



Staff Report to the Planning Commission

Application Number: **201212**

Applicant: Chris Kummerer for CKA Architects
Owner: 3212 Mission Drive LLC
APN: 025-082-14
Site Address: 3212 Mission Drive, Santa Cruz

Agenda Date: February 24, 2021
Agenda Item #: 6
Time: After 9:30 a.m.

Project Description: Proposal to construct 21 new townhomes in the RM-3 zone district. The project is eligible for a 43 percent Residential Density Bonus in exchange for provision of three affordable units. One "concession" and two "waivers" have also been requested; these include: (1) a concession to exceed the Floor Area Ratio (FAR) development standard by eight percent, for a total FAR of 58 percent, (1) a waiver to allow for an exception from usable open space standards, and (2) a waiver to allow for minor encroachments into setbacks. Requires approval of a Subdivision, Residential Development Permit with Density Bonus, Roadway/Roadside Exception, Over-Height Fence Certification, and Preliminary Grading Review.

Location: Property located on a parcel with frontages on both Mission Drive and Thurber Lane (3212 Mission Drive) approximately 370 feet north of Soquel Drive in Live Oak.

Permits Required: Subdivision, Residential Development Permit with Density Bonus, Roadway/Roadside Exception, Over-Height Fence Certification, and Preliminary Grading Review

Supervisory District: First District (District Supervisor: Manu Koenig)

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 201212, based on the attached findings and conditions.

Project Setting

The subject parcel is approximately 38,497 square feet in size and developed with a single-family dwelling and associated unpermitted accessory structures. The existing residence is currently accessed by a u-shaped driveway located on the west side of the parcel (fronting Mission Drive). The parcel is approximately 90 feet wide and 428 feet deep with existing development oriented toward Mission Drive. The subject parcel fronts on both Mission Drive

and Thurber Lane, extending from the east side of Mission Drive to the west side of Thurber Lane. The parcel is relatively flat, approximately one-third of the parcel contains a slight downslope toward Mission Drive and two-thirds a gentle downslope toward Thurber Lane.

The project site is located in the Live Oak Planning Area within the area identified in the Sustainable Santa Cruz County (SSCC) Plan as the Medical District/Flea Market Focus Area. This area is anchored by large medical service facilities at Dominican Hospital and the Sutter Medical Center, containing both neighborhood and regional-serving commercial uses and a mix of medium to high density residential uses.

The surrounding pattern of development consists of a mix of residential and commercial uses. The property is bordered to the north and south by both multi-family and single-family residential uses. Two parcels border the northern property line of the project site. The first parcel, to the northwest, fronting on Mission Drive, contains five dwelling units in five detached one- and two-story buildings. The second parcel, to the northeast of the project site, contains 16 two-story townhome units, owned by the Thurber Lane Townhouses Homeowners Association. Three parcels border the southern property line of the project site. The first parcel, to the southwest, fronts on Mission Drive, and contains a one-story single-family dwelling. Moving east, the second parcel is located mid-block and is accessed from Mission Drive via an approximately 100-foot accessway. The parcel contains a one-story duplex and has an active permit application proposing to legalize a third dwelling unit on the property (Application No. 201315). The third parcel, accessed via Thurber Lane, contains six two-story townhome units, representing half of the Serena Court townhome property containing 12 townhome units in total, located over two contiguous parcels split in half by a private accessway (named Serenada Court). This townhome property is owned by the Owners of Serenada Court 975.

Across the street from the project site, to the east of Thurber Lane, is a large undeveloped parcel measuring approximately six-acres in size containing split commercial zoning designations (C-1 and PA). To the west of the project site on the west side of Mission Drive is an approximately two-acre parcel developed with medical offices (d.b.a. Cypress Medical Center).

About 800 feet to the north of the project site on Thurber Lane is Central Fire Protection District Station 2 (3445 Thurber Lane). Soquel Drive, a major east-west arterial road and transit corridor, is located approximately 380 feet south of the site, providing both local and regional access. Soquel Drive contains sidewalks and bike lanes and provides direct access to nearby Highway One on-ramps located within less than a half mile from the project site. The nearest Metro bus stop is located on Soquel Drive, approximately 400 feet from the site. The Soquel Drive corridor is served by Metro Route 71 providing service to downtown Santa Cruz and Watsonville, and Cabrillo College.

Project Description

To develop the project, one existing single-family dwelling and its associated accessory structures would be demolished. Based on Assessor's estimate, the existing home was constructed in 1935. The house has received numerous alterations since its original construction, and the building is currently in poor condition. A historic evaluation prepared by PAST Consultants LLC was submitted to determine the historic significance of the property. The report concluded that the subject property is not eligible for listing as a local, state, or federal historical

resource. The report was reviewed and accepted by the Planning Department on July 6, 2020.

The project proposes to construct 21 two-story townhomes in 11 buildings with associated site and off-site improvements. The project would construct a combination of attached and detached housing as part of a common interest development resulting in 20 attached townhomes and one detached townhome. The building massing would follow a linear arrangement, as is typical for townhome developments, and will essentially be mirrored on the north and south sides of a new 24-foot wide private interior accessway extending from Mission Drive to the west to Thurber Lane to the east. To the north of the interior accessway, eleven townhomes would be constructed, of which ten would be attached and one detached, resulting in six separate buildings¹. To the south of the interior accessway, ten attached townhomes would be constructed within five buildings. Private yards for the townhomes would wrap the north and south peripheries of the site, while both Mission Street and Thurber Lane entries on the west and east peripheries would be treated with landscaping.

Grading volumes in the amount of 1,836 cubic yards of cut and 110 cubic yards of fill are proposed for construction of the project. The project would not remove any trees. Additional site improvements include construction of new drainage facilities including retention/detention areas, a comprehensive landscape plan including planting of eight new trees, site down-lighting, surface vehicle and bicycle parking spaces, and installation of a new on-site fire hydrant along the Mission Street frontage. Offsite improvements including new curbs, gutters, sidewalks, driveway cuts and storm drain improvements along both respective street frontages, and a new fire hydrant, replacing an existing hydrant, will be constructed at the Thurber Lane frontage.

As proposed, the project will provide two moderate-income units and one very low-income unit for sale within a common interest development pursuant to Santa Cruz County Code (SCCC) Section 17.12.065(A)(3). The applicant is eligible for a density bonus of 43 percent pursuant to California Government Code Sections 65615-65918 and SCCC Chapter 17.12, referred to herein collectively as Density Bonus Law. Density Bonus Law would allow up to 24 units on the site, and the project would result in a total of 21 dwelling units. All three affordable units would qualify as deed-restricted affordable units for sale through the County's "Measure J" Affordable Housing Program. One "concession" and two "waivers" have also been requested; these include: (1) a concession to exceed the Floor Area Ratio (FAR) development standard by eight percent, for a total FAR of 58 percent, (1) a waiver to allow for an exception from usable open space standards, and (2) a waiver to allow for minor encroachments into setbacks. Thus, the project requires approval of a Residential Development Permit with Density Bonus, subject to required findings pursuant to SCCC 18.10.230 and SCCC 17.12.120 respectively. *(Please see the section below under the heading "Affordable Housing Density Bonus" for a detailed discussion.)*

The proposed project to construct 21 townhomes requires that the Planning Commission accept the tentative map and send its recommendation to the Board of Supervisors (Board). After consideration, the Board shall approve, conditionally or disapprove the tentative map. Final action on these tentative maps is vested in the Board, which may approve, conditionally approve, or disapprove the tentative map, except that where the Planning Commission recommends disapproval of a tentative map, the Board will, in the absence of a filed appeal pursuant to Article VI of SCCC Chapter 18.10, consider the map disapproved and no further action is required.

¹ A building can contain multiple attached units without each internal unit being separately defined as a stand-alone building. In this case, each respective pair of attached townhome units are located within one building.

(Please see the section below under the heading "Subdivision" for a detailed discussion.)

The project requires an exception to County Design Criteria collector and local street standards, due to alternate width, parking, sidewalks, and landscaping proposed along both Mission Drive and Thurber Lane.

(Please see the section below under the heading "Roadway/Roadside Exception" for a detailed discussion.)

Fencing is proposed within the front yard setback that would exceed three feet in height; thus, an Over-Height Fence Certification is required, pursuant to SCCC Section 13.10.525. *(Please see the section below under the heading "Over-Height Fence Certification" for a detailed discussion.)*

Preliminary Grading Review is required per SCCC Chapter 16.20 to assess and place conditions of approval on the proposed grading work associated with the project.

Zoning & General Plan Consistency

The subject property is a 38,497 square foot (0.88 acre) lot, located in the RM-3 (Multi-Family Residential - 3,000 square feet minimum) zone district, a designation which allows residential uses. Both attached and detached housing are allowed in the RM-3 zone district. The proposed project would result in a development which is consistent with the permitted uses within the zone district and the zoning is consistent with the site's R-UH (Urban High Density Residential) General Plan designation.

The subject parcel would abut two streets, Mission Drive and Thurber Lane, to which it has legal access and is therefore considered a double frontage lot as defined in SCCC 13.10.700-L. Per SCCC 13.10.323(D)(6), the required front yards are measured from both rights-of-way; therefore, front yard setbacks of 20 feet are applied on both Mission Drive and Thurber Lane frontages. Per SCCC 13.10.323(D)(7), on a site situated between sites improved with buildings, the minimum front yard for the first story of structures may be the average depth of the front yards on the sites adjoining the site, but no less than 10 feet. For the front yard fronting on Mission Drive, adjacent front yard averaging results in a reduced first story front yard setback requirement of approximately 14 feet 11 inches. The standard 20-foot front yard setback is still applied to the second story.

A summary of the required and proposed site and development standards relevant to the project are summarized in the table below:

Development Standards	RM-3 Site Standards (For parcels greater than 5,000 square feet)	Proposed
Front yard setback (Mission Street)	14 feet 11 inches (First story) 20 feet (Second story)	20 feet (First story) About 18 feet (Second story - Waiver)
Front yard setback (Thurber Lane)	20 feet	About 18 feet (Waiver)
Rear yard setback	15 feet	N/A (Double front lot)
Side yard setbacks	8 feet (north side yard)	About 6 feet 8 inches (Waiver)
	5 feet (south side yard)	About 3 feet 8 inches (Waiver)
Maximum height	28 feet	About 25 feet 9 inches
Maximum Number of Stories	N/A	2 stories
Maximum % FAR	50%	About 58% (Concession)
Maximum % lot coverage	40%	About 34%
Parking (For Density Bonus per SCCC 17.12.090)	2 spaces for three-bedroom dwelling units	2 parking spaces per unit (1 space in garage and 1 uncovered space). 6 additional spaces are provided on-site.

Subdivision

This application is a proposal to demolish the existing single-family dwelling and its associated accessory structures and to establish 21 condominium units within one lot, with common areas for access, parking, and landscaping. The proposal includes construction of 20 new attached townhomes and one detached townhome. The proposed dwellings would be two stories each, consisting of three-bedroom floor plans ranging in size from 1,307 to 1,317 square feet (inclusive of internal garages). Two parking spaces would be provided for each unit in attached garages and uncovered assigned parking spaces onsite with an additional six parking spaces near the Thurber Lane entrance at the east side of the property perpendicular to the access driveway.

The project has been designed in accordance with County Code Section 17.12 "Residential Density Bonuses and Affordable Incentives," which allows for a density increase over the standard allowable residential density according to the percentage of affordable housing being provided. *(See discussion under Affordable Housing Density Bonus section, below).*

Roadway/Roadside Exception

The County Design Criteria collector street standard requires a minimum 60-foot-wide right of way, 12-foot-wide travel lanes, eight-foot-wide parking lanes, 4.6-foot-wide landscape strips, and four-foot-wide separated sidewalks on both sides of Mission Drive. On Thurber Lane, County Design Criteria local street standards would apply, requiring a minimum 60-foot-wide right of way, 12-foot-wide travel lanes, five-foot-wide bike lanes, 4.6-foot-wide landscape strips, and four-foot-wide sidewalks on both sides of the street. The project requires an exception to County Design Criteria collector and local street standards, due to alternate width, parking, sidewalks, and landscaping along both Mission Drive and Thurber Lane. On both Mission Drive

and Thurber Lane frontages, the existing streets do not meet County Design Criteria standards. As proposed, the project would match the existing street components on both frontages and would tie into existing streetscape elements such as sidewalks, curbs, and gutters.

The project proposes new 24-foot-wide driveway with entries to Mission Drive and Thurber Lane. The proposed driveway entries have been reviewed by DPW Road Engineering and meet County Design Criteria standards. Parking areas and attached garages are proposed to be accessed via the 24-foot-wide private interior driveway, and a 60-foot-wide public street would not be appropriate at this location. Per SCCC 13.11.074, 24 feet is the recommended minimum width for two-way circulation within interior driveways. Four foot wide at-grade pedestrian walk aisles constructed of stamped concrete are proposed along both sides of the interior driveway. The driveway would function as an interior accessway within a clustered common interest development that will not be dedicated as a public street, and the low volume of traffic and vehicle speed will allow safe travel for all modes of transportation. The proposed private interior driveway has been reviewed by the Central Fire Department and meets Fire Department requirements. Additionally, one sign will be placed at each entry to the site to read, "Private Drive No Thru Street", to prohibit any traffic through the site by non-residents.

The request for a Roadway/Roadside Exception is considered acceptable due to the fact that proposed improvements on both Mission Drive and Thurber Lane would tie into existing streetscape elements, resulting in a continuous transition and use of each respective right of way, both of which do not currently meet County Design Criteria standards.

Affordable Housing Density Bonus

Affordable Housing and Density Calculations

The applicant applied for a density bonus of 43 percent pursuant to Density Bonus Law. Housing developments are eligible for a density bonus and one or more development incentives or waivers described in Density Bonus Law when they include a certain percentage of affordable units of various types. As proposed, the project will provide two moderate-income units and one very low-income unit (for 19 percent of the base unit yield) within a common interest development pursuant to SCCC 17.12.065(A)(3), which also satisfies the Measure J affordable housing requirements of SCCC 17.10.030(D).

The site currently contains one existing rental unit that has been occupied within the past five years, thus the project must also comply with the replacement housing requirements included in Density Bonus Law, specifically in SCCC 17.12.025. Replacement housing requirements apply to units occupied by low- or very low-income tenants, during the five-year period prior to the submittal of the application. The applicant has provided verification that the current tenants are categorized as very-low income. In compliance with these replacement housing requirements, the project would provide one affordable unit be sold at the very low-income level.

Pursuant to Density Bonus Law, the allowable density is applied to the gross site area, and all density calculations resulting in fractional units must be rounded up to the nearest whole unit. For this reason, the "base" unit yield for this site, before the density bonus is applied, is 15.3 units (which rounds up to 16 units). The requested 43 percent density bonus would therefore allow for the construction of seven additional units ($16 \times 43\% = 6.88$, which rounds up to seven

units), subject to the provision that at least 19 percent of the base units (16 X 19% = 3 units) must be provided as affordable units. As proposed, three of the 16 base units would be affordable, which equates to 19 percent of the base units. The level of affordability earns the project a 43 percent bonus pursuant to the Enhanced Density Bonus Program adopted by the County in 2018, codified in SCCC 17.12.065. As conditioned, the affordable units will be regulated in perpetuity and restricted to income limits and related terms of an Affordable Housing and Density Bonus Agreement to be recorded against the property prior to recordation of the Final Map or Building permit issuance (whichever occurs first).

Density Bonus Law allows an applicant to request specific incentives or concessions in order to make the project feasible with the proposed number of affordable and total housing units. This project, with 19 percent of the units affordable to low or moderate buyers, qualifies for one concession as set forth in SCCC 17.12.040 and may request “waivers of development standards” pursuant to SCCC Section 17.12.050, if necessary, to enable construction of the proposed project.

Concession – FAR

The applicant has requested one concession to increase the maximum allowable floor area from 19,537 square feet (50 percent FAR) to 22,805 square feet (58 percent FAR). This is an eight percent increase above the allowed maximum. This increase allows the project to be comprised of all three-bedroom units which helps offset construction costs in that the three affordable units will allow for the addition of two market rate units resulting in cost reductions for the development. Staff finds that granting of this concession for an increase in allowed floor area is appropriate because it would allow the project, as designed, to provide three-bedroom units, which are an attractive housing type for families, while also making the development economically viable. Findings for the approval of the requested concession are included with this report.

Waivers – Usable Open Space and Setbacks

In addition to the concessions available in SCCC 17.12.040, Density Bonus Law also allows applicants to request waivers of any development standards that have the effect of physically precluding the construction of a housing development. The applicant is requesting two waivers for this project, these are: (1) a waiver to allow for an exception from usable open space standards, and (2) a waiver to allow for minor encroachments into setbacks.

SCCC Section 13.10.323(F) contains dimensional and locational criteria that must be met for open space to qualify as usable open space as required by the County Code. County Code requires that a minimum of 300 square feet of group (or common) usable open space or 200 square feet of private usable open space be provided per unit (or a combination thereof). As indicated on sheet A1.2 of the project plans, only 150 square feet of private usable open space per unit for 19 of the 21 units would meet all required criteria; however, 300 to 400 square feet of private open space would be provided for each unit inclusive of additional backyard areas and second floor balconies which do not meet all County Code dimensional and/or locational criteria. Staff finds granting a waiver from open space standards is appropriate given that the geometry of the site along with the footprint and number of units proposed restricts the provision of Code-complying usable open space. Additionally, the project is designed to incorporate as much usable

open space as possible, even when meeting all criteria would not be achievable.

The units fronting Mission Drive (Units 1 and 11) would meet first story front setback requirements but would encroach approximately two feet and one foot four inches respectively into the 20-foot front yard setback at their second stories, for which a waiver is requested. Per SCCC 13.10.323(E)(1), roof eaves and balconies may extend six feet into the required front yard setback, and roof eaves may extend three feet into side yard setbacks. All proposed roof eaves and balconies are allowed as permitted encroachments per SCCC 13.10.323(E)(1). For the front yard fronting Thurber Lane, the standard 20-foot front yard setback applies to both stories of Unit 21. Similar to the Mission frontage, Unit 21 would meet first story front setback requirements but would encroach approximately two feet into the 20-foot front yard setback at its second story, for which a waiver is requested.

The project would provide an eight-foot side yard setback at the north side of the parcel, and a five-foot side yard setback at its south side. The second floors of the units would encroach approximately one foot four inches into side yard setbacks, for which a waiver is requested. Roof eaves would encroach less than three feet into side yard setbacks and are allowed as permitted structural encroachments per SCCC 13.10.323(E)(1). Staff finds granting a waiver to allow for minor encroachments into setbacks is appropriate given that the parcel is constrained due to the number of three-bedroom units proposed, along with the necessary associated site improvements such as access, parking, and open space. Additionally, the townhome units would contain bedrooms of a typical size, and the proposed minor encroachments are reasonable given the tight layout of the site. Findings for the approval of the requested waivers are included with this report.

Parking

Parking would be provided in accordance with Density Bonus provisions of SCCC 17.12.090, which requires two parking spaces for each three-bedroom dwelling unit, for a required total of 42 spaces. Two parking spaces would be provided for each unit, one space in the attached garage of each unit, and one nearby assigned surface parking space. While Density Bonus Law does not allow localities to require Density Bonus projects to provide guest parking in addition to the per-unit parking ratio noted above, the project, as proposed, provides six additional spaces on the site, for a total of 48 parking spaces. The County is precluded from requiring additional parking beyond the referenced parking requirement for Density Bonus projects.

Additionally, the project would meet the bicycle parking requirement per SCCC 13.10.552 by providing one bicycle parking space in the garage of each unit, and five additional bicycle parking spaces on-site.

Traffic

A preliminary traffic analysis was provided for the proposed project to estimate the project trip generation (Exhibit I). The project is expected to generate about 154 daily trips, with 10 morning peak hour trips (two in, eight out) and 12 evening peak hour trips (eight in, four out). The County requires a formal traffic impact analysis if the project would generate 20 or more morning or evening peak hour vehicle trips. However, as indicated in the provided traffic analysis, the project would generate fewer than 20 peak hour trips in either the morning or evening. Therefore, a formal traffic impact analysis is not required for this project.

Noise Requirements

Per SCCC Section 13.15.090 of the County's Noise Planning Ordinance, any new residential structure located within the highway and local roadway future noise contour of 60 to 65 dB Ldn² or higher in Figures 9-2a and 9-2b of the General Plan Noise Element is required to include sound insulating construction to ensure interior noise levels do not exceed 45 dB Ldn in any habitable room. All special sound insulating construction shall comply with applicable requirements of Title 24 of the California Health and Safety Code, as may be amended from time to time and as adopted by the County of Santa Cruz within SCCC Chapter 12.10, Building Regulations. Due to its proximity to Highway One and Soquel Drive, the project site is located within the mapped 60 to 65 dB Ldn noise contour as referenced in the General Plan (Exhibit L); thus, the project must provide sound insulation construction to guarantee interior noise levels in habitable rooms do not exceed 45 dB Ldn. Conditions of Approval have been added to ensure compliance with the noise insulation requirements as referenced in SCCC Chapter 13.15.

Similarly, per SCCC 13.15.060, residential condenser units proposed at the exterior of the townhomes are conditioned to not exceed an exterior noise level of 55 dB when measured at any neighboring property line, and a maximum interior noise level of 45 dB within nearby residences.

Over-Height Fence Certification

This application proposes to construct fences measuring approximately six feet in height to enclose yards for Units 1 and 11 within the front yard setback (fronting Mission Street).

The purpose of the proposed fences is to provide enclosed yards as private usable open space for Units 1 and 11. The design of the fences is consistent with the design of the rest of the proposed development. The fences would wrap private yards located along the northern and southern boundaries of the site. The fences would not be located within required 10-foot sight clearance triangles on either side of the interior driveway/accessway. As such, the fences would not obstruct vehicular views to the street from the driveway. For the reasons that the proposed fences would not obstruct vehicular views from the driveway and is of a compatible design with the proposed development and surrounding neighborhood, staff supports the proposed fences as shown on the project plans.

Fences are subject to the regulations contained in SCCC 13.10.525. Fences six feet in height, which are located within the front yard setback, require discretionary approval in accordance with SCCC 13.10.525(D).

General Plan Consistency

The proposed residential use is consistent with the use and density requirements specified for the R-UH (Urban High Density Residential) land use designation in the County General Plan. Per Policy 2.11.1, Density Bonus provisions of State Law are incorporated into the General Plan and implemented in SCCC Chapter 17.12.

² dB Ldn refers to day-night average sound level over a 24-hour period.

Sustainable Santa Cruz County Plan

The Sustainable Santa Cruz County Plan (SSCC) Plan is a planning study that was “accepted” by the Board of Supervisors on October 28, 2014. The SSCC Plan does not serve as a policy document, as its principles and recommendations would need to be incorporated in the General Plan and County Code in order to become effective; however, it is a visioning document that may become an official policy document within the next few years. The proposed project would meet the intent of the SSCC, which envisions new housing close to services and stores. The proposed project is within the SSCC’s Medical District/Flea Market Focus Area. The concept for this Focus Area is that Soquel Drive will continue to grow as a mixed-use corridor anchored by major medical centers with increased opportunities for residents, employees, and visitors to walk to stores, restaurants and services. The subject property is identified in the SSCC as appropriate for development at its current General Plan designation of R-UH.

Design Review

The proposed project would result in the construction of a combination of attached and detached housing as part of a common interest development. Townhomes are single-family homes typically attached to one or more other single-family homes in a linear arrangement. Because of its linear arrangement, a townhome typically features a yard in the rear. This type of development is often located in medium-density residential neighborhoods or in transition zones between commercial areas and low-density residential neighborhoods. The surrounding area consists of commercial development transitioning to multifamily residential and then single-family residential housing progressing further north from Soquel Drive. The massing of the proposed project fits with the surrounding area, in that the site is bordered by medium to high density residential development. The proposed architecture includes varying wall planes and an appropriate mix of materials to visually break up massing and activate each respective street frontage. The proposed stucco and wood grain siding material palette is compatible with the range of building materials in the vicinity. Both frontages along Mission Drive and Thurber Lane would include landscaping and greening solutions to soften the appearance of the development. Additionally, the buildings at each respective street frontage activate the street in that they appropriately read as the “front” of the development.

As proposed, south-facing roof pitches will allow for optimal solar exposure for roof-mounted solar power systems on all units. Additionally, impacts to light on adjacent properties will be minimized in that the townhomes would measure approximately 25 feet nine inches in height to their highest point, more than two feet below the 28-foot height limit allowed within the zone district. Furthermore, all proposed roof eaves would extend less than three feet into required side yard setbacks, qualifying as permitted structural encroachments, thus limiting any avoidable impacts to solar exposure on nearby properties.

The proposed project complies with the requirements of the County Design Review Ordinance, in that the project will incorporate site and architectural design features to reduce the visual impact of the proposed development on surrounding land uses and the natural landscape.

The southernmost boundary of the subject parcel is located approximately 1,550 feet (0.3 miles) to the north of Highway One, a designated scenic road as defined by the General Plan. The

highway is fairly buffered with mature landscaping and trees in this area and given the distance from the highway and intervening urbanized development, no visual impacts to Highway One are anticipated.

Improvement Plan

The project plans include civil engineering sheets that detail frontage improvements and the stormwater management plan. The proposed frontage improvements along Mission Drive include the removal of two existing driveway curb cuts and construction of new curb, gutter, sidewalk, and a new driveway. The proposed frontage improvements along Thurber Lane include the removal of one driveway and construction of new curb, gutter, sidewalk, and a new driveway. Sidewalks would wrap around behind proposed driveway curb cuts. Proposed right of way improvements would tie into existing streetscape infrastructure adjacent to the project site, providing for a smooth transition and use of each right of way. To tie into existing infrastructure, the project would provide right of way easements measuring 5.75 feet and 3.5 feet in width along the Mission Drive and Thurber Lane frontages, respectively. The project also proposes two new fire hydrants, one along each street frontage.

The project's civil engineer has prepared a Preliminary Stormwater Control Plan/Report as well as Preliminary Improvement Plans that have been reviewed and approved by DPW Stormwater Management for feasibility to comply with the County Design Criteria and mitigate for the proposed impervious area coverage. The stormwater mitigation requirements for the project will be met using an infiltration and detention system located within the south-easterly portion of the site that will collect the runoff from all roof areas and from the private accessway. A site-specific soils assessment was completed to demonstrate feasibility of infiltration of the two-year two-hour storm design. An outlet control structure designed to meet pre-development flowrates will be placed downstream of the detention facility and will discharge into a new storm drain that will be extended up Thurber Lane to the project site from Soquel Drive.

The project is conditioned to provide a recorded maintenance agreement identifying a single entity responsible for providing an annual report to the County regarding stormwater system maintenance and for paying the annual service charge.

The property is located within the Urban Services line and all utilities are available to serve the proposed development. Will serve letters have been provided from both the City of Santa Cruz Water Department and Santa Cruz County Sanitation District. (Exhibit J)

Public Outreach/Public Comment

Pursuant to SCCC 18.10 a neighborhood meeting was held on February 24th, 2020 to solicit feedback from the community regarding the proposed development. According to meeting notes, main issues discussed were: Density Bonus Law and project density, privacy, parking, and circulation. Though several aspects of the project design have been modified since the community meeting, none of the changes require new noticing and/or an additional neighborhood meeting.

Environmental Review – Statutory Exemption

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.

PRC Section 21159.25 provides that the requirements of CEQA do not apply to residential projects that meet certain conditions. The proposed residential development qualifies for a statutory exemption, in that the project is proposed on a legal parcel located in an unincorporated area of Santa Cruz County, within an urbanized area and 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 constant with all applicable policies of the General Plan and the zoning designation and the project conforms to the minimum density criteria. 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.

Additionally, the proposed project has been analyzed using the County's vehicle miles traveled (VMT) calculator tool and can be presumed to be less than significant with regard to VMT transportation impacts. The analysis demonstrated that the project's VMT would not result in a significant impact for CEQA based on the fact that residential projects in this Traffic Analysis Zone (TAZ) generate 15 percent below the per capita average VMT.

Conclusion

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

Staff Recommendation

- Determine that the proposal is exempt from further Environmental Review under the California Environmental Quality Act.
- **APPROVAL** of Application Number **201212**, 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

Report Prepared By: _____

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Report Reviewed By: _____

Jocelyn Drake
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Santa Cruz County Planning Department

Exhibits

- A. Resolution recommending that the Board of Supervisors approve Application 201212
- B. Statutory Exemption (CEQA determination)
- C. Findings
- D. Conditions of Approval
- E. Project Plans
- F. Assessor's, Location, Zoning and General Plan Maps
- G. Parcel Information
- H. Soils Report Review Letter
- I. Traffic Study, prepared by Keith Higgins, dated April 3, 2020
- J. Water and Sanitation Will-Serve Letters
- K. Central Fire Review Letter
- L. General Plan Noise Contours Map
- M. Results of Neighborhood Meeting

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

RESOLUTION NO.

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

PLANNING COMMISSION RESOLUTION
RECOMMENDING THAT THE BOARD OF SUPERVISORS
APPROVE A SUBDIVISION, RESIDENTIAL DEVELOPMENT PERMIT WITH DENSITY
BONUS, ROADWAY/ROADSIDE EXCEPTION, OVER-HEIGHT FENCE CERTIFICATION,
AND PRELIMINARY GRADING REVIEW REQUESTS FOR APPLICATION 201212, AT
3212 MISSION DRIVE, NEAR THE INTERSECTION WITH SOQUEL DRIVE

WHEREAS, the Planning Commission has held a public hearing on Application No. 201212 involving a 0.88-acre property that is located on the east side of Mission Drive and west side of Thurber Lane (3212 Mission Drive), in Live Oak, regarding the proposed Subdivision, Residential Development Permit with Density Bonus, Roadway/Roadside Exception, Over-Height Fence Certification, and Preliminary Grading Review for a project that includes: construction of 21 new townhomes in the RM-3 zone district. The project is eligible for a 43 percent Residential Density Bonus in exchange for provision of three affordable units. One "concession" and two "waivers" have also been requested; these include: (1) a concession to exceed the Floor Area Ratio (FAR) development standard by eight percent, for a total FAR of 58 percent, (1) a waiver to allow for an exception from usable open space standards, and (2) a waiver to allow for minor encroachments into setbacks.

WHEREAS, The Planning Commission has also considered all testimony and evidence received at the public hearing and detailed in the attached staff report.

NOW, THEREFORE, BE IT RESOLVED, that the Planning Commission recommends that the Board of Supervisors determine that the proposal is exempt from further Environmental Review under the California Environmental Quality Act (CEQA) pursuant to Public Resources Code section 21159.25 and approve Application Number 201212.

BE IT FURTHER RESOLVED, that the Planning Commission makes, and recommends that the Board of Supervisors make, the findings for approval of the proposed Subdivision, Residential Development Permit with Density Bonus, Roadway/Roadside Exception, Over-Height Fence Certification, and Preliminary Grading Review as contained in the Report to the Planning Commission.

PASSED AND ADOPTED by the Planning Commission of the County of Santa Cruz, State of California, this _____ day of _____, 2021, by the following vote:

EXHIBIT A

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

Chairperson

ATTEST: _____
JOCELYN DRAKE, Secretary

APPROVED AS TO FORM:

ASSISTANT COUNTY COUNSEL

EXHIBIT A

CALIFORNIA ENVIRONMENTAL QUALITY ACT 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 (AB1804), for the reason(s) which have been specified in this document.

Application Number: 201212
Assessor Parcel Number: 025-082-14
Project Location: 3212 Mission Drive, Santa Cruz

Project Description: Proposal to construct 21 new townhomes in the RM-3 zone district. Requires approval of a Subdivision, Residential Development Permit with Density Bonus, Roadway/Roadside Exception, Over-Height Fence Certification, and Preliminary Grading Review.

Person or Agency Proposing Project: Chris Kummerer for CKA Architects

Contact Phone Number: 650-233-0342

- 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. ☒ **Statutory Exemption** other than a Ministerial Project – Exemption for Multi-Family and Mixed-Use Projects (Public Resources Code, Section 21159.25, relating to environmental quality [AB1804]).
E. ☐ **Categorical Exemption**

G. Reasons why the project is exempt:

Construction of a housing project on a less than five-acre 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 applicable zoning regulations and will consist of a multi-family residential use and where the density of the project will exceed the average density of the adjoining residential properties. No significant effects relating to traffic, noise, air quality, or 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.

Jonathan DiSalvo, Project Planner

Date: _____

EXHIBIT B

Subdivision Findings

1. That the proposed subdivision meets all requirements or conditions of the Subdivision Ordinance and the State Subdivision Map Act.

This finding can be made, in that the project meets all of the technical requirements of the Subdivision Ordinance and is consistent with the County General Plan and the Zoning Ordinance as set forth in the findings below.

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

This finding can be made, in that the proposed division of land, its design, and its improvements, will be consistent with the General Plan as provided by Density Bonus Law. The project results in 21 residential condominium units on one lot located in the Urban High Density Residential (R-UH) General Plan land use designation. Pursuant to Density Bonus Law, the project is consistent with the maximum density based on gross parcel area.

The project is consistent with the General Plan in that the full range of urban services are available, including public water and sewer service. All condominium units will be accessed by a newly created interior driveway/accessway. The proposed driveway design provides adequate vehicular and pedestrian access and meets the recommended width of 24 feet for two-way circulation within interior driveways per SCCC 13.11.074.

The subdivision, as conditioned, will be consistent with the General Plan regarding infill development, in that the proposed residential development will be compatible with the pattern of surrounding development, and the design of the proposed residential townhouse structures is consistent with the character of the surrounding area.

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

This finding can be made, in that the use of the property will be residential in nature and unit densities meet the minimum standards for the RM-3 zone district where the project is located. The proposal is for 21 new condominium units on one lot. The requested "concession" and two "waivers" are appropriate for the project given the density and layout of the proposed townhome units and their associated site improvements relative to the size of lot.

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

This finding can be made, in that technical reports prepared for the property conclude that the site is suitable for residential development, and the proposed units are properly configured to allow development of a clustered residential condominium subdivision. No environmental resources would be adversely impacted by the proposed development.

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

or their habitat.

This finding can be made, in that no mapped or observed sensitive habitats or threatened species will be adversely impacted through the development of the site.

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

This finding can be made, in that municipal water and sewer services are available to serve the proposed units. The proposed driveway and frontage improvements will comply with the Department of Public Works standards and meet necessary findings for approval of a Roadway/Roadside Exception. Given these considerations, no serious health problems are anticipated to result from the proposed project.

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

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

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

This finding can be made, in that the resulting condominium units are oriented to the extent possible to take advantage of solar opportunities.

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

This finding can be made, in that the structures are sited and designed to be visually compatible, in scale with, and integrated with the character of the surrounding neighborhood. The surrounding neighborhood primarily consists of residential and commercial development. The proposed residential subdivision is compatible with the architectural styles in the neighborhood and the surrounding pattern of development.

Development Permit Findings

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

This finding can be made, in that the project is located in an area designated for residential uses. 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. Additionally, the proposed fences along the Mission Drive frontage will allow for adequate visibility of vehicles entering the street and will not obstruct the light and air of the street or any nearby properties.

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

This finding can be made, in that the proposed location of the subdivision and the conditions under which it would be operated or maintained will be consistent with all pertinent County ordinances and the purpose of the RM-3 (Multi-Family Residential - 3,000 square feet minimum) zone district as the primary use of the property will be a residential development that meets all current site standards for the zone district with the exception of an appropriate density bonus concession to exceed the FAR development standard by eight percent, for a total FAR of 58 percent, a waiver to allow for an exception from usable open space standards, and a waiver to allow for minor encroachments into setbacks. Additionally, the proposed driveway and frontage improvements will comply with the Department of Public Works standards and meet necessary findings for approval of a Roadway/Roadside Exception.

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 residential use is consistent with the use and density requirements specified for the R-UH (Urban High Density Residential) land use designation in the County General Plan.

The proposed project will not adversely impact the light, solar opportunities, air, and/or open space available to other structures or properties, and meets all current site and development standards for the zone district as specified in Policy 8.1.3 (Residential Site and Development Standards Ordinance), in that the townhomes will not adversely shade adjacent properties, and will meet current setbacks for the zone district with the exception of an appropriate density bonus concession to exceed the FAR development standard by eight percent, for a total FAR of 58 percent, a waiver to allow for an exception from usable open space standards, and a waiver to allow for minor encroachments into setbacks. Additionally, the townhomes are proposed more than two feet below the maximum allowed 28-foot height limit to further reduce any light impacts to adjacent properties.

The proposed project 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 subdivision will comply with the site standards for the RM-3 zone district with the exception of an appropriate density bonus concession to exceed the Floor Area Ratio (FAR) development standard by eight percent, for a total FAR of 58 percent, a waiver to allow for an exception from usable open space standards, and a waiver to allow for minor encroachments into setbacks.

The project is consistent with the General Plan in that the full range of urban services are available, including public water and sewer service. The subdivision, as conditioned will be consistent with the General Plan regarding infill development, and compatible with the character of the surrounding neighborhood.

A specific plan has not been adopted for this portion of the County.

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

This finding can be made, in that all utilities are available, and the expected level of traffic generated by the project is anticipated to be about 154 daily trips, (including 10 morning peak hour trips and 12 evening peak hour trips). The County requires a formal traffic impact analysis if the project would generate 20 or more morning or evening peak hour vehicle trips. However, as indicated in the provided preliminary traffic analysis, the project would generate fewer than 20 peak hour trips in either the morning or evening. Therefore, a formal traffic impact analysis is not required for this project. As a result, the project will not adversely impact existing roads or intersections in the surrounding area.

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

This finding can be made, in that the proposed project is located in a mixed neighborhood containing a variety of architectural styles. The surrounding area consists of commercial development transitioning to multifamily residential and then single-family residential housing progressing further north from Soquel Drive. The massing of the proposed project fits with the surrounding area, in that the site is bordered by medium to high density residential development. The proposal is consistent with the land use intensity and density of the neighborhood. The proposed development incorporates materials that are both found in the vicinity of the project and are complementary to the site.

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

This finding can be made, in that the proposed project will be of an appropriate scale and type of design that will enhance the aesthetic qualities of the surrounding properties and will not reduce or visually impact available open space in the surrounding area. The proposed project has been sited and designed to be visually compatible with the surrounding pattern of development and

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Owner: 3212 Mission Drive LLC

integrated with the character of the neighborhood. The proposed design is consistent with the Design Standards and Guidelines and includes appropriate landscaping, circulation, and sufficient outdoor area for private and common use. As proposed, the project will be consistent with the architectural styles found in the vicinity.

Roadway/Roadside Exception Findings

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

This finding can be made, in that the character of existing roadways on Mission Drive and Thurber Lane does not require full public street improvements to be installed.

The County Design Criteria collector street standard requires a minimum 60-foot-wide right of way, 12-foot-wide travel lanes, eight-foot-wide parking lanes, 4.6-foot-wide landscape strips, and four-foot-wide separated sidewalks on both sides of Mission Drive. On Thurber Lane, County Design Criteria local street standards would apply, requiring a minimum 60-foot-wide right of way, 12-foot-wide travel lanes, five-foot-wide bike lanes, 4.6-foot-wide landscape strips, and four-foot-wide sidewalks on both sides of the street. On both Mission Drive and Thurber Lane frontages, the existing streets do not meet County Design Criteria standards. As proposed, the project would match the existing street components on both frontages and would tie into existing streetscape elements such as sidewalks, curbs, and gutters.

The project proposes new 24-foot-wide driveway with entries to Mission Drive and Thurber Lane. The proposed driveway entries have been reviewed by DPW Road Engineering and meet County Design Criteria standards. Parking areas and attached garages are proposed to be accessed via the 24-foot-wide private interior driveway, and a 60-foot-wide public street would not be appropriate at this location. Per SCCC 13.11.074, 24 feet is the recommended minimum width for two-way circulation within interior driveways. Four foot wide at-grade pedestrian walk aisles constructed of stamped concrete are proposed along both sides of the interior driveway. The driveway would function as an interior accessway within a clustered common interest development that will not be dedicated as a public street, and the low volume of traffic and vehicle speed will allow safe travel for all modes of transportation. The proposed private interior driveway has been reviewed by the Central Fire Department and meets Fire Department requirements. Additionally, one sign will be placed at each entry to the site to read, "Private Drive No Thru Street", to prohibit any traffic through the site by non-residents.

County Code Section 15.10.050(F)(1) allows for exceptions to roadside improvements when those improvements would not be appropriate due to the character of the development. As proposed, a Roadway/Roadside Exception is appropriate due to the proposed configuration of the residential development and that proposed improvements on both Mission Drive and Thurber Lane would tie into existing streetscape elements, resulting in a continuous transition and use of each respective right of way, both of which do not currently meet County Design Criteria standards.

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 in that the project includes three affordable units for sale to very-low- or moderate-income households, which represents 19 percent of the 16 base units allowed on the site under SCCC 17.12. To ensure compliance with the replacement housing requirements in SCCC Section 17.12.025, the project has been conditioned to require the one affordable unit to be restricted to the “very-low” income level, rather than “moderate”.

Pursuant to SCCC Section 17.12.065 “Enhanced Density Bonus,” the project as proposed with 19 percent of the units provided as affordable homes for sale, qualifies for a 43 percent density bonus, and for parking reductions and up to one concession or incentive as allowed under SCCC Section 17.12.040(B) and 17.12.090. The project is eligible to request waivers that would have the effect of physically precluding the development; thus, a waiver to allow for an exception from usable open space standards, and a waiver to allow for minor encroachments into setbacks have been requested.

Parking will be provided in accordance with SCCC 17.12.090, which requires two parking spaces per three-bedroom dwelling unit (a total parking requirement of 42 spaces). The County Code does not require Density Bonus projects to provide guest parking; however, the project will voluntarily provide six additional parking spaces for a total 48 parking spaces to be provided by the development.

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

The applicant has requested one concession pursuant to County Code Section 17.12.040 to increase the maximum allowable floor area from 19,537 square feet (50 percent FAR) to 22,805 square feet (58 percent FAR). This is an eight percent increase above the allowed maximum. This increase in FAR allows the project to comprise of all three-bedroom units which helps offset construction costs in that the three affordable units will allow for the addition of two market rate units resulting in cost reductions for the development. This finding can be made in that the requested concession will result in identifiable and actual cost reductions to the project.

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 propose 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 propose a childcare 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.

This finding is not applicable in that the project does not involve a condominium conversion.

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.

This finding is not applicable as the project does not propose a mixed-use development.

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.

The applicant has requested two waivers of development standards pursuant to SCCC Section 17.12.050 for the project; these are, these are (1) a waiver to allow for an exception from usable open space standards, and (2) a waiver to allow for minor encroachments into setbacks.

SCCC 13.10.323(F) contains dimensional and locational criteria that must be met for open space to qualify as usable open space as required by the County Code. Granting a waiver from open space standards is appropriate in that the physical geometry of the site along with the footprint and number of units proposed restricts the project from providing Code-complying usable open space. Additionally, the project is designed to incorporate as much usable open space as possible, even when meeting all locational and dimensional criteria is not physically achievable.

Granting a waiver to allow for minor encroachments into setbacks is appropriate given that the parcel is constrained due to the number of three-bedroom units proposed along with the necessary associated site improvements such as access, parking, and open space. Additionally, the townhome units would contain bedrooms of a typical size, and the proposed minor encroachments are reasonable given the tight layout of the site.

This finding can be made in that the development standards for which the waivers are requested would have the effect of physically precluding the construction of the project as proposed with the density bonus and incentives and concessions permitted.

**Subdivision & Residential Development Permit
Conditions of Approval**

Property located at 3212 Mission Drive, in the Live Oak Planning Area.

APN: 025-082-14

Subdivision & Residential Development Permit 201212

Applicant: Chris Kummerer for CKA Architects

Property Owner(s): 3212 Mission Drive LLC

Assessor's Parcel Number: 025-082-14

Property Address and Location: Property located on the east side of Mission Drive and the west side of Thurber Lane at 3212 Mission Drive in Live Oak

Planning Area: Live Oak

Exhibit E: Tentative Map & Preliminary Improvement Plans, prepared by Ifland Engineers;
Architectural Plans, prepared by CKA Architects;
Landscape Plans, prepared by ZAC Landscape Architects.

All correspondence and maps relating to this subdivision and residential development shall carry the permit number noted above.

- I. This permit authorizes the construction of a subdivision and residential development as indicated on the approved Exhibit "E" for this permit. Prior to exercising any rights granted by this Approval, the 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.
- II. A Final Map for this subdivision shall be recorded prior to the expiration date of the tentative map and prior to sale, lease, or financing of any new condominiums. The Final Map shall be submitted to the County Surveyor (Department of Public Works) for review and approval prior to recordation. No improvements, including, without limitation, grading and vegetation removal, shall be done prior to recording the Final Map unless such improvements are allowable on the parcel as a whole (prior to approval of the land division). The Final Map shall meet the following requirements:
 - A. The Final Map shall be in general conformance with the approved Tentative Map and shall conform to the conditions contained herein. All other State and County laws relating to improvement of the property, or affecting public health and safety, shall remain fully applicable.
 - B. This land division shall result in no more than twenty-one (21) residential units, and common area for access, utilities, and landscaping.

C. The following items shall be shown on the Final Map:

1. Building envelopes, common area and/or building setback lines shall be located according to the approved Tentative Map permit conditions of approval. The building envelopes for the residential units shall conform to the dimensioned building footprints indicated on the Tentative Map.
2. Show the site area of each condominium lot to nearest square foot.
3. All easements and dedications to be recorded prior to recordation of the Final Map.

D. The following requirements shall be noted on the Final Map as items to be completed prior to obtaining a building permit on lots created by this subdivision:

1. New parcel numbers for all of the parcels shall be assigned by the Assessor's Office prior to application for a Building Permit on any parcel created by this land division, unless this requirement is waived by the Building Official.
2. Lots shall be connected for water service to the City of Santa Cruz Water District. All regulations and conditions of the water district shall be met.
3. Lots shall be connected for sewer service to Santa Cruz County Sanitation District. All regulations and conditions of the sanitation district shall be met.
4. Demolition Permit(s) shall be obtained from the County of Santa Cruz Building Official for the existing structures.
 - a. All requirements of the Monterey Bay Unified Air Pollution Control District shall be met in the demolition of the existing structures.
5. Construction on the lots shall conform to the Architectural Floor Plans and Elevations, and Perspective Drawing as stated or depicted in the approved Exhibit "E" and shall also meet the following additional conditions:
 - a. Notwithstanding the approved preliminary architectural plans, all future development shall comply with the development standards for the RM-3 zone district.
 - b. No fencing shall exceed six feet in height within the required street facing front yard setback along Mission Drive.
6. All future development on the lots shall comply with the requirements of the approved geotechnical report(s).

7. Submit a written statement signed by an authorized representative of the school district in which the project is located confirming payment in full of all applicable developer fees and other requirements lawfully imposed by the school district in which the project is located.
8. The interior driveway shall be designated as a fire lane. The fire lane shall be painted and posted as a fire lane meeting the requirements of Section 22500.1 of the California Vehicle Code.
9. Prior to any building permit issuance or ground disturbance, a detailed erosion control plan shall be reviewed and approved by the Department of Public Works and the Planning Department. Earthwork between October 15 and April 15 requires a separate winter grading approval from Environmental Planning that may or may not be granted.
10. Any changes from the approved Exhibit "E", including but not limited to the Tentative Map, Preliminary Improvement Plans, or the attached exhibits for architectural and landscaping plans, must be submitted for review and approval by the Planning Department. Changes may be forwarded to the decision-making body to consider if they are sufficiently material to warrant consideration at a public hearing noticed in accordance with Section 18.10.223 of the County Code. Any changes that are on the final plans which do not conform to the project conditions of approval shall be specifically illustrated on a separate sheet and highlighted in yellow on any set of plans submitted to the County for review.

III. Prior to recordation of the Final Map, the following requirements shall be met:

- A. Submit a letter of certification from the Tax Collector's office that there are no outstanding tax liabilities affecting the subject parcels.
- B. Pay any outstanding balance due to the Planning Department.
- C. Meet all requirements of the Santa Cruz County Environmental Planning Department including, without limitation, the following conditions:
 1. The grading and drainage plan submitted for the Final Improvement Plans shall be revised to include the lateral extents of overexcavation and recompaction in both plan and cross-sectional views and notes regarding minimum relative compaction requirements.
 2. Final Improvement Plans shall include a stormwater pollution control plan that meets the requirements set forth in the County's Construction Site Stormwater Pollution Control BMP Manual. The Manual may be found on our website: www.sccoplaning.com under the "Environmental" tab, "Erosion and Stormwater Pollution Control", then "Construction Site Stormwater BMP Manual". Part two of the manual lists Stormwater

Pollution Control Plan requirements; please use this as a guide for preparing the plan.

3. Prior to sign off on the improvement plans, the applicant shall submit 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".

D. Meet all requirements of the Santa Cruz County Sanitation District including, without limitation, the following standard conditions:

1. Submit and secure approval of an engineered sewer improvement plan providing sanitary sewer service to the site.
2. Building plans shall show the profile of the sewer collector down the center of the driveway, including the connection to the main in the street.
3. Pay all necessary bonding, deposits, and connection fees, and furnish a copy of the CC&R's to the district. Sanitary sewer connection fees shall be owed in accordance with Santa Cruz County Sanitation District Code Title 5
4. A Homeowner's Association shall be formed and shall be responsible for the ownership and maintenance of the onsite private sewer system up to connection at the public sewer main. Engineer/applicant shall submit a maintenance manual for the private sewer system. Applicant/developer shall provide a copy of recorded CC&Rs to the District, including the homeowner's maintenance responsibilities, prior to acceptance of tentative map.
5. Sewer lateral shall be properly abandoned (including District inspection) per SCCDC Fig SS-15 prior to issuance of demolition permit. Separate sewer lateral permit required (no-fee).

E. Meet all requirements of the Department of Public Works – Stormwater Management including, without limitation, the following conditions:

1. Provide topographic or other information extending beyond the parcel boundaries in order to show the effect of the proposed grading on adjacent property and to identify local drainage patterns. If adjacent offsite areas drain to/through the project site, the proposal shall include provision for accepting and safely routing this runoff. Recorded acceptance of this

runoff in compliance with the County Design Criteria (CDC) Part 3 Section E.3 and easements shall be provided on the final map. The adjacent upstream drainage patterns shall be described in the preliminary control plan.

2. The project proposes to divert all of the site runoff to Thurber Lane while only a portion of the site currently drains in this direction. In order to allow this localized diversion, the following shall be addressed:
 - a. Provide an updated downstream analysis for the proposed storm drain extension utilizing SWM-6 and SWM-7 demonstrating that the proposed system meets CDC requirements detailed in Part 3 Section I. Any sections found to not meet CDC requirements shall be upgraded with this project or onsite design shall account for these restrictions.
3. The project is redevelopment and proposes more than 5,000 square feet of new and replaced impervious area and so it is categorized as a large project and shall meet requirements for large projects in Part 3 of the CDC.
 - a. Provide final analysis demonstrating compliance in a Final Stormwater Control Plan signed and stamped by the project engineer.
 - i. The final analysis shall include justification for the use of a plugging factor of 1 when calculating the design infiltration rate based on the measured rates. If this cannot be justified, please update analysis accordingly.
 - ii. Provide details/specs for the proposed Cudo Cube system demonstrating that the surface area and storage volumes assumed in the analysis will be provided with the proposed system.
 - iii. Update the stormwater management strategy section to describe why concrete swales are required along the northern and southern property boundaries. If these swales can be built with permeable/vegetated surfaces this should be done in order to comply with Part 3 Section C.3.j.k of the CDC.
 - b. The civil, landscape, and architectural plans shall be consistent between the plans and with the final Stormwater Control Plan analysis. Civil plans shall be adequately detailed for construction and shall be in compliance with the CDC.
 - i. All inlets shall include markings with prohibitive language such as No Dumping – Drains to Ocean, or equivalent to

discourage illegal dumping. Maintenance of these markings shall be included in the recorded maintenance agreement and shall be the responsibility of the HOA.

- ii. The final plans shall include contaminant screening methods for minimizing clogging and future maintenance requirements for SCM1.
 - iii. The final plans shall include provisions for construction staging specifying: (1) That the downstream offsite drainage facilities shall be constructed prior to construction of additional impervious area on the project site. (2) How the areas relying on infiltration (permeable pavement areas and retention/detention area) will be protected throughout construction.
 - iv. Update swale surfacing consistent with Condition No. III.E.3.a.iii above.
 - v. Update details and section on sheet C3.1 to include: vertical dimensions, specifications for the clean, angular rock surrounding the Cudo Cube system; details for the proposed stacked system demonstrating how runoff will be routed down to the retention section prior to discharge from the outlet pipe; updated outlet control structure and outlet pipe so that discharge elevation is set at the bottom of the required detention and above the required retention elevation.
4. Provide final map that shows private drainage easements for all common drainage facilities consistent with Part 3 Section E of the CDC. Include language prohibiting any buildings or structures of any kind within the easements.
 5. Provide a draft maintenance agreement(s) for stormwater management and mitigation facilities. Include attachments showing: watershed map, detailed management activities, maintenance requirements, schedule, signs of system failure, and responsible party both in the recorded maintenance agreement as well as the final plans. The maintenance agreement should also include the standard language provided in Fig. SWM-25B of the CDC and all applicable items from section Part 3 Section C.3.k. Source control measures and signage maintenance shall also be included in this agreement. The maintenance agreement shall include annual assessments for the structural mitigations consistent with manufacturer recommendations and 2nd Nature's BMP RAM guidance (see: http://www.2ndnaturellc.com/documents/BMPRAM_TechDoc.pdf) This document, or other guidance shall be provided as reference for permeability/infiltration testing and thresholds for maintenance and/or replacement for the retention facilities.

6. Provide CC&Rs for the project that are consistent with and which reference the SWM 25B maintenance agreement.
 7. Include in a recorded document/s (SWM25B, final map, or CC&Rs) a restriction on any additional impervious area beyond those in the final approved stormwater control plan.
 8. Provide a letter from the geotechnical engineer reviewing and approving the final stormwater management design. Since the final plan includes infiltrative stormwater management facilities the geotechnical letter should confirm that the site soils encountered are consistent with the design infiltration rate used in the design and shall confirm that separation from groundwater levels is adequate for protecting groundwater quality.
 9. Zone 5 fees will be assessed on the net increase in impervious area due to the project. For fee credit provide documentation for any existing impervious areas demonstrating they are permitted or were constructed prior to 1969.
- F. A Homeowners Association (HOA) shall be formed for maintenance of all areas under common ownership including, sidewalks, roadways, all landscaping, drainage structures, water lines, sewer laterals, fences, silt and grease traps and buildings. A copy of the CC&R's shall be provided to the Planning Department and shall include the following, which are permit conditions:
1. All landscaping shall be permanently maintained by the Homeowners Association.
 2. All drainage structures, including retention and detention facilities, shall be permanently maintained by the Homeowners Association.
 3. No inoperable vehicles or other objects, including trailers, boats etc. shall be stored in the parking areas or on any other portion of the site.
 4. Garages shall be used exclusively for parking, not storage. All parking spaces shall be used solely for parking operable vehicles.
 5. Residential condenser units at the exterior of the townhomes shall not exceed an exterior noise level of 55 dB when measured at any neighboring property line, and a maximum interior noise level of 45 dB within nearby residences.
- G. Engineered improvement plans for all water line extensions required by City of Santa Cruz Water District shall be submitted for the review and approval of the water agency.
- H. 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.

- I. All requirements of the Central Fire Protection District shall be met
- J. Park dedication in-lieu fees shall be paid for twenty-one (21) dwelling units. These fees are currently \$750 per bedroom, but subject to change. A fee credit may be granted for bedrooms in the dwelling that is to be demolished. It is the applicant's responsibility to provide the required information to support of a request for a reduction of fees.
- K. Child Care Development fees shall be paid for twenty-one (21) dwelling units. These fees are currently \$36 per bedroom, but subject to change. It is the applicant's responsibility to provide the required information to support of a request for a reduction of fees.
- L. The development will be subject to Transportation Improvement Area (TIA) fees at a current rate of \$4,200 (\$2,100 roadside improvement fees + \$2,100 transportation improvements fees) per multi-family residential unit. The project will construct twenty-one (21) new units. TIA fees would equal \$88,200, (21 new units x \$4,200 = \$88,200); however, the project is eligible to have TIA fees reduced by an applicable \$6,000 credit due to the existing single-family dwelling. Therefore, the final TIA fee amount is \$82,200 (\$88,200 - \$6,000 = \$82,200).
- M. Prior to recordation of the Final Map, the Applicant/Property Owner shall enter into an Affordable Housing Participation and Density Bonus Agreement in a form provided by the County Housing Division to set forth all required details for development and sale of the three (3) affordable units in the project. The Agreement shall be recorded against the project site prior to recordation of a Final Map or issuance of a Building Permit for the project, whichever occurs first, consistent with SCCC 17.10.030 and the Affordable Housing Guidelines.
 - 1. Two of the affordable units shall be sold as Moderate-Income units. The third affordable unit shall be sold as a Very Low-Income unit, consistent with the replacement housing requirements in SCCC 17.12.025 and State density bonus law. All three units shall be subject to the household income and asset limits and sale price limits for the designated income level of the unit, and related requirements for buyers and developers/sellers set forth in SCCC 17.10 and the Affordable Housing Guidelines.
 - 2. Applicant shall comply with provisions of SCCC 17.12 applicable to a common interest development pursuing a density bonus.

- N. Submit and secure approval of engineered improvement plans from the Department of Public Works and the Planning Department for all roads, curbs and gutters, storm drains, erosion control, and other improvements required by the Subdivision Ordinance, noted on the attached tentative map and/or specified in these conditions of approval. A subdivision agreement backed by financial securities (equal to 150% of engineer's estimate of the cost of improvements), per Sections 14.01.510 and 511 of the Subdivision Ordinance, shall be executed to guarantee completion of this work. Improvement plans shall meet the following requirements.
 - 1. All improvements shall be prepared by a registered civil engineer and shall meet the requirements of the County of Santa Cruz Design Criteria except as modified in these conditions of approval. Plans shall also comply with applicable provisions of the State Building Code regarding accessibility.
 - a. The proposed driveway and frontage improvements shall be constructed per the approved improvement plans for this permit, except as modified by these conditions.
- IV. Prior to any site disturbance or physical construction on the subject property the following condition(s) shall be met:
 - A. Pre-Construction Meeting: Prior to any disturbance on the property the applicant shall convene a pre-construction meeting on the site with the following parties: the applicant, grading contractor supervisor, and Santa Cruz County Environmental Planning staff.
- V. All future construction within the property shall 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
 - 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 that may or may not be granted
 - C. No land disturbance shall take place prior to issuance of building permits (except the minimum required to install required improvements, provide access for County required tests or to carry out work required by another of these conditions).

- D. All site improvements shown on the final approved Building Permit plans shall be installed.
- E. All inspections required by the building permit shall be completed to the satisfaction of the County Building Official.
- F. All off-site improvements performed in the County road right-of-way shall require an Encroachment Permit from the Department of Public Works.
- G. Additional impervious areas shall be submitted to the County for review and approval and include updates to the mitigation features.
- H. Construction of improvements shall comply with the requirements of the approved geotechnical report(s). The project geotechnical engineer shall inspect the completed project and certify in writing that the improvements have been constructed in conformance with the geotechnical report(s).
- I. All required improvements shall be installed and inspected by the Department of Public Works and Planning Department prior to final inspection clearance for any new structure on the new lots.
- J. 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.
- K. To minimize noise, dust and nuisance impacts of surrounding properties to insignificant levels during construction, the owner/applicant shall or shall have the project contractor, comply with the following measures during all construction work:
 - 1. Limit all construction to the time between 8:00 am and 5:00 pm weekdays unless the Building Official has in advance authorized construction activities to occur outside of those hours; and
 - 2. Each day it does not rain, wet all exposed soil frequently enough to prevent significant amounts of dust from leaving the site.
 - 3. The applicant shall designate a disturbance coordinator and a 24-hour contact number shall be conspicuously posted on the job site. The disturbance coordinator shall record the name, phone number, and nature of all complaints received regarding the construction site. The disturbance coordinator shall investigate complaints and take remedial action, if

necessary, within 24 hours of receipt of the complaint or inquiry

- VI. 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.
- VII. 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.

Application #: 201212
APN: 025-082-14
Owner: 3212 Mission Drive LLC

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.

Approval Date: _____

Effective Date: _____

Expiration Date: _____

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

[illegible]

PERSPECTIVE VIEW FROM MISSION DRIVE



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MAINTENANCE IN AFFORDABLE HOUSING PROGRAM SHALL BE PURSUANT TO CHAPTER 17.06.

2. MODERATELY AFFORDABLE AND ONE VERY LOW INCOME THREE BEDROOM UNITS & UNITS CANNOT OWNERSHIP PROVISIONS

CONSTRUCTION OF MARKET RATE UNITS

ALL AFFORDABLE UNITS SHALL BE CONSTRUCTED CONCURRENTLY WITH THE PROVISIONS FOR INCOME CERTIFICATION AND SCREENING OF POTENTIAL PURCHASERS MONITORING AND ADMINISTRATION WILL BE ADMINISTERED INTO THE DEVELOPMENT.

THE PROJECT IS ALLOWED FOR 1 CONGRESSION AND WANNERS FOR CERTAIN OF SANTA CRUZ MUNICIPAL CODE:

REQUIRED CONCERNION -

- TO ALLOW A FLOOR AREA BONUS OF 8%.
- ALLOWED FLOOR AREA = 19,875 SF (12.5% (SEE PROJECT SUMMARY FOR CALCULATIONS)
- ALLOWED FLOOR AREA = 27,625 SF (16.25% (SEE PROJECT SUMMARY FOR CALCULATIONS)

REQUIRED WANNERS -

- TO ALLOW REQUIRED PRIVATE OPEN SPACE FOR UNITS 1 AND 11 TO BE IN THE FRONT YARD.
- TO ALLOW REQUIRED PRIVATE OPEN SPACE FOR UNITS 2 AND 12 TO BE IN THE THUNDER STREET SETBACK.
- TO ALLOW ENCROACHMENT OF SECOND FLOOR INTO REQUIRED YARD SETBACKS

DATA TABLE ON HOUSING UNITS FOR AFFORDABLE AND MARKET-RATE UNITS

	1045 SF (UNITS 1, 11) ARE 1005 SF)
A. TOTAL SQUARE FOOTAGE OF HOME	1045 SF (UNITS 1, 11) ARE 1005 SF)
B. TOTAL SQUARE FOOTAGE OF GARAGE	222 SF
C. NUMBER OF BEDROOMS IN HOME	3
D. NUMBER OF REFERENCED PARKING SPACES	2 PER HOME (1 COVERED AND 1 UNCOVERED)
E. TOTAL SQUARE FOOTAGE OF EACH CONDOMINIUM LOT	UNITS 1, 1045 SF UNITS 2, 10, 1045 SF UNITS 11 + 1065 SF UNITS 12 + 1100 SF

NOTE: RESIDING +1700 SF BEDROOMS; STORAGE; GARAGE TO BE DEMOLISHED

MAY UNITS ALLOWED PER ACRE PER ZONING: 174
MAY UNITS ON LOT WITHOUT DENSITY BONUS =
174 X 0.897 = 156 = 16 UNITS.

ADDITION OF 3 MODERATELY PRICED UNITS ALLOWS A DENSITY BONUS OF 7 UNITS
TOTAL NUMBER OF UNITS ALLOWED PER DENSITY BONUS = 23 UNITS

TOTAL NUMBER OF UNITS PROPOSED = 21 UNITS

SETBACKS: (SEE SHEET A.11)

MISSION STREET CONVENTIONAL FRONT SETBACK: 15'-0"
PROPOSED MISSION STREET SETBACK: 19'-11"

PROPOSED THURBER STREET FRONT SETBACK: 20'-0"
REQUIRED THURBER STREET FRONT SETBACK: 20'-0"

REQUIRED SIDE SETBACKS: 5'-0", 8'-0"
REQUIRED REAR SETBACKS: 5'-0", 8'-0"

NOTE: SECOND FLOOR ENCROACHMENTS: 4' INTO SIDE SETBACKS AND 5' 0" INTO FRONT SETBACKS
ENCROACHMENT MUST BE APPROVED BY THE CITY PLANNING DEPARTMENT.
SEE APPLICABLE HOUSING PLAN FOR REQUESTED WAIVERS

MAXIMUM HEIGHT: 28'-0"
PROPOSED MAXIMUM HEIGHT: 25'-0"

MAX ALLOWABLE FLOOR AREA = 11,520 SF (0.5)
PROPOSED UNIT TYPE AT 1,085 SF EACH =
10 PROPOSED UNITS AT 1,085 SF EACH =
21 PROPOSED UNITS AT 1,085 SF EACH =
(UNITS: 11)

TOTAL PROPOSED FLOOR AREA = 22,800 SF (1.0)

MAX ALLOWABLE LOT COVERAGE = 16,000 SF (0.4)
PROPOSED COVERAGE = 1,380 SF (0.34)
PROPOSED UNIT TYPE AT 1,085 SF EACH =
PROPOSED PREVIOUS COVERAGE = 1,380 SF (0.34)

REQUIRED PARKING:
REQUIREMENT FOR PARKING AND CIRCULATION DIAGRAM

<p>THIS PROJECT INVOLVES CONSTRUCTION OF 2 MODERATELY AFFORDABLE, 1 VERN LOW INCOME HOUSING UNITS AND 18 MARKET RATE TOWNHOUSE UNITS WITH A CONDO MAP FOR A TOTAL OF 21 UNITS (23 MAX ALLOWED PER DEEDLINE BORROW)</p> <p>ADDRESS: 2012 DENISON DRIVE, SANTA CRUZ, CA 95065</p> <p>OWNER: JAMES & JILL KILPATRICK</p> <p>ARCHITECT: CHRIS KILPATRICK ARCHITECT, P.C.</p> <p>E-MAIL: CHRIS@CKA-ARCHITECTS.COM</p>	<p>CONSULTANTS</p>	<p>SHEET INDEX</p>
<p>DRILL LOGS/TESTS</p> <p>FLUID ROCKETERS, INC.</p> <p>20000 N. 1ST AVE. SUITE 101</p> <p>SPRING VALLEY, CA 95066</p> <p>877-484-8313</p> <p>EMAIL: JUNITA@FLUIDROCKETERS.COM</p> <p>WWW.FLUIDROCKETERS.COM</p> <p>TESTING</p> <p>TRUTH ROCKETERS</p> <p>10000 N. 1ST AVE. SUITE 101</p> <p>SPRING VALLEY, CA 95066</p> <p>408-301-7222</p> <p>CONTACT: GUYAN, CA 95069</p> <p>EMAIL: TRUTH@TRUTHROCKET.COM</p> <p>LANDSCAPE</p> <p>LANDSCAPE ARCHITECTS</p> <p>16 KELLY ST. STEET, PLEASANTON, CA 94562</p> <p>925-766-0000</p> <p>WWW.LANDSCAPE.COM</p> <p>STRUCTURAL</p> <p>WETA & REINSTEIN, PART CONSULTANTS LLC</p> <p>41-15-15-22721 - 15-25-05-00000000</p> <p>APPROXIMATELY 1/16" = 1'-0"</p> <p>APPLICABLE CODES</p> <p>2018 CALIFORNIA BUILDING CODE, VOLUMES 1 & 2</p> <p>2018 CALIFORNIA BUILDING CODE</p> <p>2018 CALIFORNIA ENERGY CODE</p> <p>2018 CALIFORNIA FIRE CODE</p> <p>2018 CALIFORNIA PLUMBING CODE</p> <p>2018 CALIFORNIA MECHANICAL CODE</p> <p>2018 CALIFORNIA ELECTRICAL CODE</p> <p>2018 CALIFORNIA GREEN BUILDING CODE</p> <p>2018 CALIFORNIA GREEN BUILDING CODE</p> <p>2018 CALIFORNIA GREEN BUILDING CODE</p>	<p>A.00 COVER SHEET</p> <p>A.01 PRELIMINARY MAP</p> <p>A.02 PROPOSED SITE PLAN</p> <p>A.03 EXISTING AND PROPOSED</p> <p>A.04 EXISTING AND PROPOSED</p> <p>A.05 OPEN SPACE DIAGRAM</p> <p>A.06 SITE PLAN WITH FLOOD PLANS</p> <p>A.07 SITE ELEVATIONS</p> <p>A.08 SITE ELEVATIONS</p> <p>A.09 SITE ELEVATIONS</p> <p>A.10 SITE ELEVATIONS</p> <p>A.11 SITE ELEVATIONS</p> <p>A.12 SITE ELEVATIONS</p> <p>A.13 SITE ELEVATIONS</p> <p>A.14 SITE ELEVATIONS</p> <p>A.15 SITE ELEVATIONS</p> <p>A.16 SITE ELEVATIONS</p> <p>A.17 SITE ELEVATIONS</p> <p>A.18 SITE ELEVATIONS</p> <p>A.19 SITE ELEVATIONS</p> <p>A.20 SITE ELEVATIONS</p> <p>A.21 SITE ELEVATIONS</p> <p>A.22 SITE ELEVATIONS</p> <p>A.23 SITE ELEVATIONS</p> <p>A.24 SITE ELEVATIONS</p> <p>A.25 SITE ELEVATIONS</p> <p>A.26 SITE ELEVATIONS</p> <p>A.27 SITE ELEVATIONS</p> <p>A.28 SITE ELEVATIONS</p> <p>A.29 SITE ELEVATIONS</p> <p>A.30 SITE ELEVATIONS</p> <p>A.31 SITE ELEVATIONS</p> <p>A.32 SITE ELEVATIONS</p> <p>A.33 SITE ELEVATIONS</p> <p>A.34 SITE ELEVATIONS</p> <p>A.35 SITE ELEVATIONS</p> <p>A.36 SITE ELEVATIONS</p> <p>A.37 SITE ELEVATIONS</p> <p>A.38 SITE ELEVATIONS</p> <p>A.39 SITE ELEVATIONS</p> <p>A.40 SITE ELEVATIONS</p> <p>A.41 SITE ELEVATIONS</p> <p>A.42 SITE ELEVATIONS</p> <p>A.43 SITE ELEVATIONS</p> <p>A.44 SITE ELEVATIONS</p> <p>A.45 SITE ELEVATIONS</p> <p>A.46 SITE ELEVATIONS</p> 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<p>B.18 PRELIMINARY MAP</p> <p>B.19 PRELIMINARY MAP</p> <p>B.20 PRELIMINARY MAP</p> <p>B.21 PRELIMINARY MAP</p> <p>B.22 PRELIMINARY MAP</p> <p>B.23 PRELIMINARY MAP</p> <p>B.24 PRELIMINARY MAP</p> <p>B.25 PRELIMINARY MAP</p> <p>B.26 PRELIMINARY MAP</p> <p>B.27 PRELIMINARY MAP</p> <p>B.28 PRELIMINARY MAP</p> <p>B.29 PRELIMINARY MAP</p> <p>B.30 PRELIMINARY MAP</p> <p>B.31 PRELIMINARY MAP</p> <p>B.32 PRELIMINARY MAP</p> <p>B.33 PRELIMINARY MAP</p> <p>B.34 PRELIMINARY MAP</p> <p>B.35 PRELIMINARY MAP</p> <p>B.36 PRELIMINARY MAP</p> <p>B.37 PRELIMINARY MAP</p> <p>B.38 PRELIMINARY MAP</p> <p>B.39 PRELIMINARY MAP</p> <p>B.40 PRELIMINARY MAP</p> <p>B.41 PRELIMINARY MAP</p> <p>B.42 PRELIMINARY MAP</p> <p>B.43 PRELIMINARY MAP</p> <p>B.44 PRELIMINARY MAP</p> <p>B.45 PRELIMINARY MAP</p> <p>B.46 PRELIMINARY MAP</p> <p>B.47 PRELIMINARY MAP</p> <p>B.48 PRELIMINARY MAP</p> <p>B.49 PRELIMINARY MAP</p> <p>B.50 PRELIMINARY MAP</p> <p>B.51 PRELIMINARY MAP</p> <p>B.52 PRELIMINARY MAP</p> <p>B.53 PRELIMINARY MAP</p> <p>B.54 PRELIMINARY MAP</p> <p>B.55 PRELIMINARY MAP</p> <p>B.56 PRELIMINARY MAP</p> <p>B.57 PRELIMINARY MAP</p> <p>B.58 PRELIMINARY MAP</p> <p>B.59 PRELIMINARY MAP</p> <p>B.60 PRELIMINARY MAP</p> <p>B.61 PRELIMINARY MAP</p> <p>B.62 PRELIMINARY MAP</p> <p>B.63 PRELIMINARY MAP</p> <p>B.64 PRELIMINARY MAP</p> <p>B.65 PRELIMINARY MAP</p> <p>B.66 PRELIMINARY MAP</p> <p>B.67 PRELIMINARY MAP</p> <p>B.68 PRELIMINARY MAP</p> <p>B.69 PRELIMINARY MAP</p> <p>B.70 PRELIMINARY MAP</p> <p>B.71 PRELIMINARY MAP</p> <p>B.72 PRELIMINARY MAP</p> <p>B.73 PRELIMINARY MAP</p> <p>B.74 PRELIMINARY MAP</p> <p>B.75 PRELIMINARY MAP</p> <p>B.76 PRELIMINARY MAP</p> <p>B.77 PRELIMINARY MAP</p> <p>B.78 PRELIMINARY MAP</p> <p>B</p>	

3212 MISSION DRIVE, SANTA CRUZ CA 95065
APN# 025-082-14



THURBER LANE VIEW



WINDOW / EXTERIOR DOOR
OUTER FRAMEWORK -
DARK BRONZE COLOR



COMPOSITION SHINGLE ROOFING



WOOD GRAIN SIDING - #1



STUCCO - COLOR 1



STUCCO - COLOR 2



ACCENT PAVING - STAMPED ASPHALT



WOOD GRAIN SIDING - #2



STUCCO - COLOR 3



STUCCO - COLOR 4

SAMPLE MATERIALS



AERIAL VIEW FROM MISSION DRIVE



CLIFF CUPP-KEENE & ASSOCIATES
JAN 21 2014
3212 MISSION DRIVE, SANTA CRUZ, CA 95065
APN# 025-082-14
RECEIVED
DESIGNED BY: CLIFF CUPP-KEENE
DRAWN BY: CLIFF CUPP-KEENE
PLANNING DEPARTMENT
10.18.19
1.24.20
5.1.20
8.13.20

3212 MISSION DRIVE

3212 MISSION DRIVE, SANTA CRUZ CA 95065
APN# 025-082-14

CONSULTANT'S

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EXHIBIT E

3212 MISSION DRIVE, SANTA CRUZ CA 95065
APN# 025-082-14

Second Floor Plan (Units 201-211):

- Units 201-202, 203-204, 205-206, 207-208, 209-210, and 211 are shown.
- Unit widths: 11'-0" and 15'-0".
- Corridor widths: 4'-0" and 4'-6".
- Central staircase located between units 203-204 and 205-206.

ckla
ARCHITECTS

CIRI KUMMER & ASSOCIATES
4550 21ST AVENUE
DENVER, COLORADO 80202
303.733.4400 FAX 303.733.4401
WWW.CKLA.COM

REVISIONS:

DESIGN	0.0000
PERMITS	1.0000
NEIGHBOR CONCURRENCE	2.0000
PLANNING SUBMITTAL	2.0000
PLANNING SUBMITTAL 2	5.1100

REVISIONS:	10.18.15
PRELIMINARY	1.24.20
DRG MFG.	2.24.20
NEIGHBOR OUTREACH MFG	5.1.20
PLANNING SUBMITTAL	8.13.20
PLANNING SUBMITTAL 2	

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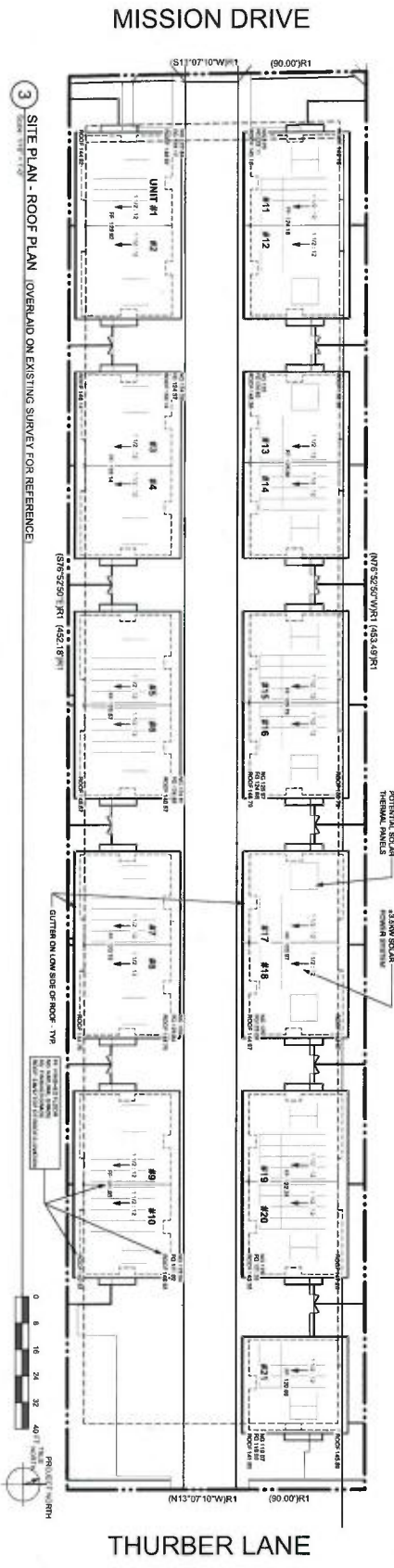
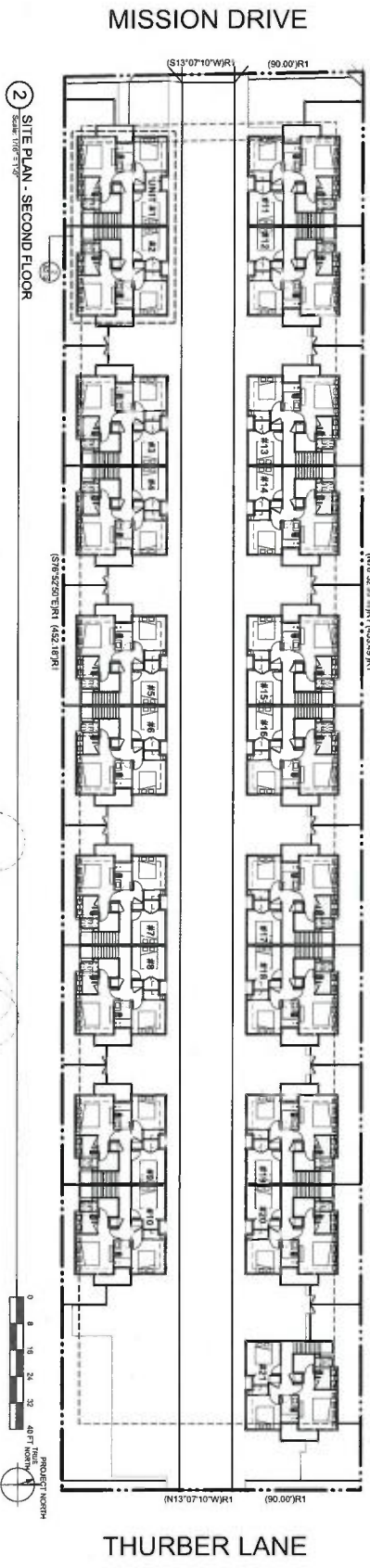
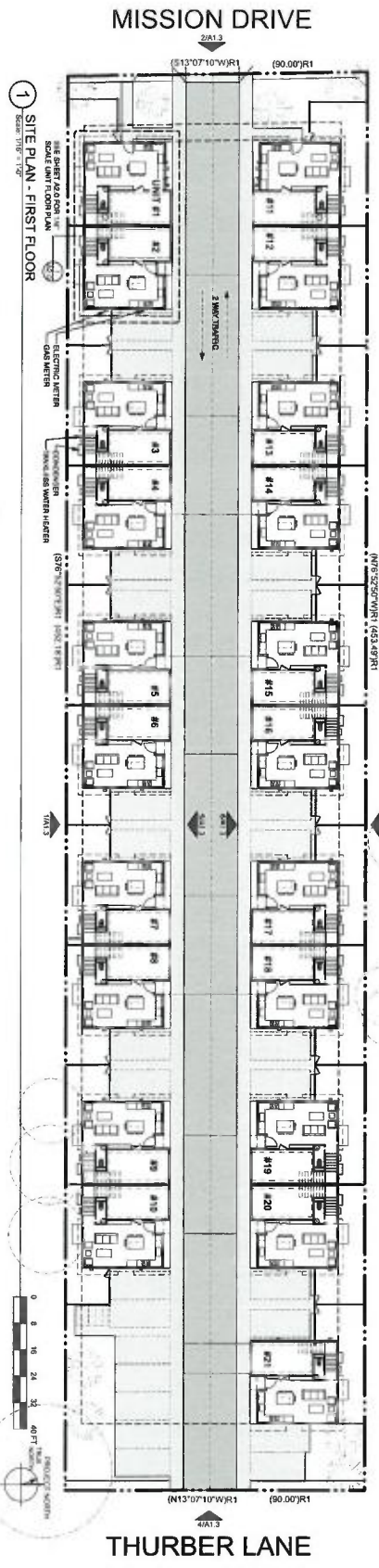
3212 MISSION DRIVE, SANTA CRUZ CA 95065
APN# 025-082-14

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UNIT 1, 1, 200 SE VAL. PROVIDED		UNIT 1, 200 SE VAL. PROVIDED	
PRINCE GEORGE SPACE PER UNIT	200 SF	PRINCE GEORGE SPACE PER UNIT	200 SF
COMMON OPEN SPACE PER UNIT	200 SF	COMMON OPEN SPACE PER UNIT	200 SF
COMMON OPEN SPACE PROVIDED	710.4 SF	COMMON OPEN SPACE PROVIDED	710.4 SF
COMMON OPEN SPACE REQUIRED	700.248 SF	COMMON OPEN SPACE REQUIRED	700.248 SF
PRINCE GEORGE SPACE PER UNIT	160 SF	PRINCE GEORGE SPACE PER UNIT	160 SF
COMMON OPEN SPACE PER UNIT	160 SF	COMMON OPEN SPACE PER UNIT	160 SF
COMMON OPEN SPACE PROVIDED	710.4 SF	COMMON OPEN SPACE PROVIDED	710.4 SF
COMMON OPEN SPACE REQUIRED	700.248 SF	COMMON OPEN SPACE REQUIRED	700.248 SF
PRINCE GEORGE SPACE PER UNIT	160 SF	PRINCE GEORGE SPACE PER UNIT	160 SF
COMMON OPEN SPACE PER UNIT	160 SF	COMMON OPEN SPACE PER UNIT	160 SF
COMMON OPEN SPACE PROVIDED	710.4 SF	COMMON OPEN SPACE PROVIDED	710.4 SF
COMMON OPEN SPACE REQUIRED	700.248 SF	COMMON OPEN SPACE REQUIRED	700.248 SF

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NO. FOR CONSTRUCTION
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USE NUMBER:



NOT FOR CONSTRUCTION

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PAGE NUMBER

STAMP

CONSULTANT'S

3212 MISSION DRIVE

3212 MISSION DRIVE, SANTA CRUZ CA 95065

APN# 025-082-14

ck a

ARCHITECTS

REVISIONS

DATE

DESCRIPTION

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MISSION DRIVE

6 PROPOSED DRIVE WAY - NORTH ELEVATION



THURBER LANE

THURBER LANE

5 PROPOSED DRIVE WAY - SOUTH ELEVATION



MISSION DRIVE

THURBER LANE

3 PROPOSED SIDE ELEVATION (NORTH)



MISSION DRIVE

4 PROPOSED FRONT ELEVATION THURBER (EAST)



2 PROPOSED FRONT ELEVATION MISSION (WEST)



MISSION DRIVE

1 PROPOSED SIDE ELEVATION (SOUTH)



THURBER LANE



3212 MISSION DRIVE

3212 MISSION DRIVE, SANTA CRUZ CA 95065
APN# 025-082-14

CONSULTANTS

STAMP:

PAGE 1 OF 1

A1.5

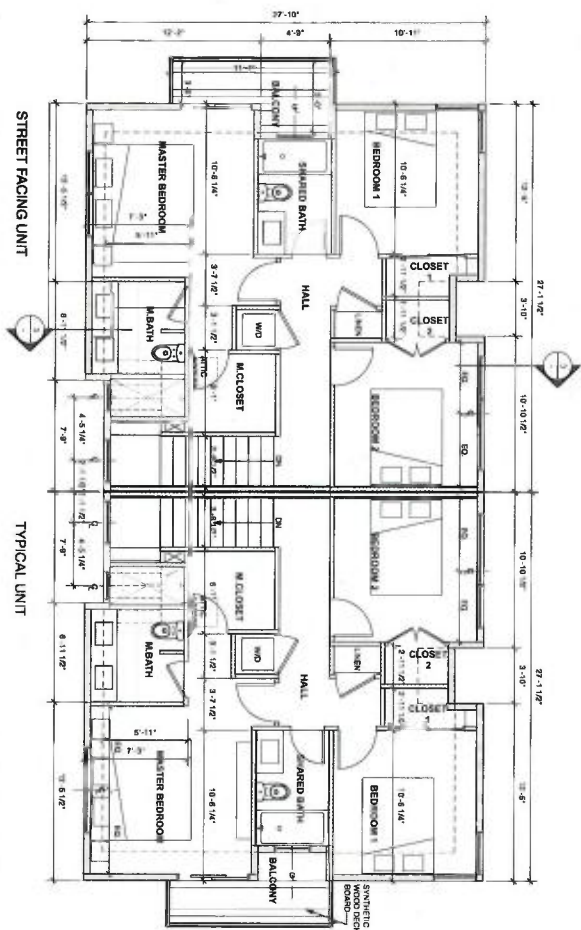
NOT FOR CONSTRUCTION

CKA
ARCHITECTS
C/O THE THURBER & ASSOCIATES
1010 2110 42
SANTA CRUZ, CA 95065
TEL: 831.426.1100
FAX: 831.426.1101
PROJECT NO. 2110 42
PRELIMINARY
REVISIONS OUTLINEING 12/20
PLANNING SUBMITTAL 1/12
PLANNING SUBMITTAL 2 1/12

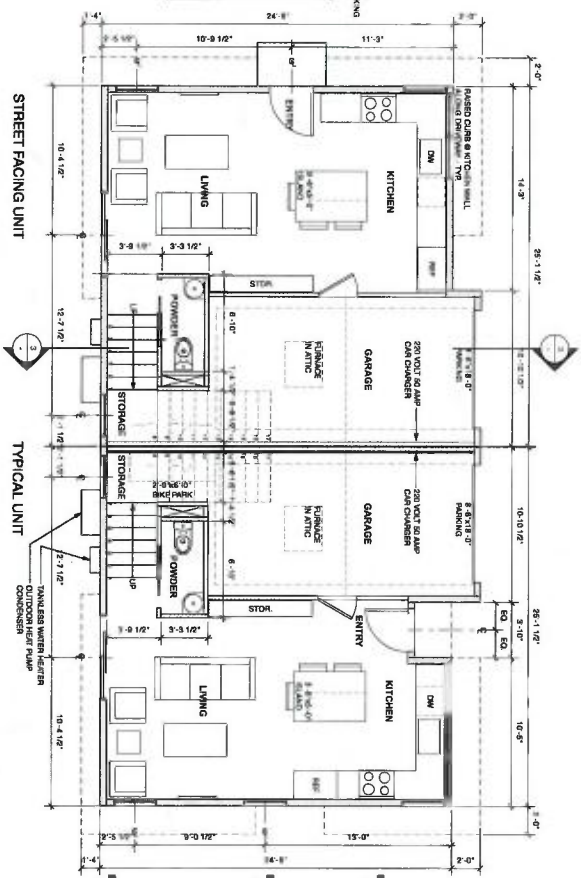


EXHIBIT E

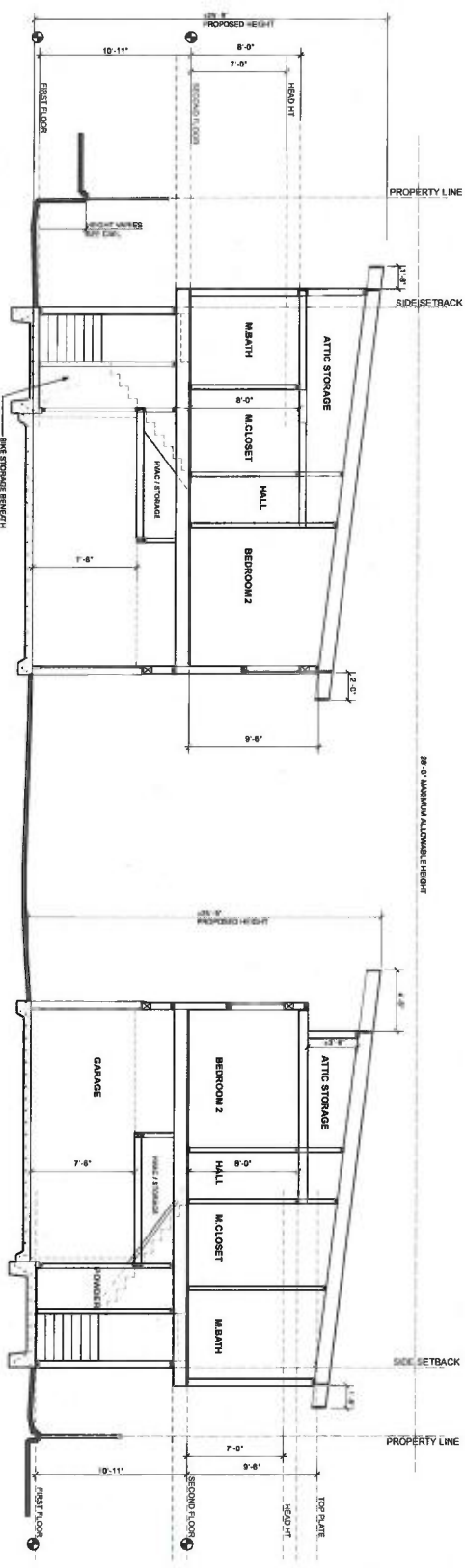
2 UNIT SECOND FLOOR PLAN



1 UNIT FIRST FLOOR PLAN



3 SECTION



3212 MISSION DRIVE

3212 MISSION DRIVE, SANTA CRUZ CA 95065
APN# 025-082-14

NOT FOR CONSTRUCTION
A2.0

RECEIVED
DATE: 10/13/19
BY: [Signature]
PROJECT: 3212 MISSION DRIVE
SANTA CRUZ, CA 95065
APN: 025-082-14



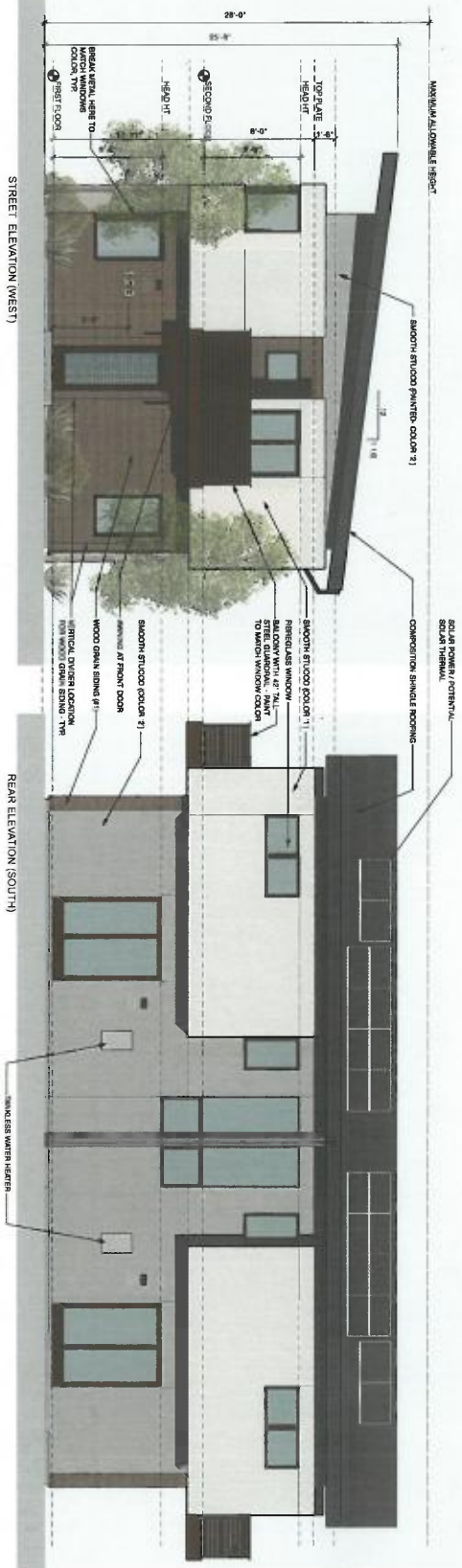
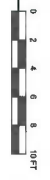
EXHIBIT 1

1 UNIT ELEVATIONS - SOUTH UNITS

NOTES: 1. THIS ELEVATION IS SHOWN AS UNITS #1 AND #2 TO BE REPRESENTATIVE OF UNITS ON THE SOUTH SIDE.

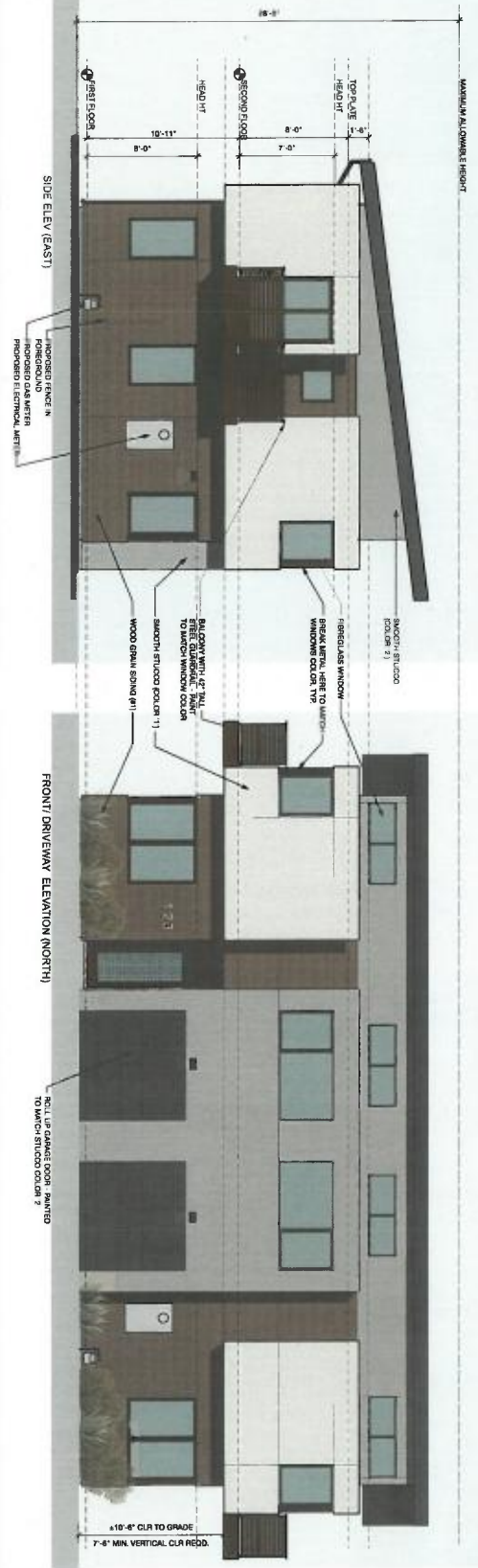
STREET ELEVATION (WEST)

REAR ELEVATION (SOUTH)



SIDE ELEV (EAST)

FRONT DRIVEWAY ELEVATION (NORTH)



3212 MISSION DRIVE

3212 MISSION DRIVE, SANTA CRUZ CA 95065
APN# 025-082-14

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A3.0

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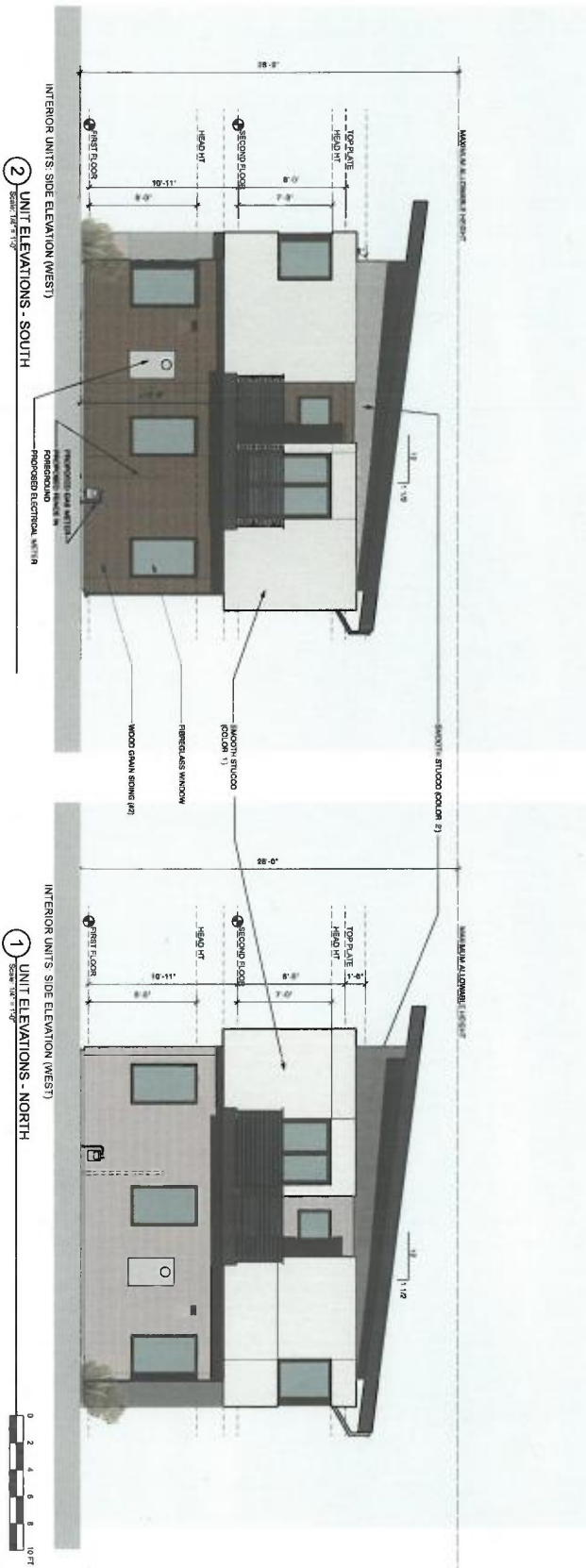
STAMP

eka
ARCHITECTS

1015 S. MISSION DRIVE, SUITE 100
SANTA CRUZ, CA 95060
TEL: 831.426.1000
WWW.EKAARCHITECTS.COM

PROJECT: 3212 MISSION DRIVE
DESIGNER: EKA ARCHITECTS
DATE: 10/18/19
DRAWN: J. B. N. S.
CHECKED: J. B. N. S.
PLANNING DEPARTMENT
PLANNING DIVISION
PLANNING DIVISION
PLANNING DIVISION

EXHIBIT



NOT FOR CONSTRUCTION

A3.2

CONSULTANTS

STAMP

PAGE NUMBER

3212 MISSION DRIVE

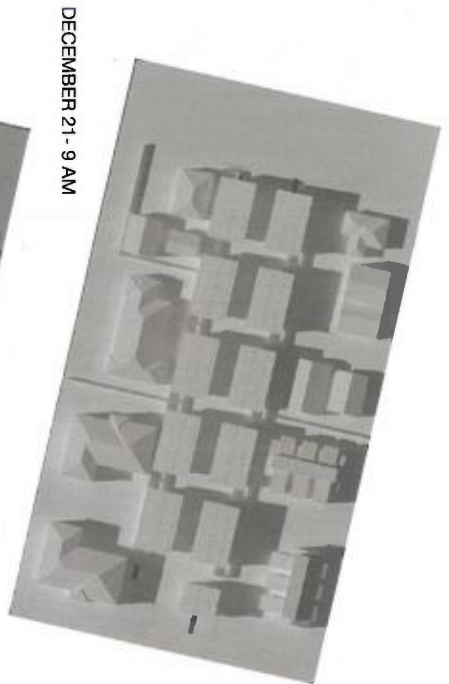
3212 MISSION DRIVE, SANTA CRUZ CA 95065
APN# 025-082-14

CKA ASSOCIATES
ARCHITECTS
630 2310142
1000 S. MISSION DRIVE, SUITE 100
SANTA CRUZ, CA 95065
TEL: (831) 455-1111
FAX: (831) 455-1112
WWW.CKA-ASSOCIATES.COM

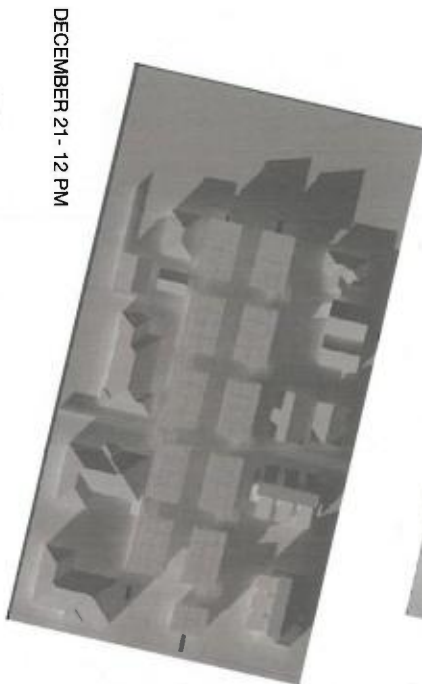
DESIGNED BY: CKA ASSOCIATES
DRAWN BY: J. L. LEE
CHECKED BY: J. L. LEE
DATE: 10/18/19
PROJECT: 3212 MISSION DRIVE
SHEET: 1 OF 2



EXHIBIT E



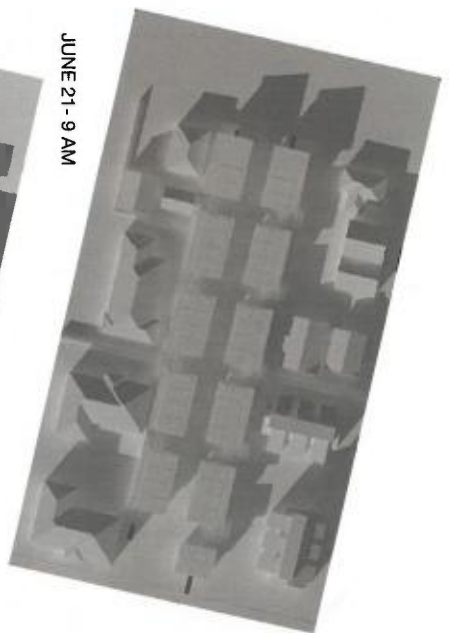
DECEMBER 21 - 9 AM



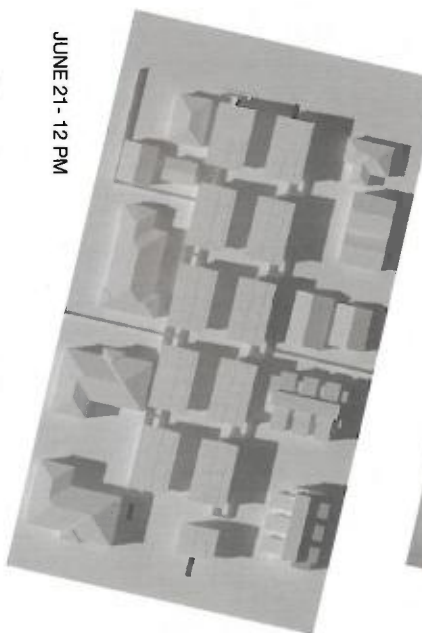
DECEMBER 21 - 12 PM



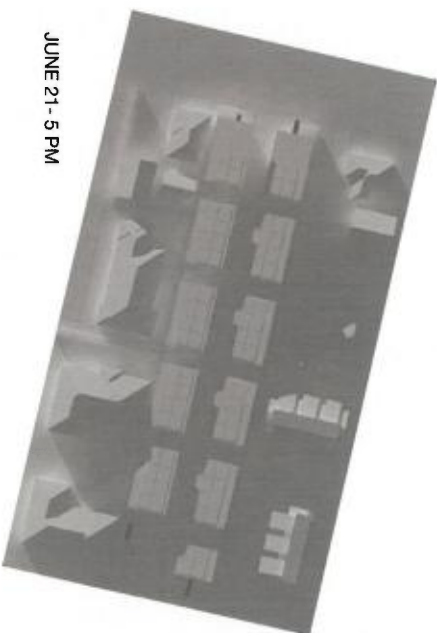
DECEMBER 21 - 5 PM



JUNE 21 - 9 AM



JUNE 21 - 12 PM



JUNE 21 - 5 PM

1 SUN STUDIES



CHIEF QUARTERS & ASSOCIATES
450/231044
1000 N. ZED AVE. SUITE 200
SANTA CRUZ, CA 95065
TEL: 408.291.1044
FAX: 408.291.1045
WWW.CKA-ARCHITECTS.COM
DESIGN: OUTREACH INC. 10.15.19
DRAWING: 10.15.19
PLANNING: 10.15.19
PLANNING: 10.15.19

3212 MISSION DRIVE

3212 MISSION DRIVE, SANTA CRUZ CA 95065
APN# 025-082-14

CONSULTANTS:

STAMP:

PAGE NUMBER:

A4.0

ENCLOSURE

EXHIBIT E



PHOTOGRAPHS OF ADJACENT PROPERTIES ON MISSION STREET



PHOTOGRAPHS ACROSS STREET ON THURBER



elka
ARCHITECTS

EDRIS CUMMERBERRY EDUCATORS
#650.233.0342
1371 AVENUE "N" NEAR CA 98005
SEATTLE WA 98107-1009
CUMMERBERRY@GMAIL.COM



























































































































































































































































REVISIONS:
PRELIMINARY
DRAFTING
NEIGHBOR OUTREACH MTGS.
PLANNING SUBMITTAL
PLANNING SUBMITTAL 2

NO. 18,181
1,242
2,242
5,120
8,132

3212 MISSION DRIVE

3212 MISSION DRIVE, SANTA CRUZ CA 95065
APN# 025-082-14

PROPOSED

PROPOSED		
	AS	AGRICULTURAL BUILDING
	BS	BIOMEDICAL RESEARCH
	BP	BOOKS
	BS	BOOKS OF ARTS
	BS	BOOKS OF SCIENCE
	BS	BOOKS OF HISTORY
	BS	BOOKS OF LITERATURE
	BS	BOOKS OF PHILOSOPHY
	BS	BOOKS OF RELIGION
	BS	BOOKS OF SCIENCE
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ABBREVIATIONS

[illegible]

**TENTATIVE MAP
FOR
CONDOMINIUM PURPOSES**

3212 MISSION DRIVE
SANTA CRUZ, CALIFORNIA

GENERAL NOTES

1. THE PRIVATE HOME, SHEDS, LANDSCAPING, AND OUTLINE OTHER SPACE WITHIN THE PROJECT DEVELOPMENTAL AREA WILL BE OWNED AND MAINTAINED BY THE HOMEOWNER ASSOCIATION.
2. IMPROVED GROUND SURFACES, SUCH AS PAVEMENTS ARE PRELIMINARY AND SUBJECT TO REFINEMENT DURING FINAL DESIGN.
3. ALL IMPROVED GROUND SURFACES ARE PRELIMINARY AND SUBJECT TO REFINEMENT DURING FINAL DESIGN.
4. THE PROJECT DRAINAGE SYSTEM WILL BE PRELIMINARY AND SUBJECT TO CHANGE.
5. THE PROJECT SHOWER STALLS AND STOOK DRAIN SYSTEMS WILL BE OWNED AND MAINTAINED BY THE HOMEOWNER ASSOCIATION.
6. THE PROJECT WATER SYSTEM WILL BE CONSTRUCTED SUBJECT TO A WATER MAIN EXTENSION AGREEMENT WITH THE CITY OF HAWAII, AND THE PROJECT WILL BE DESIGNED TO BE CONNECTED TO THE MAIN AND SERVICE LATERALS UP TO APPROVAL WATER METERS.
7. THE TOTAL TRUCKS, TRAILERS, SHOWN, DETENTION AND FOR REFERENCE ONLY, DESIGN SHALL BE IN CHARGE OF SUBJECT TO THE CITY OF HAWAII, AND THE PROJECT WILL BE DESIGNED TO BE CONNECTED TO THE MAIN AND SERVICE LATERALS UP TO APPROVAL WATER METERS.
8. THE PROJECT SHALL BE OWNED AND MAINTAINED BY THE HOMEOWNER ASSOCIATION.

SURVEY NOTI

GENERAL DATA

MAY PREPARED BY:
 ITLAND ENGINEERS
 3550 SPOONER AVENUE, SUITE 101
 SANTA CRUZ, CA 95062
 (408) 298-0000
 CONTACT: DON PLANO

SUBMITTANCE
 2012 MESSNER DRIVE, LLC
 2012 MESSNER DRIVE, LLC
 P.O. BOX 40070
 PALO ALTO, CALIFORNIA 94302
 (650) 322-7089
 CONTACT: DON SPIRRES

OWNER:
 2012 MESSNER DRIVE, LLC
 1115 OLIVE AVENUE / P.O. BOX 40070
 PALO ALTO, CALIFORNIA 94302
 (650) 322-7089
 CONTACT: DON SPIRRES

DATE: 02-28-14

PROPOSED USE:

EXISTING ZONING:	RM-3 (DUAL-FAMILY RESIDENTIAL)
PROPOSED ZONING:	RM-3 (DUAL-FAMILY RESIDENTIAL)
FLOOD ZONE:	ZONE X - AREA OF MINIMAL FLOOD HAZARD
WATER SUPPLY:	CITY OF SANTA CRUZ
SANITARY SEWER:	COUNTY OF SANTA CRUZ
STORM DRAIN:	COUNTY OF SANTA CRUZ
ELECTRICAL:	PUBLIC

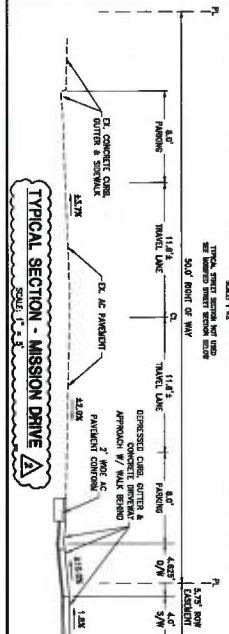
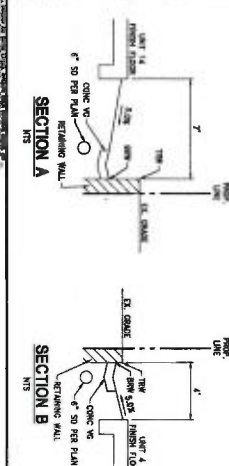
PROPOSED UNITS:

TOTAL AREA:		36.87 SQUARE FEET / 0.86 ACRES
INDEX OF SHEETS		
SHEET NO.	DESCRIPTION	
TA-2	TERRACE MAP	
CI-8	PRELIMINARY GRADING AND DRAINAGE PLAN - WEST	
CI-1	PRELIMINARY GRADING AND DRAINAGE PLAN - EAST	

CS-0

CS.1	PRELIMINARY STORMWATER CONTROL DETAILS
CS.2	ADJACENT PARCEL PICTURES

NOT FOR CONSTRUCTION



ESTIMATED EARTHWORK QUANTITIES

ITEM	DESCRIPTION	QUANTITY
1.00	CUT VARIOUS CUT	11.85
1.01	CUT VARIOUS FILL	11.85
1.02	CUT VARIOUS CUT/FILL	11.85

NOTES:
1. THE BODILY AND TOPOGRAPHIC SURVEY FOR THIS SITE WAS PROVIDED BY FLAND ENGINEERS, PROJECT NUMBER 1915, DATED 10/22/14.
2. THE ESTIMATE DOES NOT INCLUDE BUILDING OR RETAINING WALL. THE ESTIMATE DOES NOT INCLUDE THE COST OF THE RETAINING WALL. THE ESTIMATE DOES NOT INCLUDE THE COST OF THE RETAINING WALL.
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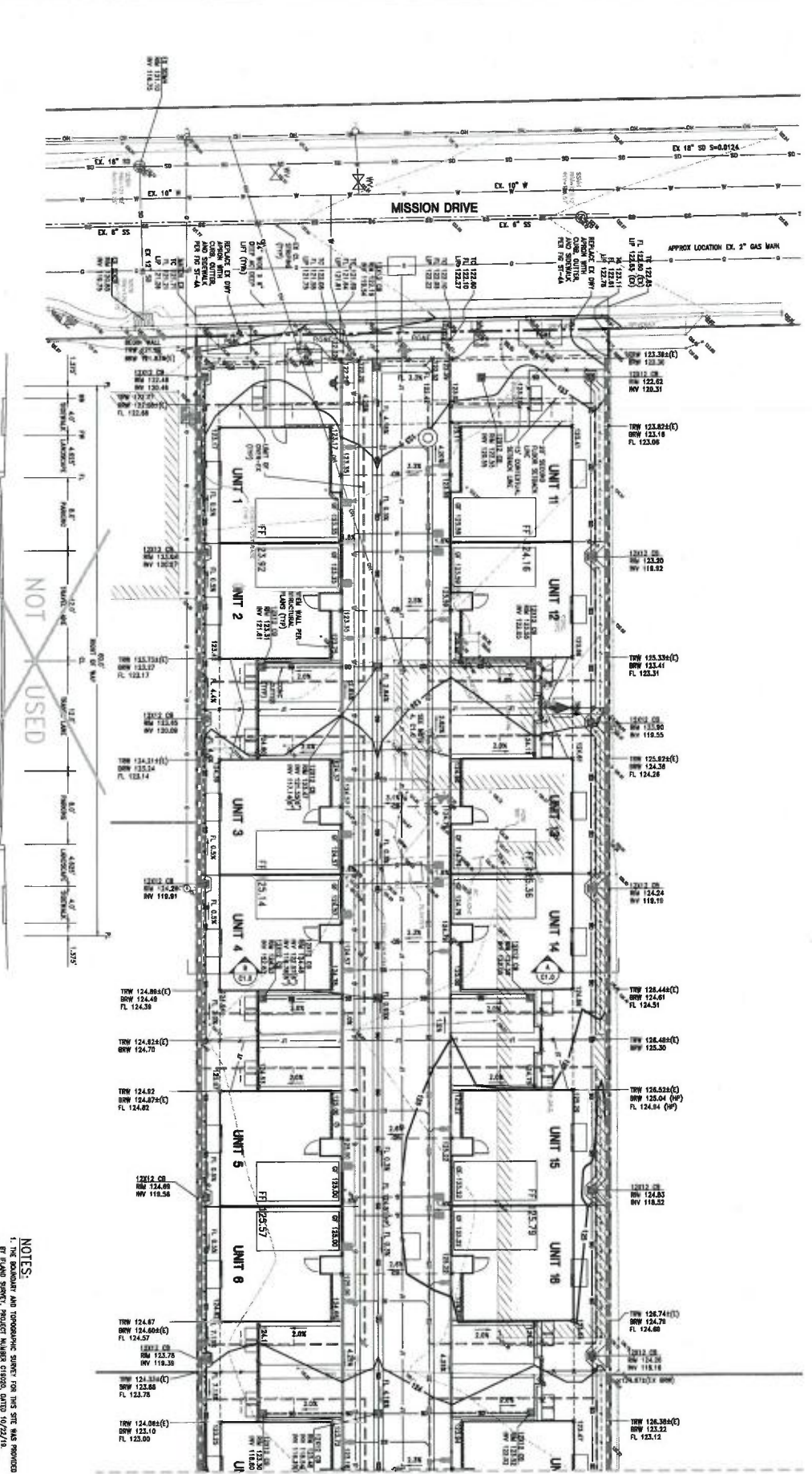
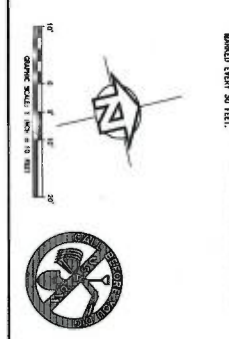
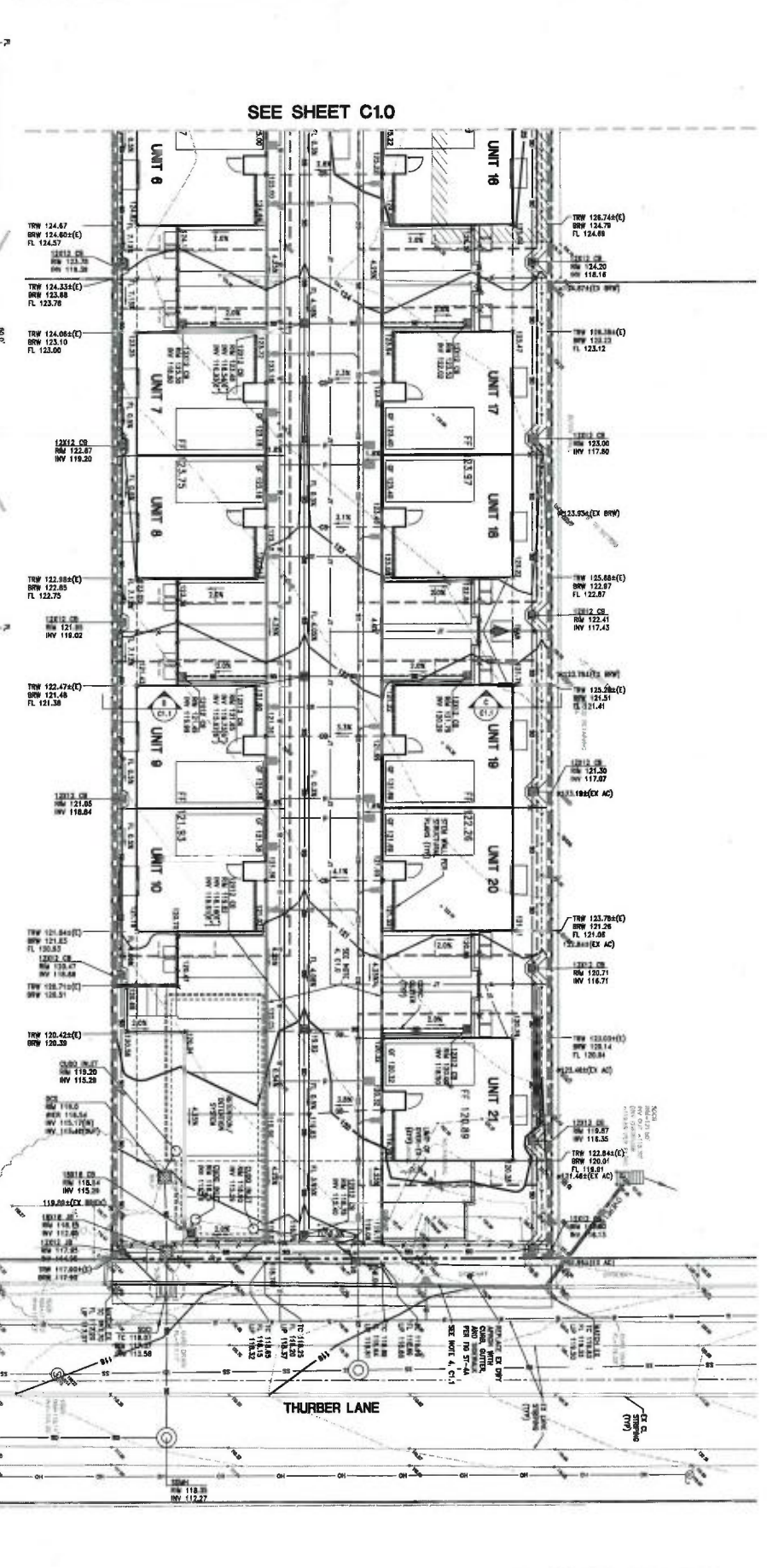
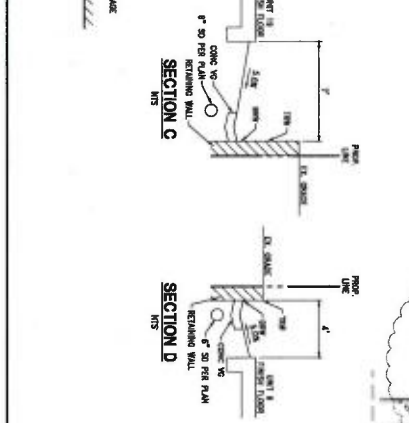
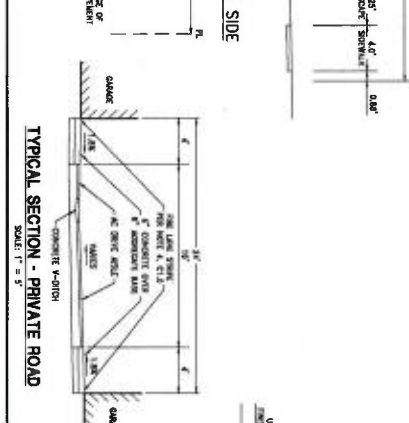
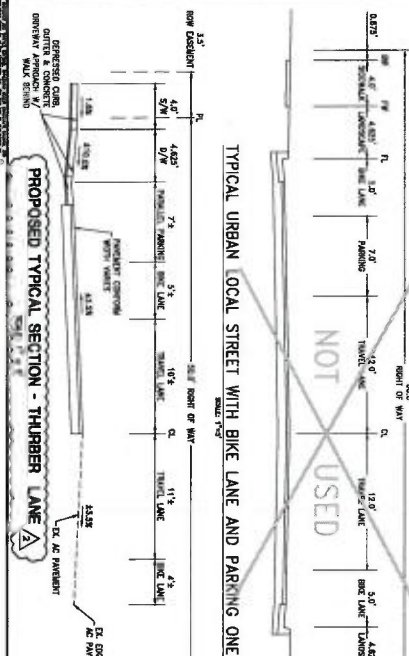


EXHIBIT F



PRELIMINARY
GRADING AND DRAINAGE PLAN - EAST
3212 MISSION DRIVE
 SANTA CRUZ, CALIFORNIA

IFLAND ENGINEERS
 CIVIL ENGINEERING • LAND PLANNING • STRUCTURAL DESIGN

6800 BOQUEL AVE, SUITE 101
 SANTA CRUZ, CA 95060
 TEL: (831) 426-0000
 FAX: (831) 426-0000
 WWW.IFLANDENGINEERS.COM

NOT FOR CONSTRUCTION

APN 025-082-14
 DESIGN DEVELOPMENT PHASE
 DATE: 08/14/2020
 DRAWN: GS
 CHECKED: STAFF

C1.1
 SHEET NO. 19015



C2.0

APN 025-082-14		
DESIGN DEVELOPMENT PHASE		
DATE 08/14/2020	DESIGN CS	DRAWN STAFF

PRELIMINARY
UTILITY PLAN
3212 MISSION DRIVE
SANTA CRUZ, CALIFORNIA



IFLAND
ENGINEERS
CIVIL ENGINEERING • LAND PLANNING

6500 BOQUEL AVE, SUITE 101
SANTA CRUZ, CA 95062
TEL 837 436-0333
FAX 837 436-0763
www.21stcentury.com

NOT FOR CONSTRUCTION

EXHIBIT E

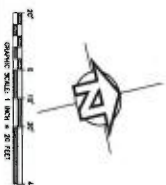


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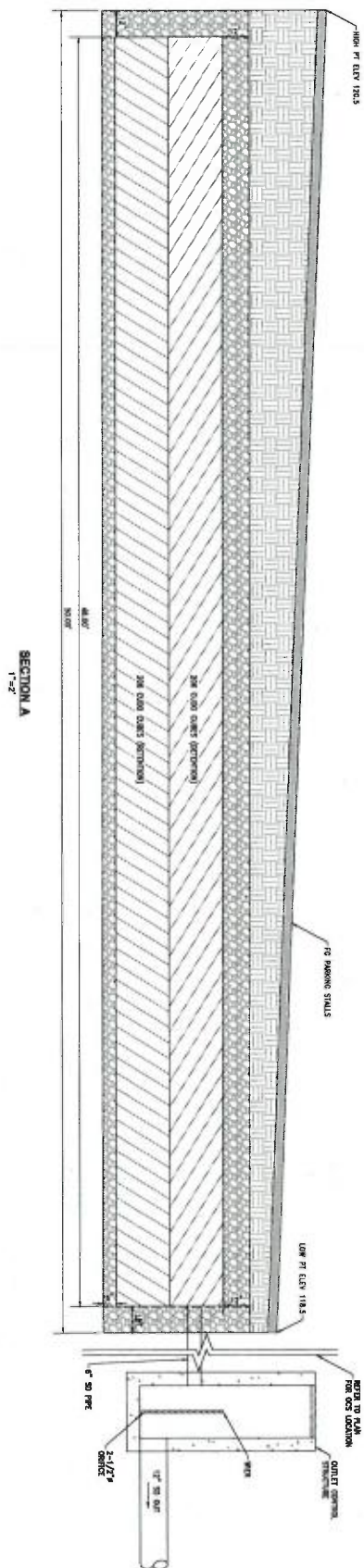
- | AREA BREAKDOWN | |
|------------------------|------------|
| | C AREA |
| ROOI | 1,524.3 SI |
| HARDSCAPE [®] | 5,670.81 |
| LANDSCAPE | 1,124.19 |
| TOTAL AREA | 8,319.30 |
| TOTAL IMPERVIOUS AREA | 10,714.30 |
- *NOTE: HARDSCAPE INCLUDES CONCRETE AND ASPHALT

LEGEND

	ROOF AREA
	CONCRETE AREA
	ASPHALT CONCRETE AREA
	DRAINAGE DRAINAGE

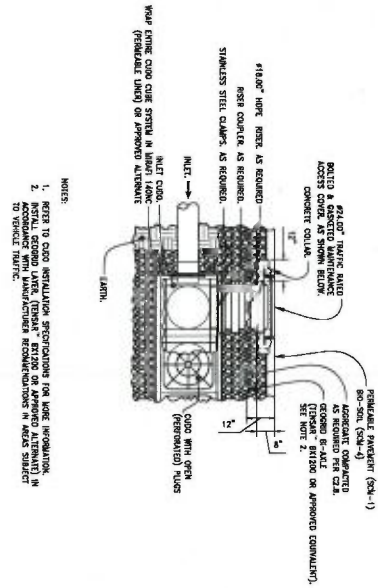


EXISTING DRAINAGE MAP

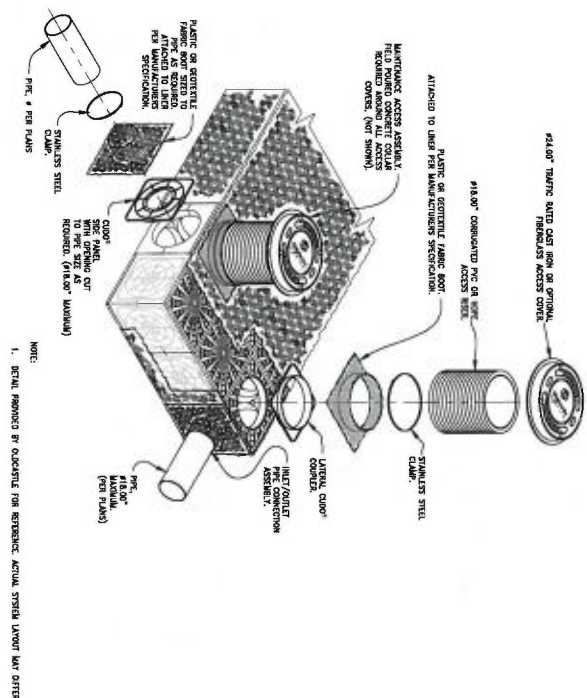


PRELIMINARY

STORMWATER CONTROL DETAILS
3212 MISSION DRIVE
SANTA CRUZ, CALIFORNIA



TYPICAL MAINTENANCE ACCESS TO CUDO CUBE SYSTEM



INLET/OUTLET CONNECTION TO CUDD CUBE SYSTEM

NOT FOR CONSTRUCTION



IFLAND

ENGINEERS

5500 BOQUEL AVE, SUITE 10
SANTA CRUZ, CA 95061
TEL (531) 439-6371
FAX (531) 439-1782
www.fundingsystems.com



MISSION DRIVE

EXISTING CONDITIONS



THURBER LANE



PRELIMINARY

ADJACENT PARCEL PICTURES
3212 MISSION DRIVE

SANTA CRUZ, CALIFORNIA



IFLAND
ENGINEERS
CIVIL ENGINEERING • LAND PLANNING

CIVIL ENGINEERING • LAND PLANNING • STRUCTURAL DESIGN

6300 BOQUEL AVE, SUITE 10
SANTA CRUZ, CA 95062
TEL 858/438-8332
FAX 858/438-0782

NOT FOR CONSTRUCTION

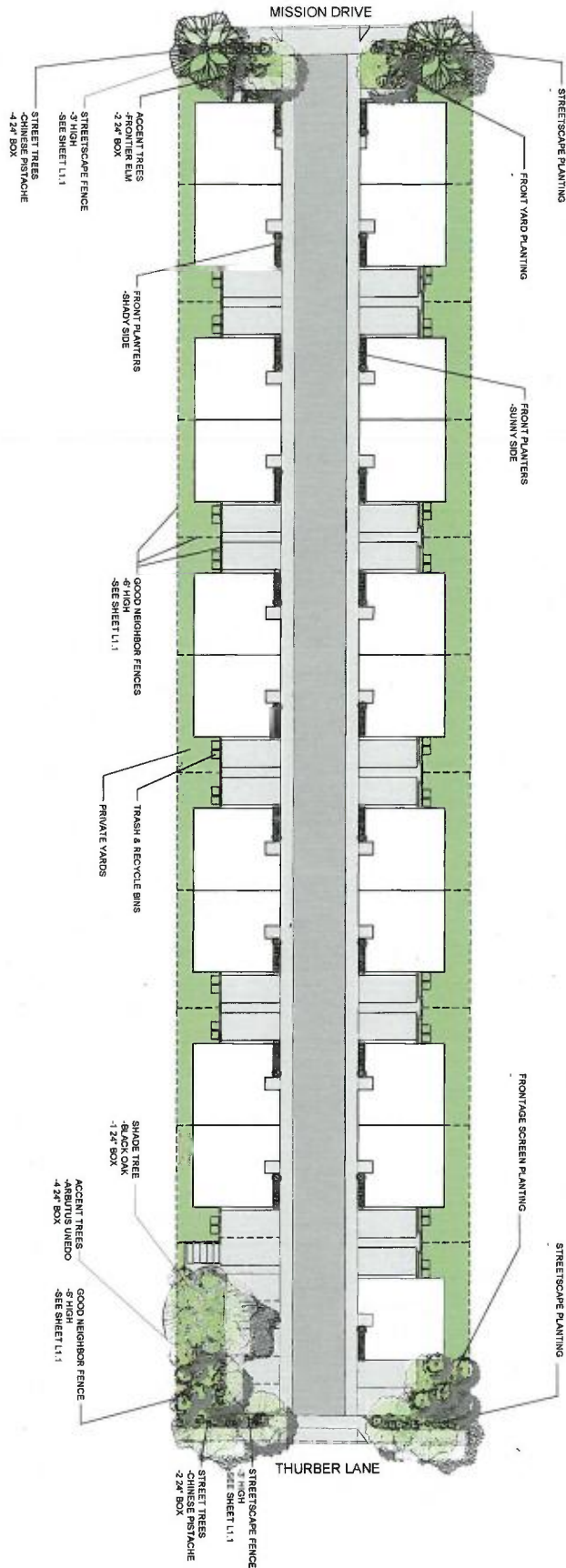
IN	1	12/26/2013
BY	9/14	DATE

DOI NO. 19015

C3.2

APN 025-082-14		
DESIGN DEVELOPMENT PHASE		
DATE	DESIGN	ORIGINATOR
08/14/2020	GS	STA

**DRAWN
STAFF**



	<p>3212 MISSION DRIVE</p> <p>3212 MISSION DRIVE, SANTA CRUZ CA 95065</p> <p>APN#</p>	<p>PRELIMINARY LANDSCAPE PLAN</p>	<p>L1.0</p>
--	---	-----------------------------------	-------------

145 Knapp Street
Petaluma, California 94953
(707) 694-2967

[illegible]

SINCE ISCAPE PLANNING INC.

LT	LT CODE	SD (UNIT NAME)	COMMON NAME	SIZE	PLANT CHARACTERISTICS
ACIA	ACIA 177 R	ACICIA ALTERNATA W/OUT LIGHT	COMMON S. TYLE	5 GAL.	PY. 1/4" INCH TALL IN 1/2" INCH GROUP IN 1/2" INCH
ACIA	ACIA 178 R	ACICIA BLUE FLAME	BLUE TYLE 3 TALL	5 GAL.	PY. 1/4" INCH TALL IN 1/2" INCH GROUP IN 1/2" INCH
ACIA	ACIA 179 R	ACICIA STYMA	COMMON ACICIA	5 GAL.	PY. 1/4" INCH TALL IN 1/2" INCH GROUP IN 1/2" INCH
WES	WES 103 M	WESPERIANA ROBUSTA IN CONUS	COMMON LIGHT	5 GAL.	PY. 1/4" INCH TALL IN 1/2" INCH GROUP IN 1/2" INCH
WES	WES 104 M	WESPERIANA SPANICUS	COMMON LIGHT	5 GAL.	PY. 1/4" INCH TALL IN 1/2" INCH GROUP IN 1/2" INCH
LEU	LEU 105 M	LEUCODONTION SPURIE	PINK LEUCODONTION	5 GAL.	PY. 1/4" INCH TALL IN 1/2" INCH GROUP IN 1/2" INCH
LEU	LEU 106 M	LEUCODONTION ALBA	PINK LEUCODONTION	5 GAL.	PY. 1/4" INCH TALL IN 1/2" INCH GROUP IN 1/2" INCH
PER	PER 107 M	PEROVSKIA LITTLE SPURIE	COMMON PEROVSKIA	5 GAL.	PY. 1/4" INCH TALL IN 1/2" INCH GROUP IN 1/2" INCH
PER	PER 108 M	PEROVSKIA LITTLE SPURIE	COMMON PEROVSKIA	5 GAL.	PY. 1/4" INCH TALL IN 1/2" INCH GROUP IN 1/2" INCH

LA

QTY	CODE	SCIENTIFIC NAME	COMMON NAME	SIZE	SEASON, DISPERSION
	CHD REC	CHONDERULUM TECTIPINNATUM	SMALL LOOSE RUSH	1 GAL. 1 1/2 GAL. 2 GAL.	1/2 YEARLY (JULY) 100% BENT 1 YEARLY (JULY) 100% BENT 1 YEARLY (JULY) 100% BENT
	ECI AFT	ECHESTERIA FERNONIA	DUCKWEED	1 GAL. 1 1/2 GAL. 2 GAL.	1 YEARLY (JULY) 100% BENT 1 YEARLY (JULY) 100% BENT 1 YEARLY (JULY) 100% BENT
	ECI AFT	ECHESTERIA SPECIES	ECHESTERIA	1 GAL. 1 1/2 GAL. 2 GAL.	1 YEARLY (JULY) 100% BENT 1 YEARLY (JULY) 100% BENT 1 YEARLY (JULY) 100% BENT
	LOM COM	LOMONDA CHONDERULACEA	WAT RUSH	1 GAL. 1 1/2 GAL. 2 GAL.	1 YEARLY (JULY) 100% BENT 1 YEARLY (JULY) 100% BENT 1 YEARLY (JULY) 100% BENT
	LOM COM	LOMONDA CHONDERULACEA	WAT RUSH	1 GAL. 1 1/2 GAL. 2 GAL.	1 YEARLY (JULY) 100% BENT 1 YEARLY (JULY) 100% BENT 1 YEARLY (JULY) 100% BENT
	LOM REC	LOMONDA SUBHYPERBOLICA	WAT RUSH	1 GAL. 1 1/2 GAL. 2 GAL.	1 YEARLY (JULY) 100% BENT 1 YEARLY (JULY) 100% BENT 1 YEARLY (JULY) 100% BENT
	SCA REC	SCIRPUS HYPERBOLICUS	BUCKLEWEED	1 GAL. 1 1/2 GAL. 2 GAL.	1 YEARLY (JULY) 100% BENT 1 YEARLY (JULY) 100% BENT 1 YEARLY (JULY) 100% BENT
	SEI MAN	SEIRIDIO MANIPULACEA	BUCKLEWEED	1 GAL. 1 1/2 GAL. 2 GAL.	1 YEARLY (JULY) 100% BENT 1 YEARLY (JULY) 100% BENT 1 YEARLY (JULY) 100% BENT

[illegible]

FOR TAX PURPOSES ONLY
 THE ASSessor MAKES NO GUARANTEE AS TO THE ACCURACY OF ANY ASSUMES ANY LIABILITY FOR OTHER USES. NOT TO BE REPRODUCED. ALL RIGHTS RESERVED.
 © COPYRIGHT SANTA CRUZ COUNTY ASSESSOR 1998

POR. OF SEC. 9, T.11S., R.1W., M.D.B. & M.

Tax Area Code
 96-103 96-108

25-08

SERENATA CT. TR. 975
 3639 OR 329 10/4/1983

50PM58
 1/26/1990

45PM8
 2/28/1985

48

7PM69
 8/25/1972

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 31

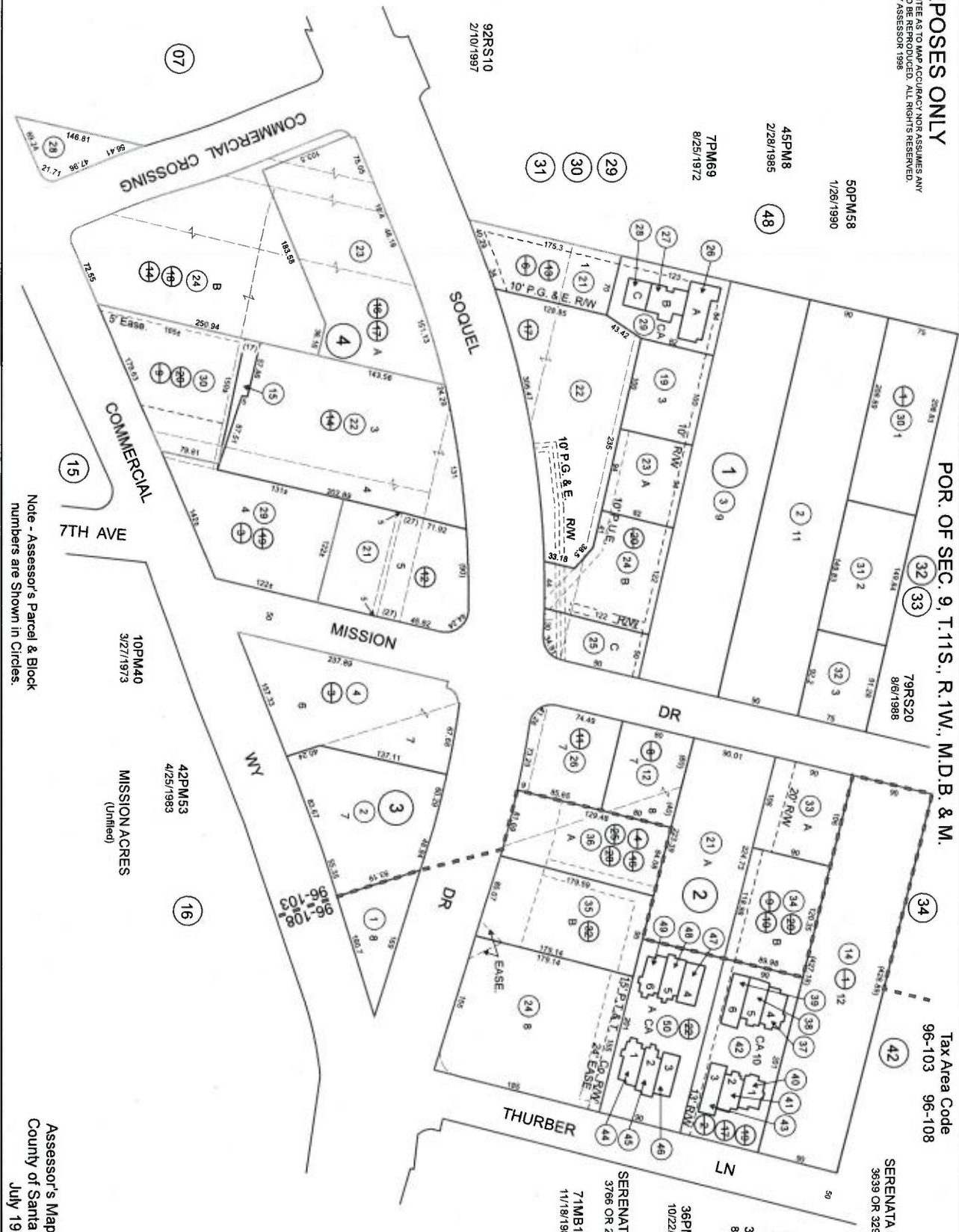
92RS10
 2/10/1997

47RS7
 3/15/1967

47RS14
 10/30/1967

51PM1
 3/6/1990

Electronically drawn 7/14/98 nw
 Rev 3/22/01 mvm (Changed Pg Refs)
 Rev 2/6/02 mvm (st. name)
 Rev 5/3/17 jg (TCA correction)



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

Assessor's Map No. 25-08
 County of Santa Cruz, Calif.
 July 1998



Parcel Location Map



Parcel: 02508214

- Study Parcel
- Assessor Parcel Boundary

Map printed: 2 Feb. 2021

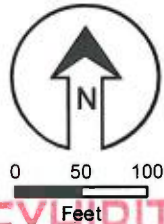
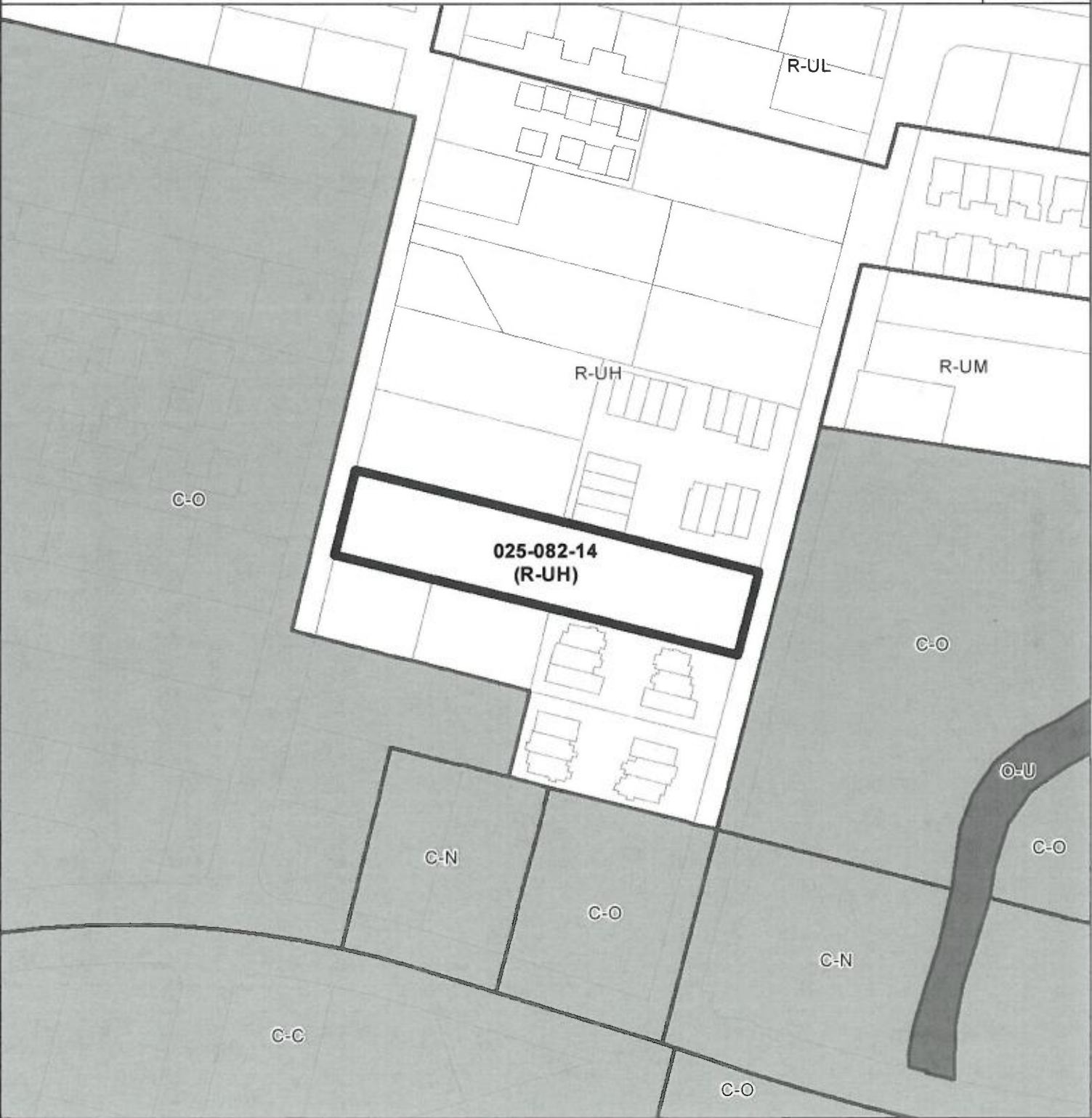


EXHIBIT I



SANTA CRUZ COUNTY PLANNING DEPARTMENT

Parcel General Plan Map



- | | | | |
|------|-------------------------|------|---------------------------|
| C-C | Commercial Community | R-UM | Res. Urban Medium Density |
| C-N | Commercial Neighborhood | R-UL | Res. Urban Low Density |
| C-O | Commercial Office | | |
| O-U | Urban Open Space | | |
| R-UH | Res. Urban High Density | | |

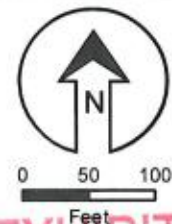
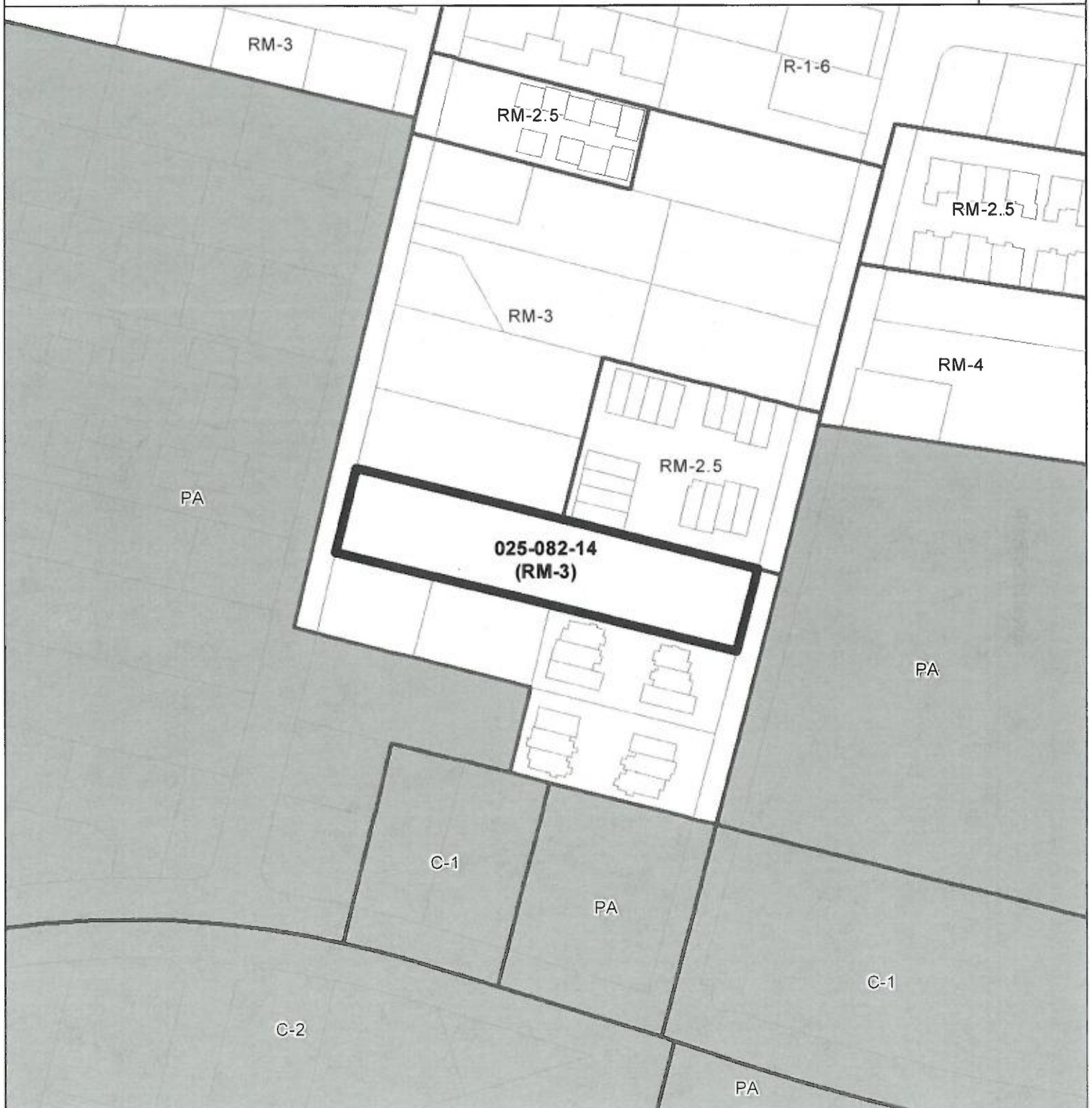


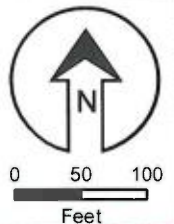
EXHIBIT I



Parcel Zoning Map



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



Parcel Information

Services Information

Urban/Rural Services Line: X Inside Outside
Water Supply: City of Santa Cruz Water District
Sewage Disposal: Santa Cruz County Sanitation District
Fire District: Central Fire District
Drainage District: District 5

Parcel Information

Parcel Size: 38,497 square feet (0.88 acre)
Existing Land Use - Parcel: Residential
Existing Land Use - Surrounding: Residential
Project Access: Mission Drive and Thurber Lane
Planning Area: Live Oak
Land Use Designation: R-UH (Urban High Density Residential)
Zone District: RM-3 (Multi-Family Residential - 3,000 square feet minimum)

Coastal Zone: Inside X Outside
Appealable to Calif. Coastal Comm. Yes X No

Technical Reviews: Soils Report Review (REV191171)

Environmental Information

Geologic Hazards: Not mapped/no physical evidence on site
Fire Hazard: Not a mapped constraint
Slopes: Less than 15 percent
Env. Sen. Habitat: Not mapped/no physical evidence on site
Grading: 1,836 cubic yards of cut and 110 cubic yards of fill
Tree Removal: No trees proposed to be removed
Scenic: Partially located in mapped scenic resource area
Archeology: Not mapped/no physical evidence on site

EXHIBIT G



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

28 January 2020

Herman Richter
5006 Thurber Lane
Santa Cruz, CA 95065

Subject: Review of the Geotechnical Engineering Study for the Proposed 21 Unit Townhouse Development at 3212 Mission Drive dated 22 November 2019 by Earth Systems Pacific – File No.: 303539-001

Project Site: 3212 Mission Drive
APN 025-082-14
Application No. REV191171

Dear Applicant:

The Planning Department has accepted the project site geotechnical investigation report. The following items shall be required:

1. All project design and construction shall comply with the recommendations of the report.
2. Final plans shall reference the subject report by title, author, and date. 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 Consultants Plan Review Form (Form PLG-300) is available on the Planning Department's web page. 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 reports 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).

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.

EXHIBIT H

Review of the Geotechnical Engineering Study for the Proposed 21 Unit Townhouse Development
at 3212 Mission Drive dated 22 November 2019 by Earth Systems Pacific

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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

Sincerely,



Rick Parks, GE 2603
Civil Engineer – Environmental Planning

Cc: Environmental Planning, Attn: Leah MacCarter
Earth Systems Pacific, Attn: Ajay Singh, GE
Planning Dept, Attn: Jonathan DiSalvo
Primary Contact: Chris Kummerer

Attachments: Notice to Permit Holders

EXHIBIT H

**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.

Keith Higgins

Traffic Engineer

April 3, 2020

Nicole Gittleson, Executive Vice President
Clarum Homes
412 Olive Avenue
Palo Alto, CA 94306

Re: 3212 Mission Drive Townhomes, Santa Cruz County, CA

Dear Nicole,

As you requested, this is a traffic analysis for the redevelopment of 3212 Mission Drive in Santa Cruz, California. The project includes removing the existing home and garage on this site and constructing 21 townhomes. **Exhibit 1** depicts the location of the study project. The currently proposed site plan is included on **Exhibit 2**.

Santa Cruz County requires a formal traffic impact analysis if the project would generate 20 or more AM or PM peak hour vehicle trips. However, as indicated below, your project would generate fewer than 20 peak hour trips. Therefore, a formal traffic impact analysis is not required for this project. This provides an estimate of the project's net vehicle trips and assesses the potential for the project to impact the surrounding street system. An estimate of the vehicle miles traveled generated by the project is also provided.

A. PROJECT TRIP GENERATION

Exhibit 3 estimates the project trip generation. This estimate is based on trip rates published in *Trip Generation Manual*, 10th Edition, Institute of Transportation Engineers, 2017. The project is expected to generate about 154 daily trips, with 10 AM peak hour trips (2 in, 8 out) and 12 PM peak hour trips (8 in, 4 out). The existing single-family home will be removed, which will eliminate its traffic. The resulting net increase in trip generation is expected to be about 147 daily trips, with 10 AM peak hour trips (2 in, 8 out) and 11 PM peak hour trips (7 in, 4 out). The gross and net project trip generation will be less than the threshold requiring a traffic study. No further traffic operations analysis is required.

B. ASSESSMENT OF PROJECT IMPACTS

The traffic from the project would be split between Mission Drive and Thurber Lane. This would further minimize the effect of these trips. The project would not significantly impact the operations of either street or any intersection near the project site.

The project would be subject to Santa Cruz County's Live Oak Transportation Improvement Area (TIA) fee, the payment of which would address potential cumulative (or long-term) impacts to roadways and intersections in the county.

2060 ROCKROSE COURT, GILROY, CA 95020
T 408.201.2752 KEITH@KEITHHIGGINSTE.COM

EXHIBIT I

C. PROJECT VEHICLE MILES TRAVELED

Vehicle Miles Traveled (VMT) is defined as the total miles traveled by all vehicles traveling to and from a specific area over an average day. It is typically expressed in terms of vehicle miles per capita (or vehicle miles per resident). Per state guidelines,¹ a project's VMT is calculated individually for its residential, commercial and office components. The project does not require a transportation impact analysis because it will generate less than the 20 peak hour trip threshold. However, a VMT analysis is required if the project generates more than 110 trips per day. The project will generate a net 147 daily trips and is therefore required to provide a VMT analysis.

Exhibit 4 summarizes the Vehicle Miles Traveled (VMT) per capita for the project. This was estimated by compiling the trip lengths for three trip purposes – Home to Work, Home to Shopping and Home to Other. These categories correspond to the categories listed in the "Residential Trip Type Percentage" columns of the "CalEEMod" - Appendix D - Default Data Tables, California Air Pollution Control Officers Association, October 2017, Table 4.2 Mobile Trip Characteristics Dependent on Location, pg. D-86. Table 4.2 is included herein as **Appendix A**.

The average trip length for project home to work trips is derived from the trip lengths for this trip purpose in the "Work Destination Analysis by Places," in the "On The Map" census-based analysis tool, US Census Bureau, Center for Economic Studies, 2017. A compilation of the data for the Live Oak area of Santa Cruz County, in which the project is located, is provided in **Exhibit 5**. The average length of a home to work trip originating in the Live Oak area is estimated to be about 19.48 miles. Home based work trips represent 44% of total home-based trips.

Prorating the lengths of home-based trips to the home-based shopping trips quoted in **Appendix A** to the lengths of home-based work trips calculated in **Appendix B** results in an average trip length of 13.17 miles for home-based shopping trips. Given the close proximity of major retail shopping centers along 41st Avenue (3 miles from the project), Eastside Business District near the Soquel Drive/Morrissey Avenue intersection (2 miles from the project) and downtown Santa Cruz (4 miles), the CalEEMod home to shopping trip length is very conservatively long. Home-based shopping trips represent about 18.8% of daily trips generated by residential uses in Santa Cruz County.

Similarly, prorating the lengths of home-based trips to the home-based trips for other purposes quoted in **Appendix A** to the lengths of home-based work trips calculated in **Appendix B** results in an average trip length of 13.53 miles for home-other trips. Home-based "other" trips represent about 37.2% of daily trips generated by each residence in Santa Cruz County.

The weighted average trip length accounting for all three home-based trip purposes is estimated to be about 16.08 miles.

¹ *Technical Advisory on Evaluating Transportation Impacts in CEQA*, State of California Governor's Office of Planning and Research, December 2018.

Nicole Gittleson
April 3, 2020

Exhibit 4 also includes average vehicle occupancy for various trip types per the National Highway Transportation Safety, which is provided in **Appendix C**. Applying the occupancy rates for the various home based work trip types to the average trip lengths per vehicle results in an average of 11.62 vehicle miles traveled per capita. Currently, Santa Cruz County has an estimated average VMT of 18.3 miles per capita.²

A significant CEQA impact would occur if the project would have a VMT that is more than 85% of the county average per capita VMT. The project's estimated VMT per trip is about 63% of the County-wide average. Therefore, the project would not represent a significant CEQA traffic impact.

D. CONCLUSIONS

The following are the conclusions of this analysis.

1. The project would generate 147 daily trips, with 10 AM peak hour trips (2 in, 8 out) and 11 PM peak hour trips (7 in, 4 out). The project will generate less than 20 peak hour trips, which is the threshold warranting a traffic operations analysis. The project would not significantly impact the operations of any street or intersection.
2. The project will generate about 11.62 VMT per capita, which is less than 85% of the 18.3 VMT county-wide average. The project will therefore not result in a significant VMT impact.
3. The project would be subject to Santa Cruz County's Live Oak Transportation Improvement Area (TIA) fee.

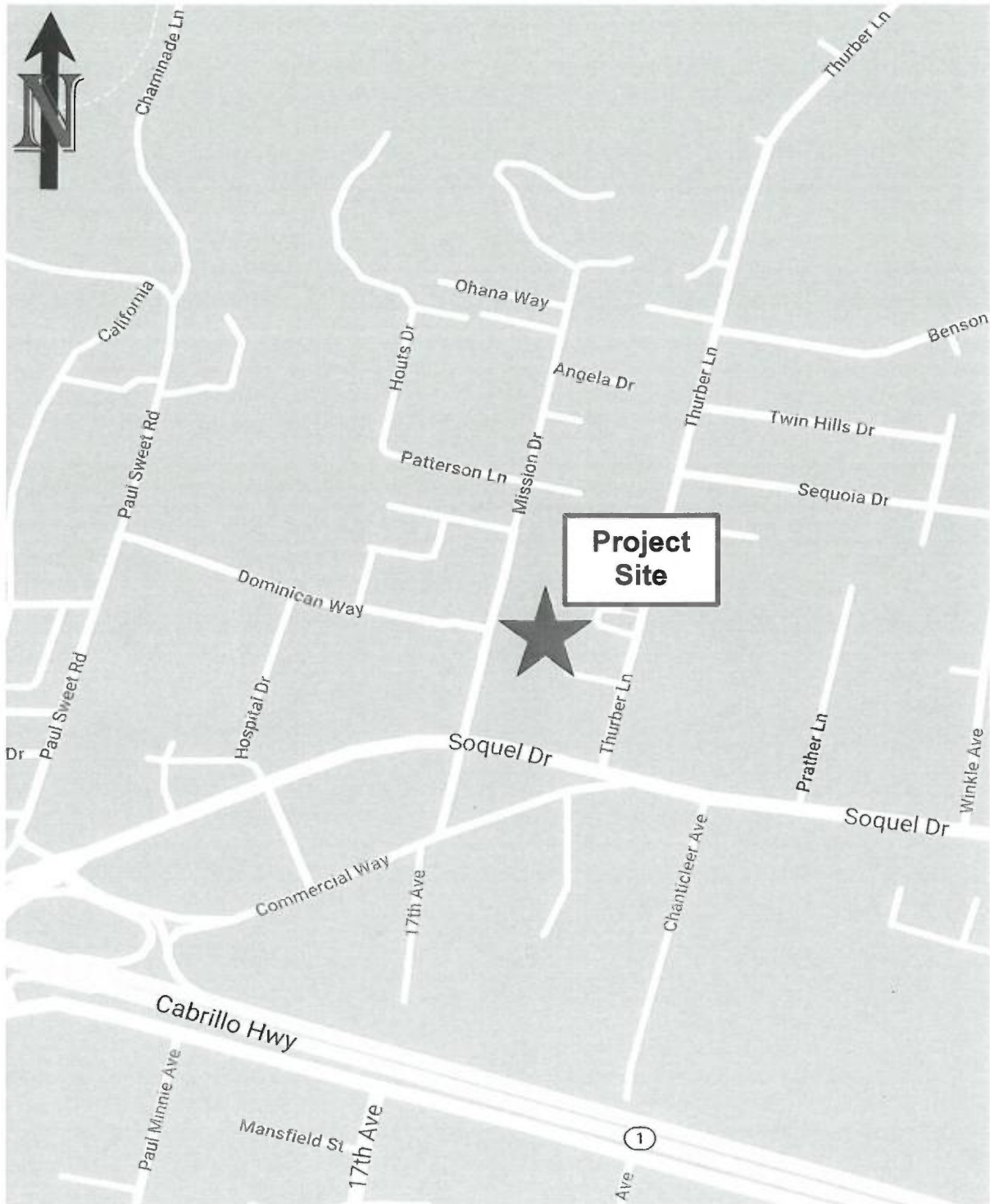
If you have any questions regarding the contents of this letter or need additional information, please do not hesitate to contact me at your convenience. Thank you for the opportunity to assist you with this project.

Respectfully submitted,

Keith Higgins

Keith B. Higgins, PE, TE
Attachments

² 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.

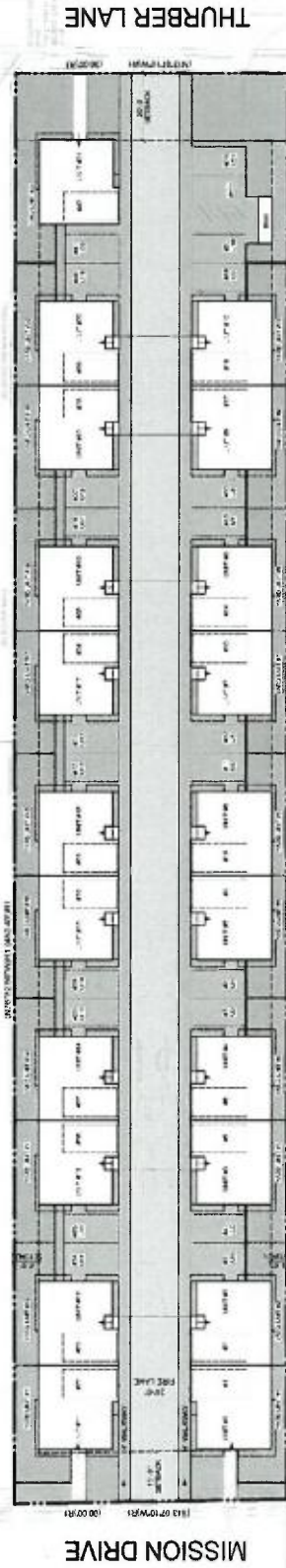


Basemap Source: Google Maps, 2019.

Keith Higgins
Traffic Engineer

Exhibit 1
Project Location Map

EXHIBIT I



Source: CKA Architects, October 18, 2019.

Keith Higgins
Traffic Engineer

Exhibit 2
Project Site Plan

EXHIBIT 1

TRIP GENERATION RATES		ITE LAND USE CODE	AM PEAK HOUR				PM PEAK HOUR			
			DAILY TRIP RATE	PEAK HOUR RATE	% OF ADT	% IN OUT	PEAK HOUR RATE	% OF ADT	% IN OUT	% OUT
Multifamily Housing (Low-Rise) (per unit)		220	7.32	0.46	6%	23%	0.56	8%	63%	37%
PROPOSED USE		PROJECT SIZE	AM PEAK HOUR				PM PEAK HOUR			
			DAILY TRIPS	PEAK HOUR TRIPS	% OF ADT	% IN OUT	PEAK HOUR TRIPS	% OF ADT	% IN OUT	% OUT
Apartments		21 units	154	10	6%	2	12	8%	8	4

Notes:

1. Trip generation rates published by Institute of Transportation Engineers (ITE), *Trip Generation Manual*, 10th Edition, 2017.

Keith Higgins
Traffic Engineer

Exhibit 3
Project Trip Generation

EXHIBIT 1

	Home- Work	Home- Shopping	Home- Other	Overall Average
Project Average Trip Length	19.48	13.17	13.53	
Percent of Total Trips	44.0%	18.8%	37.2%	
Weighted Average per Vehicle Trip	8.57	2.48	5.03	16.08
Vehicle Occupancy	1.15	1.75	1.83	
% Bus Trips				
% Walk Trips				
% Bike Trips				
Project Weighted Average Person Trip Length	7.45	1.41	2.75	11.62
Santa Cruz Average VMT per Capita *				18.3
Project Percent of Santa Cruz County VMT per Capita				63%
Notes:				
1. Average Trip Lengths for "Home-Shopping" and "Home-Other" are prorated from "California Emissions Estimator Model (CalEEMod)" - Appendix D - Default Data Tables, California Air Pollution Control Officers Association, October 2017, Table 4.2 Mobile Trip Characteristics Dependent on Location, pg D-86. Included herein as Appendix A.				
2. Average vehicle occupancy for various trips types per Appendix B.				
3. * - 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.				

Keith Higgins
Traffic Engineer

Exhibit 4
Project Vehicle Miles Traveled

EXHIBIT J

Live Oak Area Home-Based Work Trip Distributions								
					With Statewide Work Locations			
								Weighted Average
			Percent of Total			Percent	Average Distance	Home-Work Trip Length
Area No.	Area Description	No. of Jobs	w/ Statewide	w/o Statewide	Aggregated Area	of Total	(miles)	(miles)
	Total Workers in Live Oak	5,890	100.00%					
1	Santa Cruz city, CA	1,286	21.80%	22.4%	Santa Cruz	22.4%	4.5	1.01
2	Live Oak CDP, CA	583	9.90%	10.2%	Live Oak	10.2%	0.5	0.05
3	San Jose city, CA	324	5.50%	5.6%				
3	Sunnyvale city, CA	82	1.40%	1.4%				
3	Santa Clara city, CA	76	1.30%	1.3%				
3	Los Gatos town, CA	59	1.00%	1.0%				
3	Campbell city, CA	55	0.90%	0.9%				
3	Mountain View city, CA	54	0.90%	0.9%				
3	Palo Alto city, CA	54	0.90%	0.9%				
3	Cupertino city, CA	48	0.80%	0.8%				
3	Fremont city, CA	43	0.70%	0.7%				
3	Milpitas city, CA	38	0.60%	0.6%				
3	Morgan Hill city, CA	28	0.50%	0.5%				
3	Gilroy city, CA	25	0.40%	0.4%	So. SF Bay Area	15.3%	38.5	5.89
4	Capitola city, CA	321	5.40%	5.5%				
4	Soquel CDP, CA	191	3.20%	3.3%				
4	Aptos CDP, CA	98	1.70%	1.7%				
4	Twin Lakes CDP, CA	96	1.60%	1.6%				
4	Pleasure Point CDP, CA	83	1.40%	1.4%				
4	Rio del Mar CDP, CA	45	0.80%	0.8%				
4	Pasatiempo CDP, CA	14	0.20%	0.2%	Mid Santa Cruz County	14.7%	4	0.59
5	Interlaken CDP, CA	15	0.30%	0.3%				
5	Watsonville city, CA	285	4.80%	4.9%	So. Santa Cruz County	5.2%	15.2	0.80
6	Scotts Valley city, CA	262	4.40%	4.5%				
6	Felton CDP, CA	31	0.50%	0.5%				
9	Ben Lomond CDP, CA	21	0.40%	0.4%				
6	Boulder Creek CDP, CA	16	0.30%	0.3%	Santa Cruz Mountains	5.7%	16.3	0.94
7	San Francisco city, CA	128	2.20%	2.3%	San Francisco	2.3%	74.3	1.68
7	Oakland city, CA	43	0.70%	0.7%				
7	Pleasanton city, CA	33	0.60%	0.6%				
7	Redwood City city, CA	27	0.50%	0.5%				
7	San Leandro city, CA	23	0.40%	0.4%				
7	San Mateo city, CA	20	0.30%	0.3%				
7	Hayward city, CA	18	0.30%	0.3%				
7	South San Francisco city, CA	15	0.30%	0.3%				
7	Menlo Park city, CA	12	0.20%	0.2%	Mid-SF Peninsula	3.4%	56.3	1.91
8	Monterey city, CA	41	0.70%	0.7%				
8	Salinas city, CA	34	0.60%	0.6%				
8	Moss Landing CDP, CA	20	0.30%	0.3%				
8	Prunedale CDP, CA	14	0.20%	0.2%	Monterey County	1.8%	33.7	0.62
9	Concord city, CA	14	0.20%	0.2%				
9	Walnut Creek city, CA	14	0.20%	0.2%				
9	Berkeley city, CA	11	0.20%	0.2%				
9	Livermore city, CA	11	0.20%	0.2%	East SF Bay Area	0.8%	61	0.50
10	Folsom city, CA	10	0.20%	0.0%		0.2%	168	0.34
10	Los Angeles city, CA	35	0.60%	0.0%		0.6%	344	2.06
10	Sacramento city, CA	28	0.50%	0.0%		0.5%	148	0.74
10	Stockton city, CA	28	0.50%	0.0%		0.5%	103	0.52
10	Fresno city, CA	18	0.30%	0.0%		0.3%	153	0.46
10	San Diego city, CA	15	0.30%	0.0%		0.3%	462	1.39
	"All Other Locations"	1,045	17.70%	18.2%		18.2%		0.00
	Total Including State-Wide		99.80%	100.0%		100.0%		0.00
	Total Excluding State-Wide		97.40%					19.48
	(Statewide are bold.)		2.40%					

Source: "On The Map - Work Destination Analysis by Places." census-based analysis tool. US Census Bureau. Center for Economic Studies. 2017.

Source: "On The Map - Work Destination Analysis by Places," census-based analysis tool, US Census Bureau, Center for Economic Studies, 2017.

Keith Higgins
Traffic Engineer

Exhibit 5
Project Vehicle Miles Traveled

Appendix A
CalEEMod Trip Lengths and Trips
Type Percentages

Table 4.2 Mobile Trip Characteristics Dependent on Location

Location Type	Name	Rural Trip Length (miles)						Urban Trip Length (miles)						Residential Trip Type Percentage		
		C-C	C-NW	C-W	H-O	H-S	H-W	C-C	C-NW	C-W	H-O	H-S	H-W	H-S	H-W	H-O
	Placer-Sacramento	6.6	6.6	14.7	7.9	7.1	16.8	7.3	7.3	9.5	7.5	7.3	10.8	42.6	21	36.4
	Plumas	6.6	6.6	14.7	7.9	7.1	16.8	7.3	7.3	9.5	7.5	7.3	10.8	42.3	19.6	38.1
	Riverside-Mojave Desert MDAQMD	6.6	6.6	14.7	7.9	7.1	16.8	7.3	7.3	9.5	7.5	7.3	10.8	40.2	19.2	40.6
	Riverside-Mojave Desert SCAQMD	10.1	7.9	18.5	12.9	9.6	19.8	8.4	6.9	16.6	8.7	5.9	14.7	40.2	19.2	40.6
	Riverside-Salton Sea	6.2	6.2	13.8	8.1	6.9	14.6	4.2	5.4	12.5	4.5	3.5	11	40.2	19.2	40.6
	Riverside-South Coast	10.1	7.9	18.5	12.9	9.6	19.8	8.4	6.9	16.6	8.7	5.9	14.7	40.2	19.2	40.6
	Sacramento	7.5	8.5	15	8.5	7.5	15	5	6.5	10	6.5	5	10	46.5	12.5	41
	San Benito	6.6	6.6	14.7	7.9	7.1	16.8	7.3	7.3	9.5	7.5	7.3	10.8	44	18.8	37.2
	San Bernardino-Mojave Desert	6.6	6.6	14.7	7.9	7.1	16.8	7.3	7.3	9.5	7.5	7.3	10.8	40.2	19.2	40.6
	San Bernardino-South Coast	10.1	7.9	18.5	12.9	9.6	19.8	8.4	6.9	16.6	8.7	5.9	14.7	40.2	19.2	40.6
	San Diego	6.6	6.6	14.7	7.9	7.1	16.8	7.3	7.3	9.5	7.5	7.3	10.8	41.6	18.8	39.6
	San Francisco	6.6	6.6	14.7	7.9	7.1	16.8	7.3	7.3	9.5	7.5	7.3	10.8	31	15	54
	San Joaquin	6.6	6.6	14.7	7.9	7.1	16.8	7.3	7.3	9.5	7.5	7.3	10.8	45.6	19	35.4
	San Luis Obispo	13	13	13	13	13	13	5	5	13	5	5	13	35.8	21	43.2
	San Mateo	6.6	6.6	14.7	7.9	7.1	16.8	7.3	7.3	9.5	7.5	7.3	10.8	31	15	54
	Santa Barbara-North of Santa Ynez	5.5	6.4	6.6	4.9	4.5	8.3	5.5	6.4	6.6	4.9	4.5	8.3	25.6	9.9	64.5
	Santa Barbara-South of Santa Ynez Range	5.5	6.4	6.6	4.9	4.5	8.3	5.5	6.4	6.6	4.9	4.5	8.3	25.6	9.9	64.5
	Santa Clara	6.6	6.6	14.7	7.9	7.1	16.8	7.3	7.3	9.5	7.5	7.3	10.8	31	15	54
	Santa Cruz	6.6	6.6	14.7	7.9	7.1	16.8	7.3	7.3	9.5	7.5	7.3	10.8	44	18.8	37.2
	Shasta	6.6	6.6	14.7	7.9	7.1	16.8	7.3	7.3	9.5	7.5	7.3	10.8	41	21.2	37.8
	Sierra	6.6	6.6	14.7	7.9	7.1	16.8	7.3	7.3	9.5	7.5	7.3	10.8	42.3	19.6	38.1
	Siskiyou	6.6	6.6	14.7	7.9	7.1	16.8	7.3	7.3	9.5	7.5	7.3	10.8	42.3	19.6	38.1
	Solano-Sacramento	8	9	15	9	8	15	5	7	10	7	5	10	46	13	41
	Solano-San Francisco	6.6	6.6	14.7	7.9	7.1	16.8	7.3	7.3	9.5	7.5	7.3	10.8	31	15	54
	Sonoma-North Coast	6.6	6.6	14.7	7.9	7.1	16.8	7.3	7.3	9.5	7.5	7.3	10.8	42.9	19.5	37.6
	Sonoma-San Francisco	6.6	6.6	14.7	7.9	7.1	16.8	7.3	7.3	9.5	7.5	7.3	10.8	31	15	54
	Stanislaus	6.6	6.6	14.7	7.9	7.1	16.8	7.3	7.3	9.5	7.5	7.3	10.8	48.4	13.9	37.7
	Sutter	6.6	6.6	14.7	7.9	7.1	16.8	7.3	7.3	9.5	7.5	7.3	10.8	42.6	21	36.4
	Tehama	6.6	6.6	14.7	7.9	7.1	16.8	7.3	7.3	9.5	7.5	7.3	10.8	41	21.2	37.8
	Trinity	6.6	6.6	14.7	7.9	7.1	16.8	7.3	7.3	9.5	7.5	7.3	10.8	42.3	19.6	38.1
	Tulare	6.6	6.6	14.7	7.9	7.1	16.8	7.3	7.3	9.5	7.5	7.3	10.8	38.4	22.6	39
	Tuolumne	6.6	6.6	14.7	7.9	7.1	16.8	7.3	7.3	9.5	7.5	7.3	10.8	37.3	20.7	42
	Ventura	6.6	6.6	14.7	7.9	7.1	16.8	7.3	7.3	9.5	7.5	7.3	10.8	32.9	18	49.1
	Yolo	8	9	15	9	8	15	5	7	10	7	5	10	46	13	41
	Yuba	6.6	6.6	14.7	7.9	7.1	16.8	7.3	7.3	9.5	7.5	7.3	10.8	42.6	21	36.4
Statewide	Statewide	6.6	6.6	14.7	7.9	7.1	16.8	7.3	7.3	9.5	7.5	7.3	10.8	41.4	19.3	39.3

SourceCalEEMod" - Appendix D - Default Data Tables, California Air Pollution Control Officers Association, October 2017, Table 4.2 Mobile Trip Characteristics Dependent on Location, pg. D-86.

Appendix B

2009 National Highway Traffic Safety Administration (NHTS)

Avg. Vehicle Occupancy (Persons)

Average Vehicle Occupancy by Mode and Purpose

Transportation mode used on trip	TD Vehicle Occupancy (Mean)													
	Trip purpose summary													
	Refused	Don't know	Not ascertained	Home	Work	School/Daycare/Religious activity	Medical/Dental services	Shopping/Errands	Social/Recreational	Family personal business/Obligations	Transport someone	Meals	Other reason	All
Car	2.24	1.42	1.97	1.46	1.13	1.43	1.56	1.64	2.02	1.83	2.06	1.95	1.62	1.55
Van	1.08	1.60		2.33	1.30	3.25	1.81	2.40	3.18	2.48	2.38	3.16	2.42	2.35
SUV	1.74	1.62	1.09	1.88	1.14	1.88	1.73	1.83	2.51	1.95	2.15	2.38	2.95	1.90
Pickup truck														
Other truck	1.09	1.08	2.00	1.38	1.19	2.41	1.40	1.55	1.82	1.52	1.95	1.99	1.63	1.49
RV				1.17	1.07	1.26	1.27	1.35	1.42	1.17	2.25	1.37	1.00	1.11
Motorcycle	1.00			1.13	1.01	1.01	1.00	1.42	1.16	1.07	1.72	1.36	1.00	1.16
All	1.81	1.29	1.98	1.61	1.15	1.83	1.61	1.75	2.21	1.77	2.12	2.17	1.84	1.67

2009 NHTS

Avg. Vehicle Occupancy (Persons)

Average Vehicle Occupancy by Mode and Purpose

Transportation mode used on trip	TD Vehicle Occupancy (Sample Size)													
	Trip purpose summary													
	Refused	Don't know	Not ascertained	Home	Work	School/Daycare/Religious activity	Medical/Dental services	Shopping/Errands	Social/Recreational	Family personal business/Obligations	Transport someone	Meals	Other reason	All
Car	60	74	9	135,918	50,186	11,729	88,989	9,123	34,935	13,274	25,329	26,894	803	398,333
Van	6	5	0	24,649	7,673	2,165	15,938	1,589	6,129	2,277	8,480	4,752	130	73,793
SUV	19	22	2	51,814	20,535	3,562	32,717	3,048	13,226	4,944	12,426	10,808	311	153,434
Pickup truck	15	30	4	38,349	20,576	1,896	22,921	1,670	8,724	3,792	4,759	6,800	177	100,713
Other truck	20	13	1,307	571	1,307	20	293	13	105	77	51	127	7	2,571
RV				83	22	3	95	4	56	8	12	19		303
Motorcycle	2			1,149	597	31	474	34	444	76	21	196	2	3,026
All	102	131	15	253,533	100,896	19,406	161,438	15,481	63,619	24,448	51,078	49,596	1,430	741,173

EXHIBIT I



WATER SERVICE INFORMATION FORM



February 12, 2021

Owner: 3212 Mission Drive Llc
Site Address: 3212 Mission Dr, Live Oak
Site APN: 025-082-14
Project Description: 21 (N) MRUs

Dear CHRIS KRUMMERER:

Your project is located within the City of Santa Cruz Water Service area. The subject parcel is currently a developed lot, with an existing water service, and is subject to the following conditions:

1. Fire service as required by the Central Fire Protection District (CFPD). Please contact the Water Department (831-420-5210) to request for a bucket test to be performed on the existing water service to determine the maximum gallon per minute (GPM) flow rate. The Water Department will then email the test results to the CFPD and the bucket test applicant. Next step is to complete the top section of the attached Fire Protection Requirements form for each unit and submit to the CFPD. Once the forms have been completed, submit a copy of all 21 forms to the Water Department prior to obtaining water permit. CFPD phone number: (831) 479-6843.
2. Please revise the utility plan (sheet C2.0) to note SCWD standards, details, and redlines. Once the corrections are made, resubmit the requested plans for another plan review.
3. Provide a parcel map with the common area shown as a Public Utility Easement (PUE).
4. The existing 3/4" water service is required to be retrofit with an approved 3/4" reduced pressure backflow assembly per SCWD Detail 8 to serve as an irrigation service.

The existing water meter box/lid is required to be retrofitted with a B16 Christy meter box/lid, and a property-side customer shutoff valve is required to be installed within the box as per SCWD Details 2 and 5. If the appropriately sized meter box/lid and property-side customer shutoff valve already exists, the applicant must notify the Water Department prior to submitting payment.
5. The applicant has elected to extend the water main across 3212 Mission Dr. (APN 025-082-14) from Mission Dr. to Thurber Ln. to receive water service for each unit. A water main extension agreement must be executed (additional fees required) and civil engineered plans will be required. The Water Department will assist the applicant through this process. See attached Applicant Installed Extension Agreement Information form.
6. 21-3/4" domestic by fire combination services are required to be installed per SCWD Detail 4A. If 3/4" domestic by fire combination services are not sufficient, then a new 1" sized domestic by fire combination service is required to be installed for each unit per SCWD Detail 4A.
7. Two (2) new 6" "Steamer" fire hydrants are required by Central Fire. The new hydrants must be located in approved locations as determined by SCWD and Central Fire, and the hydrant must meet all location requirements as per SCWD standard specifications and details. Installation of fire hydrants per SCWD Detail 10.
8. Please see the attached customer handout, standard details, and list of certified water service installation contractors. All water permit fees are due prior to the issuance of the Water Service Installation Permit. All water service work must be completed for this project prior to signing off on the building permit final. The contractor shall confirm that the appropriate encroachment permit has been obtained prior to beginning work in non-City of Santa Cruz rights-of-way.

If you have any questions, please contact the Water Department Engineering Division at (831) 420-5210

Sincerely,

Yianni Charitou
City of Santa Cruz | Water Dept., Engineering
212 Locust Street, Suite C
Santa Cruz, CA 95060

NEW WATER SERVICE- Permit Fee Estimate

WTP19-0237

Mtr Config	Use Type	Type/Size	Fee Description	Num of Units	Unit Cost	Sub Total
	MASTER WATER PERMIT		BUCKET TEST	1	\$104.00	\$104.00
			WATER MAIN PROJECT - INSPECTION (PER LF)	470	\$1.04	\$488.80
			WATER MAIN PROJECT - DISINFECT AND PRESSURE TEST	1	\$1,928.00	\$1,928.00
			WATER MAIN PROJECT - HYDRANTS	3	\$104.00	\$312.00
			WATER MAIN PROJECT - MAPPING FEE	1	\$416.00	\$416.00
			WATER MAIN PROJECT - TAP	21	\$208.00	\$4,368.00
			WATER MAIN PROJECT - THRUST BLOCKS	4	\$104.00	\$416.00
			WATER MAIN PROJECT - TIE-IN	2	\$1,499.00	\$2,998.00
PERMIT FEE TOTALS:						\$11,030.80

WMRU19-0022

Mtr Config	Use Type	Type/Size	Fee Description	Num of Units	Unit Cost	Sub Total
	WMRU		C/D PLAN REVIEW RESIDENTIAL PER UNIT	21	\$104.00	\$2,184.00
			BACKFLOW DEVICE REVIEW	1	\$208.00	\$208.00
			BACKFLOW DEVICE INSPECTION	1	\$208.00	\$208.00
			MRU WATER DEV FEE (2019)	21	\$8,493.00	\$178,353.00
			INSTALLATION FEE - 3/4 METER	21	\$371.00	\$7,791.00
PERMIT FEE TOTALS:						\$188,744.00

PERMIT FEE ESTIMATE**

TOTAL FEE

\$199,774.80

**SUBJECT TO CHANGE

EXHIBIT J



SANTA CRUZ COUNTY SANITATION DISTRICT

701 OCEAN STREET, SUITE 410 · SANTA CRUZ, CA · 95060-4073
(831) 454-2160 · FAX (831) 454-2089 · TDD: (831) 454-2123 · WWW.SCCSD.US
MATT MACHADO, DISTRICT ENGINEER

FEBRUARY 2, 2021

CHRIS KUMMERER
2089 AVY AVENUE
MENLO PARK, CA 94025

SUBJECT: SEWER AVAILABILITY AND DISTRICT'S CONDITIONS OF SERVICE FOR THE FOLLOWING
PROPOSED DEVELOPMENT

APN: 025-082-14

APPLICATION NO.: 201212

PARCEL ADDRESS: 3212 MISSION DR, SANTA CRUZ, CA, 95065

PROJECT DESCRIPTION: DEMOLISH ONE EXISTING SFD AND CONSTRUCT A 21-UNIT
TOWNHOUSE DEVELOPMENT WITH ASSOCIATED SITE IMPROVEMENTS

Dear Chris Kummerer:

The District has received your inquiry regarding sewer service availability for the subject parcel(s). Sewer service is available in Thurber Ln. (per proposed site improvement plans) for the subject development.

No downstream capacity problem or other issue is known at this time. Note, however, that downstream sewer requirements will again be evaluated at time of Planning Permit review, at which time the District reserves the right to add or modify downstream sewer requirements, though none are anticipated at this time.

This notice is valid for one year from the date of this letter. If, after this time frame, this project has not yet received approval from the Planning Department, then this determination of availability will be considered to have expired. If that occurs or is likely to occur prior to an upcoming submittal or public hearing, please call us ahead of time for a new letter. At that time, we can evaluate the then proposed use, improvements, and downstream capacity, and provide a new letter.

EXHIBIT J

CHRIS KUMMERER

Page 2

Also, for your reference, we have attached a list of common items required during the review of sanitation projects. Thank you for your inquiry. If you have any questions, please call Bryan Wardlow at (831) 454-2160.

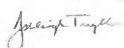
Yours truly,

MATT MACHADO

District Engineer

By:

DocuSigned by:



528D647137C44D4...
Ashleigh Trujillo

Sanitation Engineer

BW/arg:21-115

Cc: 3212 Mission Drive LLC

PO Box 60970

Palo Alto, CA 94306

EXHIBIT J

CHRIS KUMMERER

Page 3

Common Items Required During the Review of Sanitation Projects

What to show on the drawings: When you begin the design process, please show:

On the plot/site/utility plan:

1. location of any existing on-site sewer lateral(s), clean-out(s), and connection(s) to existing public sewer on the site (plot) plan.
2. location of any proposed on-site sewer lateral(s), clean-out(s), and connection(s) to existing public sewer on the site (plot) plan.

Place a note, "*Existing*" or "(E)" on each existing item that is to be removed.

Place a note, "*To be removed*" on each existing item that is to be removed.

Place a note, "*New*" or "(N)" on each item that is to be new.

On a floor plan:

1. all plumbing fixtures both existing and new (label "(E)" or "(N)") on a floor plan of the entire building. Completely describe all plumbing fixtures according to table T-702.1 of the California Plumbing Code.

(Sanitation District Code sections 7.04.040 and 7.04.430)

Design and Construction Standards

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.

Reference for County Design Criteria:

<https://www.dpw.co.santa-cruz.ca.us/Portals/19/pdfs/Design%20Crit/DESIGNCRITERIA.pdf>

Demolition and sewer abandonment

If the proposed plans will involve some demolition, the existing sewer lateral(s) must be properly abandoned (including inspection by District) prior to issuance of demolition permit or relocation or disconnection of structure. An abandonment permit (either temporary or permanent) for disconnection work must be obtained from the District. This process is often overlooked until the last minute and can result in unnecessary delays, and you are encouraged to plan for the relatively short time and small expense to fulfill this requirement. There is no charge for either permit or inspection.

(Sanitation District Code section 7.04.410)

EXHIBIT J

CHRIS KUMMERER

Page 4

New Connection

If the proposed plans will involve one or more new sewer connections, we must issue a new sewer connection permit for each new connection. The final connection charges can be determined only after the District and, as needed, other Department of Public Works divisions have reviewed and approved the final engineered sewer improvement plans. (Sanitation District Code section 7.04.410)

Inspection of existing lateral for new or remodel construction

If the development will involve the reuse of an existing sewer lateral for a new or remodeled structure, then, before the approval of the building permit, the applicant shall have the sanitary sewer system inspected and certified by a licensed plumber to be in good working order and free of obstructions and breaks. Repairs shall be made to any damaged or deteriorated pipe, misalignment of pipe segments, leaking pipes, root intrusion, open joints, cracks or breaks, sags, damaged or defective cleanout, inflow and infiltration of extraneous water, older pipe materials that are known to be inadequate, inadequate lift or pump stations, inadequate alarm systems for overflows, and inadequate maintenance of lift stations. You must obtain a sewer repair permit (no charge) from the District and shall have repairs inspected by the District inspector (no charge) prior to backfilling of pipe or structure. (Sanitation District Code section 7.04.375.A.3 Private Sanitary Sewer System Repair)

Increase in the number of plumbing fixtures

If the proposed plans will involve an increase in the fixture unit count for the existing sewer connection, additional fixture unit fees may be due. The exact amount will be calculated at the time a Sewer Connection Permit is issued. (Sanitation District Code section 7.04.040)

Multi-unit development with a private collector line

If the development will require a private collector line serving several separate units or parcels, which will be individually and separately owned, prior to any land split or building permit, the applicant must form a homeowners' association with ownership and maintenance responsibilities for all on-site sewers for this project. Please reference this homeowner's association directly on the tentative map and final map, as well as in the Association's recorded CC&R's. Please record those CC&Rs, and provide a copy of the recorded documents, with proof of recordation, to the District prior to the filing of the final map.

Backflow prevention device

A backflow preventive device may be required. While this determination is often made "in the field" at the time of installation, if you are engaging a surveyor, civil engineer, or knowledgeable contractor, there is nothing to prevent you from making that determination while in the design process. (Sanitation District Code section 7.04.100 and 7.04.375.A.4)

EXHIBIT J

Fire Review

Date: September 3, 2020
To: 3212 Mission Drive LLC
c/o John Suppes
Address: 412 Olive Avenue, Palo Alto, CA 94306
From: Jim Dias
Subject: New residential development
Address: 3212 Mission Drive, Santa Cruz, 95062
APN: 025-082-14
OCC: 02508214
Permit: Application #201212

We have reviewed plans for the above subject project. District requirements appear to have been met.

Please ensure designer/architect reflects equivalent notes and requirements on velums as appropriate when submitting for **Application for Building Permit**.

Submit a check in the amount of \$115.00 for this particular plan check, made payable to Central Fire Protection District. A \$75.00 **Late Fee** may be added to your plan check fees if payment is not received within 30 days of the date of this Discretionary Letter. INVOICE MAILED TO OWNER. Please contact the Fire Prevention Administrative Assistant at (831) 479-6843 for total fees due for your project.

If you should have any questions regarding the plan check comments, please call me at (831)479-6843, or email me at jimd@csgengr.com. All other questions may be directed to Fire Prevention at (831)479-6843.

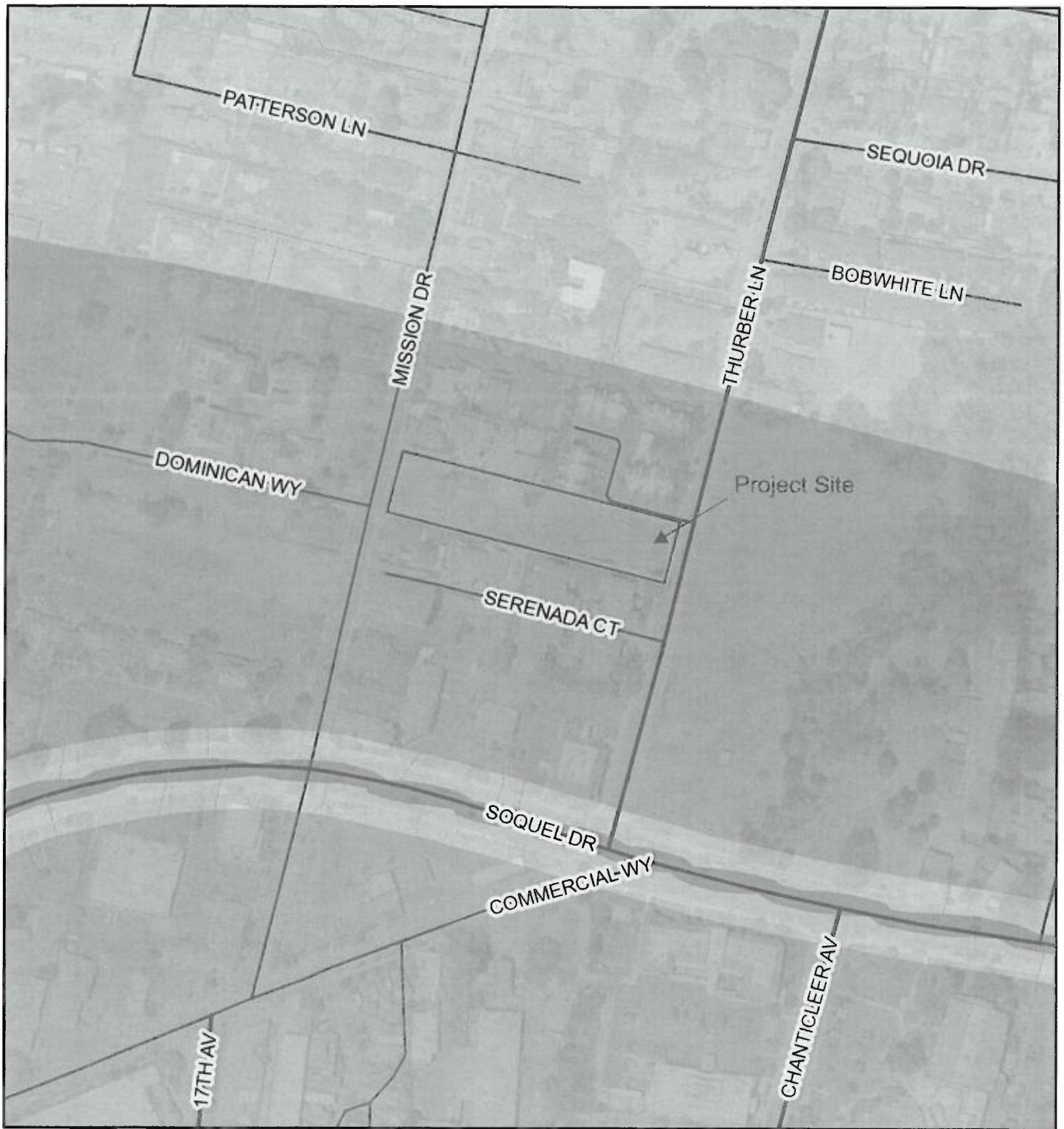
CC: File & County

As a condition of submittal of these plans, the submitter, designer and installer certify that these plans and details comply with applicable Specifications, Standards, Codes and Ordinances, agree that they are solely responsible for compliance with applicable Specifications, Standards, Codes and Ordinances, and further agree to correct any deficiencies noted by this review, subsequent review, inspection or other source. Further, the submitter, designer, and installer agrees to hold harmless from any and all alleged claims to have arisen from any compliance deficiencies, without prejudice, the reviewer and the Central FPD of Santa Cruz County.

Any beneficially interested party has the right to appeal the order served by the Fire Chief by filing a written "NOTICE OF APPEAL" with the office of the Fire Chief within ten days after service of such written order. The notice shall state the order appealed from, the identity and mailing address of the appellant, and the specific grounds upon which the appeal is taken.

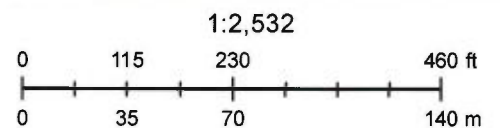
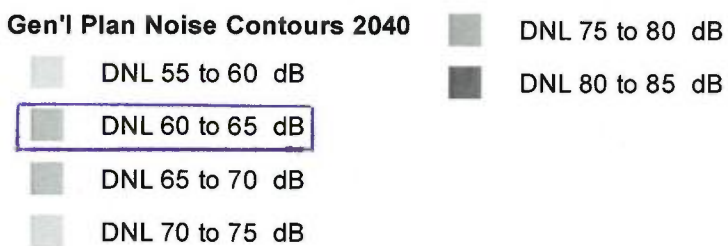
EXHIBIT K

General Plan Noise Contours Map



February 2, 2021

Gen'l Plan Noise Contours 2040



County of Santa Cruz

EXHIBIT L

From: Nandini Ramamurthi <nandini@cka-architects.com>
Sent: Wednesday, March 4, 2020 2:48 PM
To: Jonathan DiSalvo
Cc: Chris Kummerer
Subject: 3212 Mission- neighbor outreach meeting notes.
Attachments: PastedGraphic-5.tiff; ATTENDEES.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

******CAUTION:**This is an EXTERNAL email. Exercise caution. DO NOT open attachments or click links from unknown senders or unexpected email.****

Hi Jonathan,
We had our neighbor outreach meeting for 3212 Mission on Monday February 24th at the Simpkins Family Swim Center.
Attendees : 17 neighbors (see attached list), Supervisor Leopold, John Suppes and Chris Kummerer.

Here is a list of notes from the meeting:

- **Parking - and availability of parking on Thurber and Mission after 5/6:00pm is the largest concern**
- Suggested our project could be a cut-through from Mission to Thurber as traffic backs up - maybe add a gate?
- Supervisor Leopold suggested providing bus passes to residents
- Neighbors concerned garages will not be used for parking, adding burden to street parking
- Discussion about how regulations allow for 2 parking spaces per units. Answered many questions about density bonus law
- Discussed whether parking garage will be available for residents
- Discussed the possibility of east side of Thurber having street parking
- Discussed privacy concerns and changing various egress windows to face inward
- Neighbor discussed possibility of 3 story units with 2 car garages
- Lower plate heights on 2 story design
- Deed restricting storage in garage, must park car
- Deed restricting renting out rooms generating more cars
- Suggestion was made for flat roofs to minimize bulk
- Suggestion for lower density to minimize parking disruption
- Neighbors were concerned there would be balconies overlooking backyards
- Discussed homes cost/ construction/ approval timing
- State laws were discussed with Supervisor Leopold describing State / County's push for density on infill sites and on transit corridors
- Traffic study was discussed

EXHIBIT M

Dropbox link to drawings/ poster boards we presented at the meeting: <https://www.dropbox.com/sh/s9gekzabb5kmxu3/AADuWqrcpBoEpynUFARSSJaSa?dl=0>
Per the feedback we received at the DRG meeting, we updated the exterior siding to wood siding (from corrugated material)

- Nandini

Nandini Ramamurthi
CKA Architects
2089 Avy Ave.
Menlo Park CA 94025
w 650.233.0342
nandini@cka-architects.com
www.cka-architects.com

EXHIBIT M -