you again and hope to have your full support all along! Best, Abbas Haghshenas"

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Sincerely
Patti Brady for Save Pleasure Point

Lezanne Jeffs

From: Lezanne Jeffs
Sent: Friday, October 5, 2018 5:15 PM
To: 'Patti Brady'
Subject: RE: Today's Mtg re: PPtPlaza

Hi Patti,

It was a pleasure to meet with you and Michael. I hope that I was able to answer all or most of your questions. I will now be working with Abbas to hopefully make some of the revisions that we discussed.

Since meeting this morning I have also discussed the possible change to the parking to include additional tandem parking spaces in place of the open space with management. Although we all agree that it is desirable to provide additional parking, my manager felt that this idea isn't feasible since it would not be possible to regulate the use of the tandem spaces for shared residential/commercial use. Even if designated for employee parking it could be problematic since differing shifts mean that employees may need to leave at various times. I had to concede that it would be a headache for all. However, the residential tandem spaces in the carports will be assigned, 2 for each unit, and therefore does work.

To achieve more parking as well as a better landscape plan I will be requesting some layout changes. These include moving the open space to the center of the site, between the two carports and eliminating the pathways so that additional parking can be provided in the center of the site. I am also hoping that the design/layout can be tweaked to allow landscaping and trees down the middle of the parking lot.

Please let me know the feedback from the group after you all meet later this month. If you have any questions, just shoot me an e-mail and I will endeavor to answer in a timely manner 😊

Warmest regards,

Lezanne

Lezanne Jeffs
Senior Planner
Development Review
Tel: (831) 454 2480
lezanne.jeffs@santacruzcounty.us



From: Patti Brady <patrizia2@pacbell.net>
Sent: Friday, October 5, 2018 3:35 PM
To: Lezanne Jeffs <Lezanne.Jeffs@santacruzcounty.us>
Cc: Michael Ready <michael.j.ready@gmail.com>; carin hanna <carinhanna@aol.com>
Subject: Today's Mtg re: PPtPlaza
Importance: High

Lezanne Jeffs
Senior Planner
Development Review

Dear Lezanne

Michael Ready and I would like to extend a hearty thank YOU for the informative meeting we had with you today re: the Pleasure Point Plaza project.

After we further digest the discussion, we may ask some additional questions. In any event and as mentioned, we have a Steering Committee coming up: as an outcome of our discussion today we would for sure appreciate knowing of any project changes or recommendations that you may make to Abbas and Leila so that we can also pass them along.

Again: your timely responses, expertise, clarity answering our questions are continually helpful and most appreciated!!

Have a great weekend!!

Best regards, Patti (Brady) for Save Pleasure Point

John Leopold

Lezanne - FYI
(got from Carlos P)

From: Patti Brady <patrizia2@pacbell.net>
Sent: Monday, October 15, 2018 8:33 AM
To: John Leopold
Cc: michaeljready; carin hanna; David Reid
Subject: SPPT's concerns over PPtP project changes

Importance: High

Morning!

FYI: SPPT email sent to Abbas, developer and Leila, designer

From: Patti Brady <patrizia2@pacbell.net>
Date: Sunday, October 14, 2018 at 6:13 PM
To: "aplusbayplus@aol.com" <aplusbayplus@aol.com>, leila boroumand <leila1515@yahoo.com>
Subject: SPPT's concerns over project changes

Dear Abbas and Leila

- Lezanne Jeffs has probably already forwarded SPPT's 10/11/2018 email relaying that SPPT cannot – at this time - continue to support/endorse PPtP because the reduced on-site parking spaces will add serious congestion in our Pleasure Point Village.
- If you have not had time to review it please scroll down: her response to SPPT is 1st then you will find our email outlining our concerns note: your project information page says 92 spaces; Lezanne relays its 94 (we used 94 in our email to her)
- As you know, since the get-go we have been steadfastly "bullish" on your project.
- We are disappointed that we have to take a step back. Unfortunately our Village (Portola Dr. nor the Avenues) has little, if any, off-site parking to spare. We hope our concerns will be mitigated; we certainly prefer being "bullish".

Sincerely, Patti Brady and Michael Ready for SPPT.

From: Lezanne Jeffs <Lezanne.Jeffs@santacruzcounty.us>
Date: Friday, October 12, 2018 at 2:05 PM
To: Patti Brady <patrizia2@pacbell.net>
Subject: RE: PLEASURE POINT PLAZA - SPPT. IMPT

Hi Patti,

Thanks for the feedback.

I do want to make one comment for your consideration. The calculation of 105/108 parking spaces was based upon a different project than the one that is currently proposed. The most recent plans show that the proposed commercial area has been significantly reduced from the original submittal and that additional residential units are proposed.

Parking calculations for the commercial area will continue to be based on County Code 13.10.552 that requires 1 parking space for each 300 square feet of floor area. Please note that this calculation is not required to include storage areas within commercial tenant spaces, but because at this time there are no Tenant Improvement plans for individual commercial spaces, 100% of the commercial area is being used for the parking calculation.

Because the project is now requesting an Affordable Residential Density Bonus, parking requirements, as mandated by the State of California, are those set out in County Code section 17.12.09 as opposed to those set out in 13.10.552.

At this time I do not have a final calculation of the proposed commercial area or a final design of the proposed residential portion of the project and therefore it is not possible to determine the number of spaces required by Code (County or State). However, based upon preliminary calculations it appears that there will be more spaces provided than are required.

I would be happy to meet with you again once the revised project has been re-submitted for review.

Lezanne

Lezanne Jeffs
Senior Planner
Development Review
Tel: (831) 454 2480
lezanne.jeffs@santacruzcounty.us



From: Patti Brady <patrizia2@pacbell.net>
Sent: Thursday, October 11, 2018 7:43 PM
To: Lezanne Jeffs <Lezanne.Jeffs@santacruzcounty.us>
Cc: michaeljready <michael.j.ready@gmail.com>
Subject: PLEASURE POINT PLAZA - SPpt. IMPT
Importance: High

Lezanne Jeffs
Senior Planner
Development Review

Dear Lezanne,

After further review of Pleasure Point Plaza (PPtP) project's on-site parking space reduction, we must unfortunately relay that - at this time - we cannot continue to support/endorse this project because the reduced on-site parking spaces will add serious congestion in our Pleasure Point Village.

Since last March SPpt has enthusiastically supported Abbas and his project per his cooperation and attentiveness to Village needs. July project plans reflected 108 on-site parking spaces hence, the design met Co Code 13.10.553. In reality the plan's count was 105 so SPpt. urgently requested Abbas and Leila to designate "3" more on-site spaces and/or perhaps cut units reducing space needs. We had no response leading us to believe we all remained on the same page - 108 on-site spaces would get in place.

On October 5 you relayed to us that the project is now a "Density Bonus Project" and is being readied for its permit application under CA Regulations according to the project info with only 94 sheet on-site parking spaces

- 3 of these units will allow a % rent reduction for low-income earners
- CA regs allow 94 on-site parking spaces vs. 108 meaning 14 on-site parking spaces have been "wiped out" - a big change from all of our discussions with Abbas and Leila

- We understand that by signing a "Density Bonus Project" Agreement these apartments – without herculean efforts - will never qualify for condo conversion. Abbas's decision seems baffling considering this action could forever tie his "finances" to only rental housing with potential rent control constraints. We agree his decision is "not our problem".

However, Pleasure Point Plaza's lack of on-site parking is "our problem"! More than 14 drivers will be looking for off-site parking spaces! It will push tenants, guests, employees and business clients onto our Village's streets. Currently Portola Drive between 38th and 41st avenues has 9 on-street spaces. No Avenues in our PPt. neighborhood have capacity for PPtP's "car" overflow.

We want PPtP's on-site parking to meet Co. Code 13.10.553 = 108 vs. 94. Language resolving car or parking complaints during any 1 year via under an alternative parking plan is also a must. We must also note that any landlord can provide low income units with or without being deemed a Density Bonus Project; this project could have affordable units and 108 spaces.

When Abbas and Leila were designing the hotel they included an automated multi-level parking garage. It could be a viable option for adding more on-site parking. We hope the 3 of you will put your heads together to re-establish the 105 spaces and add 3 more providing 108 on-site spaces (without the loading zone).

We have a Steering Committee meeting on Wednesday, the 17th. We will look for updates. It is our hope that we can relay positive news renewing our "being bullish" of this project!

Best regards, Patti Brady and Michael Ready for Save Pleasure Point

From: trish@lovetovoice.com <trish@lovetovoice.com>

Sent: Monday, June 10, 2019 10:10 AM

To: John Leopold <John.Leopold@santacruzcounty.us>; David Reid <David.Reid@santacruzcounty.us>;

Kathy Molloy <Kathy.Molloy@santacruzcounty.us>

Subject: SPPT's Opposition thoughts

Dear Planning Board:

I invite you and the council to commute to Dublin, California and see for yourself the travesty of pack and stacks and their repercussions.

I was a home owner in the city of Dublin for 26 years and the Planning Department and City Council ruined the infrastructure of Dublin by erecting these types of buildings. I recently moved back to my Capitola condo purchased decades ago to escape the condition.

The proposed building for Pleasure Point needs to seriously be reconsidered. The traffic spill off in Dublin is incomprehensible. The amount of cars that will be living in your proposed units will double or triple the spaces. The congestion in the Dublin area is intolerable. The buildings underneath in Dublin's pack and stacks remain empty because the rents are so high.

I am vehemently opposed to this Pleasure Point project. Please feel free to contact me at anytime.

Trish Bell
1925 46th Ave #132
Capitola, California 95010

Trish Bell
www.lovetovoice.com
Studio/Cell 925-989-8049

Lezanne Jeffs

From: Kathy Molloy
Sent: Wednesday, June 12, 2019 3:52 PM
To: Lezanne Jeffs; Jocelyn Drake; Paia Levine; Stephanie Hansen
Subject: FW: Parking Requirements Portola Drive/Pleasure Point Corridor
Attachments: scan0065.pdf

Fyi -

-----Original Message-----

From: Patti Eller <patti@waltellerco.com>
Sent: Wednesday, June 12, 2019 3:34 PM
To: Kathy Molloy <Kathy.Molloy@santacruzcounty.us>; Paia Levine <Paia.Levine@santacruzcounty.us>; John Leopold <John.Leopold@santacruzcounty.us>
Subject: Parking Requirements Portola Drive/Pleasure Point Corridor

Good Afternoon, Ms. Kathy Molloy, County Of Santa Cruz Planning Director Good Afternoon, John (Supervisor Leopold).

Please kindly note as follows:

1. On Monday 6/10/2019, I reviewed an article in The Santa Cruz Sentinel , please see attached PDF file.
2. Our Family owns and operates El Rancho Shopping Center located at 38th & Portola Drive, & The Walt Eller Center (Where Suda Restaurant is located at 3910 Portola Drive, Santa Cruz, Ca. El Rancho Center is approx 32,000 sq ft & Walt Eller Center is approximately 45,000 sq feet, mixed use Apts/Retail/ Office Space-C-2 Zoning.

The newspaper article in our opinion is right on target. We totally concur with The Sentinel article of Monday 6/10/2019. In our two complex's we have good parking. This is because the County Parking Requirement Codes were enforced in full in both of our Centers.

During Development we were not allowed to count or rely on off site parking, we were not allotted special accommodation of reduced parking

All parking had to be provided on our parcel and the parking code was strictly enforced.

3. We are Pro development for The Pleasure Point Area, However, as you know recently earlier this week, you received a copy of letter written by our attorney to Cat & Cloud. As they have caused/causing parking problems at El Rancho Shopping Center. At the time Cat & Cloud Use Permit was being processed, I met with County Planning and followed up in writing with a letter from our attorney, as we were very concerned that their would not be adequate parking for Cat & Cloud, on their parcel. Our concerns have been validated since Cat & Cloud Opening.

We have been burdened with expenses and time, in protecting our parking areas from unauthorized use by Cat & Cloud.

In, addition we voiced the same concerns regarding the Lumberyard project and that is documented as well in that project file. Again we are Pro development, however, not for approved projects with inadequate/lack of parking.

It is not fair, to approve projects with inadequate parking , which then in turn creates a huge burden on us to see that our parking is utilized by our tenants, that pay good rents and triple net charges to maintain the parking areas, etc.

Respectively, requesting County Of Santa Cruz Planning Department require all development projects along Portola Drive/Pleasure Pt Area to meet Code 13.10.552. It is our understanding State Codes for Affordable Housing can allow exceptions to this parking code. In this, case please have developers utilize underground parking/ or vertical parking lifts, etc.

Approving Development projects under State guidelines will only cause parking problems to our Centers and other properties along Portola Drive, as well.

Appreciate your consideration regarding parking requirements for development Projects along Portola Drive/Pleasure Pt Corridor.

Best,

Patti

Patti Eller Robb, Senior Vice President
Walt Eller Company
3912 Portola Dr., Ste. 4
Santa Cruz, CA 95062

831 475-0460 Ext #100
831 475-0189 Fax

Lezanne Jeffs

From: Patti Eller <patti@waltellerco.com>
Sent: Thursday, June 13, 2019 12:18 PM
To: Lezanne Jeffs
Cc: Kathy Molloy; Paia Levine
Subject: Fwd: Parking Requirements Portola Drive/Pleasure Point Corridor
Attachments: scan0065.pdf

Good Afternoon, Lezanne

Hope this email finds all going well.

Please kindly note:

1. Listed below is an email dated Wednesday 6/12/2019, emailed to Santa Cruz County Planning Director, Assist Planning Director, and Supervisor Leopolds office, and PDF file attachment, pertaining to Pleasure Pt parking concerns in reference to new developments.

2. It is my understanding that you are the planner for the 33 Apt Unit project/with approx 7,000 sq feet retail, space below. This proposed development is located directly across the street from our complex/where Suda restaurant is located. If this project does not have adequate parking, it is going to create a large burden on us, in enforcing our parking lot use for our tenants. **Our complex is 100% occupied and thus, need our parking for our Tenants.**

Thus, hoping that parking code 13.10.552, is being applied to this project. It is our understanding State Codes for Affordable Housing can allow exceptions to this parking code. If this is the case with this project, please have the developer utilize underground parking/ or vertical parking lifts, etc.

Approving this Development under State required parking guidelines will only cause parking problems to our Center directly across the street and other properties along Portola Drive, as well.

3. In addition, when the Lumber yard project was being processed, I contacted you and communicated our concerns that if The Lumberyard did not have adequate parking, then we would be burdened with their over flow parking into our El Rancho Shopping Center property.

Respectively requesting that a parking condition be a condition of approval of the 33 Apt unit/approx 7,000 sq ft retail space operating use permit.

We are currently experiencing a parking problem with Cat & Cloud Coffee Barrista parking in our El Rancho Shopping Center property. The below listed clause in Blue Font is currently in Cat & Cloud operating use permit.

If ongoing substantiated complaints are received from neighboring property owners that there is consistent unauthorized overflow parking from the site and or its tenants onto their land, then the property owner shall be required to develop an alternate parking demand management plan subject to an amendment to this Permit. This may include such measures as the provision of additional off-site parking areas, the provision of special transit incentives for employees, the operation of effective pooling programs, a valet parking plan, flexible work hours, or any other method that can be demonstrated to be effective for the reduction and management of parking demand.

4. We have seen some parking clauses in operating use permits, that is a time frame condition, of just 1 year etc. So if no problems after 1 year of operating condition goes away. Respectively oppose a time frame put on a condition, as

ownership changes & business use changes during the history of the complex, can effect parking conditions. Thus, the condition should not have a time frame.

Thus, with the above requested condition in place and parking code 13.10552 being followed for the development,, it is our strong hope that we would not be burdened with unauthorized parking on our parcel, by this new proposed project.

We support the project and welcome the project, as long as it has sufficient and adequate parking supported by its own parcel.

5. I, would like to schedule an appointment to review the plans for this new project once the application process reaches that point in time.

Thank you for your consideration and your time regarding our concerns regarding parking requirements for this development and other projects along Portola Drive too, that you may be assigned to work on.

Best,

Patti

Patti Eller Robb, Senior Vice President
Walt Eller Company
3912 Portola Dr., Ste. 4
Santa Cruz, CA 95062

831 475-0460 Ext #100
831 475-0189 Fax

----- Forwarded Message -----

Subject:Parking Requirements Portola Drive/Pleasure Point Corridor

Date:Wed, 12 Jun 2019 15:33:49 -0700

From:Patti Eller <patti@waltellerco.com>

To:Kathy Molloy <Kathy.Molloy@santacruzcounty.us>, Paia Levine <Paia.Levine@santacruzcounty.us>, john.leopold@santacruzcounty.us <john.leopold@santacruzcounty.us>

Good Afternoon, Ms. Kathy Molloy, County Of Santa Cruz Planning Director
Good Afternoon, John (Supervisor Leopold).

Please kindly note as follows:

1. On Monday 6/10/2019, I reviewed an article in The Santa Cruz Sentinel , please see attached PDF file.
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accommodation of reduced parking All parking had to be provided on our parcel and the parking code was strictly enforced.

3. We are Pro development for The Pleasure Point Area, However, as you know recently earlier this week, you received a copy of letter written by our attorney to Cat & Cloud. As they have caused/creating parking problems at El Rancho Shopping Center. At the time Cat & Cloud Use Permit was being processed, I met with County Planning and followed up in writing with a letter from our attorney, as we were very concerned that their would not be adequate parking for Cat & Cloud, on their parcel. Our concerns have been validated since Cat & Cloud Opening.

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Respectively, requesting County Of Santa Cruz Planning Department require all development projects along Portola Drive/Pleasure Pt Area to meet Code

13.10.552. It is our understanding State Codes for Affordable Housing can allow exceptions to this parking code. In this, is the case please have developers utilize underground parking/ or vertical parking lifts, etc.

Approving Development projects under State guidelines will only cause parking problems to our Centers and other properties along Portola Drive, as well.

Appreciate your consideration and time regarding our concerns and regarding parking requirements for this development & other Projects along Portola Drive/Pleasure Pt Corridor.

Best,

Patti

Patti Eller Robb, Senior Vice President
Walt Eller Company
3912 Portola Dr., Ste. 4
Santa Cruz, CA 95062

831 475-0460 Ext #100
831 475-0189 Fax

Guest Commentary

Don't squeeze out on-street parking

By Patti Brady

Pleasure Point is a vibrant, inclusive and eclectic village where neighbors know each other, where locals and visitors shop, dine and enjoy a laid-back surf lifestyle. Our local scene thrives and our avenues are a gateway for coastal access.

Pleasure Point's reality is also heavy pedestrian traffic, narrow streets and limited on-street parking. Development decisions and approvals for new commercial and mixed-use projects on Portola that ignore these dynamics will forever diminish our village's connections and vibrancy.

So that this does not occur, two issues must be immediately addressed and corrected.

First, design principles for new commercial and mixed-use projects on Portola are needed now. We say "no" to Portola having Mission Street's lack of character, mish-mash building designs and pedestrian hazards.

Supported by Supervisor Leopold an outcome of three community meetings generated the Portola Commercial Corridor Vision and Guiding Design Principles (Design Principles) to bring Lower First Avenue's flourishing style and eclectic character around onto Portola. These Design Principles are an umbrella over architectural design, building size, scale, character, parking, public space and facilities. County staff and outside consultant costs for this project exceed \$150,000. Recommended by County Planning, the Board of Supervisors in Dec 2018 approved the content of these Design Principles including some stronger word changes.

Now the implementation is a hostage of County Planning red tape. "It is unknown if these Design Principles align to 2014 Sustainable Plan's Environmental Impact Report (EIR)." The glitch after five years this 2014 Sustainable Plan is not a regulatory document as its EIR is not complete and will not be up for a vote until late 2020 or later. If these Design Principles are not in place during this gap period there is no guarantee newly approved projects will not duplicate the garish strip mall style of Mission Street.

Second, no to intensifying Pleasure Point village's known limits of on-street parking. On-site parking in all new projects on Portola

Code 13.10.552 (one-bedroom, two on-site parking spaces, two-bedroom 2 1/2, etc.). We staunchly support affordable housing, however, no project should be allowed reduced on-site parking at the expense of Pleasure Point's on-street parking.

A mixed-use project in the "Portola pipeline" with 33 apartments (four affordable units) has 53 on-site tenant parking spaces versus 70-plus required under 13.10.552. Increased bus routes, less time between schedules and fare reductions are required before many working people can forego a car. Overflow parking needed by business staff, business patrons, tenant extra cars and tenant guests will be forced to swallow Pleasure Point's on-street parking. Twenty fewer on-site spaces at five Portola projects enables 100 cars taking on-street parking.

Underground parking and/or vertical parking lifts can provide more on-site parking at any project including at affordable housing projects. San Mateo County, East Palo Alto, Pacifica and elsewhere offer affordable housing developers expedited permit processing, fee waivers and tax abatement incentives.

We strongly urge that these more judicious allowances (incentives) be utilized by County Planning before squeezing out on-street parking for locals and visitors here to enjoy our Village's shopping area, nurseries, epic surf spots and our East Cliff Dr. coastal walking path.

Pleasure Point calls on County Planning to recognize and grow Pleasure Point's unique style by immediately embracing these Design Principles as an "oversight tool" and carry out these basic esthetic standards when reviewing and approving new commercial and mixed-use projects on Portola requiring that all new projects meet standard on-site parking code 13.10.552 leaving current Portola and avenue on-street parking open so locals and visitors can continue to enjoy our village's vibe and have easy access to our magnificent coast.

Save Pleasure Point Steering Committee: Kimber Blackburn, Patti Brady, Bob Fernandez, Tara Costa, Carin Hanna, Glenn Hanna, Lowell Marcus, George McCullough, Brian Pylas, Padi Romeo, Debbie Shutevan, Barbara Spencer, Murtha

Lezanne Jeffs

From: Lezanne Jeffs
Sent: Tuesday, August 13, 2019 4:24 PM
To: Carin Hanna
Subject: RE: Pleasure Point Plaza

Hi Carin,

Sorry that I have not contacted you earlier. The application has now been deemed complete but before contacting you I have been waiting to receive a fully updated plan set from the applicant. I received PDFs of the final plans yesterday evening and am expecting to receive a full-sized set of plans for the file by the end of the week. If you still want to come in and view the file, please let me know some times next week that would work for you. The record's room is open Monday - Thursday 8am-noon and 1pm-4pm.

Now that the application has been deemed complete I am preparing the project for hearing by the Planning Commission (a hearing by the Board of Supervisors will also be required). At this time I am aiming for September 11.

Lezanne

Lezanne Jeffs
Senior Planner
Development Review
Tel: (831) 454 2480
lezanne.jeffs@santacruzcounty.us



From: Carin Hanna <carinhanna@aol.com>
Sent: Thursday, July 11, 2019 10:29 AM
To: Lezanne Jeffs <Lezanne.Jeffs@santacruzcounty.us>
Subject: Pleasure Point Plaza

Hi Lezanne,
Hope your summer is going well. I am just checking in to see if there is anything new on PPP? Is their application complete?
Thanks for your assistance.
Carin

Lezanne Jeffs

From: Patti Brady <patrizia2@pacbell.net>
Sent: Saturday, September 7, 2019 2:57 PM
To: leila boroumand
Cc: aplusbayplus@aol.com; Lezanne Jeffs; David Reid; John Leopold; carin hanna; Patti Brady
Subject: response to Leila B - PPtP

Dear Leila,

- We appreciate the reading of our comments with a careful and attentive eye!
- That the project has more on-site parking than "bad" code ok's is a plus for the project and the neighborhood!
- We do appreciate Abbas's, Lezanne's and your attention to this concern hence, making on-site parking numbers higher
- Your comment re: EV stations:
 - hopefully I'm correct > PPtP will have 2 EV's constructed; only 1 EV will be activated until actual need says differently; 2nd space will be residential parking until the need to activate #2 occurs
- We did not see anything on the plans indicating 40th as emergency only; we are uncertain how it can "signed" differently yet remain satisfactory for its residents and shop owners
- See you Wednesday
- Have a lovely weekend - SPPT

From: leila boroumand <leila1515@yahoo.com>
Date: Saturday, September 7, 2019 at 1:24 PM
To: "aplusbayplus@aol.com" <apusbayplus@aol.com>, Lezanne Jeffs <Lezanne.Jeffs@santacruzcounty.us>, Patti Brady <patrizia2@pacbell.net>
Cc: David Reid <David.Reid@santacruzcounty.us>, John Leopold <john.leopold@santacruzcounty.us>, carin hanna <carinhanna@aol.com>
Subject: Re: Clarification to SPPT 9/5 Letter + add-on comment

Dear Patti Bradi,

Thank you so much for your valuable comments. We did our best to reflect SPPT and neighbors' opinions on our project, as far as complying with the county zoning codes and standards. Please see below, the response to your recent comments. Hopefully, they are convincing.

- The EV charging and Clean air vehicles spaces are proposed per county requirements, based on the Calgreen 5.106.5.2 and Calgreen 5.106.5.3 codes. Otherwise, we would agree to reduce them to one of each. However, we can only activate one of each until onsite management confirm the need for 24/7 of both charging stations and till then can use the space as resident parking stalls.
- Two commercial ADA's are on the west side and two residential ADA stalls are on the north side of the building.

- Per traffic report prepared by Keith Higgins and in compliance with the county code section 13.10.552(b) "offsite parking for non-residential parking" and 13.10.553 "alternative parking requirements", we can propose up to 2,451 sf of restaurant uses. Considering the total net retail area of 6,899 sf, if we allocate part of that for restaurant uses with the allowable sf, we will have 2,451 sf restaurant and 4,448 sf retail area.

Retail required parking: 4,448 sf 1:300= 15 stalls
Restaurant required parking: 2,451 sf 1:100=25 stalls
Residential (1br & 2br) required parking = 53 stalls
Total required parking= 93 stalls
Provided parking= 96 stalls

However, we do not have a certain plan of having a restaurant yet. It's only a possibility if required.

- Exit to 40th Avenue is a one-way emergency only. It's not designated for daily use.

- Your valid concerns about the traffic study are mostly related to the larger scale analysis which is part of the zoning and general plan done by the county. Our project on a smaller scale is not required to do such a traffic analysis.

Again, thank you so much for your time and careful attention on our project.

Leila Boroomand for Abbas Haghshenas

On Saturday, September 7, 2019, 10:57:17 a.m. PDT, Patti Brady <patrizia2@pacbell.net> wrote:

To: Abbas Haghshenas, Leila Boroumand, Lezanne Jeff

From: Save Pleasure Point (SPPt)

Re: An Add-on to our 9/5 letter: Pleasure Point Plaza Project (PPTP) 3911 & 3945 Portola Drive

Date: 9/7/2019

pg 1 of 1

Dear Abbas, Leila and Lezanne

ITEM 1 : Please accept my apology for an omission in our 9/5 letter: see red

- 2 EV on-site charging stations
- Are 2 stations necessary? 1 EV on-site auto charging space could be sufficient
- Change 1 space to a regular residential parking space

- YES we support the 2nd station's mechanisms being installed during construction; adding a 2nd unit later will be far more costly and a bigger mess.
 - However, we ask that you do not activate this 2nd charging station until on-site management can confirm that there are enough tenants with electric cars that both charging stations need to be in use 24/7.
 - We ask that this space stand as resident parking unless need requires the 2nd station being put into use
- 2 EV auto charging stations 3 blocks away at the Lucky grocery store (Kings Plaza); available 24/7 it is noted that 80% of the time they open - are not in use. 1 block further: the EV charging station in the Macy's parking lot near Olive Garden also has very infrequent use. While charging their electric car, people have the opportunity to shop, dine, get a haircut, go to the movies, etc
- Most electric cars can be charged up to 80% in under 2 hours; Teslas require using super chargers that are only made by Tesla – is the project providing such?
- As electric car is not supposed to "park" in an EV charging station longer than it takes to "charge" that car so there will be space turnover.
- "Regular" cars cannot park in an EV charging space even if the space is vacant = wasted space,

ITEM 2: For 5 years SPtP's has asserted that commercial-mixed use projects should provide full capacity on-site parking or designated off-site parking. A private developer's project should not be allowed reduce on-site parking so clients, tenants etc. needing to park take up on-street parking at the expense of locals and visitors here to enjoy Pleasure Point.

Per our housing crisis, SPtP has supported your efforts to build a mixed-use project since the get-go. Last October PPtP was a standard mixed-use project with 20 units rental housing. The on-site parking space count being below parking codes* compelled us to withdraw support. Lezanne received numerous emails endorsing our action. *13.10.552 and .552

New codes allow low-income housing developers to build density with less on-site parking. As such your PPtP project has added 11 more rental units (4 low-income); under 2 codes its combined housing and commercial area only require 79 on-site parking spaces = 35 less than 13.10.552.

For Pleasure Point this new code allowance: density with less onsite parking is disastrous. Per SPtP (local) clamor you, Leila and Lezanne have increased PPtP's on-site parking numbers over the code allowance. While SPtP does not feel PPtP is near or at-all over-parked we acknowledge and appreciate this action.

Lezanne Jeffs

From: Patti Eller <patti@waltellerco.com>
Sent: Monday, September 9, 2019 11:11 AM
To: Lezanne Jeffs
Subject: Re: Thank you-Pleasure Point Plaza

Good Morning, Lezanne

Absolutely not necessary to apologize, I , recognize you have a very, busy work schedule/work projects.

Thank you so very, very, much for your consideration and understanding and including the language regarding ongoing monitoring of parking at the site. Greatly appreciated.

It is our hope that there are zero problems, when the development is completed. However, for precaution just in case so very important to have the ongoing parking monitoring clause as a condition of the use permit.

Wishing you a good week.

Thank you again,

Best, Patti

Patti Eller Robb, Senior Vice President
Walt Eller Company
3912 Portola Dr., Ste. 4
Santa Cruz, CA 95062

831 475-0460 Ext #100
831 475-0189 Fax

On 9/9/2019 10:46 AM, Lezanne Jeffs wrote:

Hi Patti,

I apologize for not replying to your earlier e-mail. I had noted your request for the addition of specific conditions of approval about parking as something to consider during preparation of the staff report but had not realized you needed a response.

Please know that in accordance with your request, I have included specific language into the conditions of approval for the Pleasure Point Plaza project regarding ongoing monitoring of parking at the site. I hope that the language I have included will address your concerns but if not, you will have the opportunity to discuss the matter at the upcoming Planning Commission hearing and, if required, the conditions of approval can be modified before the project moves on to the Board of Supervisors for a final decision.

Lezanne
Lezanne Jeffs

Senior Planner
Development Review
Tel:(831) 454 2480
lezanne.jeffs@santacruzcounty.us



From: Patti Eller <patti@waltellerco.com>
Sent: Wednesday, September 4, 2019 4:16 PM
To: Lezanne Jeffs <Lezanne.Jeffs@santacruzcounty.us>
Cc: Kathy Molloy <Kathy.Molloy@santacruzcounty.us>; Paia Levine <Paia.Levine@santacruzcounty.us>
Subject: Re: Fwd: Parking Requirements Portola Drive/Pleasure Point Corridor

Good Afternoon, Lezanne,

Re: Pleasure Pt Plaza 3911-3945 Portola Drive, Santa Cruz, Ca 33 Unit residential & approximately 7,000 sq ft commercial space.
With approximately 98 car parking.

Please kindly note:

1. I, had reached out to you on 6/13/2019, as per email listed below.
2. In checking my files, I, have had no reply regarding the request that the same clause be added to this project that was added to the Cat & Cloud Operating Use Permit. Cat & Cloud located at 3600 Portola Drive, Santa Cruz, Ca 95062. Assessors Parcel #03208240, Conditions of Approval Level 4 Change of use #151202. (I, can appreciate your project load is very large, so understand the delay in reply.).
- 2A. Please see my request, 6/13/2019 email, item #3, in blue font , listed below.
3. Has this been added to Pleasure Point Plaza as a condition to their use permit ?

From our standpoint this is a very reasonable request. We simply wish their to be a provision in the use permit, should a problem occur, with Pleasure Pt Plaza residents or Commercial Users, using our parking, then a condition is in place to resolve the problem. As you can appreciate our complex is at 100% occupancy, our parking needs to be utilized by our residential and commercial tenants.

Please let me know, if possible, kindly this week, regarding our requested provision. I, understand their is a Planning Commission Hearing regarding this project is schedule for Wednesday 9/25/2019 at 9:00 a.m.

Best, Patti

Patti Eller Robb, Senior Vice President
Walt Eller Company
3912 Portola Dr., Ste. 4
Santa Cruz, CA 95062

On 6/13/2019 12:17 PM, Patti Eller wrote:

Good Afternoon, Lezanne

Hope this email finds all going well.

Please kindly note:

1. Listed below is an email dated Wednesday 6/12/2019, emailed to Santa Cruz County Planning Director, Assist Planning Director, and Supervisor Leopolds office, and PDF file attachment, pertaining to Pleasure Pt parking concerns in reference to new developments.

2. It is my understanding that you are the planner for the 33 Apt Unit project/with approx 7,000 sq feet retail, space below. This proposed development is located directly across the street from our complex/where Suda restaurant is located. If this project does not have adequate parking, it is going to create a large burden on us, in enforcing our parking lot use for our tenants. **Our complex is 100% occupied and thus, need our parking for our Tenants.**

Thus, hoping that parking code 13.10.552, is being applied to this project. It is our understanding State Codes for Affordable Housing can allow exceptions to this parking code. If this is the case with this project, please have the developer utilize underground parking/ or vertical parking lifts, etc.

Approving this Development under State required parking guidelines will only cause parking problems to our Center directly across the street and other properties along Portola Drive, as well.

3. In addition, when the Lumber yard project was being processed, I contacted you and communicated our concerns that if The Lumberyard did not have adequate parking, then we would be burdened with their over flow parking into our El Rancho Shopping Center property.

Respectively requesting that a parking condition be a condition of approval of the 33 Apt unit/approx 7,000 sq ft retail space operating use permit.

We are currently experiencing a parking problem with Cat & Cloud Coffee Barrista parking in our El Rancho Shopping Center property. The below listed clause in Blue Font is currently in Cat & Cloud operating use permit.

If ongoing substantiated complaints are received from neighboring property owners that there is consistent unauthorized overflow parking from the site and or its tenants onto their land, then the property owner shall be required to develop an alternate parking demand management plan subject to an amendment to this Permit. This may include such measures as the provision of additional off-site parking areas, the provision of special transit incentives for employees, the operation of effective pooling programs, a valet parking plan, flexible work hours, or any other method that can be demonstrated to be effective for the reduction and management of parking demand.

4. We have seen some parking clauses in operating use permits, that is a time frame condition, of just 1 year etc. So if no problems after 1 year of operating condition goes

away. Respectively oppose a time frame put on a condition, as ownership changes & business use changes during the history of the complex, can effect parking conditions. Thus, the condition should not have a time frame.

Thus, with the above requested condition in place and parking code 13.10552 being followed for the development,, it is our strong hope that we would not be burdened with unauthorized parking on our parcel, by this new proposed project.

We support the project and welcome the project, as long as it has sufficient and adequate parking supported by its own parcel.

5. I, would like to schedule an appointment to review the plans for this new project once the application process reaches that point in time.

Thank you for your consideration and your time regarding our concerns regarding parking requirements for this development and other projects along Portola Drive too, that you may be assigned to work on.

Best,

Patti

Patti Eller Robb, Senior Vice President
Walt Eller Company
3912 Portola Dr., Ste. 4
Santa Cruz, CA 95062

831 475-0460 Ext #100
831 475-0189 Fax

----- Forwarded Message -----

Subject:Parking Requirements Portola Drive/Pleasure Point Corridor

Date:Wed, 12 Jun 2019 15:33:49 -0700

From:Patti Eller <patti@waltellerco.com>

To:Kathy Molloy <Kathy.Molloy@santacruzcounty.us>, Paia Levine <Paia.Levine@santacruzcounty.us>, john.leopold@santacruzcounty.us <john.leopold@santacruzcounty.us>

Good Afternoon, Ms. Kathy Molloy, County Of Santa Cruz Planning Director
Good Afternoon, John (Supervisor Leopold).

Please kindly note as follows:

1. On Monday 6/10/2019, I reviewed an article in The Santa Cruz Sentinel , please see attached PDF file.
2. Our Family owns and operates El Rancho Shopping Center located at 38th & Portola Drive, & The Walt Eller Center (Where Suda Restaurant is located at 3910 Portola Drive, Santa Cruz, Ca. El Rancho Center is approx 32,000 sq ft & Walt Eller Center is approximately 45,000 sq feet, mixed use Apts/Retail/ Office Space-C-2 Zoning.

The newspaper article in our opinion is right on target. We totally concur with The

Sentinel article of Monday 6/10/2019. In our two complex's we have good parking. This is because the County Parking Requirement Codes were enforced in full in both of our Centers.

During Development we were not allowed to count or rely on off site parking, we were not allotted special accommodation of reduced parking. All parking had to be provided on our parcel and the parking code was strictly enforced.

3. We are Pro development for The Pleasure Point Area, However, as you know recently earlier this week, you received a copy of letter written by our attorney to Cat & Cloud. As they have caused/causing parking problems at El Rancho Shopping Center. At the time Cat & Cloud Use Permit was being processed, I met with County Planning and followed up in writing with a letter from our attorney, as we were very concerned that their would not be adequate parking for Cat & Cloud, on their parcel. Our concerns have been validated since Cat & Cloud Opening.

We have been burdened with expenses and time, in protecting our parking areas from unauthorized use by Cat & Cloud.

In, addition we voiced the same concerns regarding the Lumberyard project and that is documented as well in that project file. Again we are Pro development, however, not for approved projects with inadequate/lack of parking.

It is not fair, to approve projects with inadequate parking , which then in turn creates a huge burden on us to see that our parking is utilized by our tenants, that pay good rents and triple net charges to maintain the parking areas, etc.

Respectively, requesting County Of Santa Cruz Planning Department require all development projects along Portola Drive/Pleasure Pt Area to meet Code 13.10.552. It is our understanding State Codes for Affordable Housing can allow exceptions to this parking code. In this, is the case please have developers utilize underground parking/ or vertical parking lifts, etc.

Approving Development projects under State guidelines will only cause parking problems to our Centers and other properties along Portola Drive, as well.

Appreciate your consideration and time regarding our concerns and regarding parking requirements for this development & other Projects along Portola Drive/Pleasure Pt Corridor.

Best,

Patti

Patti Eller Robb, Senior Vice President
Walt Eller Company
3912 Portola Dr., Ste. 4
Santa Cruz, CA 95062

831 475-0460 Ext #100
831 475-0189 Fax

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Patti

Patti Eller Robb, Senior Vice President
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Lezanne Jeffs

From: leila boroumand <leila1515@yahoo.com>
Sent: Thursday, September 12, 2019 6:57 PM
To: Lezanne Jeffs; Abbas Haghshenas
Subject: Neighborhood meeting 09/11/2019
Attachments: neighbors log.pdf; PRESENTATION.pdf

Hi Lezanne,

Yesterday neighborhood meeting went very well. Everyone was happy with the presentation and project in general and no one had a major object on the project. Attached is the presentation and list of the attendances.

Below is Patti'e email after the meeting:

Hello Abbas, Leila and family members

- We trust you are pleased with the reception the project received tonight.
- Leila - your visual presentation was very helpful: it allayed concerns about the 35ft height taking center stage (it does not). The design improvements are significant including adding 20 more on-site parking spaces over the allowed 76; these actions made an important difference for people being on board for its approval! We have very limited on-street parking so any on-site parking space shortage is a big deal.
- No one is happy about the 40% density bonus benefit; however, most recognize it's being code is not "your" doing and that any developer would take advantage of it.
- As you were busy chatting I did not stop to say good-bye: I do hope your ride home was one of relief and happy anticipation of next steps!

Sincerely, Patti for SPpt

Thank you for providing appetizers

Best,
Leila

Lezanne Jeffs

From: Emily Figurski <ecfigurski@gmail.com>
Sent: Sunday, September 15, 2019 8:52 PM
To: Abbas Haghshenas
Cc: leila1515@yahoo.com; jared figurski; Lezanne Jeffs; John Leopold
Subject: 3911 & 3945 Portola Drive Development
Attachments: House.png; Yard.png; 3911 PORTOLA DR- 032818.pdf; Porch.png

Hi Abbas,

Thank you for hosting the public meeting at Suda.

As we shared with you at the Wednesday meeting, we are unhappy that the plans have a 0' foot setback against the West property line. As you know, we are not opposed to the development overall. However, as we have been reminded by both you and the neighbors, we are the neighbor whose life and property will be most affected by the development. For the past 18 months we have been under the impression our requests were heard, but this most recent plan set on 9/11/19 feels as though we were mislead and not given much time for recourse with the impending county vote on September 25. As expressed repeatedly, the setback to the West property line is our #1 issue with the development.

Jared and I looked back at our previous correspondences with A+Plus. Before last week, the most recent set of plans shared by A+Plus were the 3/28/18 plans with 26' + 5' vegetation setback (31' total) from the West boundary line (attached). Jared and I were in agreement with the setbacks shown on the 3/28/18 plan set. Since receiving this plan set, we have emailed both A+Plus and the county regularly and proactively to request of any updates. Last week was the first we learned of the proposed plans having a 0' setback on the West property line.

We simulated the height this weekend of the line of sight. That is, some one in the apartment building on the 3rd Floor - about 23' from ground - to our line of sight into our backyard. Attached are visuals that approximate the impact of the 0' setback with residents on the 3rd floor at the NW corner of the building. As shown, our privacy and sunlight into our home and yard will be greatly diminished.

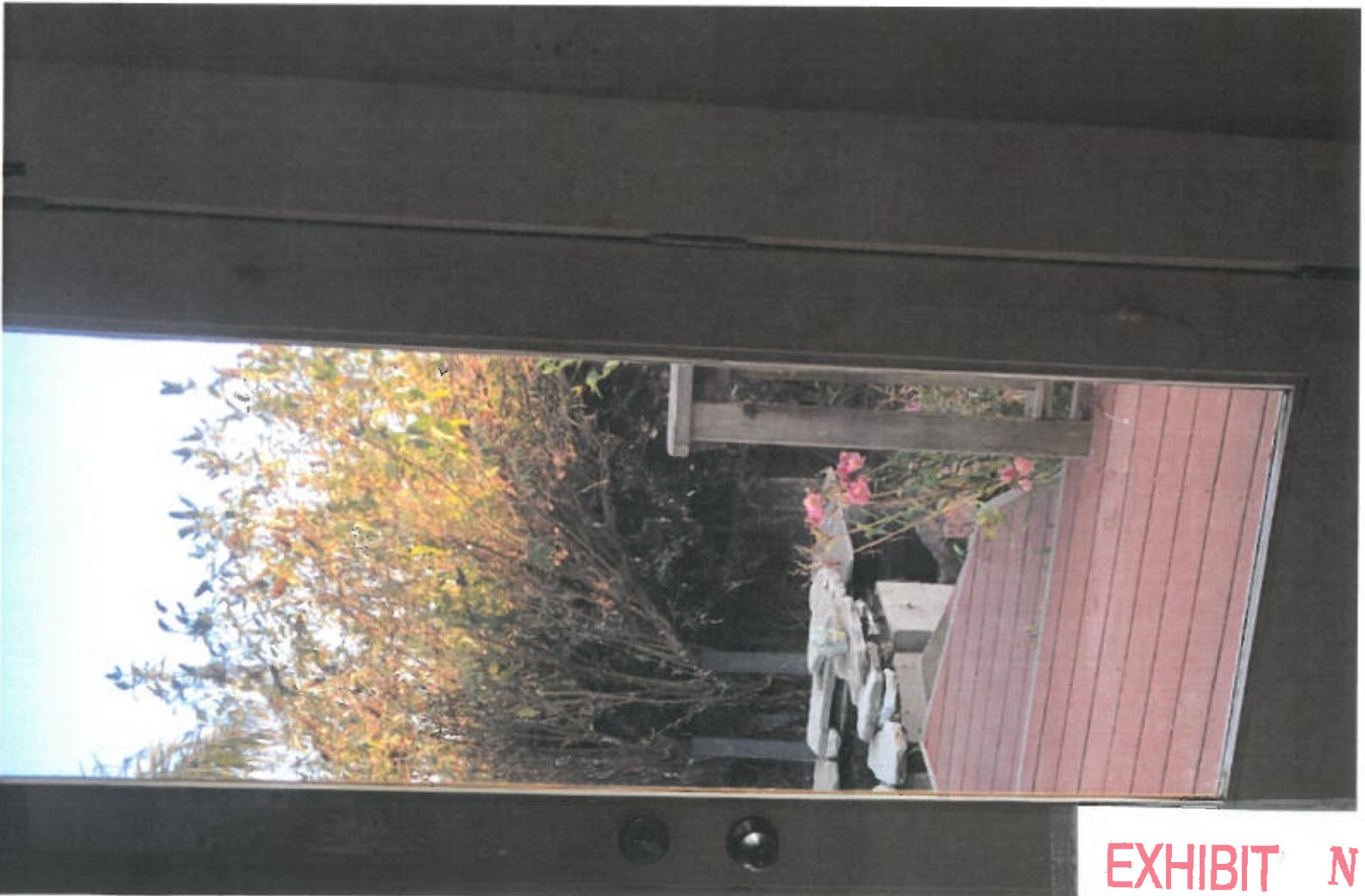
Regarding the most recent set of plans reviewed on the public meeting at Suda on September 11, we have the following requests please:

- **Implement the 26' setback + 5' vegetation (31' total) that we had previously approved.**
- A light, neutral color on all floors, including the 3rd floor, so the building feels less encroaching and reflects natural light.
- Vegetation that is evergreen and grows to and is maintained at an appropriate height.
- A line of sight drawn from the NW-corner of the building into our yard.
- A shadow analysis of the building from the SE to NW direction at 9AM in December.
- Move the trash to another location to mitigate both odor and noise.

We are not receiving direct notifications of the public meetings hosted by A+Plus. Please update your contact information to send flyers to the following:

Jared & Emily Figurski
840 38th Ave
Santa Cruz, CA 95062

We available to meet in person to discuss.



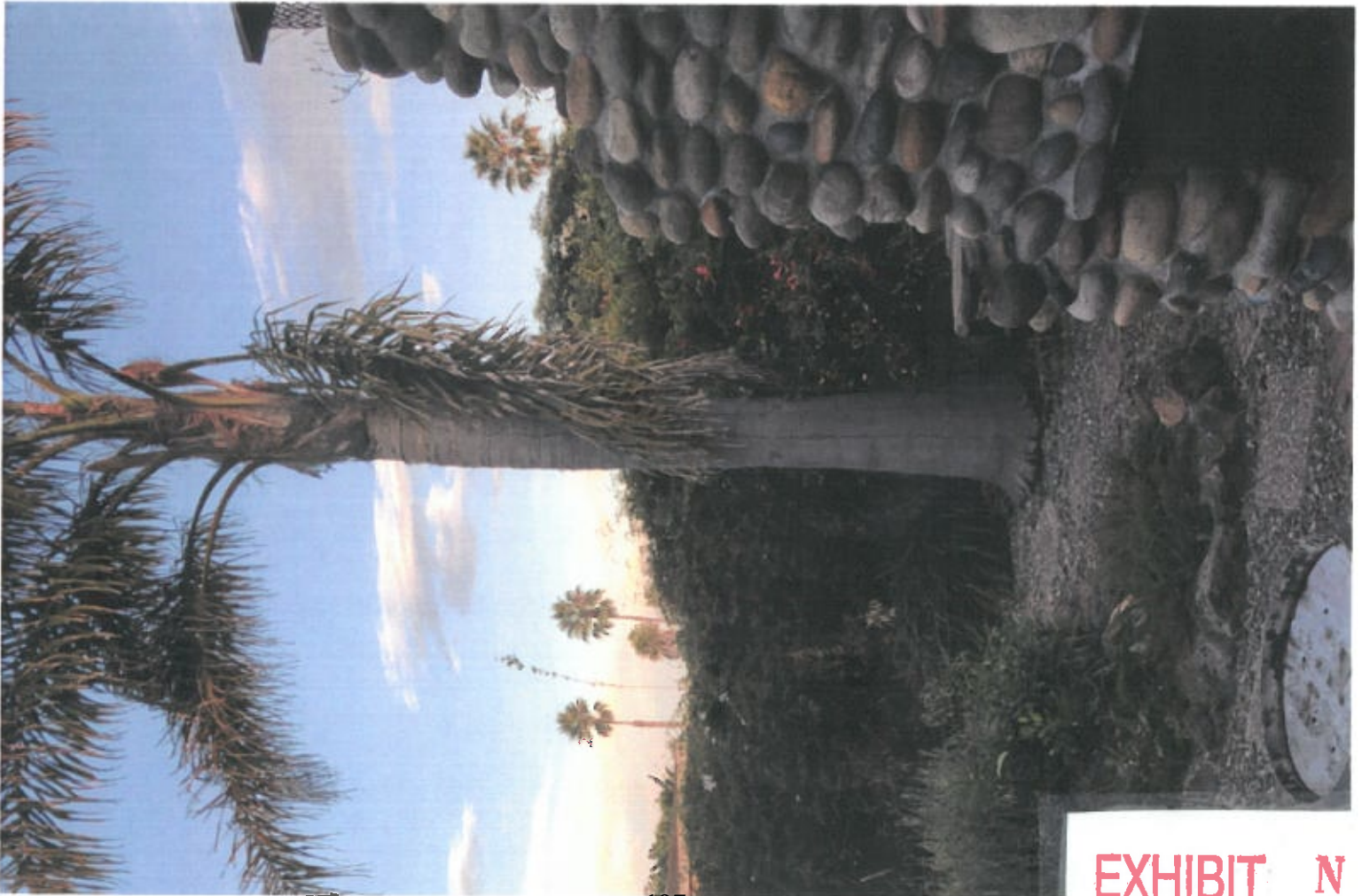
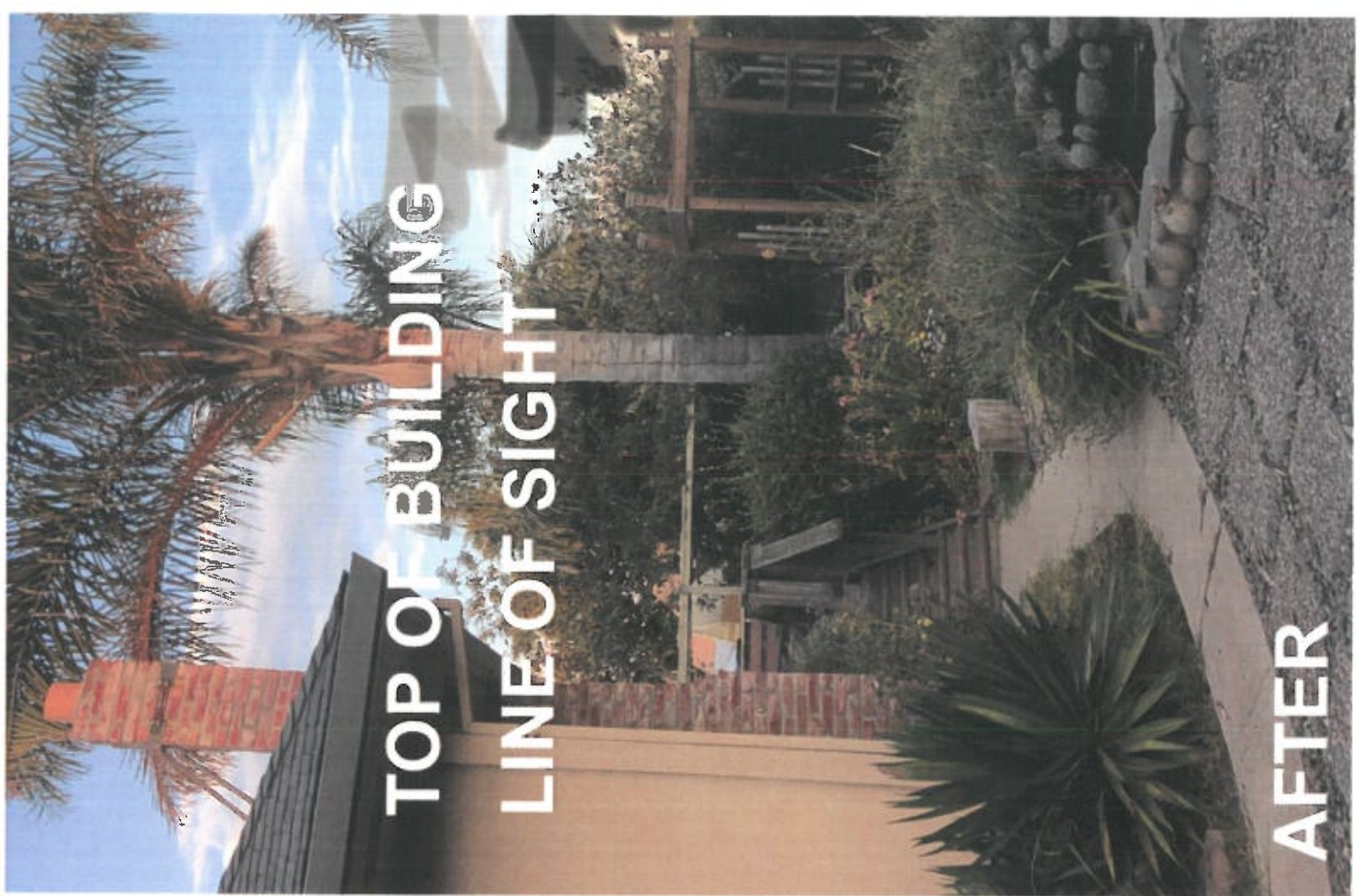


EXHIBIT N



TOP OF BUILDING
LINE OF SIGHT

AFTER

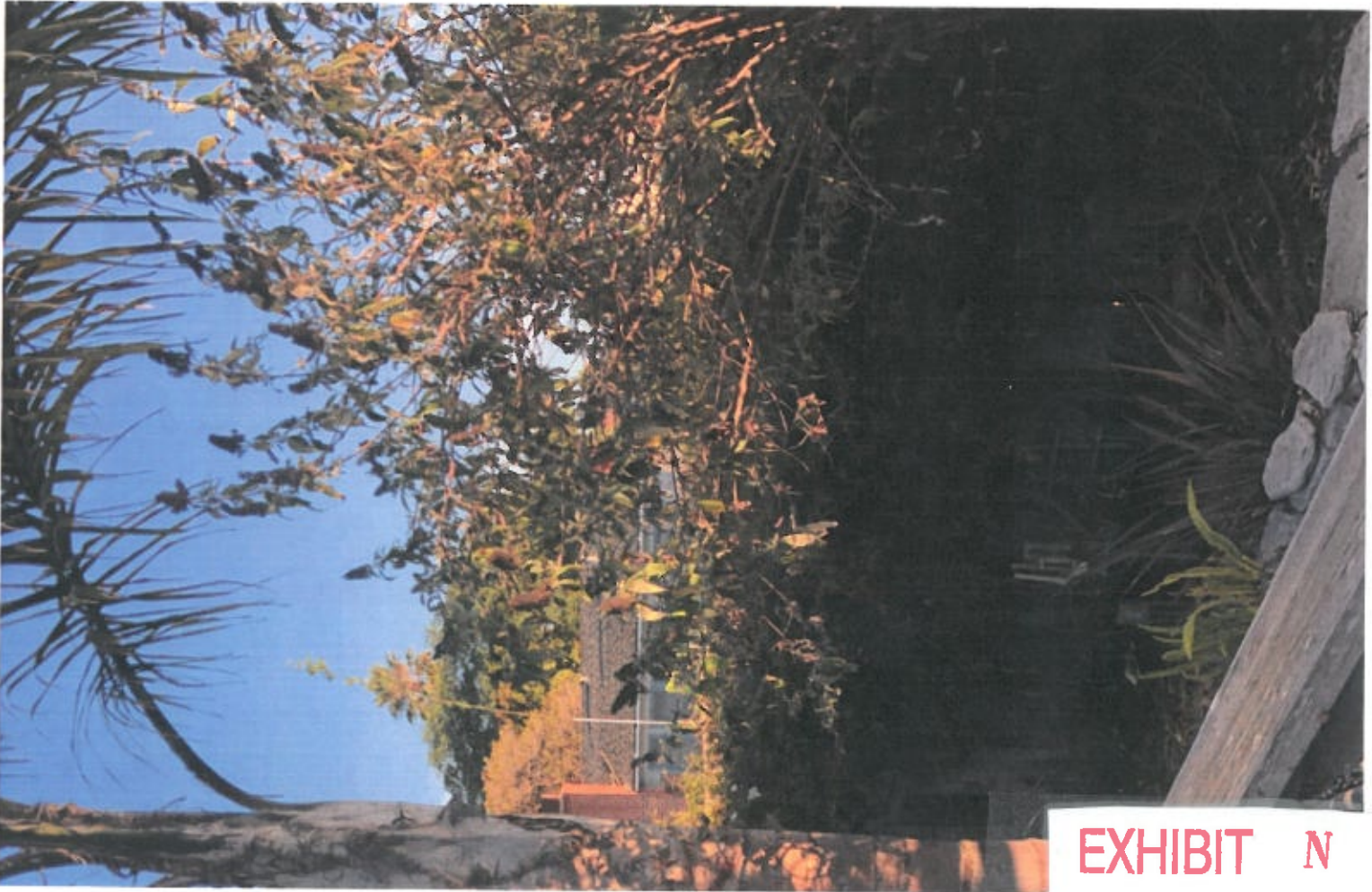


EXHIBIT N



TOP OF BUILDING
LINE OF SIGHT

AFTER

Lezanne Jeffs

From: leila boroumand <leila1515@yahoo.com>
Sent: Tuesday, September 17, 2019 1:38 PM
To: Abbas Haghshenas; Emily Figurski
Cc: jared figurski; Lezanne Jeffs; John Leopold
Subject: Re: 3911 & 3945 Portola Drive Development

Dear Emily & Jared,

Thank you for your comments. We need to have full frontage on Portola dr as all parcels along that corridor have zero setback. that is how Portola dr corridor is. The privacy you refereed to is important for both of us. We think that planting more evergreen trees along your east property line will just provide that. We are also evaluating your proposal of trash enclosure relocation. It is our common goal to improve the neighborhood by designing practical new building, replacing the existing eyesore site.

Thank you

Leila for Abbas

On Sunday, September 15, 2019, 08:54:21 p.m. PDT, Emily Figurski <ecfigurski@gmail.com> wrote:

Hi Abbas,

Thank you for hosting the public meeting at Suda.

As we shared with you at the Wednesday meeting, we are unhappy that the plans have a 0' foot setback against the West property line. As you know, we are not opposed to the development overall. However, as we have been reminded by both you and the neighbors, we are the neighbor whose life and property will be most affected by the development. For the past 18 months we have been under the impression our requests were heard, but this most recent plan set on 9/11/19 feels as though we were mislead and not given much time for recourse with the impending county vote on September 25. As expressed repeatedly, the setback to the West property line is our #1 issue with the development.

Jared and I looked back at our previous correspondences with A+Plus. Before last week, the most recent set of plans shared by A+Plus were the 3/28/18 plans with 26' + 5' vegetation setback (31' total) from the West boundary line (attached). Jared and I were in agreement with the setbacks shown on the 3/28/18 plan set. Since receiving this plan set, we have emailed both A+Plus and the county regularly and proactively to request of any updates. Last week was the first we learned of the proposed plans having a 0' setback on the West property line.

We simulated the height this weekend of the line of sight. That is, some one in the apartment building on the 3rd Floor - about 23' from ground - to our line of sight into our backyard. Attached are visuals that approximate the impact of the 0' setback with residents on the 3rd floor at the NW corner of the building. As shown, our privacy and sunlight into our home and yard will be greatly diminished.

Regarding the most recent set of plans reviewed on the public meeting at Suda on September 11, we have the following requests please:

- **Implement the 26' setback + 5' vegetation (31' total) that we had previously approved.**
- A light, neutral color on all floors, including the 3rd floor, so the building feels less encroaching and reflects natural light.
- Vegetation that is evergreen and grows to and is maintained at an appropriate height.
- A line of sight drawn from the NW-corner of the building into our yard.
- A shadow analysis of the building from the SE to NW direction at 9AM in December.
- Move the trash to another location to mitigate both odor and noise.

We are not receiving direct notifications of the public meetings hosted by A+Plus. Please update your contact information to send flyers to the following:

Jared & Emily Figurski
840 38th Ave
Santa Cruz, CA 95062

We available to meet in person to discuss.

Thank You,

Emily Figurski, P.E.
774-277-0074 (cell)