COUNTY OF SANTA CRUZ
PLANNING DEPARTMENT

Date: February 11,2004
Agenda Item: # 8
Time: After 9:00 a.m.

STAFF REPORT TO THE PLANNING COMMISSION

APPLICATION NO.: 03-0276
APPLICANT: South County Housing
OWNER: South County Housing

APN: 038-081-34
(included master plan also applies to APNs & 038-081-35 & -36)

PROJECT DESCRIPTION: The applicant proposes to construct a 40-unit apartment project in nine buildings with community center, laundry facility, and common open space activity areas (including playground, turf, picnic and barbeque areas) with approximately 9,584 cubic yards of grading. The project also includes a temporary trailer during construction and a preliminary sign program. The project requires a Residential Development Permit, Coastal Development Permit, Design Review, approval of an 11% area Density Bonus (4 units), 100% Affordability Incentive with a Development Concession to reduce the required 20-foot front setback to approximately **15** feet, approval of a coastal priority site master plan (which also addresses the two adjacent vacant parcels), approval of a Parking Program, preliminary Grading approval, Winter Grading approval, Environmental Assessment, and Soils Report review.

LOCATION: The parcel (no site address) is located along Mikkelsen Drive (Canterbury Road), northwest of the intersection of McGregor Drive and Searidge Road in the Seacliff area of Aptos.

PERMITS REQUIRED: Residential Development Permit, Coastal Development Permit, Grading Permit, approval of Design Review, an area Density Bonus (for 4 units), a Development Concession, a Coastal Priority Site Master Plan (which also addresses the two adjacent vacant parcels), a Parking Program, Winter Grading, and Soils Report review.

ENVIRONMENTAL DETERMINATION: Mitigated Negative Declaration (Exhibit "G")
COASTAL ZONE: _X_ Yes N o APPEALABLE TO CCC: __ Yes _X_ No
(Site outside of appealable area; affordable housing is principal permitted use and LCP priority use)

PARCEL INFORMATION

PARCEL SIZE: 2.54 acre
EXISTING LAND USE:
PARCEL: Vacant land
SURROUNDING: Residential townhomes and apartments to the north and west and undeveloped parcels to the south and east.
PROJECT ACCESS: Mikkelsen Drive (Canterbury Road) off of Searidge Road and McGregor Drive, near the State Park Drive exit off **of** State Highway 1.
PLANNING AREA: Aptos
LAND USE DESIGNATION: R-UH (Urban High Density Residential)
ZONING DISTRICT: RM-3-H (Residential Multi-Family - one unit per 3000 square feet, with Assisted/Affordable Housing overlay)
SUPERVISORIAL DISTRICT: Second District, Ellen Pirie Supervisor

ENVIRONMENTAL INFORMATION

a. Geologic Hazards	a. None mapped or observed, low potential
b. Soils	b. Mapped as Type 133 - Elkhom sandy loam, 2 to 9% slopes & Type 177 - Watsonville loam, 2 to 15% slopes; Report reviewed
c. Fire Hazard	c. Not a mapped constraint, low hazard
d. Slopes	d. All slopes are 0 to 15%
e. Env. Sen. Habitat	e. None mapped or observed onsite, primarily non-native grasses with acacia and small *oak* trees along the Western border
f. Grading	f. Approximately 9,584 cubic yards, grading plan submitted
g. Tree Removal	g. No significant trees to be removed for project; high replacement ratio for removed trees (all <12"dbh); arborist report submitted
h. Scenic	h. Yes, portion mapped, within viewshed of Hwy 1 scenic corridor
i. Drainage	i. Required offsite analysis and preliminary plan submitted, final engineered plan required prior to building permit issuance
j. Traffic	j. Required Traffic Study by TJKM Transportation Consultants was prepared and accepted
k. Roads	k. Existing and mapped roads adequate; local access street Mikkelsen Drive to be installed pursuant to 93-0437 MLD
1. Parks	1. Existing park facilities adequate; within ¼ mile to Seacliff State Beach entrance
m. Sewer Availability	m. Yes, Santa Cruz County Sanitation District has capacity to provide service when the project is completed
n. Water Availability	n. Yes, Soquel Creek Water District will provide service, pursuant to compliance with retrofit program
o. Archeology	o. Not mapped, no physical evidence on site

SERVICES INFORMATION

Inside Urban/Rural Services Line: _X_ Yes N o

Water Supply:	Soquel Creek Water District
Sewage Disposal:	Santa Cruz County Sanitation District
Fire District:	Aptos/La Selva Fire Protection District
Drainage District:	Santa Cruz County Flood Control, Zone 6
School District:	Pajaro Valley Unified School District (Mar Vista Elementary, Aptos Jr. High, and Aptos High School attendance area)

HISTORY & BACKGROUND

The Local Coastal Program Land Use Plan certified in 1982 designated this site and the adjacent site to the east Affordable Housing and the adjacent site to the south Visitor Accommodations land uses.

In 1987 a Development Review Group application, #87-1102 DRG, was completed on this site and the adjacent vacant parcels. This application evaluated a 102-unit hotel with restaurant, swimming pool, tennis courts, 10 employee rental housing units, commercial retail and office uses, and other appurtenant facilities.

In **1991,** another Development Review Group proposal, #91-0665, was reviewed for a church with a sanctuary, parish hall, offices, education center, and **35** affordable townhouse dwelling units.

In **1994,** a Minor Land Division and Coastal Zone Permit, #93-0437 MLD, was approved to create three parcels of **2.5, 2.5,** and **3.14** acres and a road parcel (see MLD Exhibit F). The owner and applicant at this time was the Santa Cruz County Housing Authority. It was anticipated at that time that a church facility would be developed on the **2.5** acre northeastern parcel, fronting on McGregor Drive, that an affordable housing development would be constructed on this 2.5 acre site, and that a commercial, restaurant, hotel, and/or recreational rental housing project would be developed on the southerly **3.14** acre lot, although no development permit applications were submitted in conjunction with the land division. In August of **2000** a Development Review Group application #00-0536 DRG by the Housing Authority was completed for a proposal to construct **34** affordable apartment units housed in six two-story buildings.

The applicant held four neighborhood meetings to discuss the proposed project and seek suggestions from the public. Because **of** comments received, the north and west setbacks from property lines were increased to provide more privacy to neighbors, and Craftsman style architecture was chosen as the preferred design.

This application was accepted by the Planning Department **on** July **14,2003.** The Environmental Coordinator reviewed the project on December **10,2003** and a Mitigated Negative Declaration issued. The public comment period ended on January **9,2004** (see Exhibit G).

ANALYSIS AND DISCUSSION

Proiect Description:
The applicant proposes to construct a 40-unit affordable housing apartment project as described on Page 1 of the staff report. The proposed project will be constructed by South County Housing and managed by the South County Property Management Company (SCPMC). South County Housing is a highly respected non-profit housing developer and property manager operating throughout northern California. The planned unit mix consists **of** six one-bedroom units, twenty-two, two-bedroom units, and twelve three-bedroom units. A community center is also proposed that will provide meeting, office, workshop and computer space to serve the development.

Proiect Setting:
The project site is currently a vacant lot, of about **2.54** acres in area, on the north side of Mikkelsen Drive. The site is located northwest **of** the intersection of McGregor Drive and Searidge Road, just off State Park Drive within the Seacliff region of the Aptos Planning *Area* (see Location Map, Exhibit D). The site lies within the Urban Services Line and the Coastal Zone.

The site is roughly rectangular in shape and slopes gently to the southeast with a slightly rolling topography. Currently this site is covered with very low grasses and weeds (see site photo, Exhibit ***G,*** Attachment 5). Numerous trees (mostly acacia and a few pine) line the western edge of the site.

Multi-family residential apartments and townhomes border the west and north sides of the parcel and undeveloped parcels are located to the east and south. Northwest of the project site is a residential mobilehome park. Further north and east of the site are the Highway 1 and State Park Drive on and

off-ramps. Further south is a row of commercial and residential buildings, a gas station on the comer **of** State Park Drive, and the Union Pacific railroad tracks. The property is located approximately ½ mile north of the Pacific Ocean

The access roadway, which is located along the parcel's frontage to the south, is referenced on the project plans and throughout this report as Mikkelsen Drive; however, this roadway is named Canterbury Road in County mapping and the Seacliff Village Plan. Construction **of** Mikkelsen Drive was not required as a condition **of** the previously approved land division (93-0437), but will be required as a condition of the proposed project.

General Plan & Zoning:
The project is consistent with the RM-3-H zoning (Multi-Family Residential, one unit per 3,000 square feet, with an assisted housing combining zone) and R-UH (Residential Urban High) General Plan/LCP designation, with the approval of the requested density bonus as allowed under County Code Section 13.10.390 et seq. Exhibits illustrating the site and surrounding zoning and general plan designations are included as Exhibit F.

The project site is located within the Coastal Zone, but outside of the appealable area and outside of the Seacliff Beach Special Community and the Seacliff Village Plan area. **This** parcel is part of a priority site in the County's General Plan and Local Coastal Program **as** shown in Figure 2-5 of the General Plan/LCP, and is designated for affordable housing. The project has been designed to be consistent with the zone district standards; including setbacks (with approval of the front setback exception), lot coverage and floor area ratio; allowable densities and General Plan policies.

The 2.54-acre parcel (roughly 110,642 sq ft) results in a maximum density at 3,000 square foot per unit (based on the RM-3 zoning minimum developable area) of 36.8 units. **This** project includes a density bonus request for an additional 4 units to allow the 40 total units proposed. **This** results in approximately an 11% density bonus. Forty units is a density of 15.75 units per acre, which is within the allowable General Plan density range.

Surrounding Land Uses:
Existing land uses surrounding the project site are primarily multi-family residential with a mixture of one andtwo-story development, as described above.

The vacant parcel adjacent to the east, owned by Saint John the Baptist Episcopal Church, is also zoned multi-family residential - affordable housing (RM-3-H) with an urban residential high-density general plan designation. **A** development permit application (#03-0465) for a church with associated facilities was recently submitted for that parcel.

The adjacent vacant parcel to the south is designated visitor serving accommodation with a park overlay. This parcel is within the recently adopted Seacliff Village Plan area, and during public hearings for the plan, it was discussed that this property could potentially be developed **as** a hotel site, a community park site, or a combination of the two. No development proposals have yet been submitted to the County.

Affordability Incentives/Concessions:
Approval is required for a four unit (11%) Density Bonus over the otherwise maximum residential

density allowed in the RM-3 zone, as well as approval of a 5-foot reduction in the front setback (Mikkelsen Drive frontage), pursuant to the Residential Density Bonus and Affordability Incentive provisions of the County Code (Code Section 13.10.390 - 13.10.397). These provisions are designed to encourage the construction of affordable housing by allowing density bonuses and approval of "one or more concessions or incentives" in order to significantly assist the economic feasibility of the development. The additional units will assist the economic feasibility and the reduction of the front setback, from 20 to 15 feet, will provide a larger (30-foot) buffer to the existing residences to the north, as requested by neighboring residents.

This County ordinance implements the CA Government Code (which requires local jurisdictions grant density bonuses and/or other incentives to encourage affordable housing) in that it allows the density of affordable housing to be increased by 25% with approval of one or more incentives, if the development will, among other provisions, provide 20% of the total housing units as affordable to lower income households or provide at least 10% of the total housing units as affordable to very low income households. The forty proposed apartments exceed the "eligible development" criteria as 60% (24) of the units will be available to households with annual incomes that qualify for very **low** income, 37.5% (15) units will be available to lower income households, and the remaining 2.5% (manager's unit) will be available to a moderate income household.

Master Plan:
The site, in conjunction with the two adjacent undeveloped parcels, (038-081-35 and -36) is designated as a Coastal priority use site as described above. Policies 7.3.1 and 2.23.3 of the General Plan/Local Coastal Program (LCP) require a master plan for all priority sites and states "Where priority use sites include more than one parcel, the master plan for any portion shall address the issues of site utilization, circulation, infrastructure improvements, and landscaping, design and use compatibility for the remainder of the designated priority use site. The Master Plan shall be reviewed as part of the development permit approval for the priority site." Since this application is the first development application proposed for the **three** parcels which comprise the priority site, the responsibility of the above requirement falls to this application. Specific design criteria for **this** priority use site are identified in Table 7.3.3 of the LCP Land Use Plan.

A Master Plan for the "McGregor Drive at Searidge Road in Aptos" is **part** of this development application (see Exhibit G, Attachment 8). The purpose of the master plan is to establish development standards for the three lots, and for road and infrastructure improvements, to ensure that development will occur in a manner that is compatible with the residential neighborhood, and with the nearby Village commercial area. The master plan includes traffic and drainage studies completed to evaluate the potential of serving the three parcels.

Seacliff Village Plan
Though the Seacliff Village Plan does not apply directly to this site, it does apply to the parcel to the south (McGregor Site) and **to** Mikkelsen Drive (Canterbury Road) and includes design criteria for streetscape improvements. The only reference to this parcel in the Seacliff Village plan directs that building designs should be compatible **to** the building designs on the McGregor site.

Grading:
Preliminary engineered grading plans were provided with this application. A geotechnical (soils) report was submitted, reviewed and accepted by the County Geologist (see Exhibit G, Attachments 9

and 10. The project includes approximately 9,584 cubic yards of balanced cut and fill onsite, resulting in no offsite export of dirt. An erosion control plan was also submitted with the development plans. A final erosion control plan consistent with the project's Storm Water Pollution Prevention Plan (SWPPP) will be submitted for review and approval prior to issuance of a grading or building permit. Conditions of approval are included to require construction of all improvements and buildings consistent with the geotechnical report and County review letter recommendations. Any request for winter grading approval is required to be specifically reviewed and approved by the Planning Department and the Regional Water Quality Control Board.

Drainage:

The development permit application required submittal of preliminary engineered drainage plans. The proposed project will not alter the existing overall drainage pattern of the site. Onsite storage pipes under the driveways and parking areas will control project runoff with outflow filtered through an underground enhanced water treatment facility (in lieu of silt and grease traps). These facilities will then tie into the existing public storm drain system via improvements to be installed within Mikkelsen Drive. **A** project condition will ensure that ongoing maintenance of the water filtration treatment device will be performed by the apartment management agency.

An analysis of the downstream drainage system was prepared by **RJA** & Associates in conjunction with this project (see Exhibit G, Attachment 13). This report focused on the storm drain system downstream of the land division parcels. An evaluation of the downstream pipe capacity of this system and analysis of 50-year and IO-year storm events were also performed. The contribution to the existing system from this project would be nominal, but to address report recommendations and comply with General Plan Policies 7.23.1 and 7.23.3, that address drainage improvements for new development and on-site storm water detention, this project was required to include an enhanced detention system onsite. This system will meter runoff such that runoff from storms up to the 25-year (Q25) storm volumes will be detained. This design will exceed the typical County standard of design for the Q10 event. Best Management **Practices** (BMP's) will also be instituted to minimize runoff, including a vegetated swale along the eastern property boundary and pre-treatment techniques such as directing roof runoff through downspouts to bubblers located within the swale and landscape areas onsite. The applicant is required **to** submit final engineered drainage plans to the Public Works Drainage and Storm Water Management Division for review and approval prior to building permit issuance. The project is also conditioned to pay Zone **6** drainage impact fees based on new impervious surface area, which could be used for future public improvements to the downstream system.

Sanitation:

The project will be served by a sanitary sewer system with sewer service provided by the County of Santa Cruz Sanitation District. The Sanitation District plans to relocate the Aptos Transmission Facility force main, which will occur before the occupancy of these units. The Sanitation District has reviewed the preliminary onsite sanitary sewer plan and submitted a letter regarding their ability to serve the project (Exhibit G, Attachment 12). The project is conditioned that final plans and profiles for the proposed onsite sanitation system, including the sewer laterals, clean-outs, and connections to existing public sewer must be shown on the building permit plans and must be reviewed and approved by the County Sanitation District prior to building permit issuance. The project is also conditioned that the owner must assume maintenance responsibility for all onsite sewers for this project.

Water:

The Soquel Creek Water District will serve the project. The District has submitted a letter regarding their ability to serve the project ***(see*** Exhibit ***G,*** Attachment 11). The Soquel Creek Water District has recently adopted policies to mitigate the impact of new development on the local groundwater basins. A condition of approval requires that the developer satisfy all conditions of their Water Demand Offset Policy for New Development. **This** policy requires that all applicants for new water service offset expected water use of their respective development by a 1.2 to 1 ratio by retrofitting existing developed property within the District service area so that any new development has a "zero impact" on the District's groundwater supply. Costs associated with the retrofit and any associated fees set by the District are also required to be paid by the developer. This project is conditioned to comply with Water District requirements prior to building permit or facility hook-ups.

Noise:

The project site is located near the Highway 1 comdor, which is a major noise generator. It is unlikely that noise from the highway will exceed the General Plan thresholds on the site, however, as the closest buildings in this development will be located roughly 400 to 800 feet from the limits of the highway and a large mixed one and two-story townhouse development is located between the highway and the subject site along much of the northern boundary. To assure that future residents are not subjected to excessive noise, a project condition is included to require that a noise study, prepared by an acoustical engineer, be submitted prior to building permit application that evaluates noise levels at the project site and includes recommendations for structural modifications to reduce interior noise levels to those specified in the General Plan, if necessary.

Traffic:

A traffic impact analysis was required to evaluate project impacts on the surrounding intersections and street network as well as the impacts of potential future development on the two adjacent undeveloped master plan parcels, with **"worst** case" scenarios of potential uses considered for traffic generation estimates on these parcels. **A** Traffic Study for the Affordable Housing Development report, dated September 30,2003, and follow-up memo dated November 5,2003, both prepared by TJKM Transportation Consultants (see Exhibit ***G,*** Attachment 18), were submitted for review and accepted by the County Department of Public Works Road Engineering division. The proposed development is anticipated to add up to approximately 272 daily trips to the local street system, with 21 trips occurring during the a.m. peak hour and 25 **trips** during the p.m. peak hour. According to the traffic study and memo, and as supported by Department of Public Works staff (Exhibit G, Attachment 19), the traffic generated by this project will not result in significant impacts in relation to the existing traffic load and capacity of the nearby street system.

More specifically, the traffic impacts to the State Park Drive corridor and nearby intersections were analyzed in detail. The study addressed seven nearby intersections in all. According to the traffic study and follow-up memo, after the proposed project and adjacent pending projects are developed, six nearby intersections (Soquel DrivdState Park Drive; State Park Drive/Route 1 Northbound Off-ramp; State Park Drive/Route 1 Southbound Off-ramp; McGregor Drive/Sea Ridge Road; Mar Vista Drive/McGregor Drive; and, State Park Drive/Center Avenue/Sea Cliff Drive) are all projected **to** operate at acceptable levels of service during the peak hours.

A traffic signal project at the intersection of State Park Drive and Searidge Road is identified in the

County's Capital Improvement Program **(CIP)** list to be completed within five years. The proposed project is conditioned to pay Aptos Transportation Improvement Area (TIA) fees to offset potential cumulative project impacts. The proposed 40-apartment unit project is anticipated to generate **$1**12,000 in Transportation and Roadside Improvement Fees, to be used for improvements in the Aptos area.

A letter by the State Department of Transportation/Caltrans District **5** Development Review Branch (Exhibit G, Attachment **23)** was received after the close of the environmental review period. This letter suggested that the applicant should be required to pay a "fair share" towards the ***cost*** of Route 1 improvements. According to the Department **of** Public Works, Road Engineering division, the County currently contributes toward costs associated with highway improvements, but there is not any formal procedure established by which applicants would pay a fee directly to a state highway fund. Thus, based on this and the environmental determination that this project would not result in significant traffic impacts to the highway, this requirement has not been imposed.

Improvements:
This project will take access from and connect to utilities in Mikkelsen Drive, which will be constructed to local public road standards pursuant to the improvement plans approved with the minor land division, MLD 93-0437. This includes a right-of-way width of **56** feet with a road section width of **36** feet. No additional road dedications are required for this development. This project will be responsible for all necessary improvements to serve this development. This includes at minimum full pavement widths, all utilities, curbs, gutters and storm drains along the entire length of Mikkelsen Drive from Searidge Road to McGregor Drive. Included is installation of a sidewalk with landscape strip and street trees along the parcel frontage that extends south and connects to the existing improvements on the north side of Searidge Road, in order to ensure safe pedestrian access to and from the project site. The two adjacent undeveloped parcels will also be responsible, when they develop, to complete improvements along Mikkelsen Drive, McGregor Drive and Searidge Road (along their parcel frontages at minimum) to County design standards pursuant to the approved improvement plans.

The General Plan/LCP Priority Site language required **this** parcel (with the two adjacent undeveloped parcels) participate in the Mar Vista pedestrian overpass. These three parcels are the only ones in the County that have this requirement. **This** requirement was revisited by the Board of Supervisors **as** part of their review of the adopted Seacliff Village Plan. The Village Plan, which applies to the parcel to the south, concluded that construction of this improvement should not be the sole responsibility of one development. Required project Traffic Improvement fees may be used by the Department of Public Works for possible **future** improvements of the pedestrian overpass, and thus serve as the project's participation if this improvement is ever constructed.

The Coastal Priority Site, General Plan/LCP **Figure *2-5,*** also includes a requirement that these sites shall provide connection to a future walkway along State Park Drive. The County Department of Public Works is working on the State Park Drive Improvement Plan, which will include pedestrian improvements. The proposed project will be connected to any future walkway along State Park Drive via the required pedestrian connection to Searidge Road.

The Santa Cruz Metropolitan Transit District (SCMTD) provides bus service to the project area The project is conditioned, per SCMTD's request, to improve the bus stop on Searidge Road (on the north

side near the McGregor Drive intersection). The Transit District requested that the bus stop be constructed in compliance with the ADA, sheltered and connected to the public way. This bus stop, however, is located along Searidge Road next to the parcel to the south, which is under separate ownership (Kumar parcel), and these improvements may require encroachment onto that parcel.

Parking:
The standard number **of** vehicle parking spaces required for 40 multi-family residential units is two spaces for each of the six, one-bedroom units (12); 2.5 spaces for each of the twenty-two, two-bedroom (55) and twelve, three-bedroom units (30), with eight guest spaces, for a total of 105 spaces required. The Parking Management Plan (see Exhibit G, Attachment 21) assigns 81 onsite spaces for residents, 8 on-street guest spaces, and **16** potential future onsite reserve spaces, for a total of 105 spaces proposed. County Code Section 13.10.553 allows for a reduction up to 20% with an approved Parking Plan. Without the 16 potential reserve spaces, the **89** spaces provided result in approximately a 15% reduction to the parking standards. A parking survey was also provided showing an average of 2.2 spaces for the six South County projects surveyed. The parking plan also assigns the majority of the spaces to designated units to ensure parking spaces near the unit. A condition is included requiring the owner to evaluate parking after one year, and every three years thereafter, to determine if the number of spaces provided is adequate, and if not, reserve parking must be constructed.

A more than adequate number of bicycle parking spaces is provided, consisting of 8 required external bicycle storage spaces for the residential units and 16 spaces for the community center, for a total of 24 designated spaces. Sufficient space is also provided with each unit to provide at least one secure bicycle space per unit.

Oven Svace:
Active and passive common open space opportunities are provided with the project, as are private deck and patio open space areas. Common open space activity areas include playground, turf, picnic and barbeque areas. At 300 square feet per unit of group open space area required pursuant to County Code Section 13.10.323(f), the development must provide a minimum of 12,000 square feet of open space area. The project sufficiently satisfies this requirement with close to 16,400 square feet of usable recreation space being provided onsite. The developer is also required to pay park dedication fees for the project based on the number of new bedrooms, in lieu of land dedication per County Code Chapter 15.

Tree Removal:
There is an existing dense strip of Black Acacia and several California Live *Oak* trees located along the western boundary of the site (behind the existing apartment units). The project intends to retain the majority of these trees; however, the plans indicate that most trees would be removed if the reserve parking was installed.

An arborist report (see Exhibit G, Attachment 15) **was** submitted which addressed both the trees onsite that may be affected by this project, as well as offsite trees, which are located along Mikkelsen Drive. The trees to be retained onsite will be pruned per the arborist's recommendations. The establishment of a Tree Preservation Zone with fencing proposed along the perimeter to protect the trees during grading and construction, as well as other tree protection measures are identified on the project plans. Over 150 new trees are proposed to be installed as part of the project.

View/Design Issues:

The northeasterly comer of this site is located within the scenic view corridor along Highway 1 mapped scenic comdor, and thus, the project must be designed to minimize visibility from the highway. The existing Seabreeze townhome project to the north of this site will screen the project from southbound traffic. The site is visible from Highway 1 northbound traffic briefly, as it is mostly screened from view by large trees along the highway and the on/off ramps. Any future development on the adjacent parcel to the east should significantly block the view of this project from the highway. In the interim, the view of this residential development would not differ greatly from the existing view of the apartments to the west ***(see*** Highway View Photo – Proposed, Exhibit ***G,*** Attachment 16). The apartment buildings are designed with mixed one-story and two story elements with varying roof lines in a high quality craftsman architectural style with additional façade features (see Proposed Elevations Simulation, Exhibit ***G,*** Attachment 17). The project proposes to use a **soft** naturalizing color scheme in tans and grays. New trees and fencing are proposed along the northeastern property boundary to soften the views from the highway. Thus, the design of the units and landscaping is consistent with the scenic corridor objectives and policies of the General Plan and LCP. Due to the architectural style, site landscaping and significant number of new trees to be added to the site, the design also establishes a harmonious relationship both internally and with the surrounding neighborhood. While this parcel is not located within the Seacliff Village Plan area, the design of the project is compatible with the Plan area, which contains a wide variety of architectural styles.

The proposed apartment project meets the applicable design criteria for coastal zone developments as identified in County Code Chapter 13.20.130, including visual compatibility, landscaping, and minimum site disturbance. The development also meets the Design Review Standards criteria in County Code Chapter 13.11 for site and building design. The only issue identified by the Planning Department's Urban Designer is the parking location and layout (see Exhibit H). His concern was that the parking layout is inconveniently located for the eastern half of the project. However, it has been determined by the applicant that it is not feasible to incorporate vehicular access between buildings due to a sensitively designed unit configuration with regard to building setbacks, grading, drainage, and open space. This site plan was the result of very specific public input from the neighbors and community regarding privacy issues.

Recent Correspondence

A letter was received by the Planning Department on January 8,2004 from a woman expressing concerns regarding "a small area of wetland" located on the parcel close to McGregor Drive (see Exhibit ***G,*** Attachment 23). Though she was not opposed to the proposed housing project, she said she had often seen ducks using the area for resting and feeding during winter and proposed that a small wetland area be incorporated into the landscaping of the new development to accommodate the "wildlife that uses this land." In response to this letter, the County Environmental Coordinator confirmed that there is not a wetland area on this site. Due to the complexities of the site design that responds to a wide range of priorities to provide for the affordable housing development including housing, parking, grading, drainage, active open space and other required onsite facilities and amenities, it is unlikely that an additional water feature could be provided.

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

RECOMMENDATION

Staff recommends that your Commission send a recommendation to the Board **of** Supervisors to certify the Negative Declaration (Exhibit **G)** and approve Application Number **03-0276,** based on the attached findings and conditions.

EXHIBITS

A. Project plans including site plan, floor plans, elevations, grading, utility, erosion control, drainage and landscape plans, and materials and colors board
B. Residential Development Permit and Coastal Development Permit Findings
C. Conditions of Approval
D. Location Map
E. Assessor's Parcel Map
F. Zoning Map, General Plan Map, and Local Coastal Plan Priority Site/MLD **93-0437** Exhibit
G. Initial Study/Negative Declaration **with** Mitigations (CEQA determination) and Attachments
H. Comments & Correspondence **from** County agencies including Environmental Planning, Long Range Planning, Accessibility, and Urban Designer, etc.
I. Recent Correspondence

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.

Report Prepared By: Melissa Allen
Santa Cruz County Planning Department
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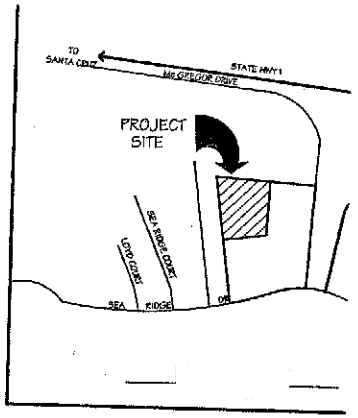
Report Reviewed By:
Cathy Graves
Principal Planner
Development Review



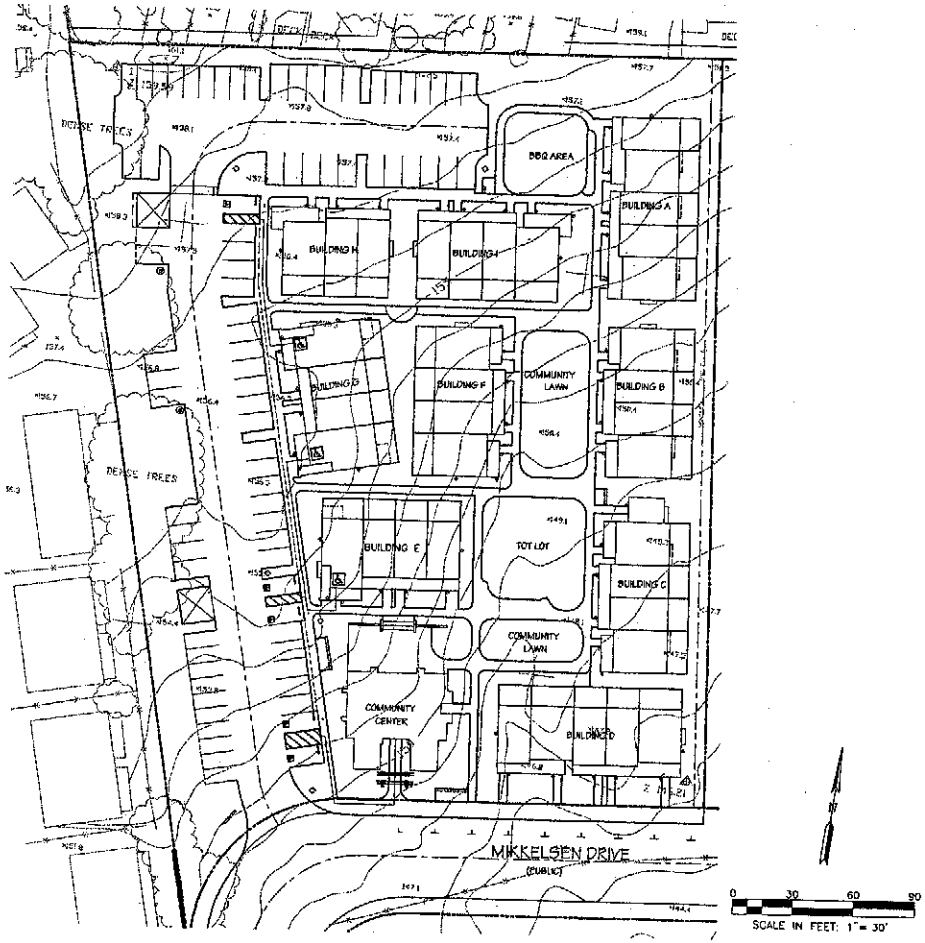


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EXHIBIT A

SEACLIFF HIGHLANDS - SOUTH COUNTY HOUSING

SANTA CRUZ COUNTY, CALIFORNIA

Ruggeri - Jensen - Azar & Associates
ENGINEERS • PLANNERS • SURVEYORS
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REVISED DECEMBER 19, 2003
REVISED NOVEMBER 5, 2003
REVISED SEPTEMBER 19, 2003
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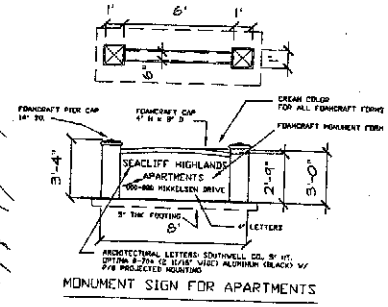
925.837.8286
925.837.2543 Fax



SITE DATA

ZONE RM 3000

UNITS

1 BEDROOM UNIT @ 646 S.F.
2 BEDROOM UNIT A @ 986 S.F.
2 BEDROOM UNIT B @ 804 S.F. X 6
3 BEDROOM UNIT @ 1,036 S.F. X 15
TOTAL = 27
X 12
COMMUNITY BUILDING 40
1999 S.F.

PARKING *

* FOR PARKING SPACES ASSIGNED TO
PLEASE SEE THE PARKING MANAGE

ON STREET PARKING (OSP) =	8
ON SITE PARKING (OS) =	81
ON SITE RESERVE (OSR) =	16
TOTAL =	105

PARKING REQUIRED

1 BEDROOM UNITS (6) X 2.0 =	12
2 BEDROOM UNITS (22) X 2.5 =	55
3 BEDROOM UNITS (12) X 2.5 =	30
SUBTOTAL	97
40 UNITS X 0.20 =	8
TOTAL REQUIRED PARKING =	105

SITE DENSITY

SITE AREA =	110,687 S.F.
UNITS / AREA =	2,787 S.F. / UNIT
DENSITY BONUS =	8%
SITE DENSITY =	15.7 UNITS / ACRE
SITE FAR =	0.26

OPEN SPACE

PAVED AREA =
OPEN SPACE REQUIRED @
300 SQ. FT. X 40 UNITS =
LANDSCAPE AREA PROVIDED =

OF THE OPEN SPACE PROVIDED 10,00
IS USABLE RECREATION SPACE (MAI

REVISED JAN. 09, 2004
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JULY 14, 2003

PROJECT NO: 440.0

DAHLIN GROUP
A CHITECTU
PLANNING

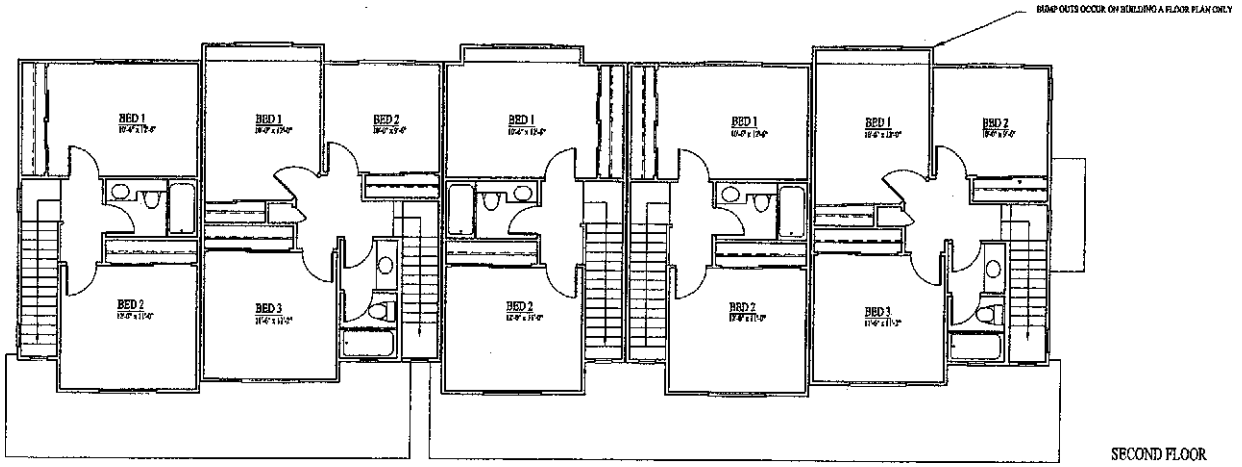
2671 Crow Canyon Rd
San Ramon, CA 94583
925.837.8286

SEACLIFF HIGHLANDS - SOUTH COUNTY HOUSING

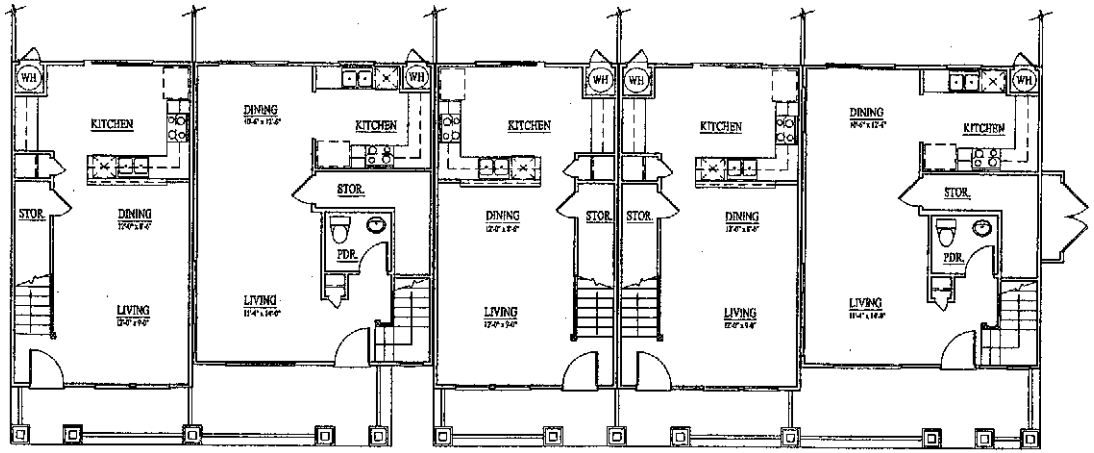
SANTA CRUZ COUNTY, CALIFORNIA

EXHIBIT A

13



SECOND FLOOR



FIRST FLOOR

BUILDING A & D FLOOR PLANS

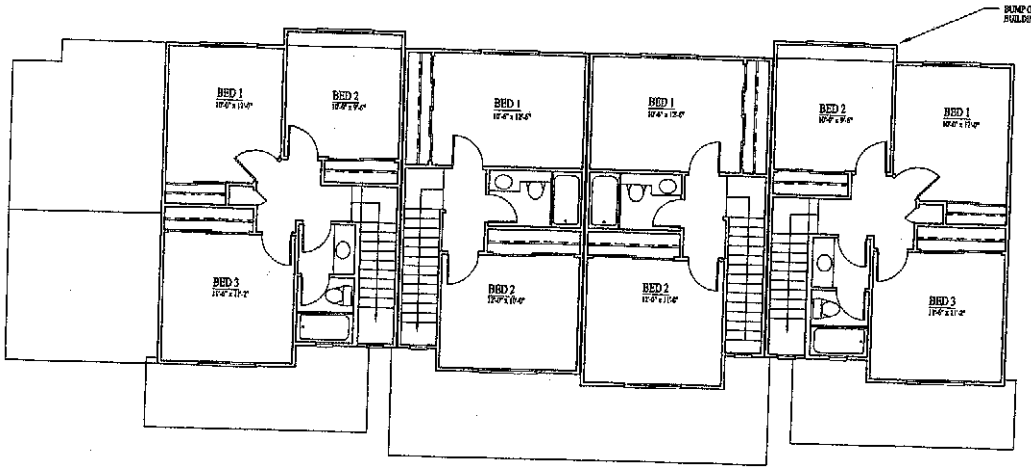
SCALE: 3/16" = 1'-0"

SEACLIFF HIGHLANDS - SOUTH COUNTY HOUSING

SANTA CRUZ COUNTY, CALIFORNIA

EXHIBIT A

2671 Crow Cany
San Ramon, CA 9
925.837.8286
925.837.2549 Fa



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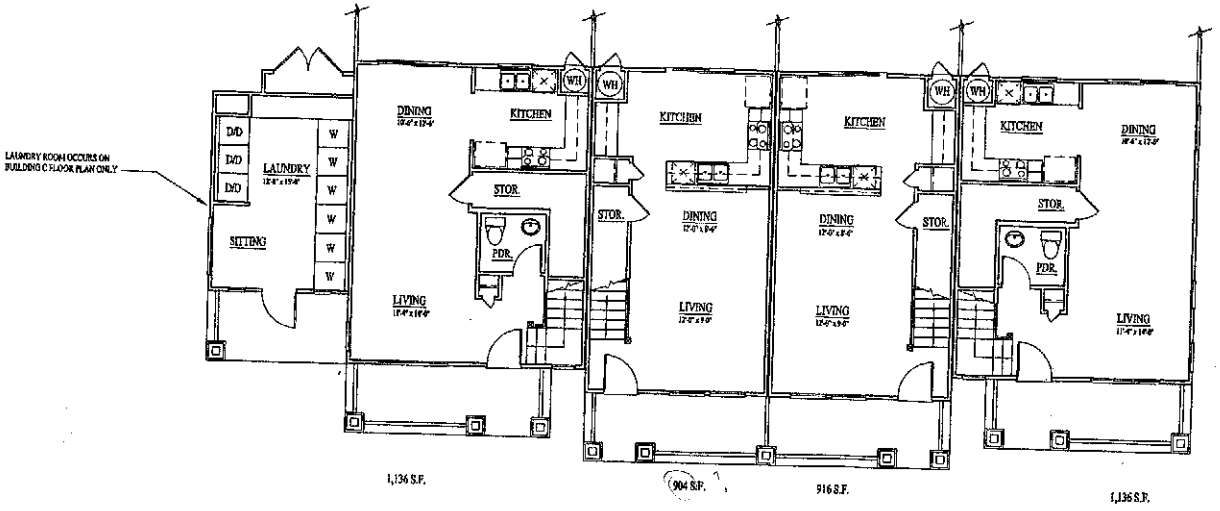


FIRST FLOOR

1,136 S.F. 904 S.F. 916 S.F. 1,136 S.F.

4012
412
4104

15

EXHIBIT A

SEACLIFF HIGHLANDS - SOUTH COUNTY HOUSING

SANTA CRUZ COUNTY, CALIFORNIA

BUILDING B, C & F FLOOR PLANS

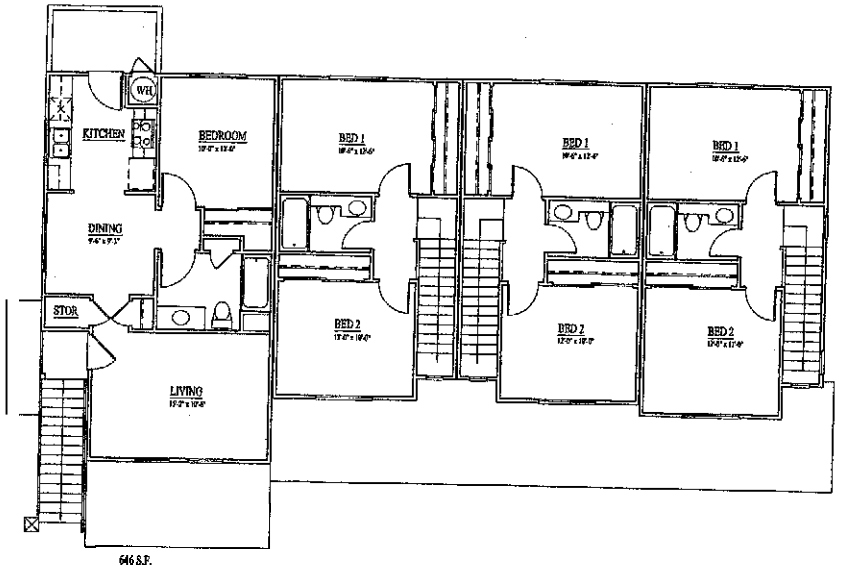
SCALE: 3/16" = 1'-0"

REVISED JAN. 09, 2004
REVISED SEPT. 19, 2003
JULY 14, 2003

PROJECT NO: 440.

DAHLIN GROUP ARCHITECTURE PLANNING

2671 Crow Canyon
San Ramon, CA 945
925.837.8286
925.837.2543 Fax



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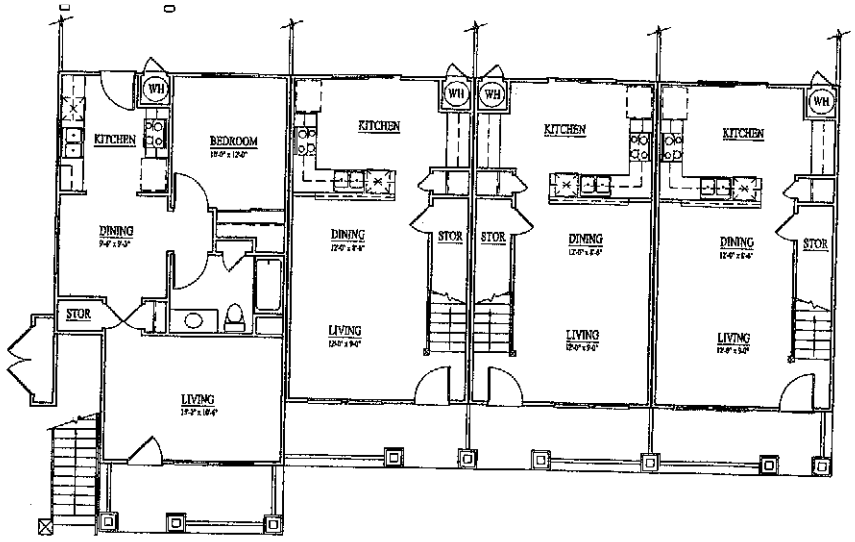

FIRST FLOOR

EXHIBIT A

SEACLIFF HIGHLANDS - SOUTH COUNTY HOUSING

SANTA CRUZ COUNTY, CALIFORNIA

BUILDING E FLOOR PLANS

SCALE: 3/16" = 1'-0"

REVISED JAN. 09, 2004
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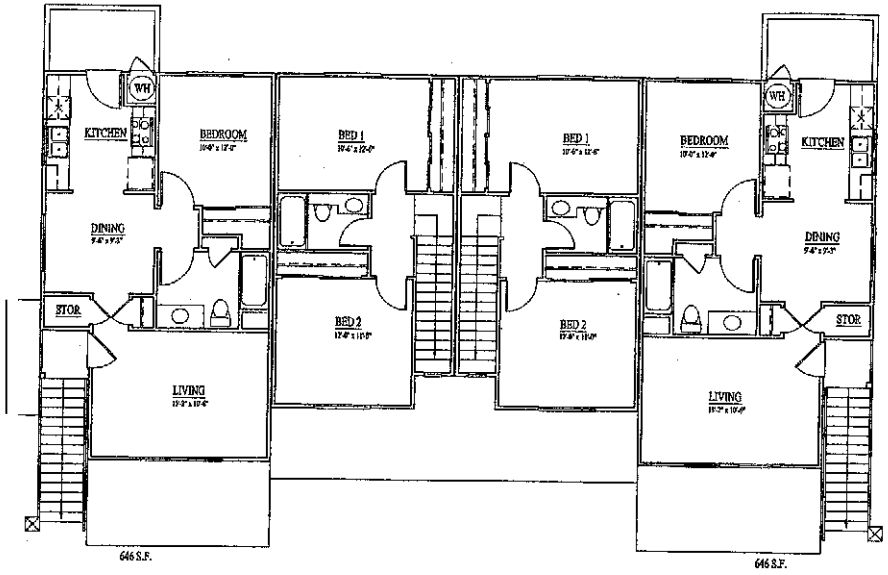
JULY 14, 2003

PROJECT NO: 44

DAHLIN GROUP
ARCHITECTURE PLANNING
2671 Crow Canyon
San Ramon, CA 94
925.837.8286



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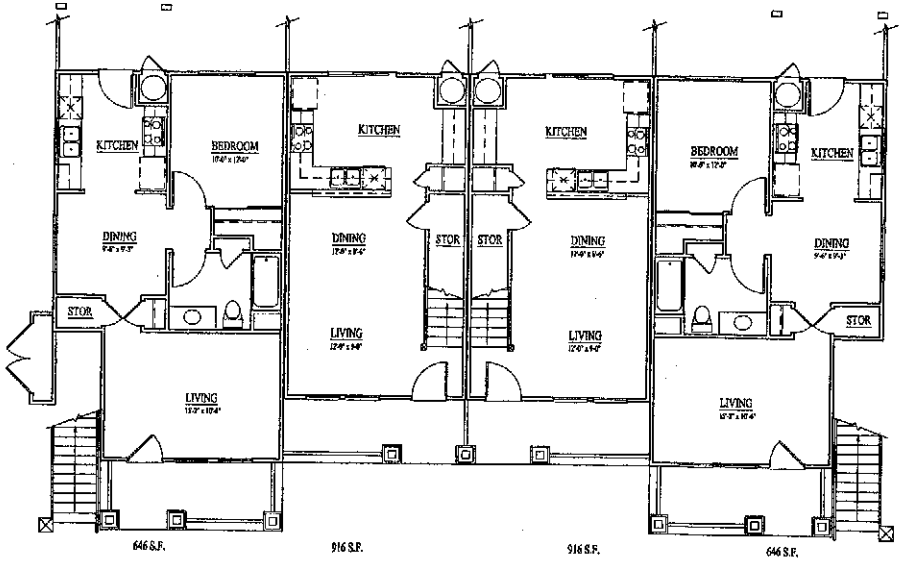


FIRST FLOOR

3124

BUILDING G FLOOR PLANS

0 4 8 16

SCALE: 3/16" = 1'-0"

REVISED JAN. 09, 2004
REVISED SEPT. 19, 2003
JULY 14, 2003

PROJECT NO: 44

DAHLIN GROUP
ARCHITECTURE | PLANNING

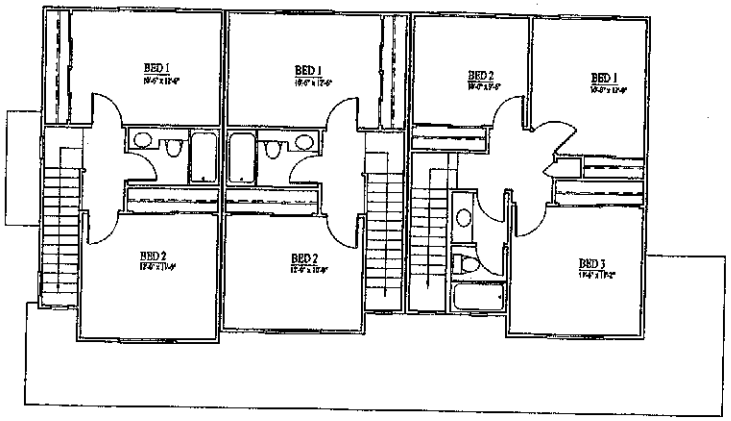
2671 Crow Canyo
San Ramon, CA 9
925.837.8586
925.837.2543 Fa

SEACLIFF HIGHLANDS - SOUTH COUNTY HOUSING

SANTA CRUZ COUNTY, CALIFORNIA

EXHIBIT A

17



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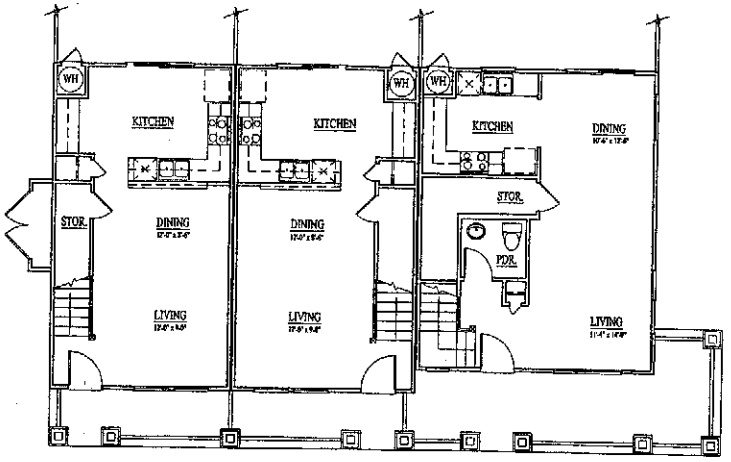

FIRST FLOOR

EXHIBIT A

SEACLIFF HIGHLANDS - SOUTH COUNTY HOUSING

SANTA CRUZ COUNTY, CALIFORNIA

BUILDING H FLOOR PLANS

SCALE: 3/16" = 1'-0"

REVISED JAN. 09, 2004
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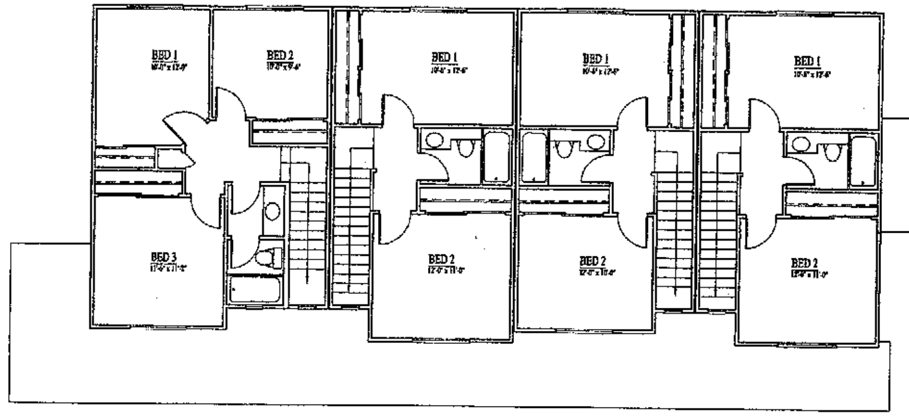
JULY 14, 2003

PROJECT NO: 440.

DAHLIN GROUP
A CALLISON COMPANY
2671 Crow Canyon R
San Ramon, CA 9458
925.837.8256
925.837.2543 Fax



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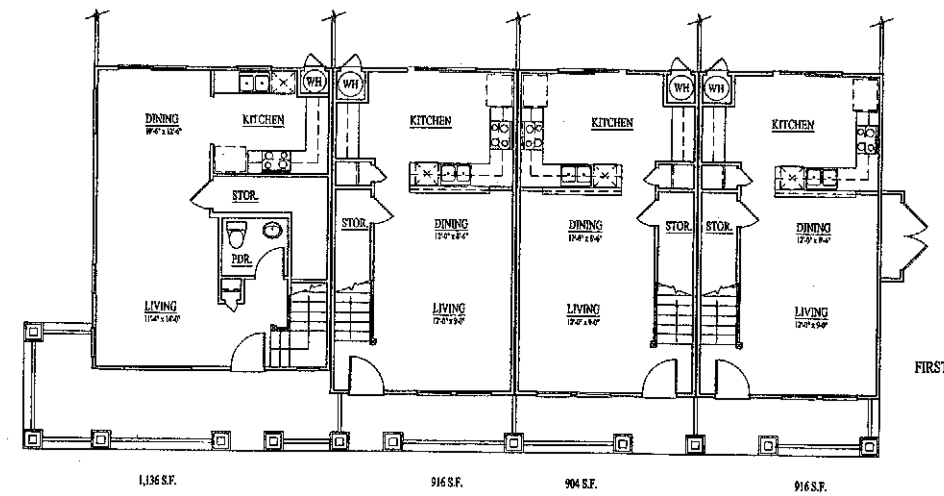


FIRST FLOOR

3892 U

BUILDING I FLOOR PLANS

SCALE: 3/16" = 1'-0"

REVISED JAN. 09, 2004
REVISED SEPT. 19, 2003
JULY 14, 2003

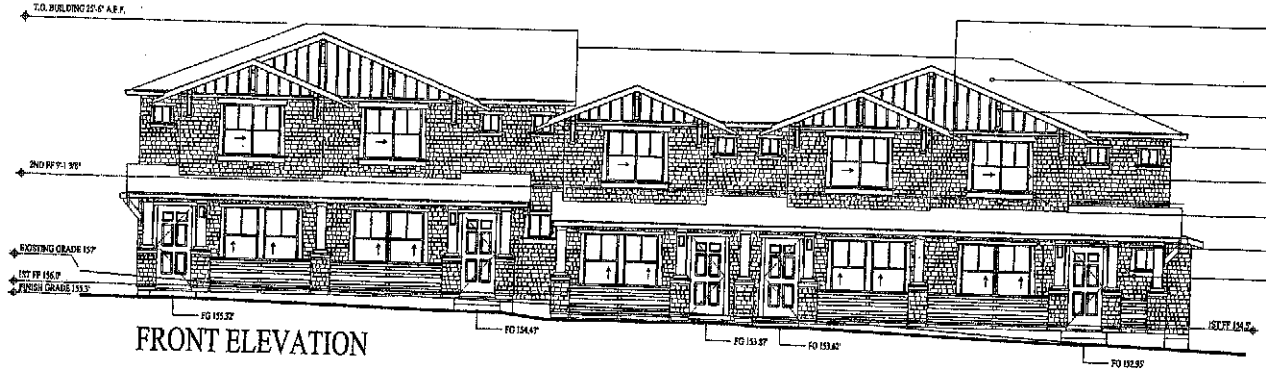
PROJECT NO: 44

SEACLIFF HIGHLANDS - SOUTH COUNTY HOUSING

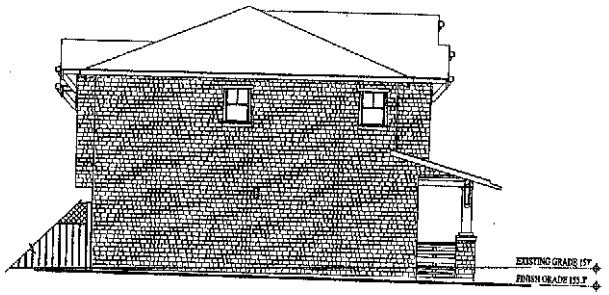
SANTA CRUZ COUNTY, CALIFORNIA

DAHLIN GROUP
ARCHITECTURE PLANNING
2671 Crow Canyon
San Ramon, CA 94
925.837.8286
925.837.2543 Fax

EXHIBIT A



FRONT ELEVATION



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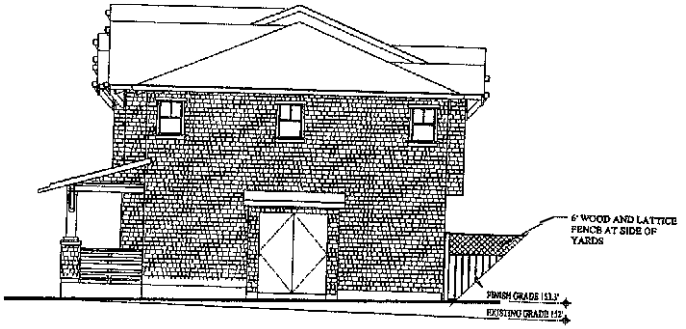


RIGHT ELEVATION

REAR ELEVATION

20

EXHIBIT

SEACLIFF HIGHLANDS SOUTH COUNTY HOUSING

SANTA CRUZ COUNTY, CALIFORNIA

BUILDING A ELEVATIONS

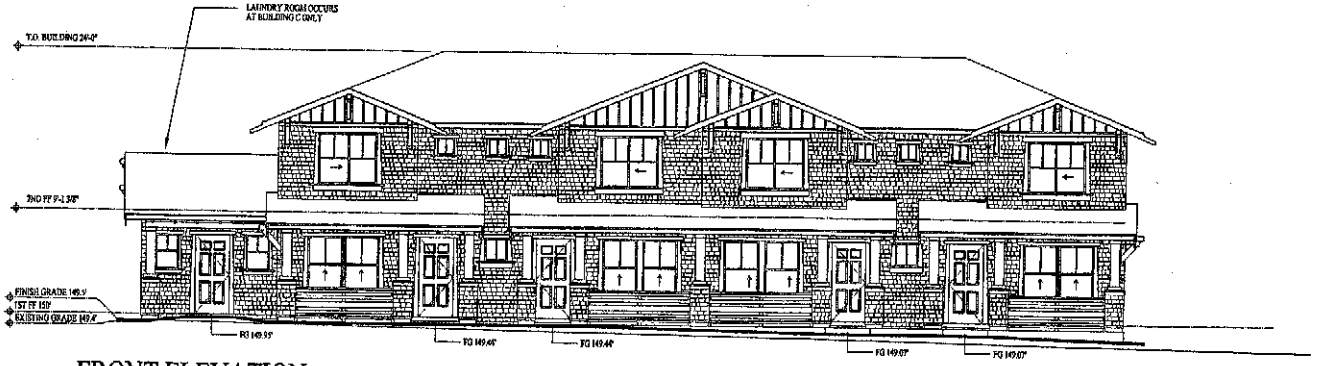
SCALE: 3/16" = 1'-0"

REVISED JAN. 09, 2004
REVISED SEPT. 19, 2003
JULY 14, 2003

PROJECT NO: 440.

DAHLIN GROUP
A CHITECTU
PLANNIN

2671 Crow Canyon F
San Ramon, CA 945
925.837.8286



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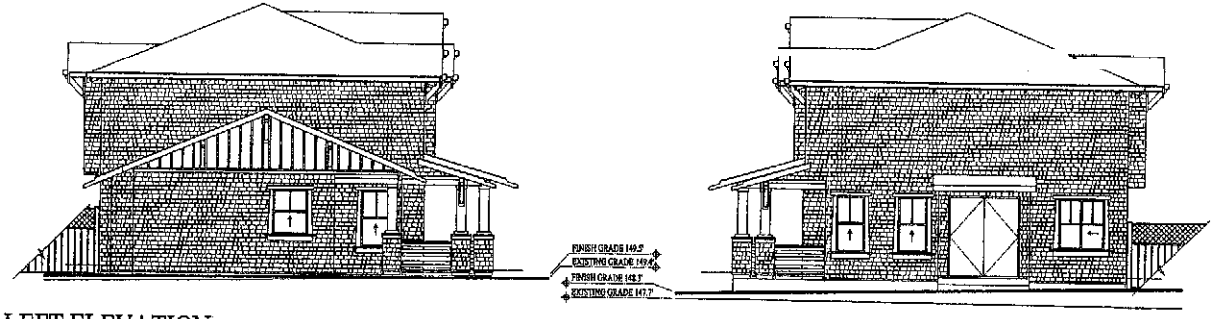
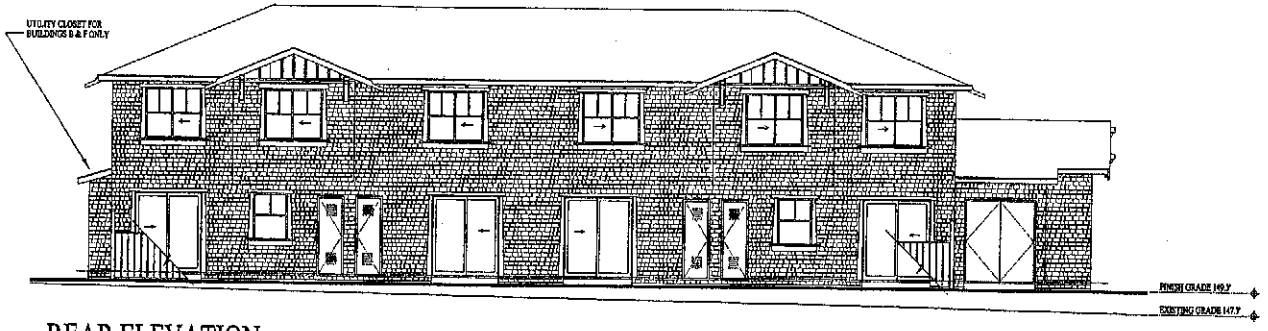


LEFT ELEVATION

RIGHT ELEVATION



REAR ELEVATION

- (A) HARDIE SHINGLE STRAIGHT EDGE PANE CERTAINTEED FIBER CEMENT PANELS S CUT
- (B) COMPOSITION SHINGLE ROOFING
- (C) WOOD ƎOΛM & BATTEN SIDING
- (D) WOOD KNEE BRACE & KORBELS
- (E) VINYL WINDOWS
- (F) WOOD TRIM
- (G) WOOD GUARDRAILS
- (H) WOOD POST COLUMNS

EXHIBIT A

SEACLIFF HIGHLANDS - SOUTH COUNTY HOUSING

SANTA CRUZ COUNTY, CALIFORNIA

BUILDING B, C & F ELEVATIONS

SCALE: 3/16" = 1'-0"

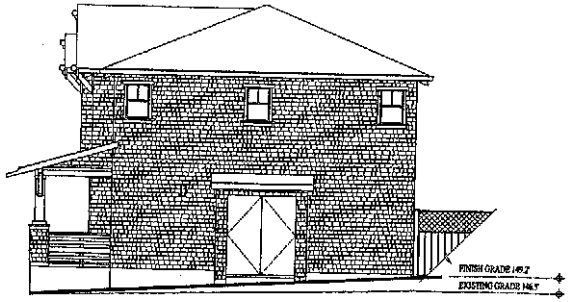
REVISED JAN. 09, 2004
REVISED SEPT. 19, 2003
JULY 14, 2003

PROJECT NO: 440

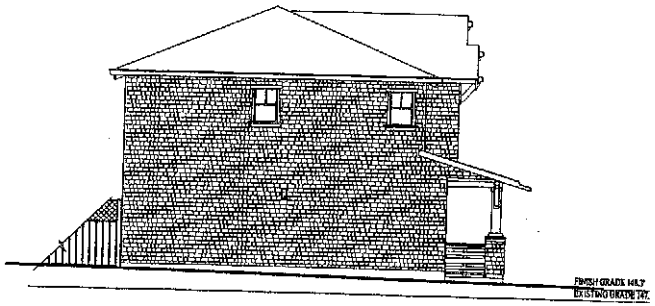
DAHLIN GROUP
A CHITECTU
PLANNING

2671 Crow Canyon
San Ramon, CA 945
925.837.8286
925.837.2643 Fax

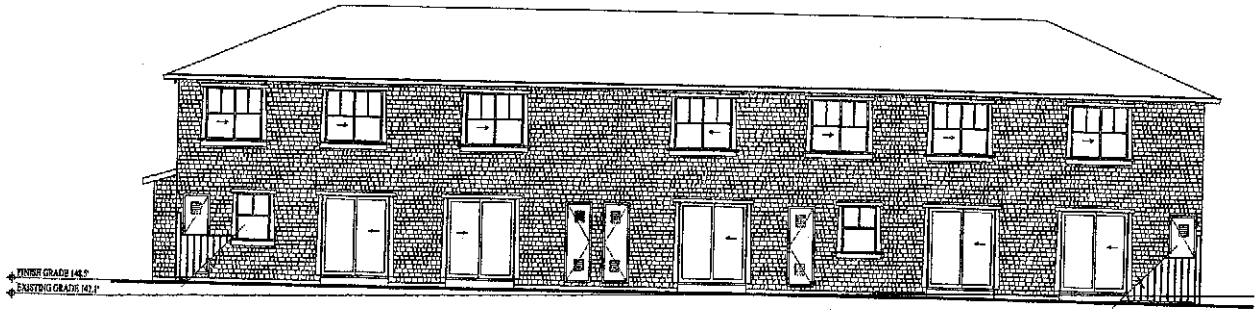
FRONT ELEVATION



RIGHT ELEVATION



LEFT ELEVATION



REAR ELEVATION

- (A) HARDIE SHINGLE STRAIGHT EDGE CERTAINTEED FIBER CEMENT PAN CUT
- (B) COMPOSITION SHINGLE ROOFING
- (C) WOOD BOARD & BATTEN SIDING
- (D) WOOD KNEE BRACE & KORBELS
- (E) VINYL WINDOWS
- (F) WOOD TRIM
- (G) WOOD GUARDRAILS
- (H) WOOD POST COLUMNS

EXHIBIT A

SEACLIFF HIGHLANDS - SOUTH COUNTY HOUSING

SANTA CRUZ COUNTY, CALIFORNIA

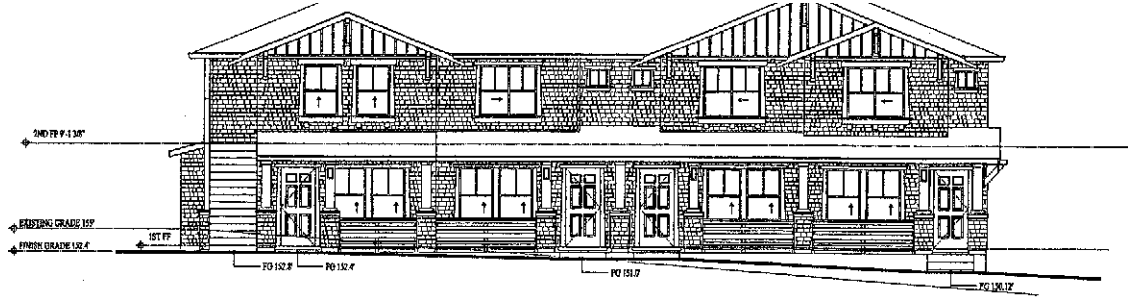
BUILDING D ELEVATIONS

SCALE: 3/16" = 1'-0"

REVISED JAN. 09, 2004
REVISED SEPT. 19, 2003
JULY 14, 2003

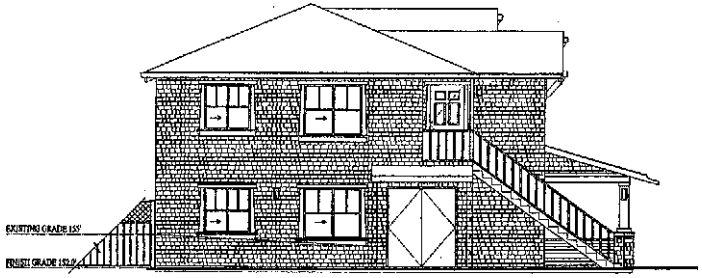
PROJECT NO: 44

DAHLIN GROUP ARCHITECTURE PLANNING
2671 Crow Canyon
San Ramon, CA 94
925.807.8286



FRONT ELEVATION

- (A) HARDIE SHINGLE STRAIGHT EDGE PAN CERTAINTEED FIBER CEMENT PANELS S CUT
- (B) COMPOSITION SHINGLE ROOFING
- (C) WOOD BOARD & BATTEN SIDING
- (D) WOOD KNEE BRACE & KORBELS
- (E) VINYL WINDOWS
- (F) WOOD TRIM
- (G) WOOD GUARDRAILS
- (H) WOOD POST COLUMNS



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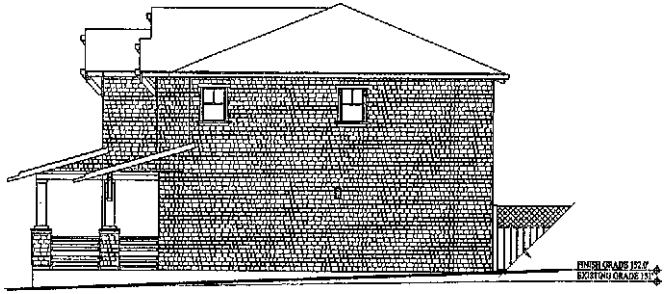
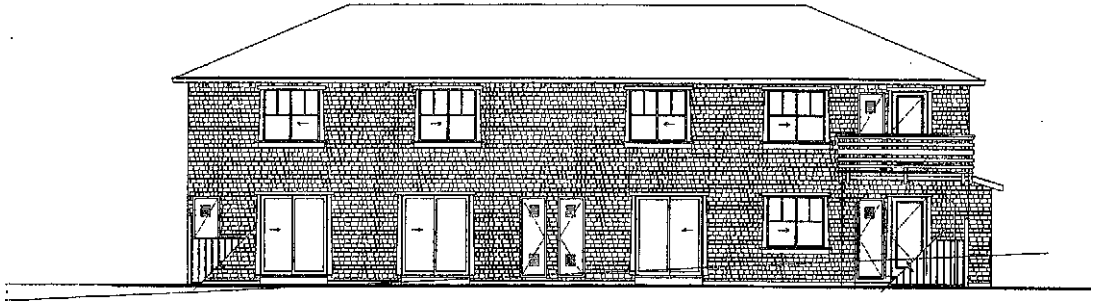


RIGHT ELEVATION



REAR ELEVATION

a3

EXHIBIT

BUILDING E ELEVATIONS

SCALE: 3/16" = 1'-0"

REVISED JAN. 09, 2004
REVISED SEPT. 19, 2003
JULY 14, 2003

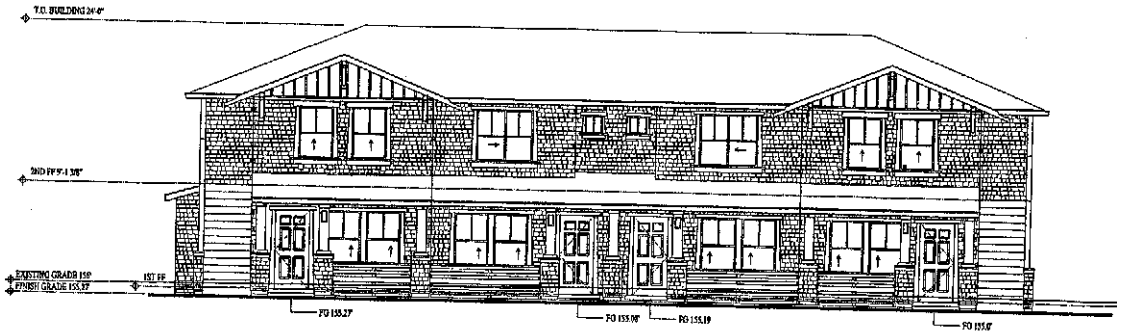
PROJECT NO:

DAHLIN GROUP

SEACLIFF HIGHLANDS - SOUTH COUNTY HOUSING

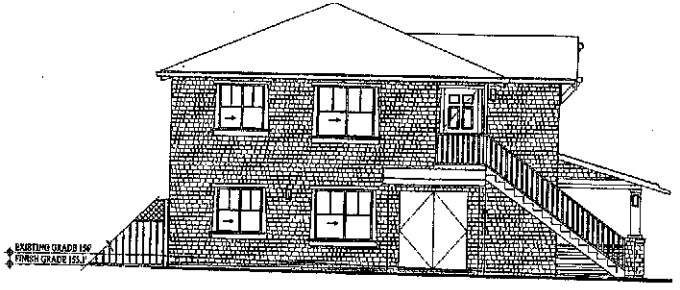
SANTA CRUZ COUNTY, CALIFORNIA

2671 Crow Can
San Ramon, CA
925.837.8286
925.837.2543

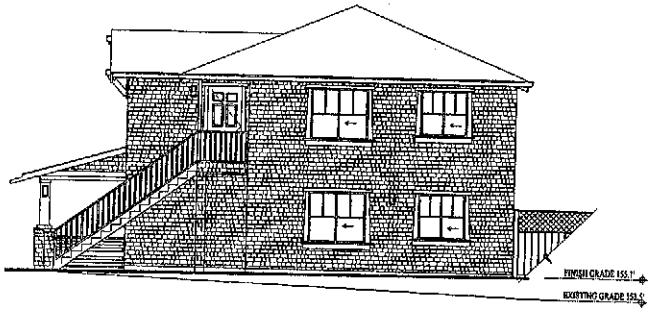


FRONT ELEVATION

- (A) HARDIE SHINGLE STRAIGHT EDG CERTAINTEED FIBER CEMENT PAI CUT
- (B) COMPOSITION SHINGLE ROOFING
- (C) WOOD BOARD & BATTEN SIDING
- (D) WOOD KNEE BRACE & KORBELS
- (E) VINYL WINDOWS
- (F) WOOD TRIM
- (G) WOOD GUARDRAILS
- (H) WOOD POST COLUMNS



LEFT ELEVATION



RIGHT ELEVATION

REAR ELEVATION

EXHIBIT A

SEACLIFF HIGHLANDS - SOUTH COUNTY HOUSING

SANTA CRUZ COUNTY, CALIFORNIA

BUILDING G ELEVATIONS

SCALE: 3/16" = 1'-0"

REVISED JAN. 09, 2004
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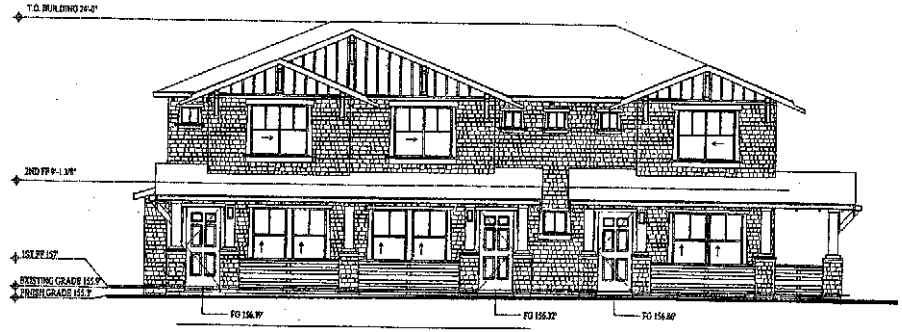
JULY 14, 2003

PROJECT NO: 4

DAHLIN GROUP
A CHITE
LANNIN

2671 Crow Canyo
San Ramon, CA 9
925.837.8286
925.837.2543 Fa



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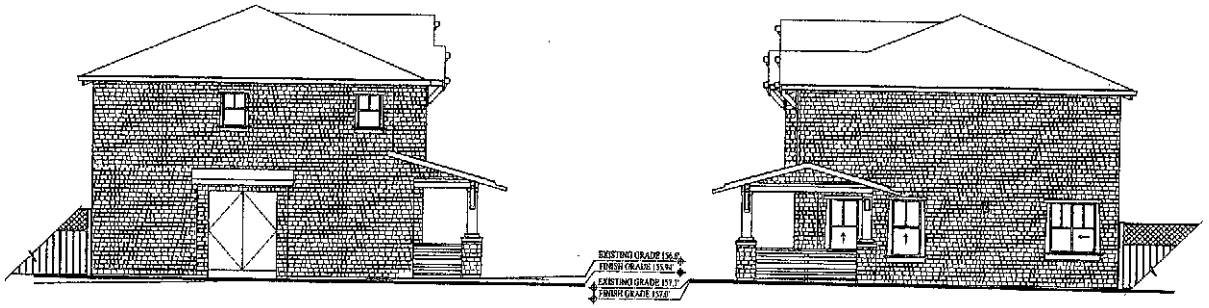

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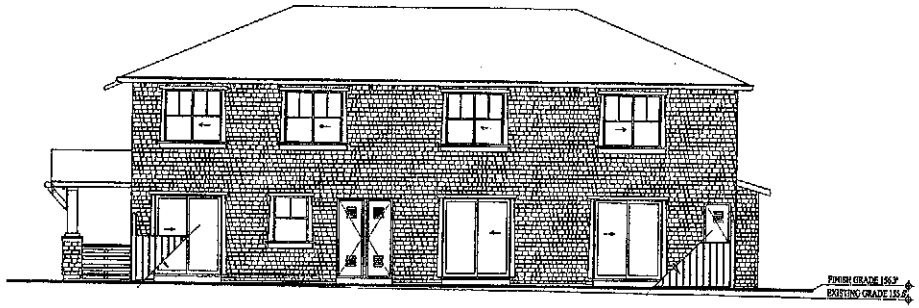

REAR ELEVATION

- (A) HARDIE SHINGLE STRAIGHT EDGE PANEI CERTAINTEED FIBER CEMENT PANELS SH CUT
- (B) COMPOSITION SHINGLE ROOFING
- (C) WOOD BOARD & BATTEN SIDING
- (D) WOOD KNEE BRACE & KORBELS
- (E) VINYL WINDOWS
- (F) WOOD TRIM
- (G) WOOD GUARDRAILS
- (H) WOOD POST COLUMNS

25

EXHIBIT A

SEACLIFF HIGHLANDS - SOUTH COUNTY HOUSING

SANTA CRUZ COUNTY, CALIFORNIA

BUILDING H ELEVATIONS

SCALE: 3/16" = 1'-0"

REVISED JAN. 09, 2004
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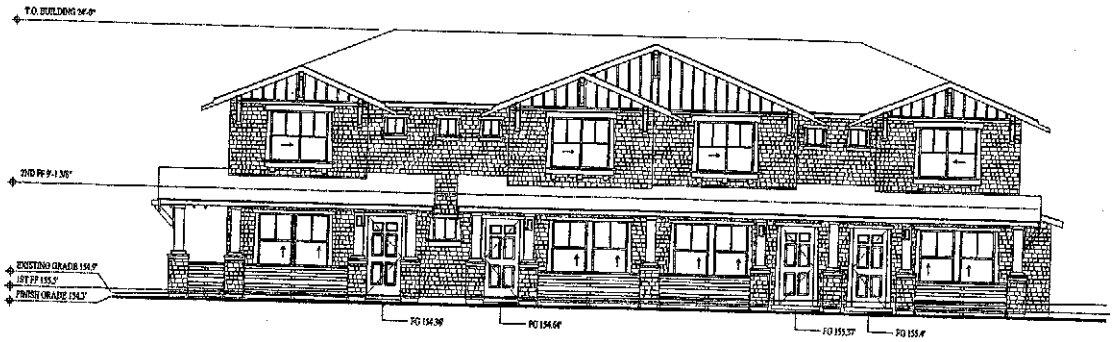
JULY 14, 2003

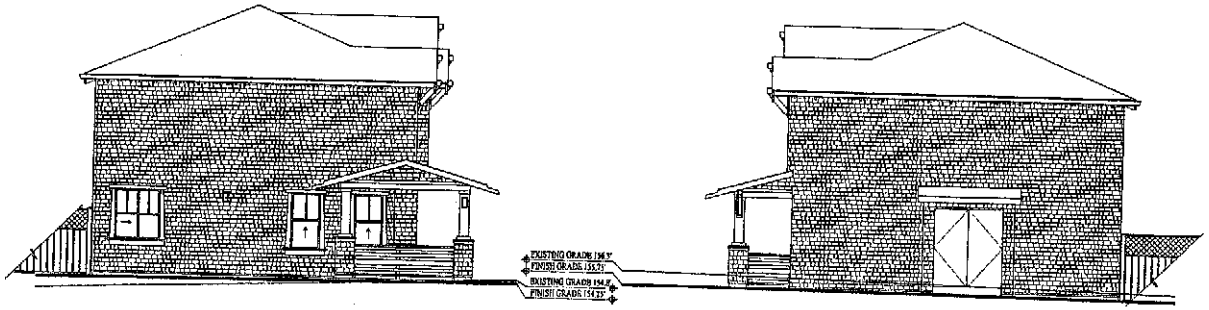
PROJECT NO: 440

DAHLIN GROUP
ARCHITECTURE PLANNING

2671 Crow Canyon
San Ramon, CA 945
925.837.0286
925.837.2843 Fax

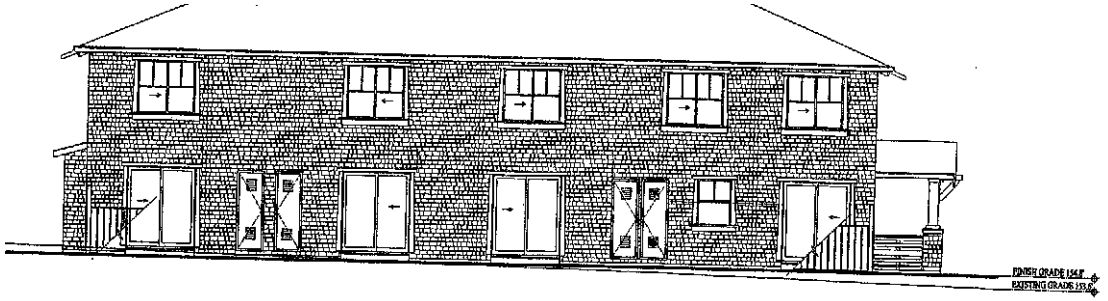


FRONT ELEVATION



LEFT ELEVATION

RIGHT ELEVATION



REAR ELEVATION

- (A) HARDIE SHINGLE STRAIGHT EDGE PANELS CERTAINTEED FIBER CEMENT PANELS SHI CUT
- (B) COMPOSITION SHINGLE ROOFING
- (C) WOOD BOARD & BATTEN SIDING
- (D) WOOD KNEE BRACE & KORBELS
- (E) VINYL WINDOWS
- (F) WOOD TRIM
- (G) WOOD GUARDRAILS
- (H) WOOD POST COLUMNS

EXHIBIT

SEACLIFF HIGHLANDS - SOUTH COUNTY HOUSING

SANTA CRUZ COUNTY, CALIFORNIA

BUILDING I ELEVATIONS

SCALE: 3/16" = 1'-0"

REVISED JAN. 09, 2004
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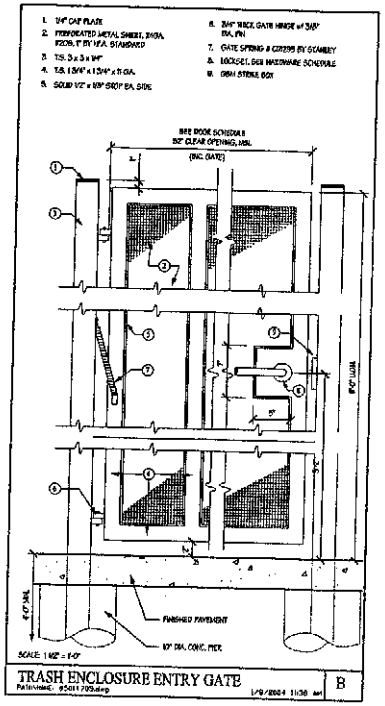
JULY 14, 2003

PROJECT NO: 440.

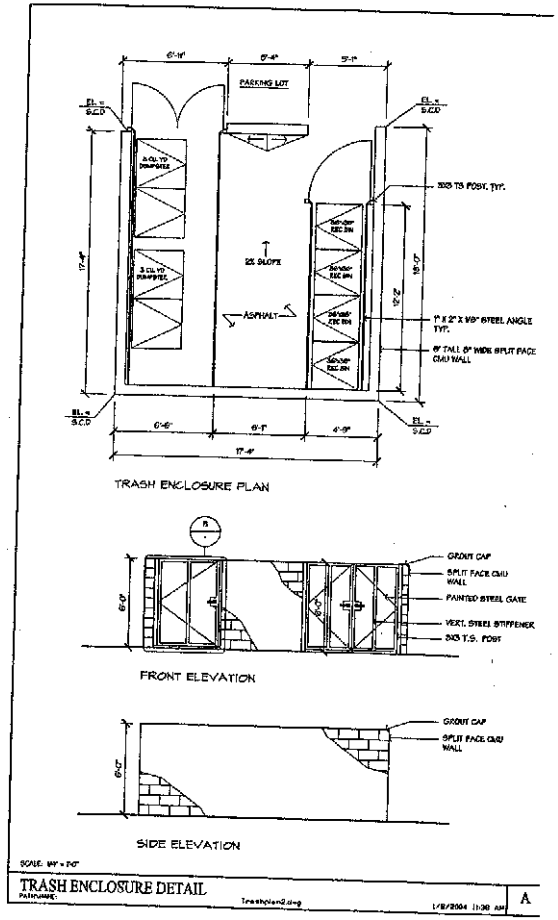
DAHLIN GROUP
A CHITECTU
LANNING

2671 Crow Canyon
San Ramon, CA 945
925.837.8286



TRASH ENCLOSURE ENTRY GATE

B



TRASH ENCLOSURE DETAIL

A

EXHIBIT A

SEACLIFF HIGHLANDS - SOUTH COUNTY HOUSING

SANTA CRUZ COUNTY, CALIFORNIA

SITE DETAILS

SCALE: 1/16" = 1'-0"

REVISED JAN. 09, 2004
REVISED SEPT. 19, 2003
JULY 14, 2003

PROJECT NO: 440.

DAHLIN GROUP
ARCHITECTURE PLANNING

2671 Crow Canyon I
San Ramon, CA 945
925.837.9256
925.837.2543 Fax

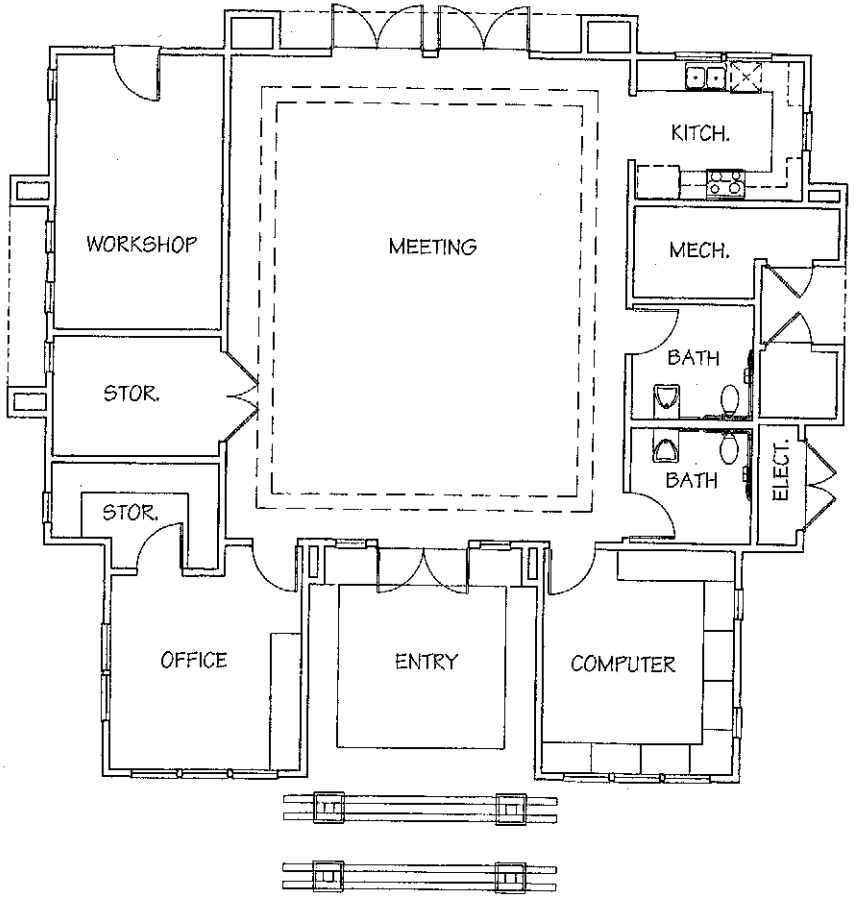


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EXHIBIT A

SEACLIFF HIGHLANDS - SOUTH COUNTY HOUSING

SANTA CRUZ COUNTY, CALIFORNIA

COMMUNITY CENTER
FLOOR PLAN

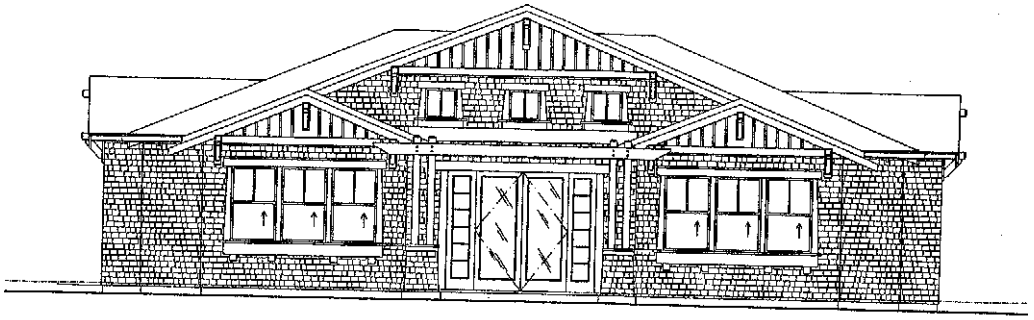
SCALE: 1/4" = 1'-0"

REVISED JAN. 09, 2004
REVISED SEPT. 19, 2003
JULY 14, 2003

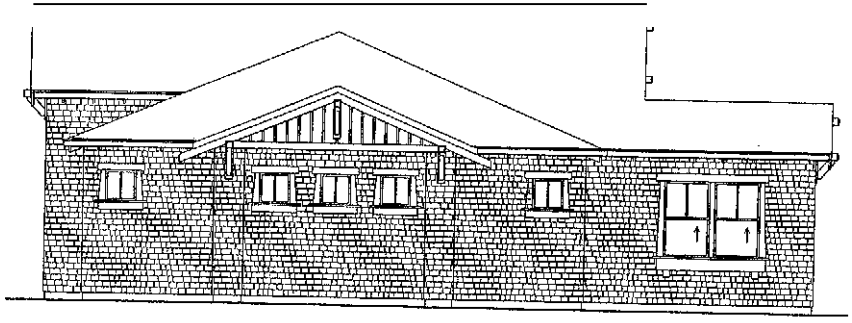
PROJECT NO: 4

DAHLIN GROUP
ARCHITECTURE PLANNING

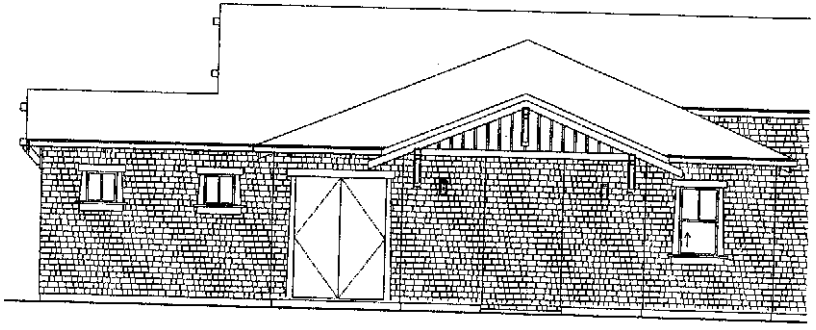
2671 Crow Canyon
San Ramon, CA 9
925.837.8286
925.837.2543 Fa



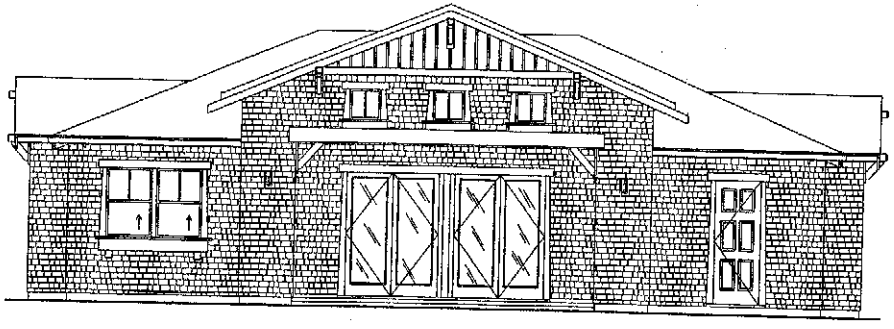
FRONT ELEVATION



RIGHT ELEVATION



LEFT ELEVATION



REAR ELEVATION

COMMUNITY CENTER ELEVATIONS

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

REVISED JAN. 09, 2004
REVISED SEPT. 19, 2003
JULY 14, 2003

PROJECT NO: 440.

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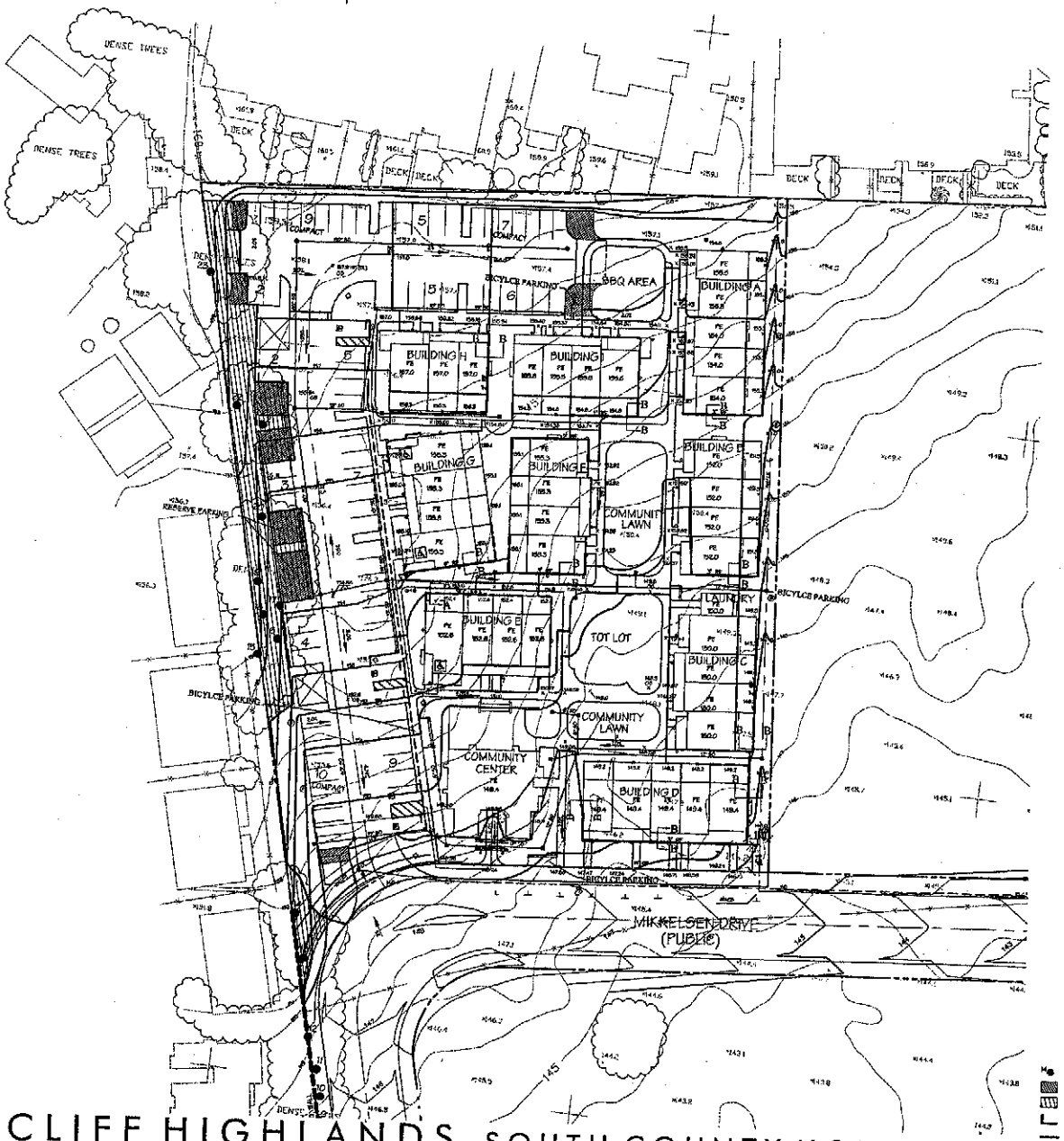
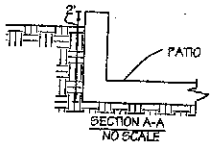
SEACLIFF HIGHLANDS - SOUTH COUNTY HOUSING

SANTA CRUZ COUNTY, CALIFORNIA

EXHIBIT A

24





SECTION A-A
NO SCALE

NOTE:
PAD ELEVATIONS AS SHOWN ARE PRELIMINARY. FINISH FLOOR ELEVATIONS WILL BE DETERMINED BASED ON FOUNDATION DESIGN AND OTHER FACTORS AND WILL BE SHOWN ON THE FINAL GRADING PLAN.

TREE #	TREE SPECIES	TREES GREATER THAN 6" D.B.H	PRUNE OR REMOVE
1	4"-6" BLACK ACACIA (5)	1	REMOVE
2	6"&8" BLACK ACACIA (2±)	2	REMOVE
3	8"&10" BLACK ACACIA (2±)	2	REMOVE
4	8" CAL. LIVE OAK CLUMP (5)		REMOVE
5	30" PINE STUMP		REMOVE
6	6" HOLLYWOOD JUNIPER (5)		PRUNE
7	24" BLACK ACACIA		PRUNE
8	4"-6" BLACK ACACIA (4)	2	REMOVE
9	2"-6" BLACK ACACIA (5)		PRUNE
10	2"-5" BLACK ACACIA (4)		PRUNE
11	2"-8" BLACK ACACIA (5)		PRUNE
12	8" BLACK ACACIA		PRUNE
13	18" BLACK ACACIA		PRUNE
14	2"-4" BLACK ACACIA (6)		PRUNE
15	32" BLACK ACACIA		PRUNE
16	6" CAL. LIVE OAK	1	REMOVE
17	2"-8" BLACK ACACIA (5)	2	REMOVE
18	4"-11" BLACK ACACIA (2)	1	REMOVE
19	2"-24" BLACK ACACIA GROVE (30±)		PRUNE
20	4" CAL. LIVE OAK		REMOVE
21	2"-10" BLACK ACACIA (5)	3	REMOVE
22	2"-12" BLACK ACACIA (25±)		PRUNE
23	15"-20" BLACK ACACIA (2)		PRUNE

* NO TREES ARE GREATER THAN 12" OR 20" DBH

TREE PROTECTION NOTES:

A PRE-CONSTRUCTION MEETING WITH THE PROJECT ARBORIS
A MEETING WITH THE PROJECT ARBORIST, PROJECT MANAG CONTRACTORS INVOLVED WITH THE PROJECT SHALL TAKE PL TO THE ONSET OF GRADING ACTIVITY. TREE PRESERVATION WILL BE REVIEWED AND DISCUSSED.

ESTABLISHMENT OF A TREE PRESERVATION ZONE (TPZ)
CHAIN LINK FENCING, NO LESS THAN 72 INCHES IN HEIGHT, S STAKES EMBEDDED IN THE GROUND, SHALL BE INSTALLED A PERIMETER OF THE TREE PROTECTION ZONE. FENCING WILL B PRIOR TO THE ONSET OF GRADING, UNDER THE SUPERVISION PROJECT ARBORIST AND SHALL NOT BE MOVED. PLACEMEN SHALL COINCIDE WITH THE TREE PROTECTION ZONE SHOWN O

RESTRICTIONS WITHIN THE DRIPLINE OF EXISTING TREES
NO STORAGE OF CONSTRUCTION MATERIALS, DEBRIS, OR EQ BE ALLOWED WITHIN THE TPZ. PARKING OF VEHICLES OR CO EQUIPMENT IN THIS AREA IS PROHIBITED. SOLVENTS OR USE TYPE SHOULD BE DISPOSED OF PROPERLY, NEVER WITHIN TH AREA.

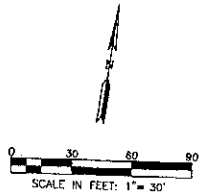
ALTERATION OF GRADE
MAINTAIN THE NATURAL GRADE AROUND TREES. FILL OR EX NOT BE PERMITTED WITHIN AREAS OF TREE ROOT DEVELOPM ROOTS ARE UNEARTHED DURING THE CONSTRUCTION PROCE CONSULTING ARBORIST WILL BE NOTIFIED IMMEDIATELY. EXP WILL BE COVERED WITH MOISTENED BURLAP UNTIL THE PROJ MAKES A DETERMINATION.

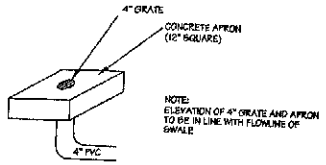
TRENCHING REQUIREMENTS
ANY AREAS OF PROPOSED TRENCHING IN CLOSE PROXIMITY T PROTECTION ZONE WILL BE EVALUATED WITH THE CONSULTIN AND THE CONTRACTOR PRIOR TO CONSTRUCTION.

FIELD DECISIONS
THE PROJECT ARBORIST, SOILS ENGINEER AND GRADING CO DETERMINE THE MOST EFFECTIVE CONSTRUCTION METHODS T HEALTH.

TREE CANOPY ALTERATIONS
UNAUTHORIZED PRUNING OF ANY TREE ON THIS SITE WILL NO TREE CANOPY ALTERATIONS WILL BE PERFORMED TO THE STA ESTABLISHED BY THE PROJECT ARBORIST.

SUPPLEMENTAL IRRIGATIONS
SHALL BE PROVIDED USING "SOAKER" HOSES OR SIMILAR ME DELIVERY. SUPPLEMENTAL IRRIGATION REQUIREMENTS SHALL BY THE PROJECT ARBORIST AND WILL BE REQUIRED THROUGH CONSTRUCTION PHASES OF THE PROJECT.





NOTE:
ELEVATION OF 4" GRATE AND APRON TO BE IN LINE WITH FLOWLINE OF SWALE

BUBBLER DETAIL
NO SCALE

LEGEND
- EXISTING TREE
- RESERVE PARKING AREA
- TREE PROTECTION ZONE
- RETAINING FOUNDATION
- RETAINING WALL
- BUBBLER

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REVISED NOVEMBER 5, 2003
REVISED SEPTEMBER 19, 2003
JULY 10, 2003

JOB NO: 02200

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925.837.2543 Fax

SEACLIFF HIGHLANDS - SOUTH COUNTY HOUSING

SANTA CRUZ COUNTY, CALIFORNIA

EXHIBIT A

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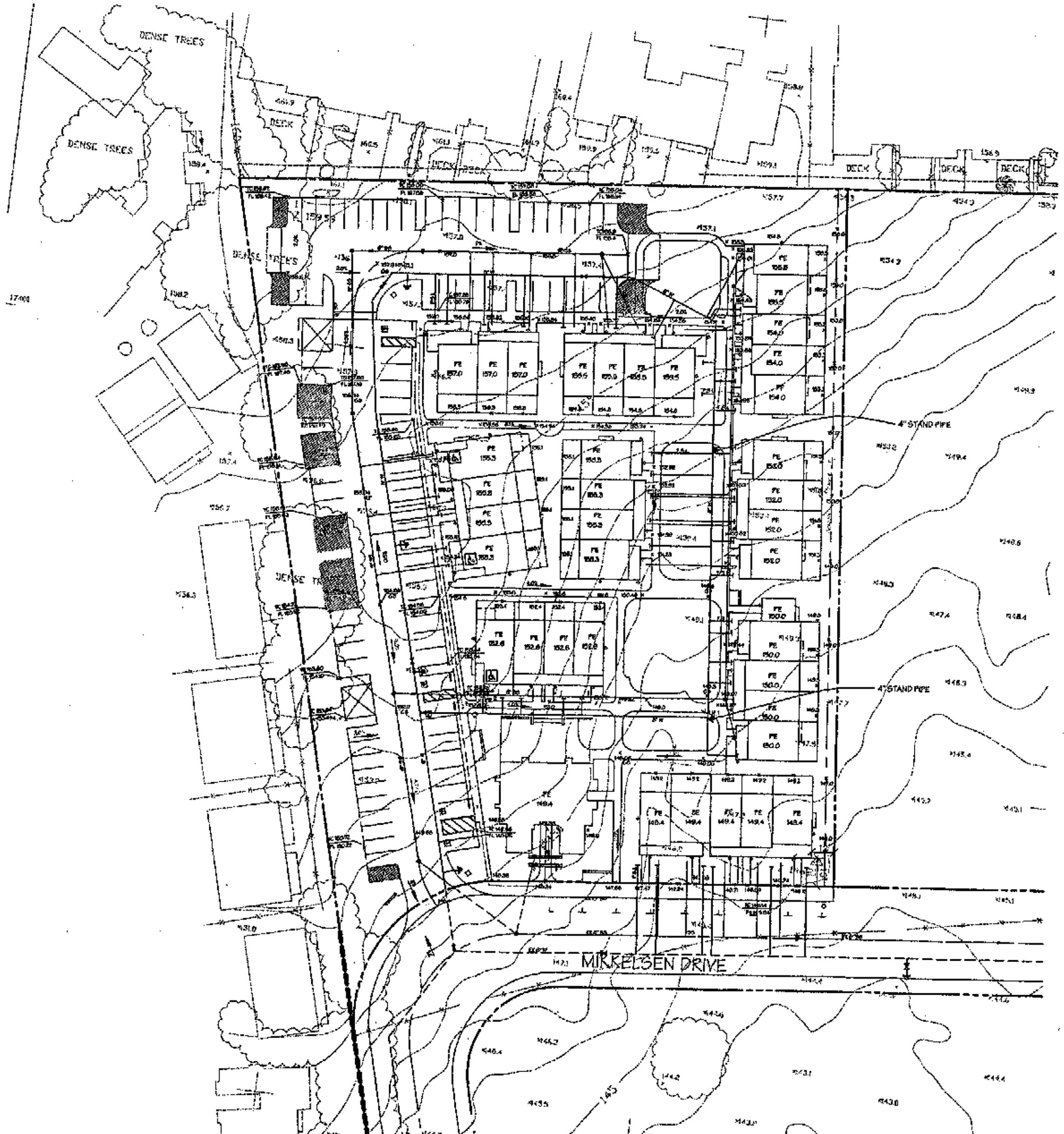

SEACLIFF HIGHLANDS - SOUTH COUNTY HOUSING

SANTA CRUZ COUNTY, CALIFORNIA

REVISED DECEMBER 19, 2003
REVISED NOVEMBER 5, 2003
REVISED SEPTEMBER 19, 2003
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JOB NO: 02200

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EXHIBIT A

EROSION AND SEDIMENT CONTROL MEASURES

1. EROSION AND SEDIMENT CONTROL MEASURES SHALL BE IMPLEMENTED BY OCTOBER 15TH AND MAINTAINED THROUGH APRIL 15TH, OR AS DIRECTED BY THE COUNTY OF SANTA CRUZ.
2. PERSON RESPONSIBLE FOR IMPLEMENTATION OF EROSION CONTROL AND SEDIMENT PLAN:

   KAREN SAUNDERS
   SOUTH COUNTY HOUSING
   7455 CARMEL STREET
   GILROY, CA 95020
   408-842-9181
   FAX 408-848-0277

3. THIS EROSION AND SEDIMENT CONTROL PLAN COVERS ONLY THE FIRST WINTER FOLLOWING GRADING. INTERIM PLANS ARE TO BE RESUBMITTED FOR APPROVAL PRIOR TO SEPTEMBER 1ST OF EACH SUBSEQUENT YEAR, UNTIL THE SITE IMPROVEMENTS ARE ACCEPTED BY THE COUNTY.
4. A CONSTRUCTION ENTRANCE SHALL BE INSTALLED PRIOR TO COMMENCEMENT OF GRADING. ALL CONSTRUCTION TRAFFIC ENTERING THE PAVED ROAD MUST CROSS THE STABILIZED CONSTRUCTION ENTRANCE. ALL TRAFFIC EXITING THE SITE SHALL USE THE STABILIZED CONSTRUCTION ENTRANCE (SEE NOTE 5 AND THE STABILIZED CONSTRUCTION ENTERANCE SECTION.)
5. CONTRACTOR SHALL MAINTAIN STABILIZED CONSTRUCTION ENTRANCE AT THE ENTRANCE TO THE SITE. ANY MUD TRACKED ONTO PUBLIC STREETS SHALL BE REMOVED THAT SAME DAY AND AS REQUIRED BY THE COUNTY.
6. ALL EROSION CONTROL MEASURES SHALL BE MAINTAINED UNTIL DISTURBED AREAS ARE STABILIZED AND CHANGES TO THIS EROSION AND SEDIMENT CONTROL PLAN SHALL BE MADE TO MEET FIELD CONDITIONS ONLY WITH THE APPROVAL OF OR AT THE DIRECTION OF PUBLIC WORKS.
7. DURING RAINY SEASON ALL PAVED AREAS SHALL BE KEPT CLEAR OF EARTH MATERIAL AND DEBRIS. THE SITE SHALL BE MAINTAINED SO AS TO MINIMIZE SEDIMENT-LADEN RUNOFF TO ANY STORM DRAINAGE SYSTEM. STRAW BALE SILT TRAPS SHALL BE INSTALLED AT PLACES ANTICIPATING SEDIMENT-LADEN RUNOFF TO A PAVED INLET.
8. ALL EROSION CONTROL FACILITIES MUST BE INSPECTED AND REPAIRED AT THE END OF EACH WORKING DAY DURING THE RAINY SEASON.
9. THIS EROSION AND SEDIMENT CONTROL PLAN MAY NOT COVER ALL THE SITUATIONS THAT MAY ARISE DURING CONSTRUCTION DUE TO ANTICIPATED FIELD CONDITIONS. VARIATIONS MAY BE MADE TO THIS PLAN IN THE FIELD, SUBJECT TO THE APPROVAL OF THE COUNTY.
10. THIS PLAN IS INTENDED TO BE USED FOR INTERIM EROSION AND SEDIMENT CONTROL ONLY.
11. SEE ALSO THE STORM WATER POLLUTION PREVENTION PLAN (SWPPP) PREPARED FOR THIS PROJECT FOR ADDITIONAL MONITORING AND INSPECTION REQUIREMENTS.
12. THE MAJORITY OF GRADING IS TO BE DONE BY OCTOBER 15 OF THE YEAR THAT GRADING BEGINS.
13. THE DRAINAGE SYSTEM MUST BE ENTIRELY INSTALLED PRIOR TO OCTOBER 15.

SILT FENCE

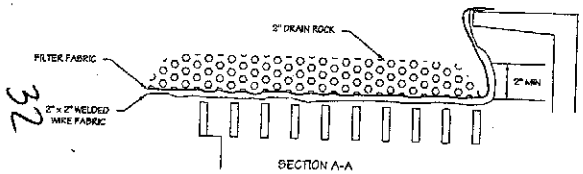
1. THE SUPPORT HEIGHT OF ALL SILT FENCE SHALL NOT EXCEED 20 INCHES ABOVE THE GROUND.
2. POSTS FOR SILT FENCE SHALL BE AS A MINIMUM 2" x 2" x 4' WOODEN STAKES.
3. FILTER FABRIC SHALL BE PERVIOUS SHEET OF SYNTHETIC POLYMER COMPOSED OF AT LEAST 85 PERCENT BY WEIGHT ETHYLENE, PROPYLENE AMIDE ESTER, OR VINYLIDENE TO RESIST DETERIORATION BY HEAT, WATER AND ULTRAVIOLET LIGHT. THE FABRIC SHALL CONFORM TO THE FOLLOWING CRITERIA:

   A. THE E.O.S. SHALL BE NO. 100 OF U.S. STANDARD SIEVE.
   B. THE TENSILE STRENGTH (ASTM D1682D) SHALL BE AT LEAST 120 LBS.

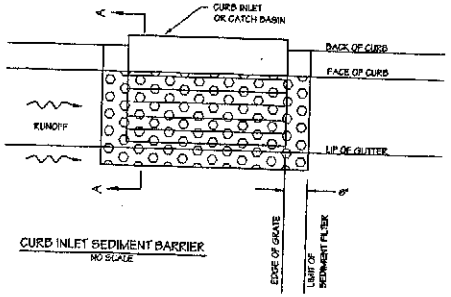
4. THE FILTER FABRIC SHALL BE CUT FROM A CONTINUOUS ROLL TO AVOID USE OF JOINTS. WHEN JOINTS ARE NECESSARY, FILTER FABRIC SHALL BE SPLICED ONLY AT A SUPPORT POST, WITH A MINIMUM 6" OVERLAP AND BOTH ENDS SECURELY FASTENED TO THE POST.
5. POSTS SHALL BE SPACED A MAXIMUM OF SIX FEET APART AND DRIVEN SECURELY INTO THE GROUND (MINIMUM 18 INCHES).
6. A SUITABLE FENCE LINE SHALL BE LAID OUT AND POSTS SET ALONG IT. ON SLOPES, THE FENCE LINE SHALL FOLLOW THE CONTOUR AS CLOSELY AS POSSIBLE. THE FENCE LINE SHALL BE CURVED UPSLOPE AT THE ENDS TO DIRECT THE FLOW TOWARDS THE MIDDLE OF THE FENCE.
7. A TRENCH SHALL BE EXCAVATED APPROXIMATELY FOUR INCHES WIDE AND SIX INCHES DEEP ALONG THE LINE OF POSTS UPSLOPE FROM THE BARRIER.
8. THE FILTER FABRIC SHALL BE FASTENED TO THE UPHILL SIDE OF THE FENCE POSTS (STAPLED OR WIRED) AND EIGHT INCHES OF THE FABRIC SHALL BE EXTENDED INTO THE TRENCH. THE FABRIC SHALL NOT EXTEND MORE THAN 30" ABOVE THE ORIGINAL GROUND SURFACE.
9. THE FABRIC SHALL BE STRETCHED TAUT AND FASTENED TO THE POSTS AT INTERVALS NOT EXCEEDING 6'. CARE MUST BE TAKEN TO EQUALIZE THE TENSION ON EACH SIDE OF THE POST.
10. THE TRENCH SHALL BE BACKFILLED AND THE EXCAVATED SOIL COMPACTED OVER THE TOE OF THE FILTER FABRIC.
11. SILT FENCE SHALL BE REMOVED WHEN IT HAS SERVED ITS USEFUL PURPOSE, BUT NOT BEFORE THE UPSLOPE AREA HAS BEEN PERMANENTLY STABILIZED.

STABILIZED CONSTRUCTION ENTRANCE

1. AS A LINING FOR STABILIZED ENTRANCEWAY USE GRAVEL. THE SIZE OF THE COARSE AGGREGATE SHALL BE FOUR INCHES (MIN), PRESSED INTO THE SOIL IN A LAYER OF AT LEAST EIGHT INCHES THICK.
2. THE STABILIZED ENTRANCE SHALL EXTEND AT LEAST FIFTY FEET INTO THE SITE.



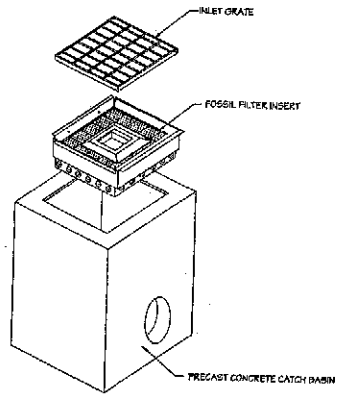
SECTION A-A



CURB INLET SEDIMENT BARRIER
NO SCALE

NOTES

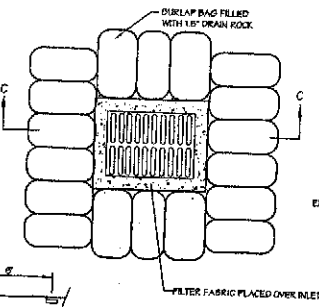
1. CONSTRUCT ON GENTLY SLOPING STREETS (LESS THAN 5%) WHERE WATER CAN POND AND ALLOW SEDIMENT TO SEPARATE OUT OF SUSPENSION.
2. INSPECT AND REPAIR INLET BARRIERS AFTER EACH STORM EVENT. REMOVE SEDIMENT WHEN ONE HALF OF THE BARRIER DEPTH HAS BEEN FILLED. REMOVED SEDIMENT SHALL BE DEPOSITED IN AN AREA TRIBUTARY TO ANOTHER FILTERING DEVICE.
3. SEDIMENT AND GRAVEL SHALL BE IMMEDIATELY REMOVED FROM TRAVELLED WAY OF ROAD.

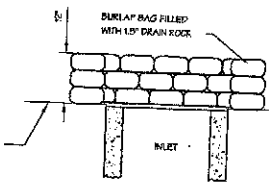


FOSSIL FILTER "DROP IN" CATCH BASIN INSERT
NO SCALE

NOTES

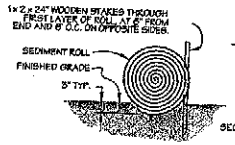
1. FOSSIL FILTER INSERT BODY SHALL BE ONE PIECE MANUFACTURED FROM EITHER HIGH DENSITY POLYETHYLENE (HDPE) OR PETROLEUM RESISTANT FIBERGLASS WHICH MEETS OR EXCEEDS FS 15-88.
2. ALL METAL COMPONENTS SHALL BE A STAINLESS STEEL (TYPE 304).
3. REFER TO SPECIFICATION CHART FOR CATCH BASIN AND FILTER SIZING.
4. FILTER MEDIUM SHALL BE FOSSIL ROCK INSTALLED AND MAINTAINED IN ACCORDANCE WITH MANUFACTURER RECOMMENDATIONS. FOSSIL FILTERS SHOULD BE CHECKED EVERY 6 MONTHS.



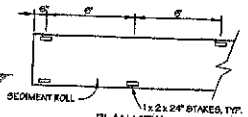


SECTION C-C

INLET WITH BURLAP BAGS AND FILTER FABRIC
NO SCALE



PLACING DETAIL
NO SCALE

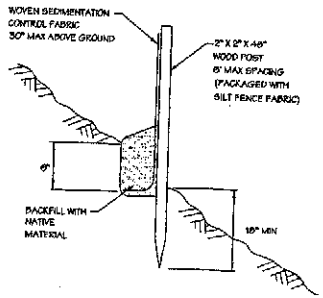


PLAN VIEW
STAKING DETAIL
NO SCALE

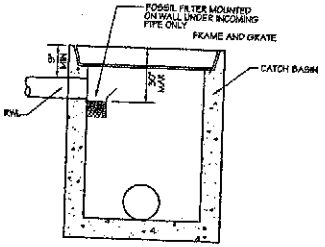
WATTLES

NOTES

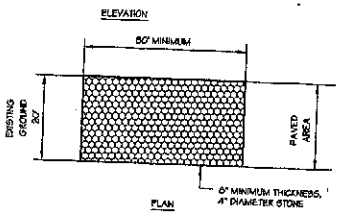
1. SEDIMENT ROLLS ARE TUBES MADE FROM BIO-DEGRADABLE EXCELSIOR WITH PHOTO-DEGRADABLE NETTING. THEY ARE 6" IN DIAMETER AND AS LONG AS CAN BE CONVENIENTLY PLACED.
2. SEDIMENT ROLLS TRAP AND CAPTURE SEDIMENT, INCREASE FILTRATION RATES, SLOW RUNOFF VELOCITIES, AND REDUCE SHEET AND RILL EROSION. THEY CREATE A FAVORABLE ENVIRONMENT FOR PLANT ESTABLISHMENT.
3. SEDIMENT ROLLS SHOULD BE PLACED INTO A TRENCH APPROXIMATELY 3" DEEP AND SECURELY STAKED AT 6' ON CENTER WITH 1"x2"x4' WOODEN STAKES.



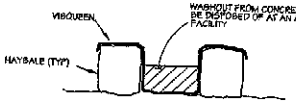
SILT FENCE
NO SCALE



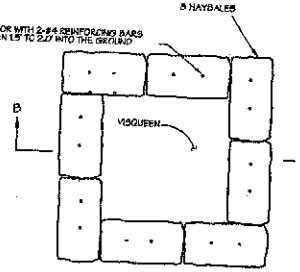
FOSSIL FILTER AT RWL OUTLET
NO SCALE



STABILIZED CONSTRUCTION ENTRANCE
NO SCALE



SECTION B-B



WASHOUT FOR CONCRETE TRUCKS
NO SCALE

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JOB NO: 022007

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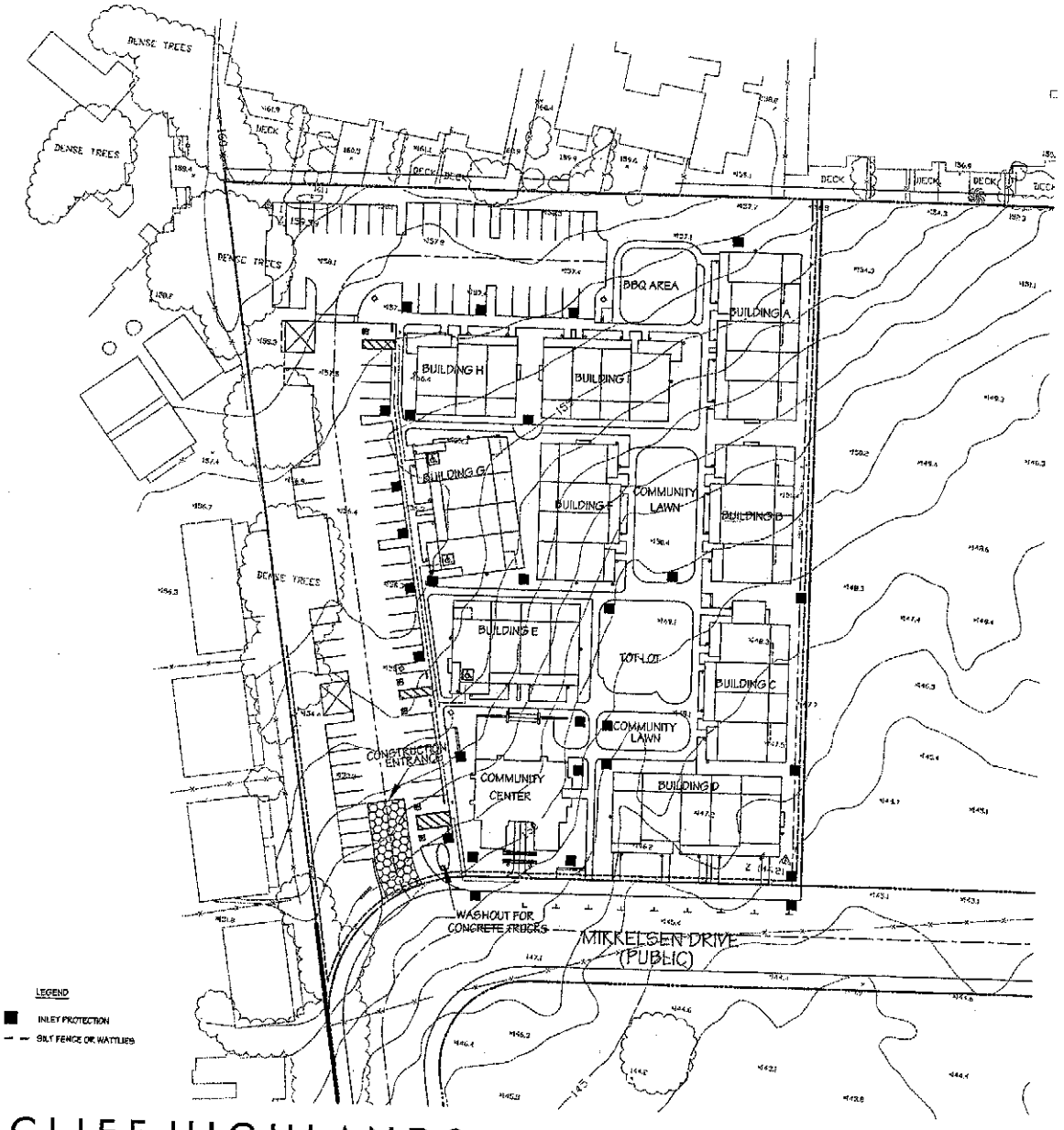
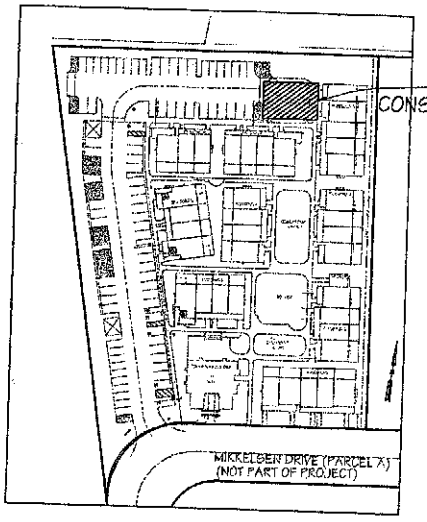
925.837.3342 Fax

EXHIBIT 1

SEACLIFF HIGHLANDS - SOUTH COUNTY HOUSING

SANTA CRUZ COUNTY, CALIFORNIA





0 30 60 90
SCALE IN FEET: 1" = 30'

SEACLIFF HIGHLANDS - SOUTH COUNTY HOUSING

SANTA CRUZ COUNTY, CALIFORNIA

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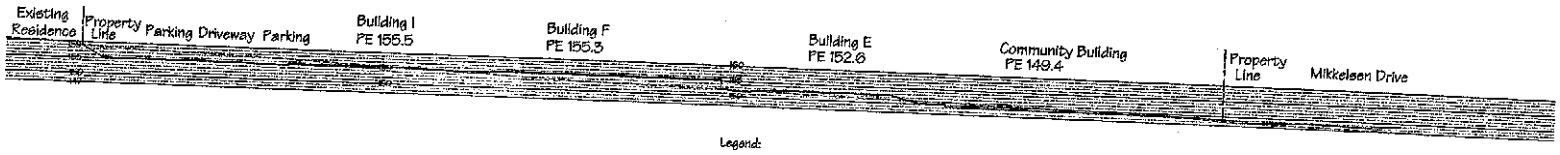
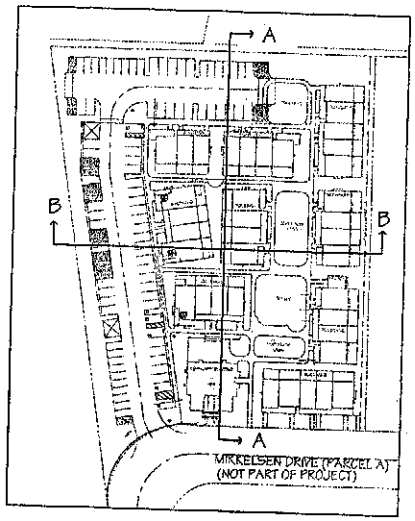
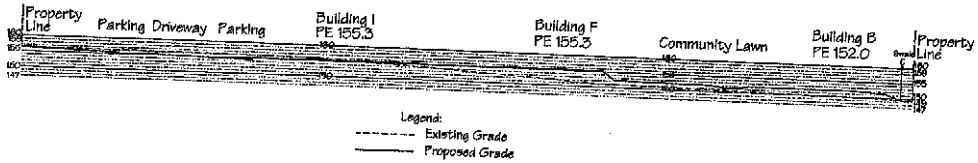
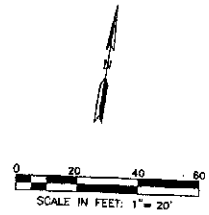
EXHIBIT A





SECTION B





SEACLIFF HIGHLANDS - SOUTH COUNTY HOUSING

SANTA CRUZ COUNTY, CALIFORNIA

Ruggeri - Jensen - Azar & Associates
ENGINEERS • PLANNERS • SURVEYORS
8005 CAMINO ARROYO • GILROY, CA 95020
PHONE: (408) 848-0300 • FAX: (408) 848-0302

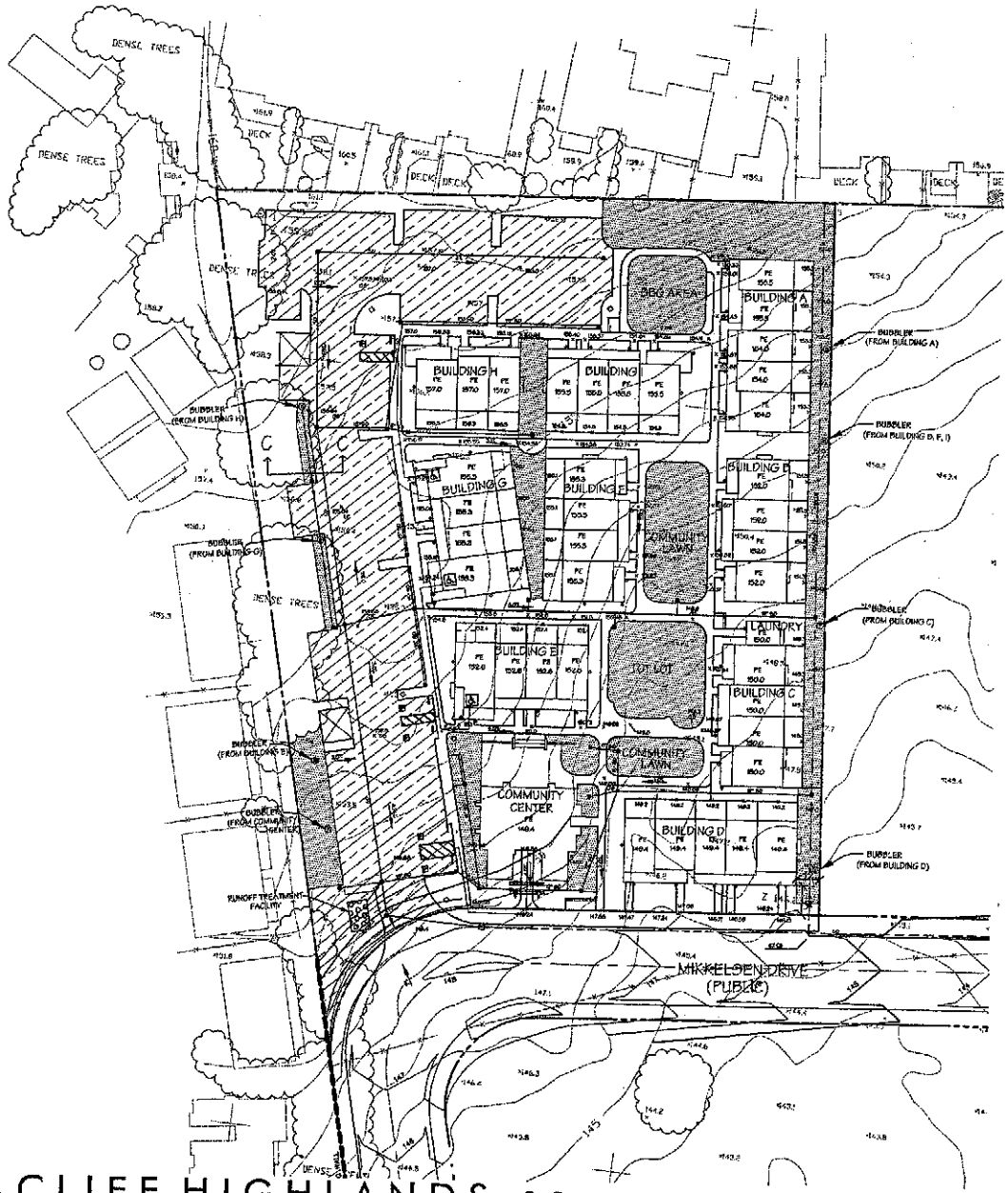
REVISED DECEMBER 19, 2003
REVISED NOVEMBER 5, 2003
REVISED SEPTEMBER 19, 2003
JULY 10, 2003
JOB NO: 0

DAHLIN GROUP

2671 Crow Canyo
San Ramon, CA 9
925.837.8286
925.837.2543 Fa

EXHIBIT A

34



NOTES:

1. AREAS SHOWN AS [▨] INDICATE LOCATION OF ON-SITE SITE BMP'S AS A MEANS OF DRAINAGE CONTROL AND TREATMENT. RUNOFF IS TREATED BY OVERLAND SHEET FLOW THROUGH GRASSY AREAS, GRASSY SWALES, AND FIDAR. THE USE OF GRASSY AREAS AND GRASSY SWALES WILL ENCOURAGE PERCOLATION AND ENHANCE SEDIMENT/POLLUTANT REMOVAL. IN ADDITION TO THE GRASS AREAS AND GRASSY SWALES, THE FOLLOWING SITE COMPONENTS ENCOURAGE DRAINAGE CONTROL AND TREATMENT:

   A) THE COMMUNITY LAWN WILL RECEIVE SURFACE RUNOFF FROM DIRECT RAINFALL AND SHEETFLOW FROM THE ADJACENT SIDEWALKS. THIS LAWN AREA IS SLOPED TO A CATCH BASIN SO THAT THE LAWN CAN FILTER DIRT/SEDIMENT FROM ADJACENT SIDEWALK SHEETFLOW AS WELL AS INCIDENTAL TRASH (LEAVES, CIGARETTE BUTTS, BOTTLE CAPS, GUM WRAPPERS, ETC) THAT WOULD HAVE OTHERWISE GONE DIRECTLY INTO THE PIPE SYSTEM. ALTHOUGH THE EXISTING UNDEVELOPED SITE PERFORMS A SIMILAR FUNCTION, THE AMOUNT OF INCIDENTAL TRASH IS LESS SINCE THE SITE IS NOT DEVELOPED. THAT IS, WITH A DEVELOPED SITE, THERE ARE MORE PEDESTRIANS AND MORE LANDSCAPING, AND THEREFORE MORE OPPORTUNITY FOR INCIDENTAL TRASH.

   B) THE TOT LOT IS A CONCRETE BASIN THAT IS 15" (MIN) DEEP WITH THE BOTTOM SLOPING TO AN INLET. THIS BASIN IS FILLED WITH FIDAR (SHREDDED WOOD FIBERS). THE TOT LOT WILL RECEIVE SURFACE RUNOFF SIMILAR TO THE COMMUNITY LAWN AREA AND REMOVE PARTICLES IN A SIMILAR MANNER. HOWEVER, FIDAR, INSTEAD OF GRASS, WILL BE THE FILTERING MEDIUM.

   C) THE BBQ AREA IS A LANDSCAPED AREA THAT IS GRADED TO SHEET FLOW RUNOFF THROUGH THE GRASS PORTION OF THE BBQ AREA TO FILTER BBQ RELATED PARTICLES (ASH, CHARCOAL, GREASE, CONDIMENTS, ETC).

2. IMPERVIOUS SURFACES HAVE BEEN REDUCED BY USE OF COMMUNITY LAWN AREAS, A TOT LOT, AND A BBQ AREA.

3. BUBBLERS ARE SHOWN AT LOCATIONS THAT WOULD NOT BE IN CLOSE PROXIMITY TO PEDESTRIAN PATHS AND WOULD NOT EFFECT BUILDING FOUNDATIONS.

4. RUNOFF FROM PARKING AREAS ARE COLLECTED AT CATCH BASINS AND PIPED TO THE RUNOFF TREATMENT FACILITY IN LIEU OF USING SILT AND GREASE TRAPS. THE RUNOFF TREATMENT FACILITY WILL BE AN UNDERGROUND UNIT (SIMILAR TO A STORMFILTER SYSTEM, VORTECS UNIT, OR EQUAL) THAT WILL FILTER AND CLEAN SITE RUNOFF PRIOR TO ENTERING THE OFFSITE STORM DRAIN SYSTEM. THE APPLICANT WILL PERFORM THE REQUIRED MAINTENANCE AND RECORD A MAINTENANCE AGREEMENT SIMILAR TO FIG 5D-17 OF THE COUNTY OF SANTA CRUZ DESIGN CRITERIA.

   DRAINAGE POLICY 7.23.5

5. THE AREA SHOWN AS [▨] WILL BE USED TO DETAIN THE 25 YEAR RUNOFF. PER COUNTY REQUIREMENTS, RUNOFF WILL BE DISCHARGED AT A RATE DESIGNED TO NOT EXCEED THE 5 YEAR-15 MINUTE STORM.

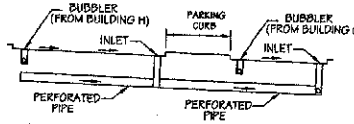
   DRAINAGE POLICY 7.23.3

6. BUBBLERS HAVE BEEN ADDED TO THE SITE PLAN TO CONVEY ROOF LEADER RUNOFF TO THE GRASSY SWALE AND GRASSY AREAS TO ENCOURAGE PERCOLATION AND ENHANCE SEDIMENT/POLLUTANT REMOVAL. ROOF LEADER WATER FOR BUILDINGS A THROUGH I AND THE COMMUNITY CENTER ARE PROPOSED TO BE PIPED TO BUBBLERS ALONG THE EASTERLY AND WESTERLY BOUNDARY.

7. THE PROPOSED PROJECT GRADES AT THE PARKING AREA ALONG THE NORTH PROPERTY LINE ARE LOWER THAN THE EXISTING GRADES ALONG THE NORTH PROPERTY LINE. THEREFORE RUNOFF ENTERING THE PROJECT FROM THE NORTH PROPERTY LINE WILL BE COLLECTED BY THE ONSITE STORM DRAIN SYSTEM. A PORTION OF THE RUNOFF ALONG THE NORTH PROPERTY LINE WILL SHEETFLOW TO A FIELD INLET NEAR BUILDING A AND RUNOFF BETWEEN THE FIELD INLET AND THE NORTHEAST CORNER OF THE PROJECT WILL SHEET FLOW TO A GRASSY SWALE.

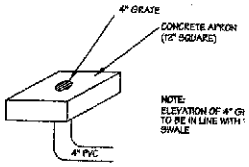
8. THE BUBBLER/PERFORATED PIPE SYSTEM SHOWN NEAR THE TREES ALONG THE WESTERN BOUNDARY IS PROPOSED TO BE INSTALLED IN THE TRENCH THAT IS RECOMMENDED ALONG THE EDGE OF PAVING FOR ROOT SEVERANCE. THE ARBORIST REPORT PROPOSES A TRENCH BE CUT 24 TO 30 INCHES DEEP IN THE NATIVE SOIL ADJACENT TO THE PAVED AREA. ALL ROOTS SEVERED IN THIS TRENCHING PROCESS ARE TO BE CLEANLY PRUNED AND PROTECTED. THE TRENCH WILL THEN BE BACKFILLED WITH A PERFORATED PIPE SUBDRAIN WRAPPED IN CRUSHED ROCK AND FILTER FABRIC (SEE DETAIL ON THIS SHEET). THE TOP OF THE BACKFILLED TRENCH IS TO BE GRADED TO FORM A SWALE ALONG THE ALIGNMENT OF THE TRENCH. DOWNSPOUTS FOR THIS SYSTEM SHALL NOT BE DIRECTLY CONNECTED TO THE PERFORATED PIPE.

9. BLIGHT SURFACE DEPRESSIONS IN DESIGNATED LOCATIONS TO PROMOTE INFILTRATION IS A SITE DESIGN FEATURE THAT WAS NOT USED DUE TO THE POTENTIAL FOR LONG TERM STANDING WATER AND UNSAFE PUDDLE AREAS. INLETS ARE PROPOSED AT ALL LOW POINTS.



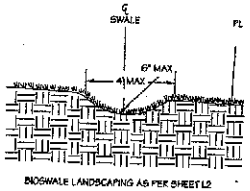
SCHEMATIC PROFILE OF PERFORATED PIPE AT WESTERLY BOUNDARY

NO SCALE



BUBBLER DETAIL

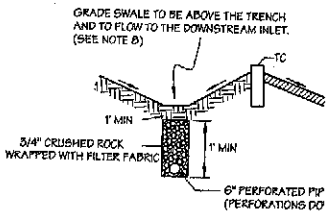
NO SCALE



BIOSWALE LANDSCAPING AS PER SHEET L2

TYPICAL SWALE SECTION

NO SCALE



SECTION C-C

NO SCALE

LEGEND

- [▨] PARKING AREA TO BE USED FOR DETENTION IN OVERSIZED PIPES
- [▨] SITE BMP'S
- [▨] RUNOFF TREATMENT FACILITY
- Ⓑ BUBBLER

0 30 60 80

SCALE IN FEET: 1"= 30'

Ruggeri - Jensen Azar & Associates
ENGINEERS • PLANNERS • SURVEYORS
8055 CAMINO ARROYO • GILROY, CA 95020
PHONE: (408) 848-0300 • FAX: (408) 848-0302

REVISED DECEMBER 19, 2003
REVISED NOVEMBER 5, 2003
REVISED SEPTEMBER 19, 2003
JULY 10, 2003

JOB NO: 022007

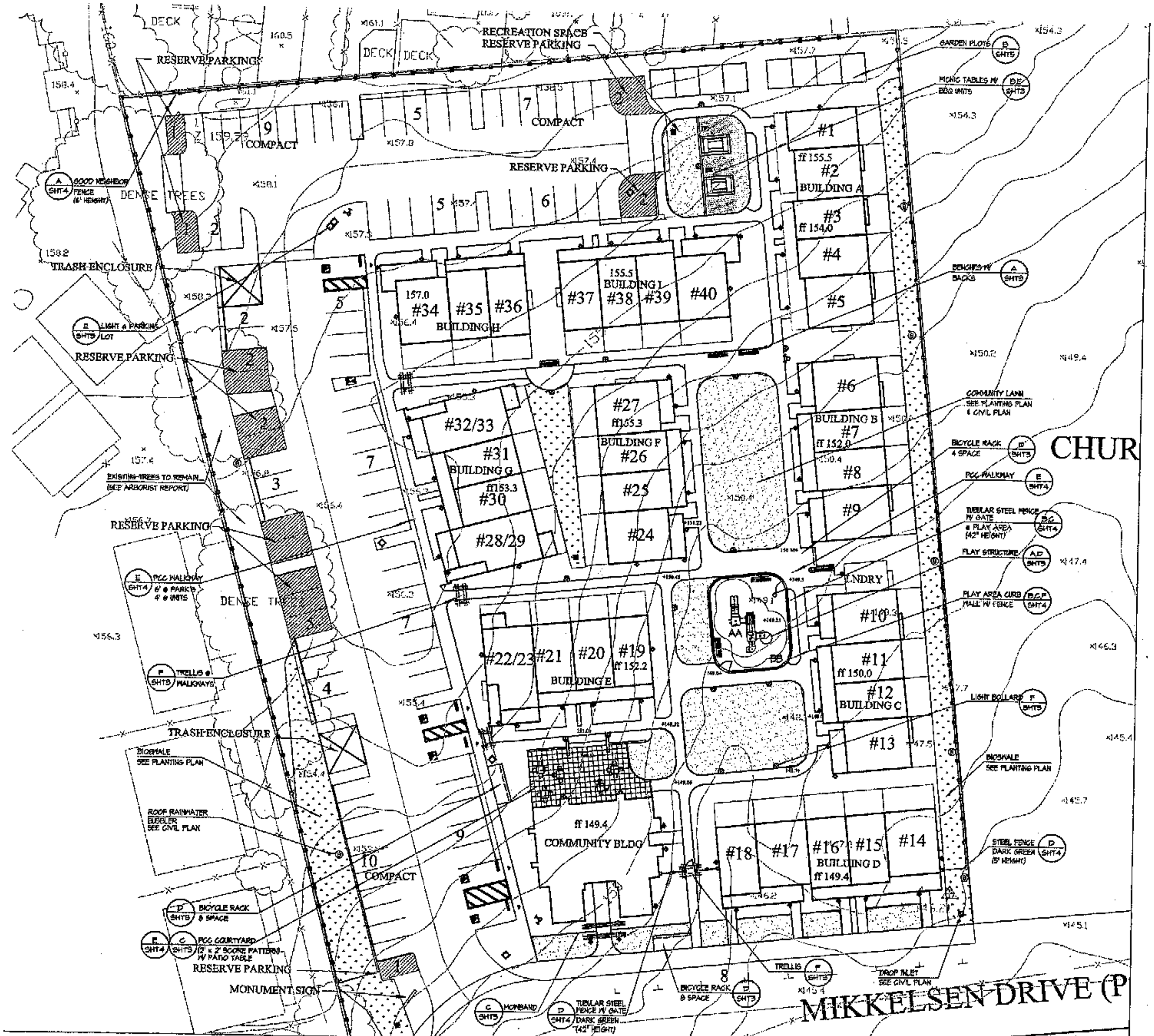
DAHLIN GROUP

2671 Crow Canyon Rd.
San Ramon, CA 94583
925.837.8286
925.837.2543 Fax

EXHIBIT

SEACLIFF HIGHLANDS - SOUTH COUNTY HOUSING

SANTA CRUZ COUNTY, CALIFORNIA



TYPICAL SYMBOLS LEGEND

PROPOSED (NEW)

- PLAY GRATE STORM INLET
- PLAY AREA STORM INLET
- PLAY AREA CLEAN OUT
- P.C.C. PAVING & WALKWAYS W/ SCORE & KEYED COLD JOINTS BROOM FINISH 4', 5' & 6' TYPICAL
- COLORED TEXTURED PAVING 2' x 2' PATTERN
- TRELLIS AT WALKWAYS
- BENCH WITH BACK ON PCC PAD
- PATIO TABLE
- PICNIC TABLE & BBQ GRILL IN DECOMPOSED GRANITE
- PLAY EQUIPMENT IN FIBAR RESILIENT SURFACE
- 5' STEEL PROPERTY LINE FENCE
- GOOD NEIGHBOR FENCE
- IRRIGATION CONTROLLER

PLAY AREA FEATURES LEGEN[D]

TOT PLAY AREA	
KEY	PLAY STRUCTURES BY LANDSCAPE STRUCTURES, DIST. BY ROSS RECREA[TION] 224 SEA RIDGE ROAD, APTOS, CA 95003 PHONE (831) 684-4110 FAX (831) 684-412
AA	TOT COMPOSITE STRUCTURE (QUOTE #29110) INCLUDES DOUBLE WAVE POLY SLIDE, SPYROSLIDE, [...] LOOP LADDER, CRAWL TUNNEL, W/ VIEW TUBE, ARCH B[...]
BB	TALK TUBE
	COLOR SCHEME: BLUE, GREEN, VANILLA, TAN

LIGHT LEGEND

SYMBOL	DESCRIPTION
	KIM SQUARE BOLLARD LIGHT (V[...] CRAFTSTONE FINISH - 100 WATT SEE DETAIL SHEET
	GARDCO PARKING LOT LIGHT FORM 10 EH/H ARM MOUNT CUT OFF LUMINAIRE 100 WATT [...] SSA4-15 POLE SEE DETAIL SHEET
	EVERGREEN LIGHT CARMEL (CA[...] WALL MOUNT ON BUILDING 26 WATT TBX (10" x 7" x 4") SEE ARCHITECTURE DRAWINGS

NORTH

LANDSCAPE CONCEPTUAL PLAN
1" = 20' - 0"
SEPTEMBER 19, 2003

PROJECT NO

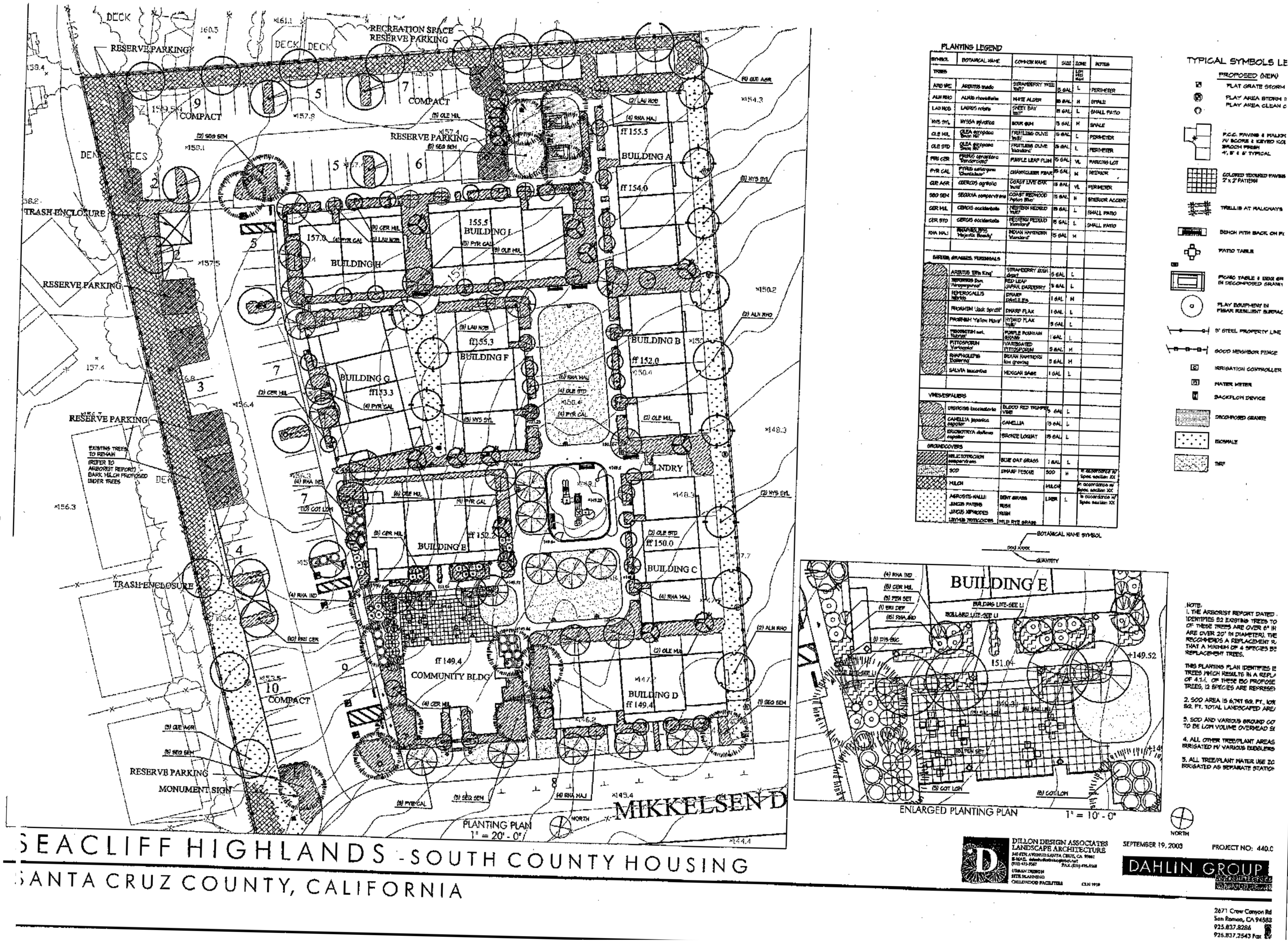
DILLON DESIGN ASSOCIATES
LANDSCAPE ARCHITECTURE

DAHLIN GROU[P]

SEACLIFF HIGHLANDS - SOUTH COUNTY HOUSING

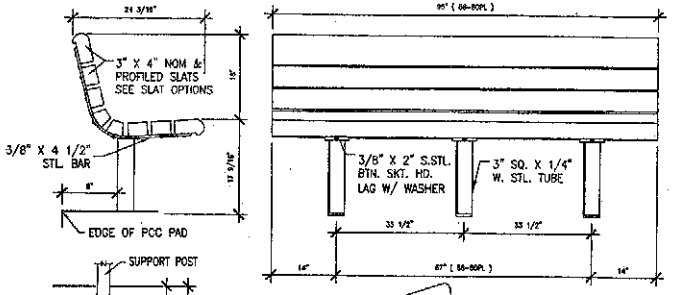
SANTA CRUZ COUNTY, CALIFORNIA

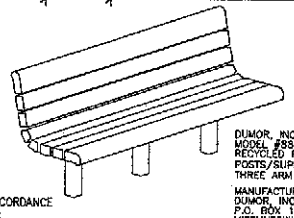
EXHIBIT A


SEACLIFF HIGHLANDS - SOUTH COUNTY HOUSING
SANTA CRUZ COUNTY, CALIFORNIA
PLANTING PLAN
1" = 20' - 0"
ENLARGED PLANTING PLAN
1" = 10' - 0"
NORTH
MIKKELSEN D
BUILDING A
BUILDING B
BUILDING C
BUILDING D
BUILDING E
BUILDING F
BUILDING G
BUILDING H
BUILDING I
COMMUNITY BLDG
LNDRY
RESERVE PARKING
RECREATION SPACE
COMPACT
TRASH ENCLOSURE
MONUMENT SIGN
DECK
PLANTING LEGEND
TYPICAL SYMBOLS LE
PROPOSED (NEW)
DILLON DESIGN ASSOCIATES
LANDSCAPE ARCHITECTURE
SEPTEMBER 19, 2003
PROJECT NO: 440.0
DAHLIN GROUP
2671 Crow Canyon Rd
San Ramon, CA 94583
925.837.8286
925.837.2543 Fax

37

EXHIBIT A

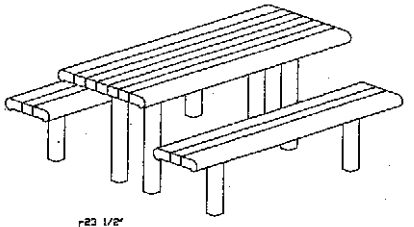




DUMOR, INC. BENCH WITH BACK
MODEL #88
RECYCLED PLASTIC SLATS (CEDAR COLOR)
POSTS/SUPPORTS (BRONZE COLOR)
THREE ARM RESTS

MANUFACTURER'S ADDRESS:
DUMOR, INC.
P.O. BOX 142
MIFFLINTOWN, PA 17059-0142
(800) 598-4018

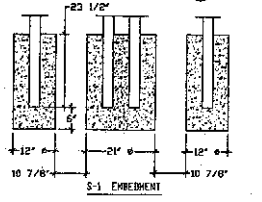
NOTES:
1. INSTALLATION TO BE COMPLETED IN ACCORDANCE WITH MANUFACTURER'S SPECIFICATIONS.
2. DO NOT SCALE DRAWINGS.
3. ALL STL. MEMBERS COATED W/ ZINC RICH EPOXY THEN FINISHED W/ POLYESTER COATING.

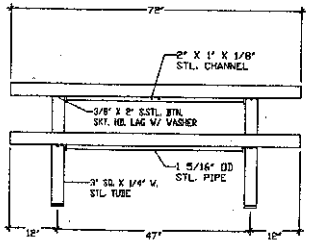


DUMOR, INC. PICNIC TABLE (6')
MODEL #105-6DPH
RECYCLED PLASTIC SLATS (CEDAR COLOR)
POSTS/SUPPORTS (BRONZE COLOR)

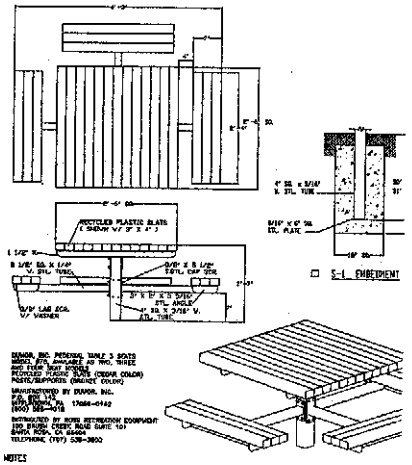
MANUFACTURER'S ADDRESS:
DUMOR, INC.
P.O. BOX 142
MIFFLINTOWN, PA 17059-0142
(800) 598-4018

DISTRIBUTED BY: ROSS RECREATION EQUIP
100 BRUSH CREEK ROAD SUITE 101
SANTA ROSA, CA 95404
TELEPHONE (707) 538-3800





NOTES:
1) ALL STL. MEMBERS COATED W/ ZINC RICH EPOXY THEN FINISHED W/ POLYESTER POWDER COATING.
2) 1/2" X 3 3/4" PLTD. EXPANSION ANCHOR BOLTS PROVIDED FOR OPTIONS S-2 & S-4.



NOTES
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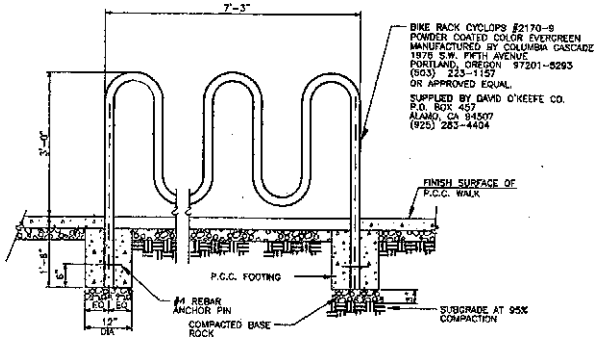

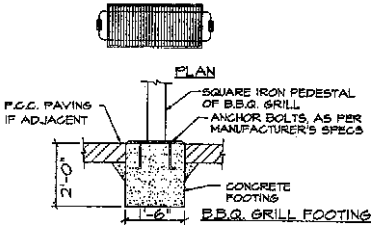

GRILL BY IRON MOUNTAIN FORGE,
MODEL 200X
GRILL 19"W X 20"L WITH
8" X 20" STEEL UTILITY SHELF

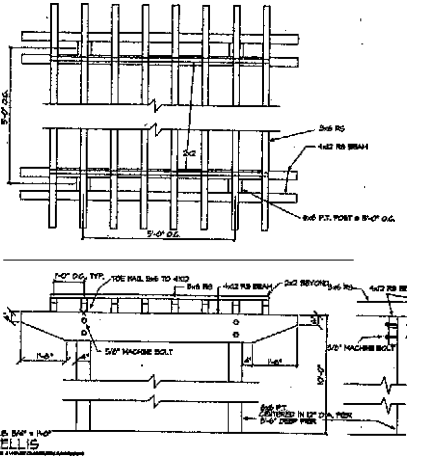

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EXHIBIT A

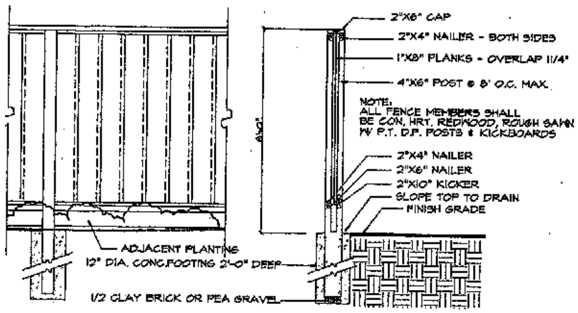
SEACLIFF HIGHLANDS - SOUTH COUNTY HOUSING

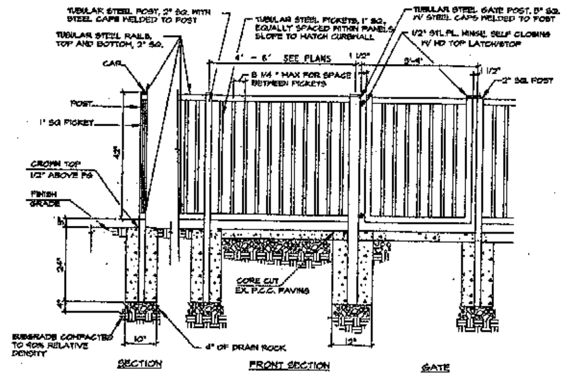
SANTA CRUZ COUNTY, CALIFORNIA

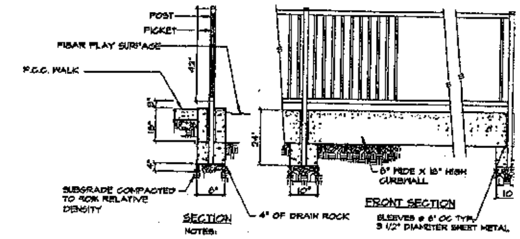
DILLON DESIGN ASSOCIATES
LANDSCAPE ARCHITECTURE
URBAN DESIGN
SITE PLANNING
CHILDHOOD FACILITIES

SEPTEMBER 19, 2003 PROJECT NO: 440.

DAHLIN GROUP
2671 Crow Canyon R
San Ramon, CA 945
925.837.0286
925.837.2543 Fax





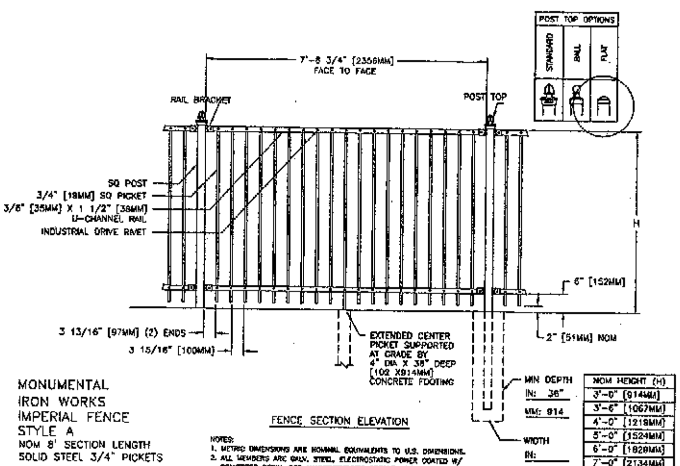


NOTES:

1. CONTRACTOR SHALL SUBMIT SHOP DRAWINGS FOR APPROVAL BY T[...]
2. ALL METAL SURFACES INVOLVED SHALL BE THROUGHLY CLEANED P[...] APPLICATION OF PAINT OR OTHER SURFACE TREATMENTS. ALL ME[...] SHALL BE PRIMED WITH 2 COATS OF "RUSTOLEUM" OR APPROVED E[...] RECEIVE TWO (2) COATS OF FLAT BLACK PAINT.
3. ALL WELDS SHALL BE CLEANED WITH NO SHARP EDGES AND BURRS BE GROUND FOR SMOOTHNESS FOR APPROVAL BY THE ENGINEER.
4. TUBULAR STEEL POSTS, RAILS, AND PICKETS SHALL BE 11 GAUGE.

[...]LAR STEEL FENCE & GATE (42" HEIGHT)

C | SLEEVING FOR T.S. FENCE @ PLAY AREA CURBWA[...]

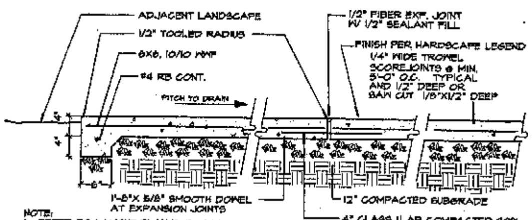


NOM HEIGHT (H)
3'-0" [914MM]
3'-6" [1067MM]
4'-0" [1219MM]
5'-0" [1524MM]
6'-0" [1829MM]
7'-0" [2134MM]
8'-0" [2438MM]

MONUMENTAL
IRON WORKS
IMPERIAL FENCE
STYLE A
NOM 8' SECTION LENGTH
SOLID STEEL 3/4" PICKETS

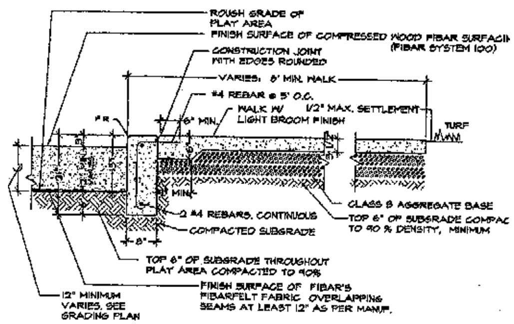
NOTES:
1. METRIC DIMENSIONS ARE NOMINAL EQUIVALENTS TO U.S. DIMENSIONS.
2. ALL MEMBERS ARE GALV. STEEL, ELECTROSTATIC POWER COATED W/ POLYESTER RESIN, PER MANUFACTURER'S SPECIFICATIONS
3. FOOTING WIDTH TO BE (4)X POST WIDTH.

D | STEEL FENCE (5' HEIGHT)



NOTE:
1. REFER TO LAYOUT PLAN FOR SPACING OF SCORE AND EXPANSION JOINTS.
2. REINFORCEMENT OF CONCRETE, SCOREJOINT & EXPANSION JOINT TO BE REVIEWED BY SOILS ENGINEER PRIOR TO PLACING BASE TO MATCH DRIVEWAY SECTIONS FOR STRUCTURE.

PAVING FOR WALKS AND D[...]



SEACLIFF HIGHLANDS - SOUTH COUNTY HOUSING

SANTA CRUZ COUNTY, CALIFORNIA

DILLON DESIGN ASSOCIATES
LANDSCAPE ARCHITECTURE

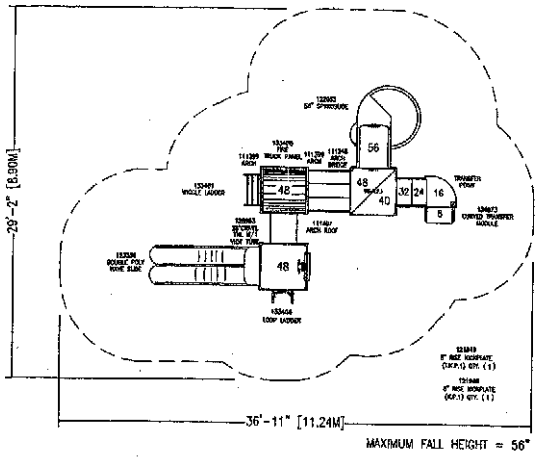
SEPTEMBER 19, 2003

PROJECT NO: 440.[...]

DAHLIN GROUP

2671 Crow Canyon Rd
San Ramon, CA 9458[...]
925.837.8286

EXHIBIT A

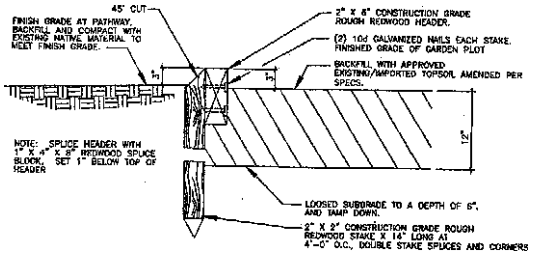


TOT PLAY STRUCTURE (AGES 2-5)
QUOTE NO. 25718
COLORS SHALL BE VANILLA, BLUE, GREEN, TAN

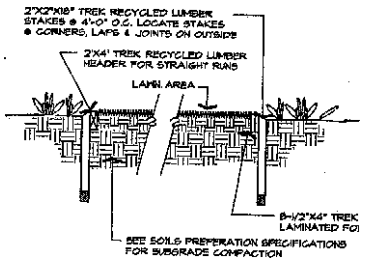
MANUFACTURED BY LANDSCAPE STRUCTURES, INC.
601 7TH STREET SOUTH
DELANO, MN 55328-0918
TELEPHONE (888) 4FUNLSI

DISTRIBUTED BY ROSS RECREATION EQUIPMENT
229 SEA RIDGE ROAD
APTOS, CA 95003
TELEPHONE (831) 689-9110
FAX (831) 689-9112

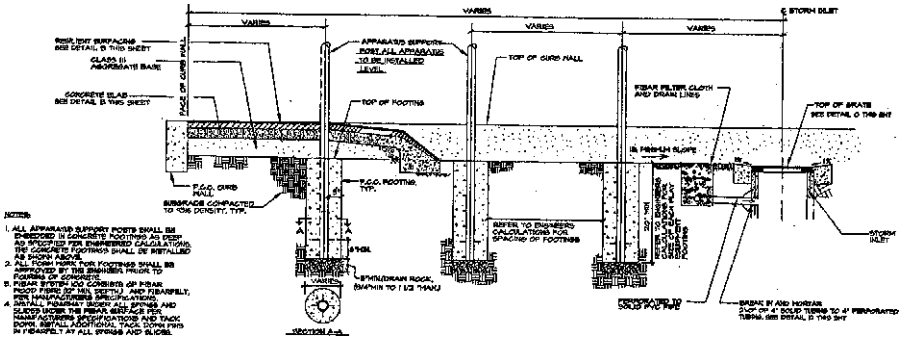
A | PLAY STRUCTURE



B | REDWOOD HEADER AT GARDEN



C |



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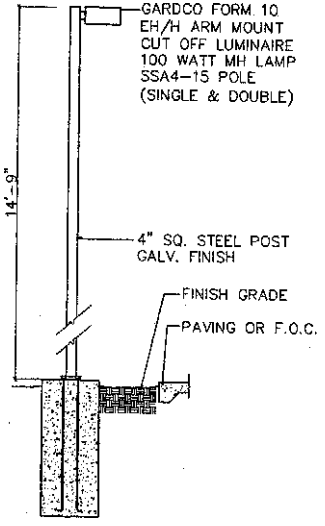
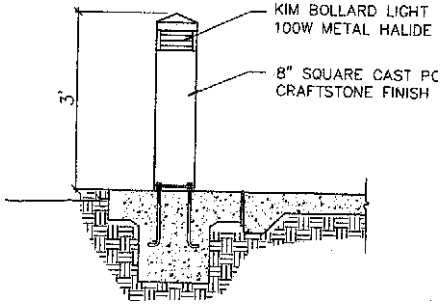


E | PARKING LOT LIGHT



F | BC

SEACLIFF HIGHLANDS - SOUTH COUNTY HOUSING

SANTA CRUZ COUNTY, CALIFORNIA

DILLON DESIGN ASSOCIATES
LANDSCAPE ARCHITECTURE
URBAN DESIGN
SITE PLANNING
CHILDHOOD FACILITIES

SEPTEMBER 19, 2003 PROJECT NO: 440.

DAHLIN GROUP
2671 Crow Canyon R
San Ramon, CA 9458
925.837.8286
925.837.2849 Fax

EXHIBIT A

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COASTAL DEVELOPMENT PERMIT FINDINGS:

1. THAT THE PROJECT IS A USE ALLOWED IN ONE OF THE BASIC ZONE DISTRICTS, OTHER THAN THE SPECIAL USE (SU) DISTRICT, LISTED IN SECTION 13.10.170(d) AS CONSISTENT WITH THE GENERAL PLAN AND LOCAL COASTAL PROGRAM LUP DESIGNATION.

The property is zoned Residential Multi-Family - one unit per 3000 square feet with an Assisted (or Affordable) Housing overlay (RM-3-H), a designation which allows multi-family residential uses. The proposed affordable multi-family residential apartment project is a principal permitted use within the zone district, consistent with the site's (R-UH) Urban High Density Residential General Plan designation and with the Assisted Housing zoning overlay and the proposed use will implement the priority use designation contained in the County Local Coastal Program.

2. THAT THE PROJECT DOES NOT CONFLICT WITH ANY EXISTING EASEMENT OR DEVELOPMENT RESTRICTIONS SUCH AS PUBLIC ACCESS, UTILITY, OR OPEN SPACE EASEMENTS.

The design of the proposed apartment project and its improvements will not conflict with any existing easement or development restriction such as public access, utility, or open space easements in that no such easements or restrictions are known to encumber the project site.

3. THAT THE PROJECT IS CONSISTENT WITH THE DESIGN CRITERIA AND SPECIAL USE STANDARDS AND CONDITIONS OF THIS CHAPTER PURSUANT TO SECTION 13.20.130 et seq.

The proposed affordable housing project is consistent with the design criteria and special use standards pursuant to Section 13.20.130 in that the development is visually compatible with and will enhance the character of the surrounding residential neighborhood in terms of architectural style; the site is surrounded by properties developed to an urban density; the colors shall be natural in appearance and complementary to the site; the site is not located on a prominent ridge, beach, or bluff top; and the project does not involve excessive grading

4. THAT THE PROJECT CONFORMS WITH THE PUBLIC ACCESS, RECREATION, AND VISITOR-SERVING POLICIES, STANDARDS AND ***MAPS*** OF THE GENERAL PLAN AND LOCAL COASTAL PROGRAM LAND USE PLAN, SPECIFICALLY CHAPTER 2: FIGURE 2.5 AND CHAPTER 7, AND, AS TO ANY DEVELOPMENT BETWEEN AND NEAREST PUBLIC ROAD AND THE SEA OR THE SHORELINE OF ANY BODY OF WATER LOCATED WITHIN THE COASTAL ZONE, SUCH DEVELOPMENT IS IN CONFORMITY WITH THE PUBLIC ACCESS AND PUBLIC RECREATION POLICIES OF CHAPTER 3 OF THE COASTAL ACT COMMENCING WITH SECTION 30200.

The project site is not located between the shoreline and the first public road. Consequently, the affordable apartment project will not interfere with public access to the beach, ocean, or any

nearby body of water. The project site is identified as a priority use site in the County Local Coastal Program. This property was acquired specifically to construct affordable housing, which is the identified intended use for this site.

5. THAT THE PROPOSED DEVELOPMENT IS IN CONFORMITY WITH THE CERTIFIED LOCAL COASTAL PROGRAM.

The proposed affordable housing apartment project is in conformity with the County's certified Local Coastal Program in that the structure is sited and was specifically designed with craftsman styled units with mixed one and two-story elements to be visually compatible, in scale with, and integrated with the character of the surrounding neighborhood. Additionally, multi-family residential uses are allowed uses in the RM-3-H (Residential Multi-Family - one unit per 3000 square feet, with Assisted Housing combining district) zone district, as well as the General Plan and Local Coastal Program land use designation. This affordable housing project was designed specifically to accommodate the intended use of the property as specified by the priority use designation. Developed parcels in the area primarily contain multi-family residential *units.* Size and architectural styles vary widely in the area with the apartment and townhouse buildings closest to the site being primarily two-story. The design submitted is compatible with the existing range. The proposed temporary construction trailer and proposed monument sign are also situated away from any potential conflicts and are designed in conformance with the Local Coastal Program.

DEVELOPMENT PERMIT FINDINGS:

1. THAT THE PROPOSED LOCATION OF THE PROJECT AND THE CONDITIONS UNDER WHICH IT WOULD BE OPERATED OR MAINTAINED WILL NOT BE DETRIMENTAL TO THE HEALTH, SAFETY, OR WELFARE OF PERSONS RESIDING OR WORKING IN THE NEIGHBORHOOD OR THE GENERAL PUBLIC, AND WILL NOT RESULT IN INEFFICIENT OR WASTEFUL USE OF ENERGY, AND WILL NOT BE MATERIALLY INJURIOUS TO PROPERTIES OR IMPROVEMENTS IN THE VICINITY.

The applicant proposes to construct **40** affordable residential apartment units on an undeveloped parcel. The location of the proposed affordable apartment 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 in that the project is located in an area designated for affordable multi-family residential uses and, which is not encumbered by physical constraints to development. The proposed residential development will not affect public health in that adequate water and sewer capacity are available to serve the units. Construction will comply with prevailing building technology, the Uniform Building Code, and the County Building ordinance to insure the optimum in safety and the conservation of energy and resources. The project design also provides the ability to utilize passive and natural heating and cooling in that some of the buildings and units are oriented in a manner to take advantage of solar opportunities. The proposed apartment project will not deprive adjacent properties or the neighborhood of light, air, or open space, in that the structures meet current setbacks that ensure access to light, air, and open space in the neighborhood. The project, as conditioned, will provide a safe, direct and accessible pedestrian sidewalk from the project to Searidge Road and nearby transit stop.

A soils report has been reviewed and approved for the project, and building permits will **be** required with inspections from all pertinent agencies. The project is conditioned to submit a noise study prior to building permit issuance that concludes the project will be within the limits of the Santa Cruz County Noise Element for both exterior and interior noise levels or modifications are required to ensure compliance with the standard. The project will be served water by the Soquel Creek Water District, Santa **Cruz** County Sanitation will provide sewage disposal, and the Aptos/La Selva Fire District has approved access. The applicant is conditioned to improve the length of Mikkelsen Drive with full pavement widths, curbs, gutters, and storm drains and to provide a sidewalk with landscape strip and street trees along the property frontage to Searidge Road to meet County Design Criteria, as well as, providing water, sewer and storm drain lines and the connections to this development. Preliminary improvement plans have been reviewed and approved by all pertinent agencies. The project, as proposed, will not be detrimental to surrounding properties and improvements.

2. THAT THE PROPOSED LOCATION OF THE PROJECT AND THE CONDITIONS UNDER WHICH IT WOULD BE OPERATED OR MAINTAINED WILL BE CONSISTENT WITH ALL PERTINENT COUNTY ORDINANCES AND THE

PURPOSE OF THE ZONE DISTRICT IN WHICH THE SITE IS LOCATED.

The project site is located in the RM-3-H (Residential Multi-Family - one unit per 3000 square feet, with Assisted Housing overlay) zone district. The proposed location **of** the affordable apartment 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 RM-3-H zone district in that the primary use **of** the property will be a multi-family affordable housing apartment project use that implements the assisted housing combining district designation and that meets current site standards for the zone district.

The project site is zoned RM-3-H which lists multi-family dwelling units as a principal permitted use. Chapter 13.10.321(f) of the County Code establishes the purposes of the RM Zone District. This proposal meets the intentions of the RM-3 zone district by offering rental apartment dwellings in an area, which is currently developed in an urban density, within the Urban Services Line and with a full range of urban services available. Subject to the concurrent approval of the proposed Density Bonus (13.10.391), and additional Concessions (13.10.393), the project as proposed is consistent with the purposes of the RM-3 Zone District.

The applicant is proposing to construct 89 parking spaces (81 onsite with 8 on-street guest spaces) with the possibility of an additional 16 spaces in the future if needed for a total of 105 spaces to satisfy the required parking. The preliminary parking program submitted by the applicant includes additional conditions that will assure adequate parking management.

The site of this proposed development is physically suitable for the type and density of development in that no challenging topographical features affect the site, a geotechnical report prepared for the property concludes that the site is qualified for **this** development, the parcel is somewhat commonly shaped which adds to the efficiency in the development design potential and results in development without the need for significant site standard exceptions or variances, and no environmental constraints exist which necessitate that the site remain undeveloped.

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.

The project is located in the Urban High Density Residential (R-UH) land use designation with an affordable housing overlay. This project is consistent with all elements of the General Plan in that it accommodates the designated use **as** specified by the Local Coastal Program. Chapter **2.10** of the General Plan Text provides the objectives and policies for development in the R-UH Land Use Classification. Objective 2.10 states this designation should provide higher density residential development in areas within the Urban Services Line, ***served*** by a full range of urban services, and in locations near collector and arterial streets, bus service, and shopping centers, and with housing types such as duplexes, townhomes, and mobile home park. The proposed development meets those objectives. The project is consistent with the General Plan in that the full range of urban services is available to the site including municipal water, sewer service, transit service, and nearby recreational opportunities. Further, this residential development is not located in a hazardous or environmentally sensitive area and the proposal protects natural

resources by expanding in an area designated for this type of development.

The proposed affordable rental multi-family residential use is consistent with the General Plan in that it meets the density requirements specified in the General Plan Objective (Urban High Density Residential). The maximum zoning density of the **RM-3** zoning designation is one dwelling per 3,000 square feet. General Plan Policy **2.11.1** allows a density increase of **25%** over the otherwise maximum allowable residential density under the applicable zoning ordinance and Land Use Element for for lower and very low-income developments. This proposal will require approval of an 11% Density Bonus to be consistent with maximum zoning density.

The proposed apartment 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 apartment project will not adversely shade adjacent properties as the buildings are setback a minimum of 30 feet from the property line, and **further** from the adjacent residential units, and will meet current setbacks for the zone district, with the **5** foot exception for the front setback along Mikkelsen Drive, that ensure access to light, air, and open space in the neighborhood.

The proposed apartment project will not be improperly proportioned to the parcel size or the character of the neighborhood as specified in General Plan Policy **8.6.1** (Maintaining a Relationship Between Structure and Parcel Sizes), in that the proposed apartment project will comply with the site standards for the RM-3-H zone district (including setbacks, lot coverage, floor area ratio, height, and number of stories) and will result in a structure consistent with **a** design that could be approved on any similarly sized lot in the vicinity.

The Seacliff Village Plan, which was recently adopted in **2003,** includes the adjacent roadway and parcel to the south. While this parcel is not within the Seacliff Village Plan area, the project design is compatible with the Plan area and the design guidelines in the Seacliff Village Plan. This project is also consistent with the master plan prepared with this application to guide the development of the three adjacent coastal priority site parcels.

4. THAT THE PROPOSED USE WILL NOT OVERLOAD UTILITIES AND WILL NOT GENERATE MORE THAN THE ACCEPTABLE LEVEL OF TRAFFIC ON THE STREETS IN THE VICINITY.

The proposed apartment project is a residential infill project at an urban density in an existing mixed-use area adjacent to transit corridors, as supported by the Regional Transportation Plan. The proposed residential use will not overload utilities or generate more than the acceptable level of traffic on the streets in the vicinity in that the existing surrounding streets and Mikkelsen Drive are expected to accommodate the anticipated increase in traffic.

A comprehensive traffic study and follow-up memo prepared by TJKM Transportation Consultants (see Exhibit G, Attachment 18), which evaluated the project impacts on the surrounding intersections and street network, were submitted for review and accepted by the County Department **of** Public Works Road Engineering division. The proposed development

with 40 units is anticipated to add up to approximately **272** daily trips to the local street system, with 21 trips occurring during the a.m. peak hour and 25 trips during the p.m. peak hour. According to the traffic study and memo, and as supported by Department of Public Works staff (Exhibit G, Attachment 19), the traffic generated by this project will not result in significant impacts in relation to the existing traffic load and capacity of the nearby street system. The report also analyzed an alternative with Mikkelsen Drive as a cul-de-sac, however, the project plans maintained Mikkelsen Drive through to McGregor Drive.

More specifically, the traffic impacts to the State Park Drive corridor and nearby intersections were analyzed in detail. According to the traffic study and follow-up memo, after the proposed project and adjacent pending projects **are** developed, six nearby intersections (Soquel Drive/State Park Drive; State Park Drive/Route 1 Northbound Off-ramp; State Park Drive/Route 1 Southbound Off-ramp; McGregor Drive/Sea Ridge Road; Mar Vista Drive/McGregor Drive; and, State Park Drive/Center Avenue/Sea Cliff Drive) are all projected to operate at acceptable levels of service during the peak hours.

The TJKM memo identified an overall intersection level of service for the McGregor Drive/Searidge Road and the State Park Drive/Searidge Road intersections and found that the overall intersection levels of service will not drop below acceptable levels as a direct result of the project, or of the project combined with future development; therefore, no traffic specific mitigations are required. The minor approach eastbound left-turn movements at State Park Drive/Searidge Road currently have substantial delays during the a.m. peak hour; however, **this** intersection does not currently meet Caltrans peak hour signal warrant. And, although the State Park Drive/Searidge Road intersection as a whole will continue to operate at LOS C or better, the intersection is expected to meet the Caltrans peak hour warrant for a traffic signal starting with the p.m. peak hour when the project and adjacent parcels are developed, due to the eastbound left turn delays. It was concluded that future signalization would be the best method to create gaps for the eastbound left-turn movement. A traffic signal project at the intersection of State Park Drive and Searidge Road is identified in the County's Capital Improvement Program (CIP) list to be completed within five years. The proposed 40-unit apartment project is conditioned to pay Aptos Transportation Improvement ***Area*** (TIA) fees and is anticipated to generate $112,000 in combined Transportation and Roadside Improvement Fees. The TIA fees can be utilized to help fund a future traffic signal at this intersection.

Will serve letters from the Soquel Creek Water District for public water service and the Santa Cruz County Sanitation District for sewer service are included in **this** report. These service districts have agreed to provide the proposed project with utilities. The project will not overload these service districts. The Aptos/La Selva Fire District serves the project site with fire protection and the District has reviewed and approved the plans.

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.

The proposed residential apartment development will complement and harmonize with the

existing and proposed land uses and developments in the vicinity and will be compatible with the physical design aspects, land use intensities, and dwelling unit densities of the neighborhood in that the project will implement the land use designation specified by the Local Coastal Program. Further, the proposed structures are mixed with one and two-story elements, in a mixed neighborhood of primarily story multi-family buildings and the proposed apartment project is consistent with the land use intensity and density of the neighborhood. North and west of the project there is high density residential development while further south of the property lies developed commercial properties. Setbacks and parking will separate the residential uses to the north and west of this development.

The exterior of the structures will be constructed of simulated shingle panels and wood board & batten siding, with double hung windows and composition shingle roof material. Wood trim details are provided to compliment the Craftsman style theme including wood knee brace & corbels, wood window trim, wood post columns, and wood guardrails. **Back** yards will be separated by a 6-foot wood and lattice fence along the side yards and a 4-foot wood fence along the rears. **A** 5-foot high dark green tubular steel fence is proposed along the eastern boundary with a 6-foot wooden good neighbor fence to the north and west. Raised, wood panel doors, front porches, and various roof planes will accent the front elevations. Individual units within the building clusters are setback from each other to add more interest and reduce massing. Each unit has front orientation to an open space focal pint with turf and landscaping. This design orients the structures away from existing residential uses in the area and the potential church development. The buildings are less than 26 feet in height and gradually step down the slope.

6. THE PROPOSED DEVELOPMENT PROJECT **IS** CONSISTENT WITH THE DESIGN STANDARDS AND GUIDELINES (SECTIONS **13.11.070** THROUGH 13.11.076), AND **ANY** OTHER APPLICABLE REQUIREMENTS OF THIS CHAPTER.

The proposed development is consistent with the Design Standards and Guidelines of the County Code in that the proposed apartment 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 only exception to this as identified by the Planning Department's Urban Designer is for the parking location and layout (see Exhibit H). His concern was that the parking layout is inconveniently located for the eastern half of the project and may result in a nuisance for the tenants or potentially problems accessing these units in case of an emergency.

The project proposes and is conditioned to provide parking lot and security lighting directed away from adjacent parcels. The trash and recycling container will be screened with fencing. A preliminary sign plan is provided for review with this application. A final detailed sign program will be provided with the building permit application. Proposed signage must be consistent with County Code Section 13.10.580, be compatible in size, location, design, materials, and colors with the units, and must not be visible from Highway 1 or be illuminated.

CONDITIONS OF APPROVAL

Exhibit A: Seacliff Highlands plans prepared by Ruggeri-Jensen-Azar & Associates with Dahlin Group, last revised December 19,2003 and January 9, 2004, 29 sheets.

I. This permit authorizes the construction of a 40-unit multi-family apartment project in 9 buildings with community center, laundry facility, and open space amenities. Prior to exercising any rights granted by this permit including, without limitation, any site disturbance, grading or construction, the applicant/owner shall:

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

B. Submit proof that these conditions have been recorded in the official records of the County of Santa Cruz (Office of the County Recorder) within ***60*** days of permit approval.

C. Obtain a Grading Permit from the Santa Cruz County Planning Department.

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

E. Pay a Negative Declaration filing fee of $25.00 to the Clerk of the Board of the County of Santa Cruz as required by the California Department of Fish and Game mitigation fees program.

F. No land disturbance shall take place prior to the issuance of grading and building permits (except the minimum required to install required improvements, provide access for County required tests or to carry **out** other work specifically required by another of these conditions).

G. No land clearing, grading or excavating shall take place between October **15** and April ***15*** unless a separate winter erosion-control plan is approved by the Planning Director.

H. Submit an offsite improvement plan detailing extensions of the sanitary sewer and storm drain for review and approval by the Department **of** Public Works prior to start of construction of extended utilities.

I. Prior to any site disturbance, a pre-construction meeting shall be conducted onsite with the following parties in attendance: grading contractor supervisor, South County Housing project manager, project geotechnical engineer, project civil engineer, project arborist, County Geologist, and Environmental Planning staff. The permit conditions and grading schedule shall be reaffirmed by all parties, tree preservation specifications shall be reviewed and discussed, and tree protection fencing will be inspected. The Storm Water Pollution Program Permit applicability will be reviewed, and the destination for any excess fill shall be identified.

EXHIBIT C

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

A. Submit Final Architectural and Engineered Improvement Plans for review and approval by the Planning Department. The final plans shall be in substantial compliance with the plans marked Exhibit "A" on file with the Planning Department. The final plans shall include the following additional information:

1. Identify final exterior elevation and roof finish materials and colors for Planning Department approval. Any color boards must be in 8.5" x 11" format.

2. Identify final building heights from the lower of natural or finished adjacent grade.

3. A site plan showing the location of all site improvements, including, but not limited to, points of ingress and egress, parking areas, and accessory structures.

4. All improvements shall comply with applicable provisions of the Americans With Disabilities Act and/or Title 24 of the State Building Regulations.

5. Plans shall demonstrate compliance with the coastal priority area master plan.

6. Wherever irrigation for landscaping is required, stubouts for water service shall be shown on the improvement plans.

7. A final Landscape Plan for the entire site specifying the species, their size, and irrigation plans which demonstrate compliance with the following criteria:

a. Turf Limitation. Turf area shall be of low to moderate water-using varieties, such as tall fescue. Turf areas should not be used in areas less than 8 feet in width.

b. Plant Selection. At least 80 percent of the plant materials selected for non-turf areas (equivalent to 60 percent of the total landscaped area) shall be well-suited to the climate of the region and require minimal water once established (drought tolerant). Native plants are encouraged. Up to 20 percent of the plant materials in non-turf areas (equivalent to 15 percent of the total landscaped area), need not be drought tolerant, provided they are grouped together and can be irrigated separately.

c. Soil Conditioning. In new planting areas, soil shall be tilled to a depth of 6 inches and amended with six cubic yards of organic material per 1,000 square feet to promote infiltration and water retention. After planting, a minimum of 2 inches of mulch shall be applied to all non-turf areas to retain moisture, reduce evaporation and inhibit weed growth.

d. Irrigation Management. All required landscaping shall be provided with an adequate, permanent and nearby source of water which shall be applied by an

installed irrigation, or where feasible, a drip irrigation system. Irrigation systems shall be designed to avoid runoff, overspray, low head drainage, or other similar conditions where water flows onto adjacent property, non-irrigated areas, walks, roadways or structures.

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

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

The irrigation plan and **an** irrigation schedule for the established landscape shall be submitted with the building permit application. The irrigation plan shall show the location, size and type of components of the irrigation system, the point of connection to the public water supply and designation of hydrozones. The irrigation schedule shall designate the timing and frequency of irrigation for each station and list the amount of water, in gallons or hundred cubic feet, recommended on a monthly and annual basis.

Landscape irrigation should be scheduled between 6:00 p.m. and 11:00 **am.** to reduce evaporative water **loss.**

8. All new utilities shall be constructed underground. All facility relocations, upgrades or installations required for utilities service to the project shall be noted on the improvement plans. All preliminary engineering for such utility improvements is the responsibility of the developer.

9. Details showing compliance with the Aptos/La Selva Fire Protection District requirements, as described in their comments dated August **1,2003.**

10. Final plans shall indicate that the Soquel Creek Water District will provide water service to the project and show compliance with applicable requirements contained in their letter dated 10/9/03.

11. Final plans shall indicate that the Santa Cruz County Sanitation District will provide sewer service to the project and show compliance with the requirements of the District contained in the memos dated **9/8/03,** 10/6/03 & 10/23/03. The final plans and profiles for the proposed onsite sanitation system including the onsite sewer laterals, clean-outs, and connections to existing public sewer must be shown on the building permit plans and must be reviewed and approved by the County Sanitation District prior to building permit issuance. The owner must assume maintenance responsibility for all onsite sewers for **this** project and the building permit plans should be noted accordingly.

12. Engineered grading plans and additional information to address the remaining Environmental Planning comments by Kent Edler and Robin Bolster, dated **8/8/03,** 10/2/03, and 11/12/03.

13. The improvement plans shall incorporate the recommendations of the geotechnical report, dated June 2000, by Steven Raas & Associates and the Geotechnical Review letter by County Geologist dated 10/703 into the building and grading plans. The plans shall reflect the site preparation, cut and fill slopes, slope erosion control, foundations-spread footings, slab-on-grade construction, utility trenches, lateral pressures, surface drainage, and pavement design recommendations discussed in this report. As Steven Raas & Associates is no longer in business, the applicant must submit a Soils Engineer Transfer of Responsibility letter and have a new geotechnical engineering firm assume responsibility for the report and review the plans. A plan check letter from the new soils engineer will be required prior to Grading or Building Permit issuance.

14. Submit a final engineered erosion control plan that addresses clearing and grading schedule, clearly marked disturbance envelope, revegetation specifications, temporary driveway surfacing and construction entry stabilization, details of temporary drainage control including lined swales, barriers, and erosion protection at drainage inlets and the outlets of pipes, etc. The plans shall be reviewed and approved by the Department of Public Works and Environmental Planning Staff prior to Grading or Building Permit issuance.

15. Submit final engineered drainage improvement plans that detail the onsite detention storage system, for no less than the Q25 storm with the release rate not to exceed the pre-development 5 year storm discharge rate, and Best Management Practices (BMP) including but not limited to bubblers and vegetated swale(s), in order to mitigate the project's contribution of new storm water runoff to the downstream drainage system and to prevent any impacts from flooding. These plans shall be reviewed and approved by the County Department of Public Works, Drainage division prior to Grading or Building Permit issuance.

16. A Final Engineered Drainage plan shall include the installation of silt and grease traps and/or other stormwater filtration facilities as proposed and include the implementation of a monitoring and maintenance program, to minimize this project's contribution to the contamination of downstream drainage. This program shall include the following standard Inspection of the trap by a professional qualified to maintain silt and grease traps and other stormwater facilities each year prior to October 15 and an annual report to the Department of Public Works, Drainage Section within 5 days of the inspection. The report shall include any repairs that need to be or have been completed to maintain functionality of the system. See condition IV.B. below.

B. Provide for a total of 105 car parking spaces, consisting of **81** onsite, 8 on-street guest, and

16 reserve spaces. Parking spaces must be 8.5 feet wide by 18 feet long and must be located outside of vehicular rights-of way, except for the guest parking pursuant to Code Section 13.10.552. Parking must be clearly designated and dimensioned on the site plan.

C. The parking/circulation areas shall be surfaced with a minimum of 2 inches of asphalt concrete over 5 inches of Class II base rock (or other approved equivalent surface). All spaces shall be striped and defined by wheel stops or curbed.

D. All parking and circulation areas shall be lighted with low-rise light standards (maximum 15 feet in height) or light fixtures attached to the buildings. (Energy efficient high-pressure sodium vapor lamps metal halide or fluorescent lighting is recommended). All lighting fixtures shall be of a non-glare type and directed on to the site and away from adjacent properties and roadways. Lighting fixtures shall be maintained in good working order, and all worn out light bulbs replaced with regularly scheduled maintenance.

E. Provide a safe, direct and accessible pedestrian sidewalk from the project to Searidge Road pursuant to the improvement plans approved with MLD 93-0437.

F. Provide engineered plans for curbs, gutters and sidewalks required to be installed along the parcel frontage and connecting to Searidge Road. The driveway must also conform to County Design Criteria Standards.

G. The final road improvement plan shall meet County Design Criteria and shall include streetlights, where appropriate, as well as, 24-inch box street trees along the property frontage. Tree selection will be made by the property owners from a selection of **trees** in the Santa Cruz County Urban Forestry Master Plan. The **trees** will be maintained in perpetuity by the property owner or assigned management association.

H. All off-site work within a County road right-of-way shall be subject to the provisions of Chapter 9.70 of the County Code, including obtaining an Encroachment Permit from the Department of Public Works.

I. Meet all requirements of (as described in comments dated December 1,2003) and pay the Zone ***6*** Flood Control drainage **fees** to the County Department of Public Works, Drainage division. This fee is currently $.85 per square foot of new impervious surface.

J. Provide a recorded Maintenance Agreement to the Department of Public Works, Drainage division, based on Figure SD-17 of the County Design Criteria for all silt and grease traps and/or stormwater filtration system(s) onsite. See condition IV.B. below.

K. Meet all requirements of the Soquel Creek Water District required prior to building permit (see District letter dated 10/9/03). Engineered improvement plans for all water line extensions or modifications to previously approved improvement plans required by the District shall be submitted for the review and approval of the water agency.

L. Meet all requirements of the County Sanitation District as outlined in the memos with the

District dated 9/8/03, 10/6/03, & 10/23/03. The owners or assigned property management company shall assume all responsibility for providing the upkeep and maintenance of all onsite sanitary sewers. A clause of this nature shall be included in the final management documents. The sanitary sewer plans for Mikkelsen Drive should be modified as necessary to show the proposed public sewer extension as indicated in the project utility plan. ***An*** engineered offsite improvement plan for the extension **of** the sanitary sewer shall be submitted for review and approval by the Department of Public Works prior to construction of extended utilities. Sanitary sewer within the County right-of-way shall be designed per County standards.

M. Meet all requirements (as described in comments dated August 1,2003) and pay any applicable plan check fee of the Aptos/La Selva Fire Protection District. These requirements include automatic fire sprinklers in each of the units and fire hydrants installed at locations specified by the Fire District. ***Also,*** all roads, driveways and fire protection systems shall be installed prior to construction of any building. ***An*** additional public hydrant shall be installed on the comer of Mikkelsen Drive.

N. Meet the requirements of the Santa Cruz Metropolitan Transit District as identified in the letter by David **Komo** dated September 22,2003 by improving the existing offsite bus stop located along the north side of Searidge Road near the McGregor Drive intersection. The District will provide plans and specifications for the improvements to the developer.

O. Enter into an Affordable Housing Participation Agreement with the County. Documentation shall be obtained from the Housing division. The agreement shall specify that the project is a 100% affordable housing project and it shall comply with County Code Chapter 17.10.

P. Pay the Child Care mitigation fee for 86 bedrooms. Currently, this fee is estimated at $3,096 based on $36 per bedroom, however, the total fee will be calculated based on the final building plans and the fee in effect at the time of building permit issuance.

Q. Pay the Aptos Parks mitigation fee for 86 bedrooms. Currently, **this** fee is estimated at $64,500 based on $750 per bedroom, however, the total fee will be calculated based on the final building plans and the fee in effect at the time of building permit issuance.

R. Pay the Transportation Improvement Area (TIA) fees for 40 multi-family units in the Aptos area to compensate for this project's contribution **to** cumulative traffic impacts in the area. The fees for Transportation and Roadside Improvements are currently each $1,400 per unit but are subject to the fees in effect at the time of building permit issuance. The total fees are currently calculated to be $112,000 ($56,000 for Transportation Improvements and $56,000 for Roadside Improvements).

S. Submit a **written** statement signed by an authorized representative of the Pajaro Valley Unified School District confirming payment in **full** of all applicable developer fees and other requirements lawfully imposed by the school district. This fee is currently $3.80 per square foot for residential development.

EXHIBIT *C*

T. Obtain a Grading Permit from the County Planning Department incorporating all recommendations of the soils engineer. No land clearing, grading or excavating shall take place between October 15 and April 15 unless a separate winter erosion control plan is approved by the Planning Director.

U. Prior to being granted winter grading approval, submit a comprehensive winter operations /erosion control plan designed by the project civil engineer in conjunction with a Certified Professional in Erosion and Sediment Control (CPESC), for review and approval by the County Geologist, in order to prevent soil erosion, off site sedimentation, and pollution of creeks. The plan shall include the following elements: clearing and grading schedule, clearly marked disturbance envelope, onsite sediment control facilities, temporary driveway surfacing and construction entry stabilization, temporary drainage control details including lined swales and erosion protection at drainage inlets and the outlets of pipes. The project geotechnical engineer shall confirm that the onsite soil conditions are adequate for winter operations. If winter operations are approved, the winter operations plan must be installed prior to October 1 of any year and installation must be inspected by the CPESC with a letter of inspection submitted to the County Geologist by October 15. If no letter is received all land disturbance must cease until April 15 of the next year. In addition, the site must be examined weekly by the CPESC to confirm the maintenance of the approved sediment control measures. Contracts with project contractors must include provisions that allow the CPESC to directly take any action necessary to correct erosion problems. All storm drain work must also be completed by October 15.

V. Apply to the State Water Quality Control Board, pay any required fees, and obtain a NPDES permit in conjunction with submitting the Storm Water Pollution Prevention Plan (SWPPP) to County Public Works for review, and obtain any related County inspections.

W. A final detailed sign program shall be provided with the building permit application and approved by the project planner with Building Permits obtained as required. Proposed signage must be consistent with County Code Section 13.10.580. Project signs must not be visible from Highway 1 and must be compatible in size, location, design, materials and colors with the dwelling units. Illuminated signs are not permitted in the scenic corridor.

X. Submit a noise study, prepared by an acoustical engineer, to the Planning Department prior to building permit submittal. The study shall addresses noise levels at the project site and include recommendations for project modifications to reduce interior and exterior noise levels to those specified in the General Plan (45db interior/60db exterior), if applicable. The building pennit plans must reflect any recommended modifications prior to building permit issuance to ensure noise levels to the project do not exceed those allowed in the General Plan.

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

A. All improvements shown on the final approved Building Permit plans, including site plans, landscape plans, drainage plans, and sign plans shall be installed.

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

C. The project must comply with all recommendations of the approved soils report and County review letter. The project geotechnical engineer should perform periodic inspections during grading and construction. The geotechnical engineer shall inspect the completed project and certify in writing that the improvements have been constructed in conformance with the geotechnical report, **This** letter shall be submitted to Environmental Planning prior to final occupancy inspection of the building permit.

D. Dust suppression techniques shall be included **as** part of the construction plans and implemented during construction.

E. Construction activities shall be limited to between 8:00 **AM** to **6:00** PM weekdays, unless the Planning Director authorizes a temporary change in the hours of operation due to an emergency circumstance.

F. Pursuant to Sections **16.40.040** and **16.42.100** of the County Code, if at any time during site preparation, excavation, or other ground disturbance associated with this development, any artifact or other evidence of an historic archaeological resource or a Native American cultural site is discovered, the responsible persons shall immediately cease and desist from all further site excavation and notify the Sheriff-Coroner if the discovery contains human remains, or the Planning Director if the discovery contains no human remains. The procedures established in Sections **16.40.040** and **16.42.100** shall be observed.

G. Comply with the Soquel Creek Water District demand offset-retrofit policy in order to prevent impacts on limited groundwater supplies. Compliance with the District's requirements must be demonstrated to the District, with a copy of any correspondence indicating satisfaction of these requirements submitted to the project planner.

IV. Operational Conditions

A. All landscaping improvements shall be permanently maintained by the owner's property management company.

B. In order to prevent project drainage discharges from carrying silt, grease, and other contaminants and thus minimize this project's contribution to the contamination of downstream drainage, the owner or assigned management company shall monitor and maintain the project silt and grease traps or other stormwater filtration system(s) according ***to*** the following schedule: 1) Prior to October 15 each year, at a minimum interval of once per year, the units shall be inspected, cleaned, and repaired **as** needed, and, **2) A** brief **annual** report shall be prepared by the facility inspector at the conclusion of each October inspection and submitted to the Drainage Section of the Department of Public

Works within 5 days of inspection. This monitoring report shall specify completed or needed repairs to ensure the traps/facilities function adequately.

C. Occupancy of the 40 rental units shall be restricted to very low to moderate-income households for the life of the development. The Board of Supervisors shall authorize the property manager to verify the eligibility of residents. Maximum rents charged shall comply with County Code Chapter 17.10.

D. The affordability requirements of Section 13.10.391(b) and 13.10.393(b) shall be applied and enforced in the same manner as is provided for in the County's Affordable Housing Ordinance at Chapter 17.10 of the County Code and the Income, Asset and Unit Price Guidelines adopted pursuant thereto, except that in the case of any conflict with State law, State standards shall prevail.

E. The owner or property management company shall submit a parking study survey for the entire project for the review and approval of the Planning Department, one year following occupancy of the last constructed unit, and each additional three years thereafter to ensure that the number of spaces provided adequately serves the development and to determine if any or all of the additional reserve parking spaces need to be developed. The owner shall construct the additional reserve parking spaces, if determined necessary by the Planning Department.

F. 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.

V. Mitigation Monitoring Program

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

A. Mitigation Measure: Drainage Facility Maintenance (Conditions II.A.16., II.J., & IV.B.)

Monitoring Program: In order to prevent project drainage discharges from carrying silt, grease, and other contaminants, after installing the required silt and grease traps or other stormwater filtration system(s), the owner or assigned management company shall monitor and maintain these facilities according to the following schedule: 1) Prior to October 15 each year, at a minimum interval of once per year, the traps shall be inspected, cleaned,

and repaired as needed; and, 2) A brief annual report shall be prepared by the trap inspector at the conclusion of each October inspection and submitted to the Drainage Section of the Department of Public Works within 5 days of inspection. This monitoring report shall specify completed or needed repairs to ensure the traps/facilities function adequately. A Maintenance Agreement must be recorded prior to Public Works, Drainage division's approval of the Building Permit. Correction notices will be issued in the case **of** noncompliance after construction.

B. Mitigation Measure: Winter Grading Operations/Erosion Control Plan (Condition **ILU.)**

Monitoring Program: In order to prevent soil erosion, off site sedimentation, and pollution of creeks, prior to being granted Winter Grading Approval the applicant shall submit a comprehensive winter operations/erosion control plan designed by the project civil engineer in conjunction with a Certified Professional in Erosion and Sediment Control (CPESC), for review and approval by the County Geologist. The plan shall include the following elements: clearing and grading schedule, clearly marked disturbance envelope, on-site sediment control facilities, temporary driveway surfacing and construction entry stabilization, details of temporary drainage control including lined swales and erosion protection at drainage inlets and the outlets of pipes. The project geotechnical engineer shall confirm that the on-site soil conditions are adequate for winter operations. **If** Winter Operations are approved, the winter operations plan must be installed prior to October **1** of any year and installation must be inspected by the CPESC with a letter of inspection submitted to the County Geologist by October 15. If no letter is received all land disturbance must cease until April 15 of the next year. In addition, the site must be examined weekly by the CPESC to confirm the maintenance of the approved sediment control measures. Contracts with project contractors must include provisions that allow the CPESC to directly take any action necessary to correct erosion problems. Correction notices shall be issued in the event of noncompliance.

C. Mitigation Measure: Downstream Drainage Runoff (Condition II.A.15)

Monitoring Program: In order to mitigate the project's contribution of new storm water runoff to the downstream drainage system and to prevent impacts from flooding, the applicant shall revise the plans to include: on site detention storage for no less than the Q25 storm with the release rate not to exceed the pre-development **5** year storm discharge rate, and Best Management Practices (BMP) including bubblers and vegetated swale(s). The plans submitted with this Planning Commission report indicate the area where the onsite detention storage system will be installed and the anticipated BMPs to be utilized onsite. Detailed engineered plans demonstrating compliance with these measures shall be submitted, reviewed and approved by the County Department of Public Works, Drainage division prior to Grading or Building Permit issuance.

D. Mitigation Measure: Water District Groundwater Supply Policy (Condition III.G.)

Monitoring Program: In order to prevent impacts on limited groundwater supplies the applicant shall comply with the Soquel Water District demand offset-retrofit policy.

Compliance with the Soquel Creek Water District policies and requirements must be demonstrated to the Water District with a copy of any correspondence indicating satisfaction of these requirements submitted to the project planner prior to building permit final occupancy inspection.

VI. As a condition of this development approval, the holder of this development approval ("Development Approval Holder"), is required to defend, indemnify, and hold harmless the COUNTY, its officers, employees, and agents, from and against any claim (including attorneys' fees), against the COUNTY, it officers, employees, and agents to attack, set aside, void, or annul this development approval of the COUNTY or any subsequent amendment of this development approval which is requested by the Development Approval Holder.

A. COUNTY shall promptly notify the Development Approval Holder of any claim, action, or proceeding against which the COUNTY seeks to be defended, indemnified, or held harmless. COUNTY shall cooperate fully in such defense. If COUNTY fails to notify the Development Approval Holder within sixty (60) days of any such claim, action, or proceeding, or fails to cooperate fully in the defense thereof, the Development Approval Holder shall not thereafter be responsible to defend, indemnify, or hold harmless the COUNTY if such failure to notify or cooperate was significantly prejudicial to the Development Approval Holder.

B. Nothing contained herein shall prohibit the COUNTY from participating in the defense of any claim, action, or proceeding if both of the following occur:

1. COUNTY bears its own attorney's fees and costs; and
2. COUNTY defends the action in good faith.

C. Settlement. The Development Approval Holder shall not be required to pay or perform any settlement unless such Development Approval Holder has approved the settlement. When representing the County, the Development Approval Holder shall not enter into any stipulation or settlement modifying or affecting the interpretation or validity of any of the terms or conditions of the development approval without the prior written consent of the county.

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

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

PLEASE NOTE: THIS PERMIT EXPIRES TWO YEARS FROM DATE OF APPROVAL UNLESS YOU OBTAIN YOUR BUILDING PERMIT AND COMMENCE CONSTRUCTION.

EXHIBIT *C*

Seacliff Highlands (McGregor Site), Appl. #03-0276 - Location Map

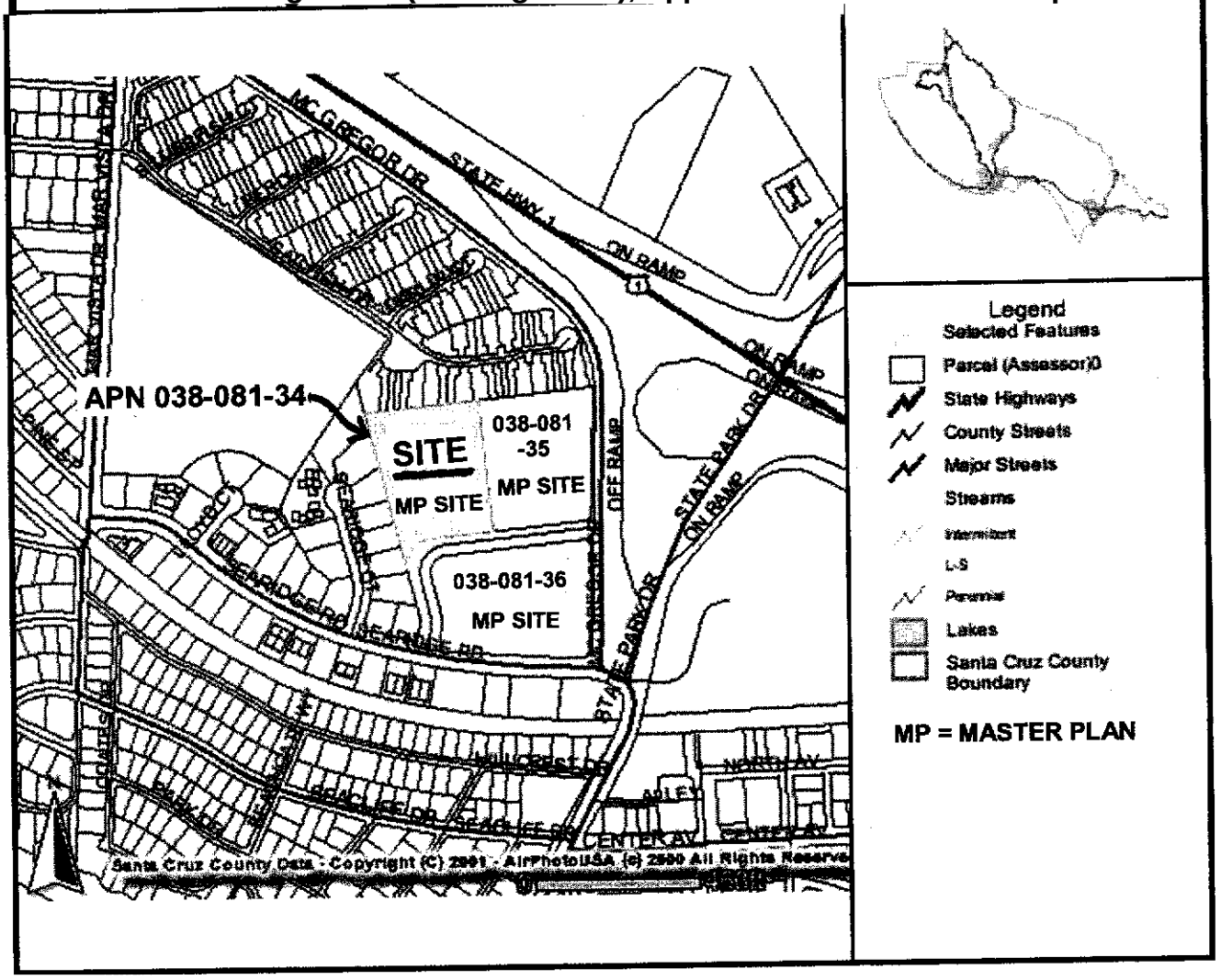


EXHIBIT D

FOR TAX PURPOSES ONLY

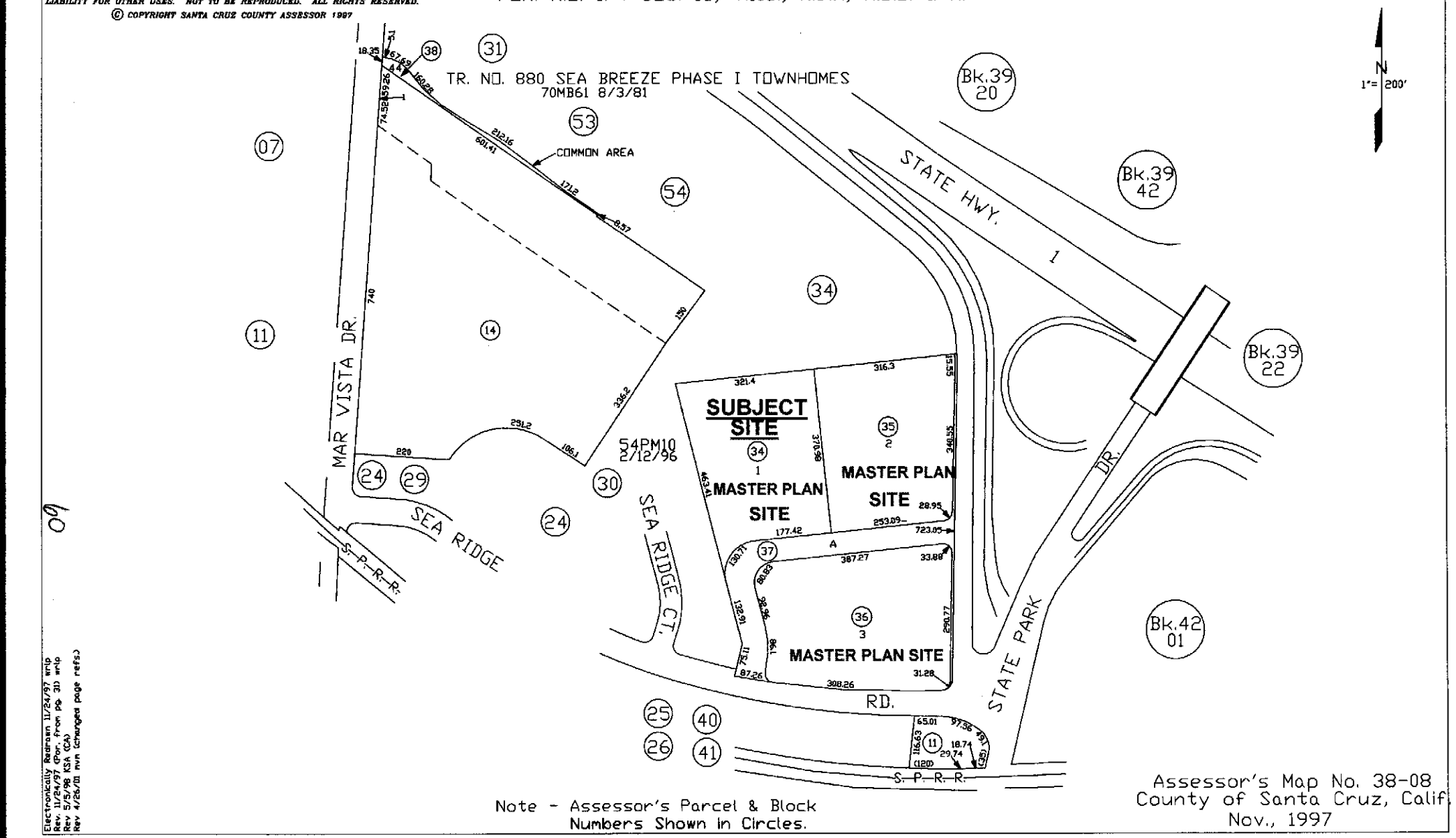
THE ASSESSOR MAKES NO GUARANTEE AS TO MAP ACCURACY NOR ASSUMES ANY LIABILITY FOR OTHER USES. NOT TO BE REPRODUCED. ALL RIGHTS RESERVED.

APTOS RANCHO

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

Tax Area Code 69-273

38-08



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

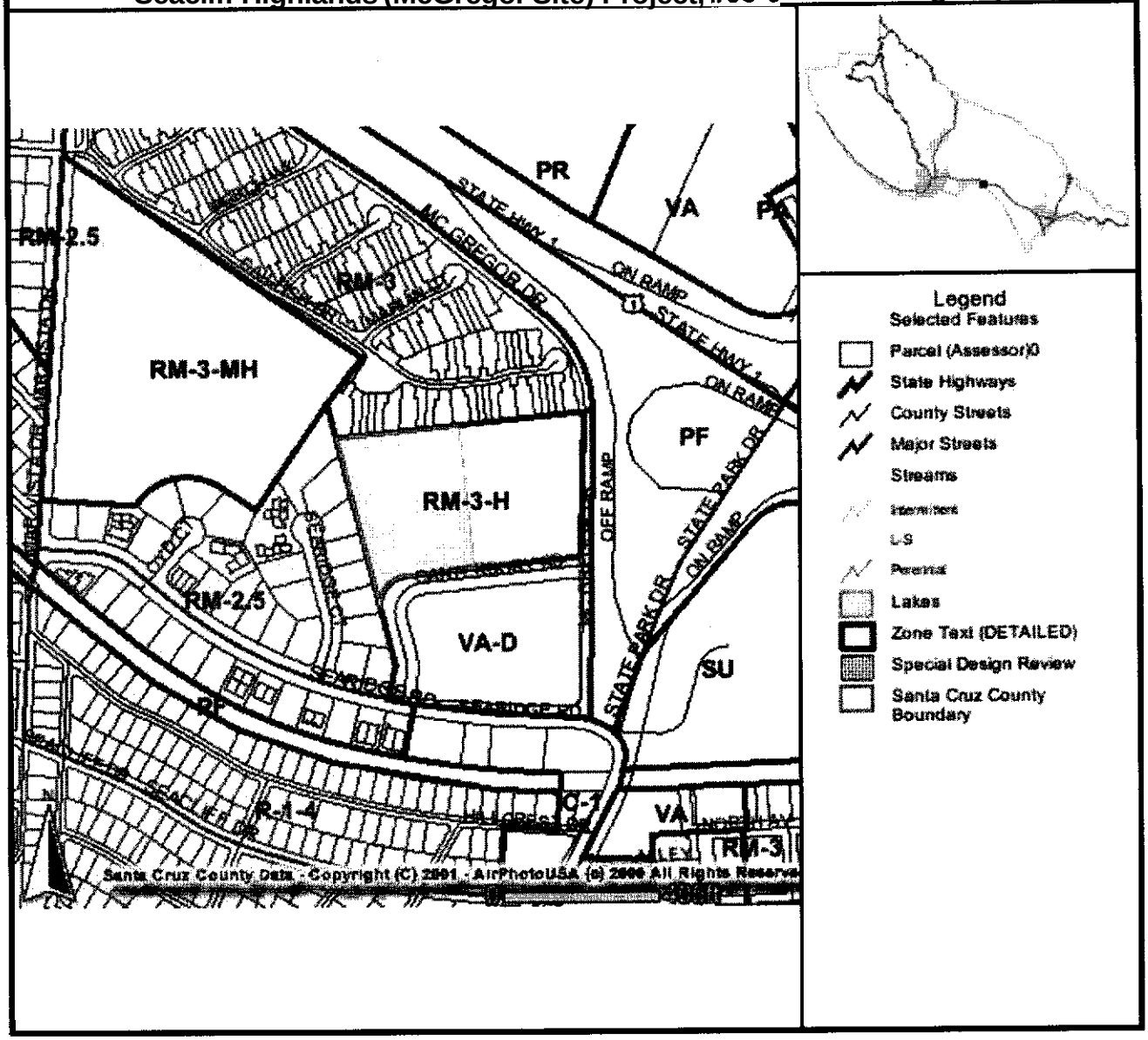
Assessor's Map No. 38-08
County of Santa Cruz, Calif.
Nov., 1997

Electronically Redrawn 11/24/97 wrlp
Rev. 11/24/97 (Por. from Pg 31) wrlp
Rev. 5/5/98 KSA (CA)
Rev 4/26/01 nvn (changed page refs.)

ASSESSOR'S PARCEL MAP

EXHIBIT E

Seacliff Highlands (McGregor Site) Project, #03-0276 - Zoning Map



EXHIBIT

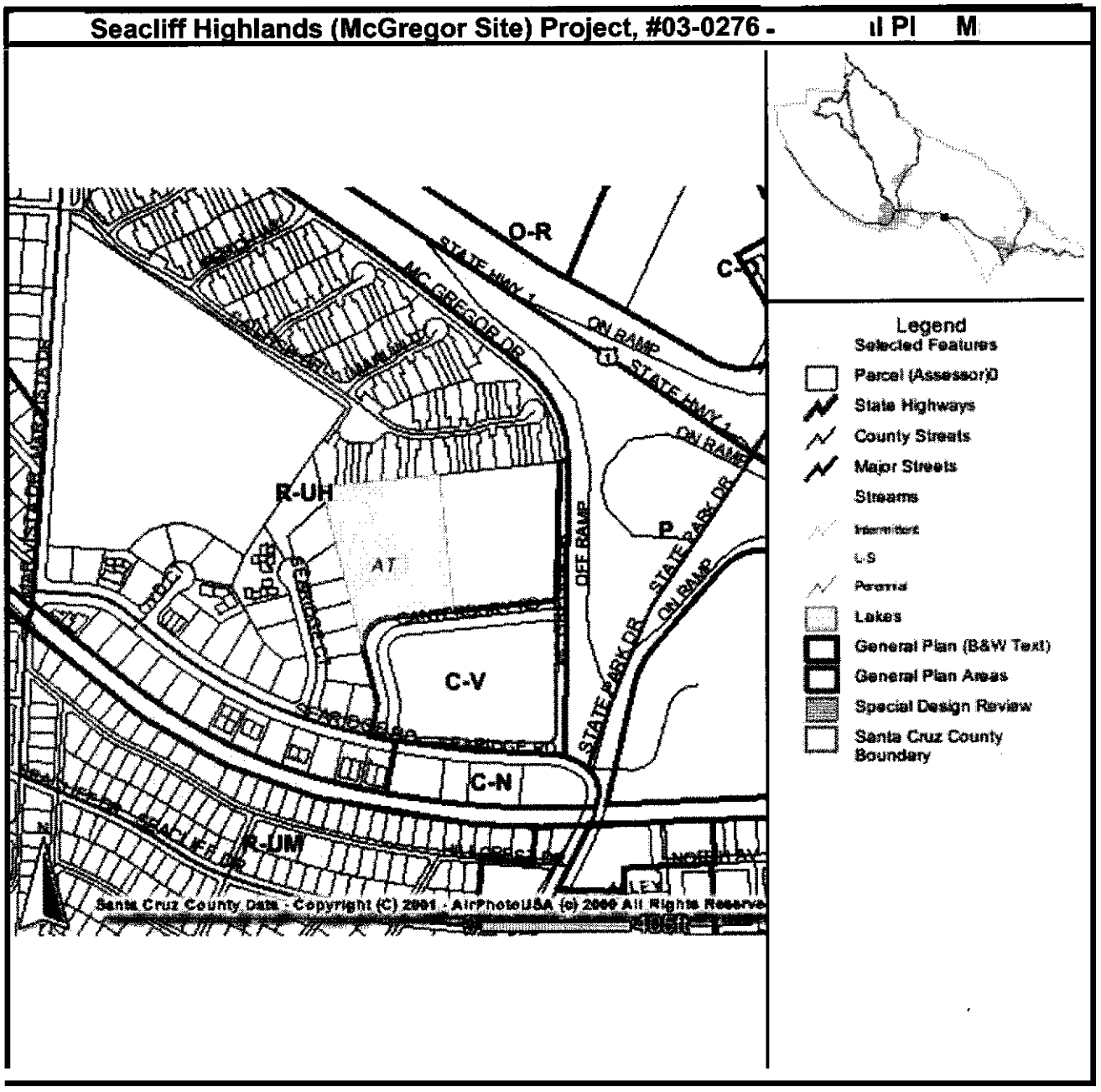

Seacliff Highlands (McGregor Site) Project, #03-0276 -
O-R
STATE HWY 1
ON RAMP
MC GREGOR DR
R-UH
C-V
C-N
R-UM
P
OFF RAMP
STATE PARK DR
Legend
Selected Features
Parcel (Assessor)0
State Highways
County Streets
Major Streets
Streams
Lakes
General Plan (B&W Text)
General Plan Areas
Special Design Review
Santa Cruz County Boundary

EXHIBIT F

FOR TAX PURPOSES ONLY

APTOS RANCHO

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

Tax Area Code
69-273

38-08

TR. NO. 88

COASTAL PRIORITY SITE / MLD 93-0437

Lot 1 – South County Housing affordable housing parcel

Lot 2 – St. John the Baptist Church parcel

Lot 3 – Kumar parcel – Visitor Accommodation/Park

N
1"= 200'

MAR VISTA DR.

SEA RIDGE

SEA RIDGE CT.

S. P. R. R.

54PM10
2/12/96

STATE PARK DR.

RD.

Bk.39
22

Bk.42
01

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

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

63

ectronically Redrawn 11/24/97 wlp
rv. 11/24/97 (Per. from pg 30 wlp
rv 5/5/98 KSA (DA)
rv 4/26/01 nvn (changed page refs.)

EXHIBIT E

County of Santa Cruz

PLANNING DEPARTMENT
701 OCEAN STREET, 4TH FLOOR, SANTA CRUZ. CA 95060-4000
(831)454-2580 FAX (831)454-2131 TOO: (831) 454-2123
TOM BURNS, DIRECTOR

NEGATIVE DECLARATION AND NOTICE OF DETERMINATION

Application Number: 03-0276 **RJA Engineering, for South County Housing**

The applicant proposes to construct a 40-unit affordable housing apartment project in nine buildings with community center, laundry facility, and common open space activity areas with approximately 9,584 cubic yards of grading. This proposal requires a Residential Development Permit, Coastal Development Permit, Design Review, approval of a coastal priority site master plan (which also addresses the two adjacent vacant parcels), approval of a parking management plan, approval of an 11% area Density Bonus (4 units) reduced front setback from 20 to 15 feet, Preliminary Grading Approval, and Winter Grading Approval. The property i located northwest of the intersection of McGregor Drive and Searidge Road in the Seacliff area of Aptos.

APN: 038-081-34 **Melissa Allen, Staff Planne**

Zone District: Residential Multi-Family one unit per 3, 000 sq. ft. (RM-3-H)

ACTION: Negative Declaration with Mitigations
REVIEW PERIOD ENDS: January 9, 2004

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

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

Required Mitioation Measures or Conditions:
_____ None
__XX__ Are Attached

Review Period Ends__ Januarv 9,2004

Date Approved By Environmental Coordinator _ January 13, 2004

KEN HART
Environmental Coordinator
(831) 454-3127

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

NOTICE OF DETERMINATION

The Final Approval of This Project was Granted by _____

on _____ No EIR was prepared under CEQA.

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

Date completed notice filed with Clerk *of* the Board._____

EXHIBIT G

NAME: RJA Engineering for South County Housing
APPLICATION: 03-0276
A.P.N: 038-081-34

NEGATIVE DECLARATION MITIGATIONS

A. To prevent project drainage discharges from carrying silt, grease, and other contaminants, shall maintain the silt and grease traps shown on the plans according to the following monitoring and maintenance schedule:

1. The traps shali be inspected to determine if they need cleaning or repair prior to October 15 each year, at a minimum interval of once per year;

2. A brief annual report shall be prepared by the trap inspector at the conclusion of each October inspection and submitted to the Drainage Section of the Department of Public Works within 5 days of inspection. This monitoring report shall specify any repairs that have been done *or* that are needed to allow the trap to function adequately.

B. in order to prevent soil erosion, off site sedimentation, and pollution of creeks, prior to being granted Winter Grading Approval the applicant shali:

1. Submit a comprehensive winter operations / erosion control pian designed by the project civil engineer in conjunction with a Certified Professional in Erosion and Sediment Control (CPESC), for review and approval by the County Geologist. The pian shall include the following elements: clearing and grading schedule, clearly marked disturbance envelope, on-site sediment control facilities, temporary driveway surfacing and construction entry stabilization. details of temporary drainage control including lined swales and erosion protection at drainage *inlets* and the outlets of pipes.

2. The project geotechnicai engineer shall confirm that the on-site soil conditions are adequate for winter operations.

3. The winter operations plan must be installed prior to October 1 of any year. Installation must be inspected by the CPESC and a letter of inspection submitted to the County Geologist by October 15. If no letter is received all land disturbance must cease until April 15 of the next year.

4. If Winter Operations are approved the site must be examined weekly by the CPESC to confirm the maintenance of the approved sediment control measures. Contracts with project contractors must include provisions that allow the CPESC to directly take any action necessary to correct erosion problems.

C. In order to mitigate the project's contribution of new storm water runoff to the downstream drainagesystem and to prevent impacts from flooding, the applicant shall revise the plans to include: on site detention storage for no less than the Q25 storm with the release rate not to exceed the pre-development 5 year storm discharge rate, and Best Management Practices (BMP) including bubblers and vegetated swale(s). Prior to public hearing the plans shall indicate the area where the system will be installed and the BMPs. Detailed plans may be submitted prior to grading permit issuance.

D. In order to prevent impacts on limited groundwater supplies the applicant shali comply with the Soquel Water District demand offset- retrofit policy.

EXHIBIT G

COUNTY OF **SANTA** CRUZ

PLANNING DEPARTMENT

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

NOTICE OF ENVIRONMENTAL REVIEW PERIOD

SANTA CRUZ COUNTY

APPLICANT. **RJA Enaineerina. for South County Housing**

APPLICATION **NO.:03-0276**

APN: **038-081-34**

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

XX Neaative Declaration
(Your project will not have a significant impact on the environment.)

XX Mitigations will be attached to the Negative Declaration.

_____ No mitigations will be attached

_____ Environmental Impact Report
(Your project may have a significant effect on the environment. An EIR must be prepared to address the potential impacts.)

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

Review Period Ends: (End of Review Period date)

Melissa Allen
Staff Planner

Phone: 454-2218

Date: December 3, 2003

EXHIBIT G

COUNTY OF SANTA CRUZ
PLANNING DEPARTMENT

Date: December 1, 2003
Staff Planner: Melissa Allen

ENVIRONMENTAL REVIEW
INITIAL STUDY

APPLICANT: RJA Engineering
APN: 038-081-34
OWNER: South County Housing
Application No: 03-0276
Supervisorial District: Fourth
Site Address: No site address, vacant parcel on Mikkelsen Drive (Canterbury Road)
Location: Northwest of the McGregor Drive and Searidge Road intersection in Seacliff

EXISTING SITE CONDITIONS

Parcel Size: 2.54 acres
Existing Land Use: Vacant parcel
Vegetation: Weeds and grasses with dense acacias & 2 oak trees along western boundary
Slope: 0-15% 2.54, 16-30% ___, 31-50% ___, 51+% ___ acres
Nearby Watercourse: Pacific Ocean
Distance To: Roughly 2,000 feet south
Rock/Soil Type: Mapped as Elkhorn sandy loam, 2 to 9% slopes (133) and Watsonville loam, 2 to 15% slopes (177)

ENVIRONMENTAL RESOURCES AND CONSTRAINTS

Groundwater Supply: None mapped
Water Supply Watershed: None mapped
Groundwater Recharge: None mapped
Timber or Mineral: None mapped
Agricultural Resource: None mapped
Biologically Sensitive Habitat: None mapped or observed
Fire Hazard: None mapped, low
Floodplain: None mapped
Erosion: None mapped
Landslide: Low potential
Liquefaction: Low potential
Fault Zone: Nearest active is 3% miles
Scenic Corridor: Yes, portion mapped Visible from Hwy 1 scenic corridor
Historic: None mapped
Archaeology: None mapped
Noise Constraint. None mapped
Electric Power Lines: None
Solar Access: Adequate
Solar Orientation: Adequate
Hazardous Materials: None

SERVICES

Fire Protection: Aptos/La Selva Fire Protection District
Drainage District: Santa Cruz County Food Control, Zone 6
School District: Pajaro Valley Unified School District
Project Access: Mikkelsen Drive from Searidge Road or McGregor Drive
Water Supply: Soquel Creek Water District
Sewage Disposal: Santa Cruz County Sanitation District

EXHIBIT G

PLANNING POLICIES

Zone District: Residential Multi-Family one unit per 3,000 **sq.** ft. (RM-3-H)
Special Designation: Assisted Housing "H" Combining District & Coastal Priority Site
General Plan: Urban High Residential (R-UH)
Special Community: Outside of, but adjacent to, Seacliff Beach Special Community and adopted Seacliff Village Plan areas
Coastal Zone: Yes
Within USL: Yes

PROJECT DESCRIPTION:

The applicant proposes to construct a 40-unit affordable housing apartment project in nine buildings with community center, laundry facility, and common open space activity areas (including playground, turf, picnic and barbeque areas) with approximately 9,584 cubic yards of grading. This proposal requires a Residential Development Permit, Coastal Development Permit, Design Review, approval of a coastal priority site master plan (which also addresses the two adjacent vacant parcels), approval of a parking management plan, approval of a 11% area Density Bonus (4 units) with 100% Affordability Incentives including a reduced front setback from 20 to 15 feet and priority processing, Preliminary Grading Approval, Winter Grading Approval, Environmental Assessment, and Soil Report Review. The property is located northwest of the intersection of McGregor Drive and Searidge Road in the Seacliff area of Aptos.

PROJECT SETTING AND MORE DETAILED PROJECT DISCUSSION:

The project site consists of one parcel (APN 038-081-34), an approximately 2.54 acre vacant lot located on the north side of Mikkelsen Drive (Canterbury Road) northwest of the intersection of McGregor Drive and Searidge Road, just off State Park Drive (see Vicinity Map, Attachment 1), within a multi-family segment in the Seacliff region of the Aptos Planning Area. The site lies within the Urban Services Line and the Coastal Zone. The parcel has a zoning designation of RM-3-H (Residential Multi-Family, 1 du/3,000 **sq.** ft.) and General Plan designation of R-UH (Urban High Residential). The property is located north of the Pacific Ocean by roughly a half mile. See attached exhibits showing the site and surrounding zoning (Attachment 2) and site and nearby general plan designations (Attachment 3).

The subject site is roughly rectangular in shape. The site slopes gently to the southeast with a slightly rolling topography. At the time of the geotechnical field investigation, the site was covered with long grasses and several large shrubs, however more recently this site was observed to be covered with very low grasses and weeds (see site photo, Attachment 5). Numerous trees line the western edge of the site. Residential development borders on the north and west sides *of* the parcel and undeveloped parcels on the east and south. It also appears the larger vacant area, which includes the property, has been used for staging areas presumably during, construction work off-site. Fill has been scattered over the property.

The access roadway, which is located along the parcel's frontage to the south, is referenced on the project plans and throughout this report as Mikkelsen Drive for consistency purposes; however, this roadway is currently named Canterbury Road as represented in County mapping and the Seacliff Village Plan. This road has not yet been installed, however, for purposes of this project review it is assumed that it will be improved as a through road pursuant to approved improvement plans for MLD93-0437.

The applicant is requesting approval of a parking plan, which would allow a reduction in required parking spaces. The parking management plan will be administered by the apartment management association.

Existing land uses surrounding the project site are primarily multi-family residential uses including: mixed one and two-story townhomes to the north and northeast, a mobilehome park to the northwest, and numerous two-story apartment buildings to the west. The vacant parcel adjacent to the east (APN 038-081-35) is designated multi-family residential (RM-3-H). An application (#03-0465) for a church development permit has been filed for that parcel. The area further to the north and east past McGregor Drive, is designated public facility over State Highway 1 and the State Park Drive on and off-ramps. The adjacent vacant parcel (APN 038-081-36) to the south is designated visitor serving accommodation with a park overlay. This parcel is within the recently adopted Seacliff Village Plan area. The zoning was recently changed from Community-Commercial with the adoption of the Seacliff Village Plan. Several commercial shops and a gas station are located across Searidge Road to the south. (See Zoning and General Plan Maps, Attachments 2 and 3.)

The project proposes to develop one of the three remaining vacant lots that were part of a minor land division (MLD 93-0437). The project is consistent with the RM-3-H zoning (Multi-Family Residential, one unit per 3,000 square feet, with an assisted housing combining zone) and the Residential Urban High General Plan designation (Attachment 3, General Plan Map), in that it has been designed to be consistent with the zone district standards, allowable densities and General Plan policies, as described below. The entire project requires review and approval by the Board of Supervisors, which shall be preceded by a recommendation from the Planning Commission. It is anticipated that the Board of Supervisors will review the project in March of 2004.

The proposed project density and design requires Board of Supervisors approval for a 4 unit Density Bonus (11%) and a 5 foot reduction in front setback off of Mikkelsen Drive from 20 to 15 feet, pursuant to the "Residential Density Bonus and Affordability Incentive" provisions of the County code (Code Section 13.10.390 - 13.10.397). These provisions are designed to encourage the construction of affordable housing in Santa Cruz County by allowing density bonuses and approval of one or more "concessions or incentives" in order to "significantly assist the economic feasibility of the development".

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This County code section is consistent with the California Public Resource code, which requires the local jurisdiction to grant a **25%** Density Bonus and/or other incentives to encourage affordable housing. The county ordinance implements the State's requirements in that it allows the density of affordable housing to be increased by **25%** with approval of one or more incentives, if the development will: provide 20% of the total housing units as affordable to lower income households or, provide at least 10% of the total housing units as affordable to very low income households or, retain at least 50% of the units as available for residents qualifying for affordable housing.

The density of the apartment units reflects an **11%** Density Bonus over the otherwise maximum residential density allowed under the Zone District and is consistent with the "Eligible Development" criteria listed above in that 100% of the apartment units will be available to households with annual incomes that qualify for affordable housing.

The applicant is also requesting approval for "priority processing" and for a reduction in the front setback development standard **to** allow the buildings located along Mikkelsen Drive to be shifted forward to **15** feet from the edge of right-of-way in order to provide a larger buffer (30 feet) **to** the existing residences to the north. These "concessions or incentives" will significantly assist the economic feasibility **of** this 100% affordable housing project, in keeping with the County and State "Density Bonus Law".

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Significant Or Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact

ENVIRONMENTAL REVIEW CHECKLIST

A. Geology and Soils

Does the project have the potential to:

1. *Expose people or structures to potential adverse effects, including the risk* of *material* **loss,** *injury, or death involving:*

a. *Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued* by *the State Geologist for the area or as identified* by *other substantial evidence?* — — X —

All of Santa Cruz County is subject to some hazard from earthquakes. A Geotechnical Investigation for the project was prepared by Steven Raas & Associates, Inc., dated June 2000 (Attachment 9). The nearest known active or potentially active fault (the Zayante-Vergeles fault) is approximately 3% miles from the site. The report concluded that seismically induced landslides or surface ground rupture have a low potential for affecting this site. The report also concluded that seismic ground shaking could be managed by constructing in conformance with a 1997 or later edition of the Uniform Building Code for Seismic Zone 4 (as required by fhe County Building Department) and following the recommendations in the Geotechnical report. The Geotechnical report has been reviewed and approved by the County Geologist (Attachment 10).

b. *Seismic ground shaking?* — — X —

See discussion under A.1.a. above.

c. *Seismic-related ground failure, including liquefaction?* — — X —

See discussion under A.1.a. above. Based on review of the regional liquefaction maps and the geotechnical investigation, the geotechnical report stated that this site is located in an area classified as low potential for liquefaction. The site specific investigation, including the nature of the subsurface soil, the location of the ground water table, and the estimated ground accelerations, lead to the conclusion that the liquefaction potential is low.

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	Significant Or Potentially Significant Impad	Less Than Significant With Mitigation Incorporation	Less Than Significant Impad.	No Impact
d. Landslides?	___	___	X	___

See discussion under A.1.a. above. The Geotechnical report concluded that seismically induced landsliding is a hazard with low potential for affecting this site since the site is gently sloped and at a distance from any other significant slopes.

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

See discussion under A.1.a., A.1.c. and ***A.****1.d. above.*

3. *Develop land with a slope exceeding* 30%?	___	___	___	X

The entire site is virtually flat with less than a 3% grade overall and less than 10% grade over any portion.

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

The project includes approximately ***9,584*** *cubic yards of balanced cut and fill onsite, resulting in no offsite export of dirt. Though the cut and fill depths do not exceed approximately* ***4*** *feet each, the grading quantities are generated simply due to the large development area of roughly 2 acres.*

A preliminary erosion control plan has been submitted with the development plans. A final erosion control plan consistent with the project's Storm Water Pollution Prevention Plan (SWPPP) will be submitted for review and approval prior to issuance of a grading or building permit. Recommendations included in the Geotechnical report regarding site preparations, cut and fill slopes, and slope erosion control must be followed. For example, the surface soils are classified as moderately to highly erodable. Therefore, the finished ground surface should be planted with ground cover and continually maintained to minimize surface erosion. The applicant/owner will be required to construct all improvements and buildings consistent with the geotechnical report and County review letter recommendations.

The County review letter includes a condition that prior **to** *winter grading approval being granted, a specific plan that provides temporary measures to control on-site erosion and soils moisture conditions must be reviewed and approved by the Planning Department. The County approval of the winter grading plans must also be coordinated with the Approval of the plans by the Regional Water Qualify Control Board. The drainage from the project site*

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	Significant Or Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact

will enter a storm drain system within Mikkelsen Drive that eventually outlets downstream through an existing storm water management system into the ocean at State Park.

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

According to the Geotechnicalreport (see A.1.a. above), some areas of this site have a fill material no more than 3 feet deep of loose silty sand with gravel to soft sandy gravelly clay. Underlying this are native soils consisting of sands interlayered with silts, clays and gravels. The near surface cohesive soils (clays and silts) have low to moderate expansive properties and no groundwater was encountered in the test borings onsite.

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

No septic system is proposed

7. Result in Coastal cliff erosion?	___	___	___	X .

The project site is not adjacent to the coastline.

B. Hydrology, Water Supply and Water Quality

Does *the project have the potential to:*

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

According to the latest Federal Emergency Management. gency (FEMA) National Floo Insurance Rate Map and the County's resource mapping, the project site is not located within a floodplain or floodway and he project site is located outside of a 100-year and 500-year flood hazard area. The site, mapped within FEMA flood insurance grid 03606, is designated within FEMA Flood Zone C - Areas of Minimal Flooding.

2. *Place development within the floodway resulting in impedance or redirection of flood flows?*	___	___	___	X .

The subject parcel is not located within a floodway, based on the County resource mapping.

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	Significant Or Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impad
3. Be inundated by a seiche or tsunami?	___	___	___	X .
4. *Deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit, or a significant contribution to an existing net deficit in available supply, or a significant lowering of the local groundwater table?*	___	X	___	___

The project will obtain water supply from the Soquel Creek Water District, which is solely dependent on ground water. The project site is mapped within the Porter/Borreagas watershed and ***is*** *not identified within a Water Supply Watershed or a mapped Groundwater Recharge area. However, the Soquel Creek Water District has adopted policies to mitigate the impact of new development on the local groundwater basins. The Water District has issued a conditional water service availability letter for this project (Attachment 11) with several conditions including a condition that the developer "satisfies all conditions of Resolution* ***No.*** *03-31 Establishing a Water Demand Offset Policy for New Development, which states that all applicants for new water service shall be required to offset expected water use of their respective development by a 1.2 to 1 ratio by retrofitting existing developed property within the Soquel Creek Water District service area* ***so*** *that any new development has a "zero impact" on the District's groundwater supply. ..." This project will be conditioned to be in compliance with Water District requirements prior to building permit or facility hook-ups. At zero impact, the project will not adversely affect groundwater.*

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

The proposed project will create additional paved areas and associated urban runoff. The project runoff will be collected and then filtered through silt and grease traps and an improved water filtration facility before tying into a public storm drain system in Mikkelsen Drive. A project condition will ensure that ongoing maintenance of the silt and grease traps and storm water filtration device(s) will be performed ***by*** *the apartment management agency, South County Property Management Corporation (SCPMC). The final drainage plan with the number, location, and a maintenance plan will be reviewed and approved by the Department of Public Works Drainage/Storm Water Management Division prior* ***to*** *issuance of a building permit. The required design and maintenance of drainage facilities is contained in the County Design Criteria.*

6. *Degrade septic system functioning?*	___	___	___	X .

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	Significant Or Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	NO Impact

*The project will be served by a sanitary sewer system with sewer service to be provided by the County of Santa Cruz Sanitation District. The onsite sanitary sewer plan has been reviewed and approved by the County of Santa Cruz Sanitation District (Attachment **12**). The on-site private sanitary sewer collection system will be privately maintained by SCPMC. See K.3. below.*

7. *Alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, in a manner which could result in flooding, erosion, or siltation on or off-site?*	___	___	X	___

The proposed project will not alter the existing overall drainage pattern of the site and runoff from the property will be controlled by onsite collection and detention facilities, which will then tie into the existing downstream drainage system via Mikkelsen Drive. The site is not located close to any water courses which could be impacted. The applicant has submitted a preliminary erosion control plan to control erosion and to prevent silt from entering the drainage system during construction, and a preliminary landscape plan to control erosion and siltation after construction. The applicant will be required to submit detailed, final plans for review and approval by Environmental Planning, Public Works Drainage and Planning staff prior to building permit issuance.

8. *Create or contribute runoff which would exceed the capacity of existing or planned storm water drainage systems, or create additional source(s) of polluted runoff?*	___	X	___	___

*As required by the County Storm Water Management division of Public Works, a study was done by RJA & Associates to evaluate the capacities of the existing Zone 6 downstream drainage system (Attachment **13**). The current situation is that the existing downstream system is insufficient to handle relatively high frequency storm events. Therefore, though nominal, the additional contribution from the project to this system would add to already unacceptable performance. Mitigations have been proposed that will bring the impact to less than significant levels. These include: **1)** Best Management Practices (BMP's) will be instituted to minimize runoff, including a vegetated swale along the eastern property boundary and pre-treatment techniques such as directing roof runoff through downspouts to bubblers located within the bioswale onsite; and, **2)** the project will be revised to include a detention system onsite that will meter runoff such that runoff from storms up to the 25-year (Q25) storm event will be detained, and the release rate will be restricted to 5-year event volumes so as to not increase peak demand on the drains. This design will exceed the typical County standard of design for the **Q10** event. The applicanf will be required to submit to Planning and Public Works modified plans identifying the proposed facilities prior to public hearing and final engineered drainage plans to Public Works for review*

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and approval prior to building permit issuance. The project will be conditioned to pay drainage impact fees based on new impervious surface coverage, which could be used for future public improvements to the downstream system.				
9. *Contribute* to *flood levels or erosion in natural water courses by discharges* of *newly collected runoff?*	___	___	X	___

The site is not located near any water courses which could be impacted. The controlled site runoff will ultimately discharge through existing storm drain facilities into the Pacific Ocean. See B. ***8.*** *above for a discussion of the nominal amount of additional runoff that will be generated by this project and for a description of mitigations that will be used to moderate discharges of storm water runoff If discharges were not moderated the project would contribute to potential erosion near State Park drive that occurs when inlets overflow. However, with mitigation this contribution is less than significant.*

10. *Otherwise substantially degrade water supply or quality?*	___	___	___	X .

C. Biological Resources

Does the project have the potential to:

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

No special status plant or animal species are mapped, nor were observed in the project area. The lack of suitable habitat and the disturbed nature of the site, make it highly unlikely that any special-sfatus plant or animal species occur in the area.

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

According to the County biotic resource maps, there are no sensitive biotic resources mapped onsite. All of the areas to be disturbed contain only ruderal (weedy) vegetation, as

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do the two adjacent undeveloped parcels. The other adjacent properties are developed with multi-family residential housing.				
3. interfere with the movement of any native resident or migratory fish or wildlife species, or with established native resident or migratory wildlife corridors, or impede the use of *native or migratory wildlife nursery sites?*	___	___	X	___

*Though no resident or migratory birds were identified onsite, if they did exist, it is unlikely that they would be negatively affected as the bulk [or **82%)** of the existing trees onsite are proposed to be protected (approximately **64** frees including the large clusters of Acacia trees} and approximately 150 new trees are proposed with the development. See* C.5. *and C.6. below. Also, this site is not located adjacent to any other natural habitats, which might serve as native resident or migratory fish or wildlife sites or com'dors. It is located within a developed urban area, except for the two adjacent undeveloped parcels, which do not have any mapped* or *observed native habitats or biotic resources.*

4. *Produce night time lighting that will illuminate animal habitats?*	___	___	X	___

*Though there will be some additional night time lighting associated with the **40** unit residential apartment development, it will all be directed onto the site and there are no noted existing animal habitats onsite or on adjacent parcels to be affected.*

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

There are only two tree species proposed to be affected onsite. See C.3. *above and* C.6. *below.*

6. Conflict with any local policies or ordinances protecting biological resources (such as the Significant Tree Protection Ordinance, Sensitive Habitat Ordinance, provisions of the Design Review ordinance protecting trees with trunk sizes of 6 inch diameters or greater)?	___	___	___	X.

According to the arborist report and the Preliminary Grading and Landscape Plans [see

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*Attachments **15** and 6), two Coast Live Oak trees (4-inch and 6 inch diameter) in fair condition and 12 Black Acacia trees (in clusters of 2 to 5 trees, ranging in size from 2-inch to 11-inch diameters) with 10 listed in poor condition and 2 in fair condition, may be removed to accommodate the development. The majority of Acacias **(9** trees plus 2 large clusters of 25 and 30 trees each, for a total of 64 frees, or 82%) will be retained onsite and pruned pursuant to tree protection and hazard pruning recommendations in the arborist report. A Tree Preservation Zone (TPZ) is recommended in the arborist report and reflected on the project Preliminary Grading Plan to further protect the trees during construction. The project will be conditioned to comply with the recommendations in the arborist report. The arborist report also recommends a minimum replacement ratio of **2:1** with a minimum **of 4** species. The project planting plan identifies 150 new trees, a replacement ratio of over 10:1 with **12** species represented, including new Coast Live Oak and Coast Redwood trees.*

As this property is within the Coastal Zone, the County's Significant Tree Protection Ordinance applies, however, there are no trees proposed for removal with a 20-inch or larger diameter at breast height. Pursuant to the County's Design Review regulations, County Code Chapter 13.11, trees greater than 6-inches in diameter must be reviewed for potential impacts and design considerations. Of the trees proposed to be removed, 7 are greater than 6-inches in diameter, with the largest being 11-inches, 6 of which are acacias, a non-native pest species, and all are in poor to fair condition. Based on the condition of these trees, the non-native species, the significant number of trees to be preserved onsite, and the significant replacement ratio of new trees, the removal of these trees will not result in any significant impacts.

As a note, the project landscape plans and arborist's report reference additional trees (trees #1-12). However, these trees are located offsite south of the project parcel within the Mikkelsen Road right-of-way, which has been previously established under the approved Minor Land Division 93-0437-MLD and are not part of this project.

7. *Conflict with the provisions* of *an adopted Habitat Conservation Plan, Biotic Conservation Easement, or other approved local, regional, or state habitat conservation plan?* — — — **X** .

There are no habitat conservation plans or biotic conservation easements in effect on the propetfy or on adjacent parcels.

D. Energy and Natural Resources

Does the project have the potential to:

1. *Affect* or *be affected by land designated*

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as Timber Resources by the General Pian?	___	___	___	X .

The project site does not contain any designated timber resources, nor is adjacent to any land that does.

2. *Affect* **or** *be affected by lands currently utilized for agriculture, or designated in the General Plan for agricultural use?*	___	___	___	X .

The project site does not contain any lands currently utilized or designated for agricultural use, nor is it adjacent to any land that does.

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

*The project is located close to the Highway 1 freeway for easy access to employment. Several public bus transit stops that are located nearby will provide alternatives to individual auto frips. This project will be conditioned to contribute to the physical improvements for a bus stop on Searidge Road. The project will not result in activities of water use in a wasteful manner. Pursuant to conditions by the Soquel Creek Water District, plans for a water efficient landscape and irrigation system will be submiffed to the District Conservation Staff for approval, all interior plumbing fixtures will be low-flow, and all applicant installed water-using appliances will have the EPA Energy Star label. The project is also required to participate in a Water Demand Offset program for new development, which requires the developers to offset expected water use of the development by a **1.2** to **1** ratio by retrofitting existing developed property.*

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

The project would not entail the extraction or substantial consumption of minerals, energy resources, or other natural resources.

E. *Visual Resources* **and** *Aesthetics*
Does *the project have the potential to:*

I . *Have an adverse effect on a scenic resource, including visual obstruction*				

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of that resource?	___	___	___	X .

There are not views to or through this site of any natural scenic resources. There are no ground elevation views of the Seacliff State Beach area until further south on State Park Drive.

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

*The project site contains no scenic resources such as rock outcroppings or historic buildings. This property is located within the scenic view conidor along Highway **I**. A highway view photo simulation was submitted to show the visual impact (see Attachment **16).** This one point on the northbound side is the only view of the project from the highway, as the project is screened from view from any other location, primarily by large frees along the highway and the on/off ramps. Currently, the view is of an empty field with a gray-blue two-story apartment building in the back. Though the proposed buildings will be closer and thus more prominent, this view will be softened with proposed trees along the northeastern boundary of the site. Any future development on the adjacent parcel to the east (038-081-35) will block most of the view of this project from the highway. There will be a maximum of **14** small (all at under **12"** diameter) trees removed near the western border as a result of development if the reserve parking is installed; however, these trees are not visible from the scenic corridor and over **150** new trees are proposed which will replace them at a ratio of over 10 to 1. Overall, given the existing development and the small area of the highway from which the project is visible, the impact on the public view is less than significant.*

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

*The project will not result in grading on a ridgeline. There are no particular ground surface relief features and the change in topography will be minor as the site currently has a very gradual slope. The proposed project includes nine two-story apartment buildings and a one-story community building. The building materials will be of **soft** earth-tone colors, including shingle-like panels and wood board and batten siding, primarily in shades of grays and tans, with wood trim in light tan and window trim in white, with matching gray flecked composifion shingle roofing (see Attachment 17). The proposed buildings are designed with front porches, wood korbels and columns, and other residential architectural features in a craftsman style that will add visual character, blend with, and enhance the adjacent residential properties. Features of the development will also be compatible with the design*

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guidelines recommended in the Seacliff Village Plan.

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

Lighting for the proposed project will consist of permanent lighting for 40 residential apartment units, a community center, and the parking lot. A lighting plan is provided with the Landscape Conceptual Plan and a project condition will require that lighting be directed away from adjacent properties. Overall, the project will not create light and glare that will adversely affect day and nighttime views. See E.3. above for information regarding ***non-*** *glare building colors and materials to be used.*

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

There are no unique geological or physical features on or adjacent to the site that would be destroyed, modified or covered by the project. See E.3. above for a discussion of grading and minor modification to topography.

F. Cultural Resources

Does the project have the potential to:

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

The subject parcel is vacant (as are the parcels to the east and south). According to the Santa Cruz County Survey of Historic Resources, the subject parcel is not adjacent to any structures that are listed or eligible for listing on the California Register of Historic Places, any State historical landmarks, points of historical interest, historical resources identified in historic resource surveys, or locally designated historic properties or districts.

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

This site is not identified by County resource mapping (Santa Cruz Archaeological Society Inventory, 1992) ***as*** *being within an area of archeological sensitivity. The proposed project is not therefore, anticipated to have any direct impact on prehistoric resources. However, pursuant to Sections 16.40.040 and 16.42.100 of the Santa Cruz County Code, if at any*

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time during the site preparation, excavation, or other ground disturbance associated with this project, any artifact or other evidence of an historic archeological 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 shenff-coroner if the discovery contains human remains, or the Planning Director if the discovery contains no human remains.

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

As discussed under F.2., it is highly unlikely that prehistoric or historic-era cultural materials are present, including human remains, however, the project will be conditioned that local officials must be notified if any artifact or other evidence is found, as noted above.

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

There are no known paleontological resources on the site or in the vicinity.

G. Hazards and Hazardous Materials

Does the project have the potential to:

1.	Create a significant hazard to the public or the environment as a result **of** the routine transport, storage, use, or disposal of hazardous materials, not including gasoline or other motor fuels?	___	___	___	X

The proposed residential apartment project does not involve handling or storage of hazardous materials.

2.	Be located on a site which is included on a list **of** hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	___	___	___	X .

*This is a previously undeveloped vacant site and a review of federal and state environmental databases did not reveal the existence of any contamination in the vicinity of the site. A Phase I environmental assessment was completed on February **14,** 2003. **No** items of environmental concern were found.*

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3. *Create a safety hazard for people residing or working in the project area as a result of dangers from aircraft using a public or private airport located within two miles of the project site?*	___	___	___	X

There are no airports located within two miles of the project site. The closest airport, Watsonville Airport, is located over five miles from the project site.

4. *Expose people to electromagnetic fields associated with electrical transmission lines?*	___	___	___	X

There are no high-voltage electric transmission lines in the vicinity of the site.

5. *Create a potential fire hazard?*	___	___	___	X

The project design will incorporate all applicable fire safety code requirements and will include sprinklers and fire hydrants as specified by the Aptos/La Selva Fire Protection District.

6. *Release bioengineered organisms or chemicals into the air outside of project buildings?*	___	___	___	X .

The proposed residential apartment project will not involve processes, which could result in the release of bioengineered organisms or chemical agents.

H. Transportation/Traffic

Does the project have the potential to:

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

A Traffic Study for the Affordable Housing Development report, dated September 30, 2003, and a follow-up memo dated November 5, 2003, both prepared by TJKM Transportation Consultants (see Attachment 18), were submitted for review and accepted by the County

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Significant Or Potentially Significant Impad	Less Than Significant With Mitigation Incorporation	Less Than Significant Impad	No Impact

*Department of Public Works Road Engineering division. The study addresses seven nearby intersections in detail. The proposed development is anticipated to add up to approximately 272 daily trips to the local street system, with 21 trips occurring during the a.m. peak hour and **25** trips during the p.m. peak hour. According to the Traffic Study and memo and supported by Department of Public Works staff (Attachment 19), the traffic generated by this project will not result in significant impacts in relation to the existing traffic load and capacity of the nearby street system. See H.4. below.*

*The TJKM Memo identifies an overall intersection level of service (as indicated in Table **I)** based on the Intersection Capacity Utilization (ICU) methodology, which essentially provides a volume to capacity ratio, for the McGregor Drive/Searidge Road and the State Park Drive/Searidge Road intersections under four scenarios that consider the existing conditions, conditions after the project is built, conditions with adjacent lots developed, and cumulative buildout. The intersection Level of Service (LOS) provides an indication of how well all movements of an intersection operate together. The report finds that the overall intersection levels of service will not drop below acceptable levels as a direct result of the project, or of the project combined with future development; therefore, no traffic mitigation is required.*

*Although the State Park Drive/Searidge Road intersection is expected to operate at LOS C **or** better, the intersection is expected to meet the Caltrans peak hour warrant for a traffic signal starting with the p.m. peak hour when the project and adjacent parcels are developed. The minor eastbound left-turn movement on Searidge Road at State Park Drive is expected to continue to operate at **LOS** F (a.m. currently, and p.m. after project plus adjacent pending conditions). It was concluded that future signalization would be the best method to create gaps for the eastbound left-turn movement. In lieu of signalization at this time, potential interim measures were analyzed to reduce delays for the eastbound left-turn movements, including: **I)** a "refuge lane" on State Park Drive; and, **2)** a southbound right-turn lane on State Park Drive. It was determined that these possible improvements could not be implemented due to physical constraints (addition of right tum lane from State Park onto Searidge) or the necessity to maintain left turns into the Poor Clares site (merge lane for left turns from Searidge to State Park Drive). However, the TJKM memo indicates that the overall intersection LOS is acceptable and is not significantly impacted by the proposed project.*

*A traffic signal project at the intersection of State Park Drive and Searidge Road is identified in the County's Capital Improvement Program (CIP) list as a programmed improvement **to** be completed within five years. The development will be conditioned to pay Aptos Transportation Improvement Area (TIA) fees to offset potential cumulative project impacts. The proposed 40-apartment unit project is anticipated to generate **$112,000** in Transportation and Roadside Improvement Fees (TIA fees). The TIA fees can be utilized to help fund the future traffic signal at this intersection.*

EXHIBIT E

	Significant Or Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impad	No Impact
2. *Cause an increase in parking demand which cannot be accommodated by existing parking facilities?*	___	___	X	___ .

A parking plan is proposed pursuant to County Code Section 13.10.553 (see Attachment 21). 105 parking spaces are required and 105 spaces are proposed, however, the proposed spaces include 8 on-street spaces (18 foot minimum length each) pursuant to *Code Section 13.10.552(a)2., and 16 onsite reserve parking spaces. A parking management plan was submitted in request for a reduction from the County average standard of 2.6 spaces per unit, This plan ensures that an adequate number of spaces are provided to serve the parking needs of all future residents at 89 spaces (including* **8** *on-street guest spaces) or an average of 2.2 spaces per unit. This is supported by a parking survey conducted by South County Property Management Corporation of other similar affordable developments. An additional* ***16*** *reserve spaces are also identified and reviewed with regard to impacts in case they are determined necessary in the future to adequately serve the units. A portion of the total parking spaces will be assigned to each unit to provide two spaces for each 2 and 3 bedroom unit and one space for each one-bedroom unit, thus ensuring assigned spaces close to each apartment.*

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

The subject site fronts on and takes access from Mikkelsen Road, which was approved at full urban local street standards with the minor land division that created the subject lot, MLD 93-0437. Mikkelsen Road has a right-of-way width of **56** *feet and a road section width of 36 feet with curb, gutter, separated sidewalks, landscape strip, and parking along each side. If the roadside improvements required by the MLD were to be installed over time, in conjunction with development permits on each of the parcels, then at minimum, a full sidewalk should be constructed with this project along the parcel's frontage, continuing south on Mikkelsen Drive, and connecting with the existing sidewalk on the north side of Searidge Road, in order to ensure safe pedestrian access* to *and from the project site. The road should also be installed to full pavement widths with curb and gutter and other improvements as necessary along both sides* to *control drainage.*

4. *Exceed, either individually (the project alone) or cumulatively (the project combined with other development),* **a** *level of service standard established by the county congestion management agency for designated intersections, roads or highways?*	___	___	X	___

See H.1. above. According to *the TJKM Traffic Study and follow-up memo (Attachment 18), after the proposed project and adjacent pending projects are developed, six nearby*

EXHIBIT G

	Significant Or Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact

intersections (Soquel Drive/State Park Drive; State Park Drive/Route 1 Northbound Off-ramp; State Park Drive/Route 1 Southbound Off-ramp; McGregor Drive/Sea Ridge Road; Mar Vista Drive/McGregor Drive; and, State Park Drive/Center Avenue/Sea Cliff Drive) are all projected to operate at acceptable levels of service during the peak hours. The eastbound left-turn movements at Sate Park Drive/Searidge Road, currently have substantial delays during the a.m. peak hour, however, this intersection does not currently meet Caltrans peak hour signal warrant.

l. Noise

Does the project have the potential to:

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

*Due to the addition of **40** new residential units on a currently vacant site, there will be some increase in ambient noise levels generated by the development from typical adult and children residential activities, however, this use is compatible with the existing adjacent multi-family residential developments and the incremental increase will result in less than significant noise impacts on the neighborhood. See also 1.3. below.*

2.	*Expose people to noise levels in excess* **of** *standards established in the General Plan, or applicable standards* **of** *other agencies?*	—	—	X	—

*Highway 1 is located roughly 400 to 800 feet to the northeast and north of the project site. **A** large mixed one and two-story townhouse development is located between the highway and the subject site for most of the northerly boundary. An additional **30-foot buffer** occurs between the northern site boundary and the closest apartments (Building **A)** and a 20-foot setback from the eastern site border to the closest apartments (back of Building A) in the northeastern portion of the parcel. As the residential units will be separated from the highway by over 400 feet, mostly with existing development between, it is unlikely that noise from the highway will exceed the General Plan thresholds on the site. However, it will be necessary for an acoustic engineer to verify that the noise thresholds of 60 dBL exterior and **45** dBL interior levels will be met with the design as proposed. Any changes to the project plans required to mitigate noise must be made prior to issuance of building permits.*

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

EXHIBIT G

	Significant Or Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	ss Than Significant Impact	No Impact

The proposed project will temporarily cause increased noise from construction related equipment. This noise will be audible to nearby residents and commercial businesses. However, construction will be limited in duration and a condition of approval will be included to limit construction to the time between 8:00 AM to 6:00 PM weekdays. With these hours of operation the noise related impacts will be reduced to a less than significant level.

J. Air Quality

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

1.	*Violate any air quality standard or contribute substantially to* an *existing or projected air quality violation?*	___	___	X	___

The North Central Coast Air Basin is currently classified as a non-attainment area with respect to state standards forparticulate matter (PMIO), which means that the area does not fully meet the standards set by the Monterey Bay Unified Air Pollution Control District (MBUAPCD). In calculating PMIO emissions, the Air District applies an emission rate of 10 to 38 pounds of PMIO per day per acre of grading, with the actual rate depending on the scale of earthmoving activity. Based on the level of grading acfivity for the proposed project, PMIO emissions will constitute a less than significant impact to air quality standards. See also, J.3., below.

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

The project will not result in emissions of criteria pollutants such as ozone precursors or particulate matter, for which the air basin is not in attainment under state and/or federal standards. Therefore, the project would not be likely to conflict with or obstruct implementation of the Air Quality Management Plan for the Air District.

3.	*Expose sensitive receptors to substantial pollutant concentrations?*	___	___	X	___

Dust generation may occur and air quality may temporarily deteriorate during project construction from construction related vehicle and equipment emissions, however, these impacts are short term in nature and will not cause significant impacts if typical dust minimization techniques (periodic wetting, covering of fine stored materials, etc.) are employed during construction. Final grading and erosion control plans that should include methods to control dust should be submitted to the Department of Public Works and

EXHIBIT G

	Significant Or Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
Environmental Planning for review prior to issuance of a Grading Permit.				
4. *Create objectionable odors affecting a substantial number* **of** *people?*	___	___	___	X

The proposed residential project does not include restaurants or other activities which could emit potentially objectionable odors.

K. Public Services and Utilities

Does the project have the potential to:

1. *Result in the need for new* **or** *physically altered public facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:*				
The project will slightly increase the need for government services, however, this increase will not be significant.				
a. *Fire protection?*	___	___	X	___
The project will not significantly increase the need for fire protection, as the project is required to provide automatic fire sprinklers and tire hydrants in order to meet public health and safety fire codes.				
b. *Police protection?*	___	___	X	___
Police protection services are currently provided by the Santa Cruz County Sheriff's office.				
c. *Schools?*	___	___	X	___

*School services are currently provided by the Pajaro Valley Unified School District. The project will not have a significant negative impact on the existing school system. The Pajaro Valley Unified School District uses an attendance ratio factor of .65 students per new dwelling to calculate the expected number of new students. Therefore, it is anticipated that the project will generate **26** new students. To provide facilities for expected new students, the developer is required to pay school fees with building permits, for new habitable and commercial (laundry room and community center) area square footages. The payment of the fees will mitigate any potential negative impact on the existing school system.*

EXHIBIT G

	Significant Or Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	NO Impact
d. Parks or other recreational facilities?	___	___	X	___

The project is located within a half mile to State Park beach. Open space and recreational amenities are provided onsite, as well as, a new community center to serve the residents. The 1,939 square foot community center includes computer, office and meeting rooms and storage area. The required open space for a 40-unit apartment development, at 300 square feet per unit, is 12,000 square feet. The project proposes 65,044 square feet of useable open space and landscape areas including community lawns, tot lot, and barbeque area. Additionally, each unit is provided with a minimum of 200 square feet per unit of private useable open space in the form of outdoor private balconies, decks, porches, or private fenced yard areas. Therefore, the project has been designed to provide ample community outdoor and private open space and is not expected to have a significant negative impact on existing park facilities.

e. Other public facilities; including the maintenance of roads?	___	___	X	___

The traffic study and follow-up memo completed for the project by TJKM Transportation Consultants, dated September 30, 2003 and November **5,** *2003 respectively (Attachment 18), conclude that the proposed project will generate approximately* **272** *daily trips, 21 of these new trips during the a.m. peak hour and 25 new trips during the p.m. peak traffic period. This report and memo were reviewed and accepted by the Department of Public Works Road Engineering staff (Attachment 19). See H.1. and H.4.above.*

The project is required to pay Transportation Improvement Area (TIA) fees prior to building permit issuance. These rates are currently $2,800 per multi-family unit for roadside improvements and transportation improvements, split equally, for a total **of** *$112,000 based on 40 new multi-family units (the applicant can receive TIA fee credits for the construction of offsite traffic improvements). These fees will compensate for the additional need for maintenance of public roads and can serve toward the installation of larger offsite public improvements at a later time.*

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

See **B.8.** *above for discussion.*

3. *Result in the need for construction* **of** *new water or wastewater treatment facilities or expansion of existing*				

EXHIBIT G

	Signifant or Potentially Significant Impact	Less Than Signifcant With Mitigation Incorporation	Less Than Significant Impact	NO Impact
facilities, the construction of *which could cause significant environmental effects?*	___	___	X	___

The proposed project will not result in the expansion or creation of new utility facilities, other than minor extensions as necessary for the project to connect to the sanitation and water lines to be installed in Mikkelsen Drive, which were previously approved as part ***of*** *the land division that created the lots.* ***A*** *service availability letter has been received from both the Soquel Creek Water District for water service and from the County Sanitation District for sewer service to the site (see Attachments 11 and* ***12).*** *See 5.4. and 5.6. above.*

The project will be conditioned that final plans and profiles for the proposed onsite sanitation system including the onsite sewer lateral(s), clean-out(s), and connections(s) to existing public sewer must be shown on the building permit plans and must be reviewed and approved by the County Sanitation District prior to building permit issuance. The project will also be conditioned that the owner must assume maintenance responsibility for all onsite sewers for this project and the building permit plans should be noted accordingly. The onsite sanitary sewer system will be privately maintained by the apartment management company (SCPMC). The project will also be conditioned to revise the approved sanitary sewer plans for Mikkelsen Drive, as necessary to show the proposed extension as indicated in the project preliminary utility plan. Sanitary sewer within the County right-of-way shall be designed per County standards. Compliance with these conditions will ensure that the project adequately handles the additional wastewater generated and minimizes impacts to existing treatment facilities.

4. *Cause a violation* ***of*** *wastewater treatment standards of the Regional Water Quality Control Board?*	___	___	___	X .
5. *Create a situation in which water supplies are inadequate to serve the project or provide fire protection?*	___	___	X	___

The project has been reviewed by the Soquel Creek Water District and found that sufficient water supplies exist to serve this project. See 8.4. above regarding Soquel Creek Water District conditions of the project to ensure adequate future ground water supplies. The Aptos/La Selva Fire Protection District requires a fire flow ***of*** *3,000 GPM. As noted on the Utility Plan, available fire flow will be determined upon the completion of Mikkelsen Drive, which will include a public fire hydrant within 75 feet of the property. Final plans will be required to be reviewed and approved by the Fire District prior to building permit issuance.*

6. Result in inadequate access for *fire protection?*	___	___	___	X

EXHIBIT G

	Significant Or Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact

fire protection will be provided by the Aptos/La Selva Fire District. The Fire Department's requirement of a 20-foot wide access and adequate turn around for fire trucks is provided.

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

*The project proposes to balance the approximately **9,584** cubic yards of cut and fill grading onsite, so there should not be any dirt export and the site is vacant* so *there will not be any demolition debris or impacts to the existing landfill capacity. The regional landfills in the area have sufficient capacity to serve the project for the foreseeable future, although additional solid waste generated by the project could reduce the remaining life of the existing landfills incrementally.*

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

L. Land Use, Population, and Housing

Does the project have the potential to:

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

The County of Santa Cruz General Plan was reviewed for project conformance with policies directly applicable to the project. The proposed project is not in conflict with any environmental policies in the adopted General Plan. There are no significant environmental resources identified onsite and the project will be in conformance with coastal, scenic, design, open space, grading, erosion control, and other applicable procedures, policies and regulations. See L.2. below.

2. *Conflict with any County Code regulation adopted for the purpose of avoiding* or *mitigating an environmental effect?* ___ ___ X ___

*The proposed project is not in conflict with any environmental regulations of the County Zoning Code. See **L.1.** above. However, a parking reduction plan is requested pursuant to County Code Section **13.10.553**. See **H.2.** above. 105 parking spaces are required at an average of 2.6 spaces per unit and **89** spaces will be provided at an average of 2.2 spaces per unit. An additional **16** reserve spaces (making a total of f **05** spaces) are identified on the plans and can be added as needed in the future.*

EXHIBIT G

	Significant Or Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	NO Impad

*The project is also requesting two incentives pursuant to Code Section 13.10.390 based on the 100% affordable status of the development. The first incentive would provide for a Density Bonus Credit for **4** units **(11%)** to satisfy the minimum zoning lot size criteria for the RM-3000 zoning. The second incentive would allow for a modification to a required development standard for the front setback from 20 feet to 15 feet. This is requested in order to provide a full 30 foot buffer area along the north property line from Building **A** to the adjacent residential town-home property line, as requested at a local neighborhood meeting. The project proposes pedestrian oriented features along the Mikkelsen Drive frontage, such as covered front porches, which will soffen the feel of the reduced setback. Approximately 20 feet will still be provided to the building face of the closest units to the street.*

The project also provides a greater area than is required of community open space. With regard to public views, the project has been designed to be consistent with the objectives of the Design Review Ordinance requirements to create a compatible site design and a pleasant streetscape relationship, in that, the parking is located behind the buildings and the implementation of the landscape plan will screen the parking from public views and will soften the effects of the buildings' bulk and mass by creating a sense of scale.

County Code Section 16.22.70, Runoff Control, requires the post-development runoff rate not exceed the pre-development runoff rate. This is being accomplished by this project, as well as additional onsite detention above that minimum in order to ensure that the volume and rate of runoff can be handled by the existing downstream system.

3.	*Physically divide an established community?*	—	—	—	X.

*The land uses surrounding the project site include predominantly high-density residential uses, both existing and **as** designated on the adjacent vacant lot to the east. The vacant lot to the south is designated visitor serving accommodation with a park overlay. The project would not introduce a new physical division in the community.*

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

40 new affordable apartment units will be provided in this development, which is consistent with the urban high-density residential general plan designation (and the assisted housing combining district) and anticipated buildout of the site. This project will not be conditioned to provide major offsite drainage facilities, new roads, or other infrastructure or facilities that would serve other developments or potentially have a growth inducing effect.

EXHIBIT G

	Significant Or Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	NO Impact
5. Displace substantial numbers of people, or amount of existing housing, necessitating the construction of replacement housing elsewhere?	___	___	___	X

M. Non-Local Approvals

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

Which agencies? State Department of Housins & Communitv Development (HCD)

California Regional Water Quality Control Board

N. Mandatorv Findings **of** Significance

1. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range **of** a rare or endangered plant, animal, or natural community, or eliminate important examples of the major periods of California history or prehistory? Yes— No X

2. Does the project have impacts that are individually limited, but cumulatively considerable (cumulatively considerable means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, and the effects of reasonably foreseeable future projects which have entered the Environmental Review stage)? Yes— No X .

3. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? Yes— No X .

EXHIBIT G

TECHNICAL REVIEW CHECKLIST

	REQUIRED	COMPLETED"	N/A
APAC REVIEW			X .
ARCHAEOLOGIC REVIEW			X .
BIOTIC ASSESSMENT			X .
GEOLOGIC HAZARD ASSESSMENT			X .
GEOLOGIC REPORT	XXX	6/00	
RIPARIAN PRE-SITE			X .
SEPTIC LOT CHECK			X .
SOILS REPORT REVIEW (geotechnical)	XXX	10/7/03	.
OTHER:			
Grading Permit	XXX**		
Traffic Study	XXX	9/30/03	.
Drainage Study	XXX	11/03	.

* Attach summary and recommendation from completed reviews (Complete reports are on file at the County Planning Department)

** The final reports and studies will be required for review and approval prior to issuance of the building permit.

List any other technical reports or information sources used in preparation of this initial study:

1. Maps on file in the County Planning Department, including: General Plan, Zoning, and Resources and Constraints Maps
2. Development Review Group (DRG) file #00-0536 for 34 affordable apartment units
3. Minor Land Division & Coastal Permit file #94-0437 MLD (on 038-081-27 & 32)
4. File and permit history research including 87-1102 DRG, 91-0431 LPA, CZB, 91-0665 ZDR. & 93-0437 LD1, CZB
5. Seacliff Village Plan, adopted July 10, 2003

EXHIBIT G.

ENVIRONMENTAL REVIEW ACTION

On the basis of this initial evaluation:

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

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

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

Ke Hart — 12/8/03

Signature — Date

E&C ,

For: _____
Environmental Coordinator

Attachments:

1. Vicinity Map
2. Zoning Map
3. General Plan Map
4. Assessor's Parcel Map
5. Existing Site Photo
6. Reduced Project Plans
7. Minor Land Division #93-0437-MLD Improvement Plans, Sheets C1-C5
8. Master Plan for "McGregor Drive at Searidge Road in Aptos" Coastal Priority Site
9. Geotechnical Investigation by Steven Raas &Associates, Inc., dated June 2000
10. County Review of Geotechnical Investigation by County Geologist, Joe Hanna, dated October 7,2003
11. Water service letter from Soquel Creek Water District, Jeffery Gailey, dated October 9, 2003
12. Sewer will serve letter from the County Sanitation District, dated September 8,2003, with follow-up letters dated Oct. 6, 2003, October 23,2003 and October 31,2003
13. Drainage Report for the Storm Drain Trunk System Downstream of the MLD 93-0437 Property by Ruggeri-Jensen-Azar & Associates (RJA), dated November 2003; and, letter from RJA dated November 25,2003
14. Comments from Department of Public Works Drainage/Storm Water Management Division; and, Seacliff Highlands Response to Comments from DPW Drainage memo by RJA
15. Arborist Report by Nathan Lewis. report dated June 16. 2003

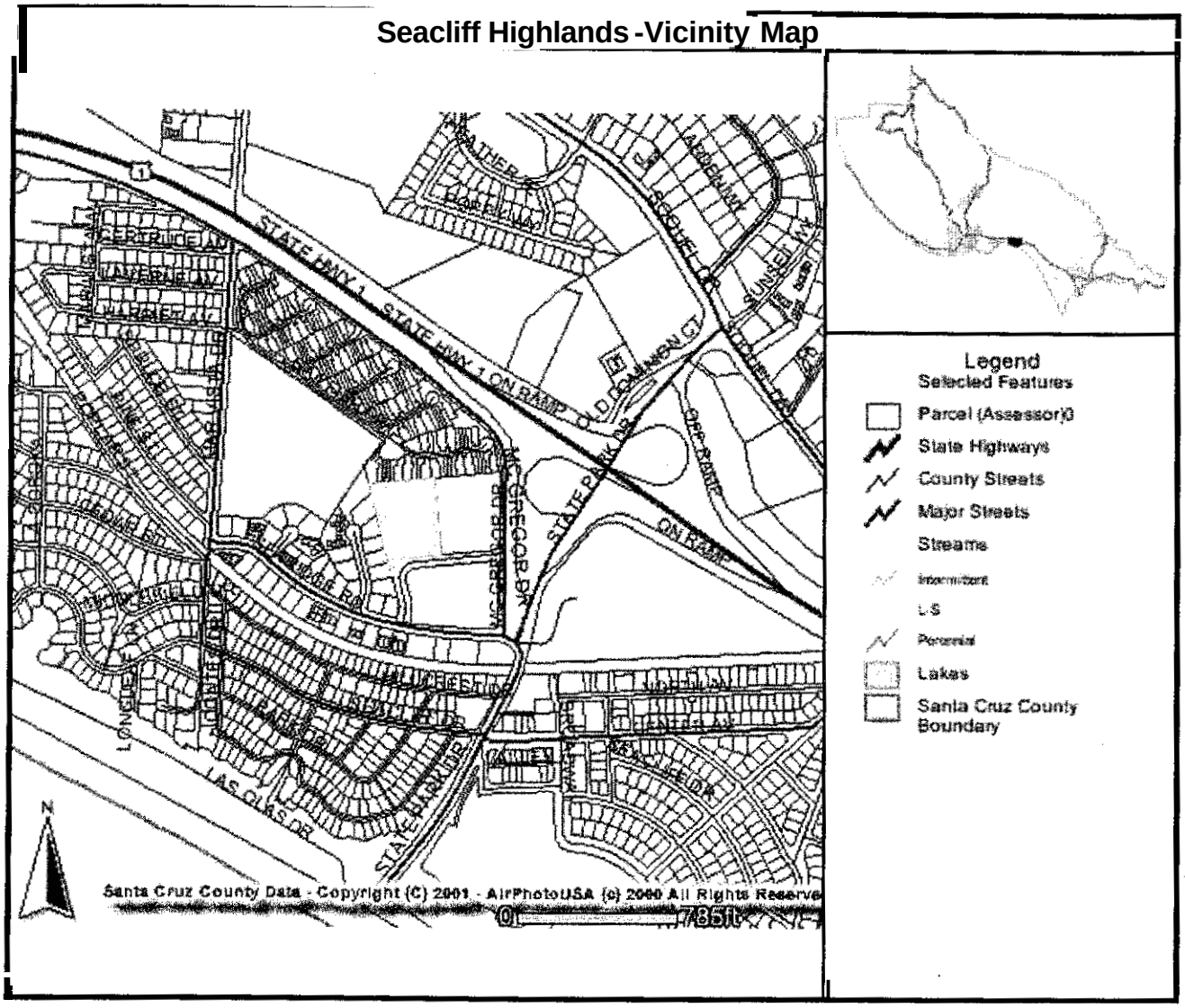
EXHIBIT G

16. Highway View Simulation Photos
17. Proposed Elevations Simulation Photo
18. Traffic Study for the Affordable Housing Development by TJKM Transportation Consultants, dated September 30,2003 and Follow-up Memo by TJKM, Gordon Lum, dated Nov. 5,2003.
19. Comments from County Department of Public Works, Road Engineering, Jack Sohriakoff, dated November 24,2003
20. Memo from Santa Cruz Metropolitan Transit District (SCMTD) by David Konno, dated September 22,2003
21. Parking Management Pian
22. Full Size Complete Set of Plans prepared by RJA & Associates, et al (on file in the County of Santa Cruz Planning Department)

23 Letters received durin4 comment period

EXHIBIT G

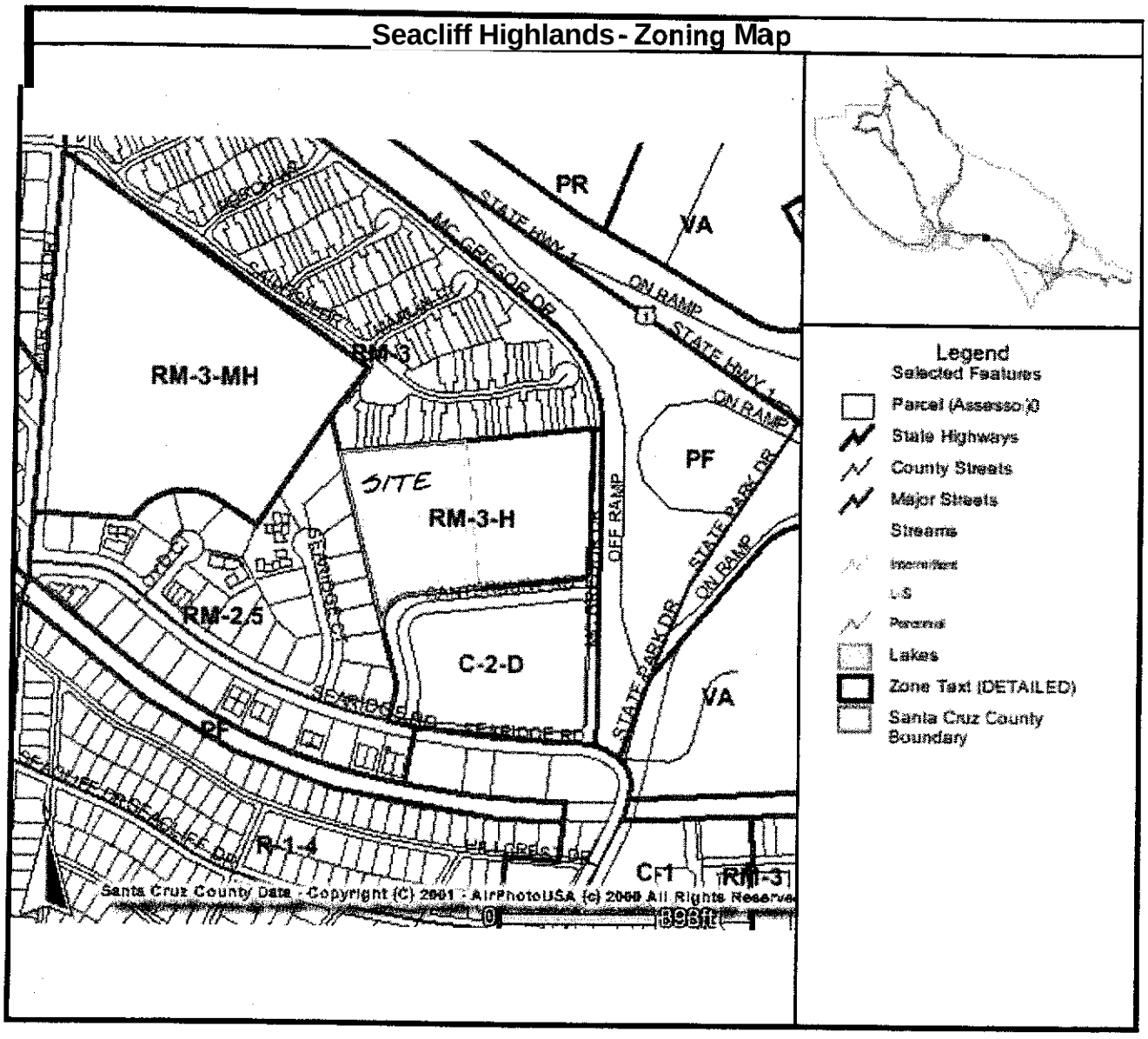
Seacliff Highlands -Vicinity Map



Environmental Review Inital study
ATTACHMENT 1
APPLICATION 03-0276

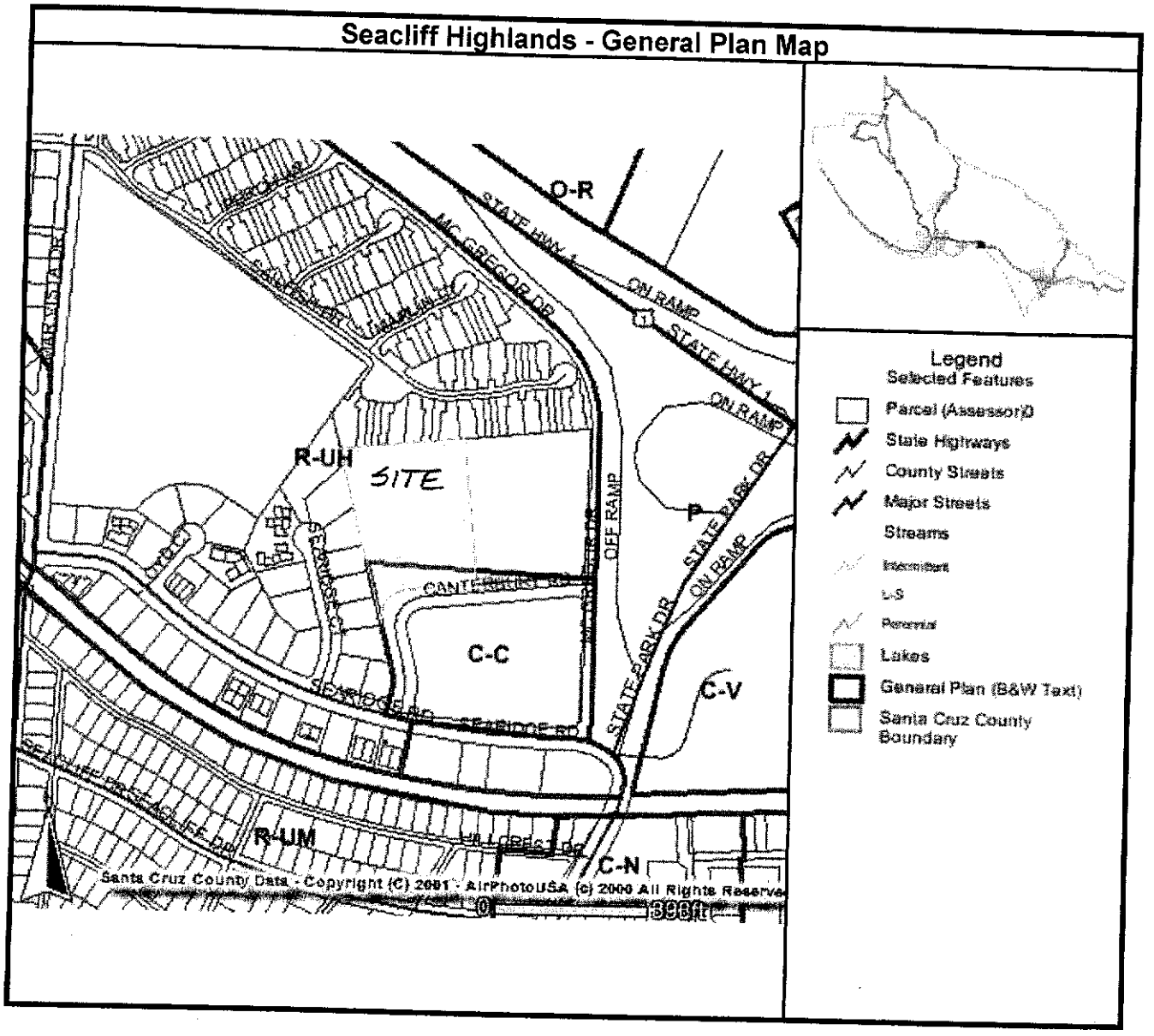
EXHIBIT C
ATTACHMENT 1

Seacliff Highlands - Zoning Map



Environmental Review Initial Study
ATTACHMENT 2
APPLICATION 03-0276

EXHIBIT G
ATTACHMENT 2



Environmental Review Inital Study
ATTACHMENT 3
APPLICATION 03-0276

EXHIBIT G
ATTACHMENT 3

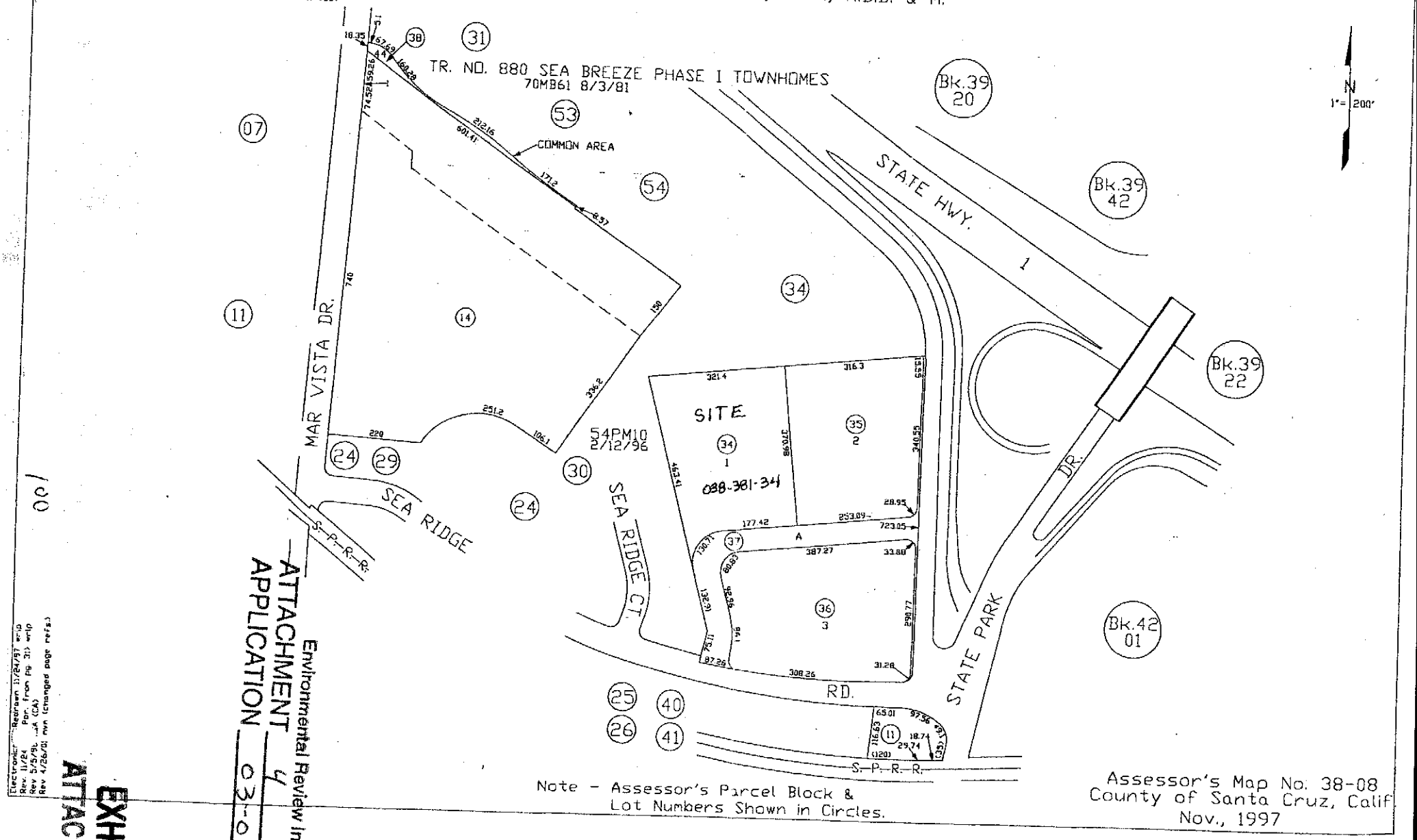
FOR TAX PURPOSES ONLY

APTOS RANCHO

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

Tax Area Code 69-273

38-08



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

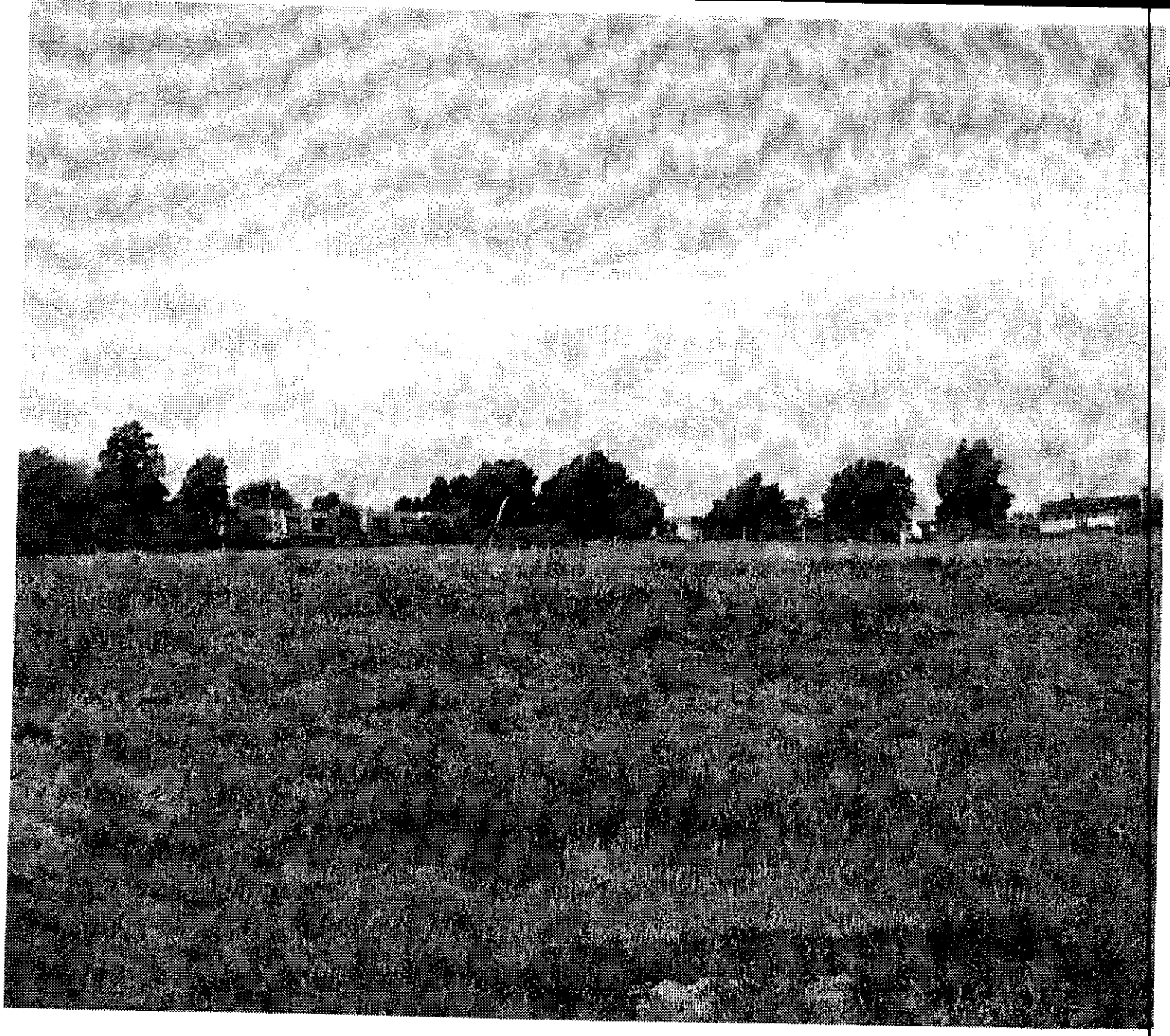
Assessor's Map No. 38-08
County of Santa Cruz, Calif.
Nov., 1997

ASSESSOR'S MAP

Environmental Review Initial Study
ATTACHMENT 4
APPLICATION 03-0276

EXHIBIT G
ATTACHMENT 4

Electronic Redrawn 11/24/97 wrlp
Rev. 11/24 Par. from pg 31) wrlp
Rev 5/5/98 ...A (CA)
Rev 4/26/01 nvn (changed page refs.)



Environmental Review Inital Study
ATTACHMENT 5
APPLICATION 03-0276

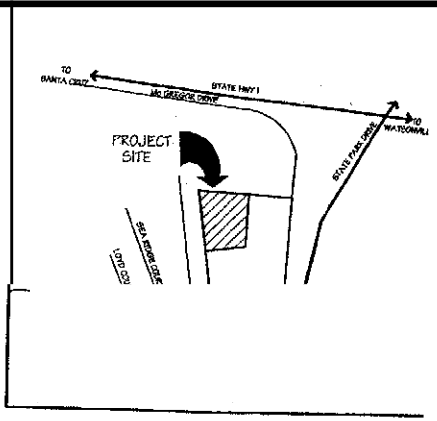
EXISTING SITE PHOTO

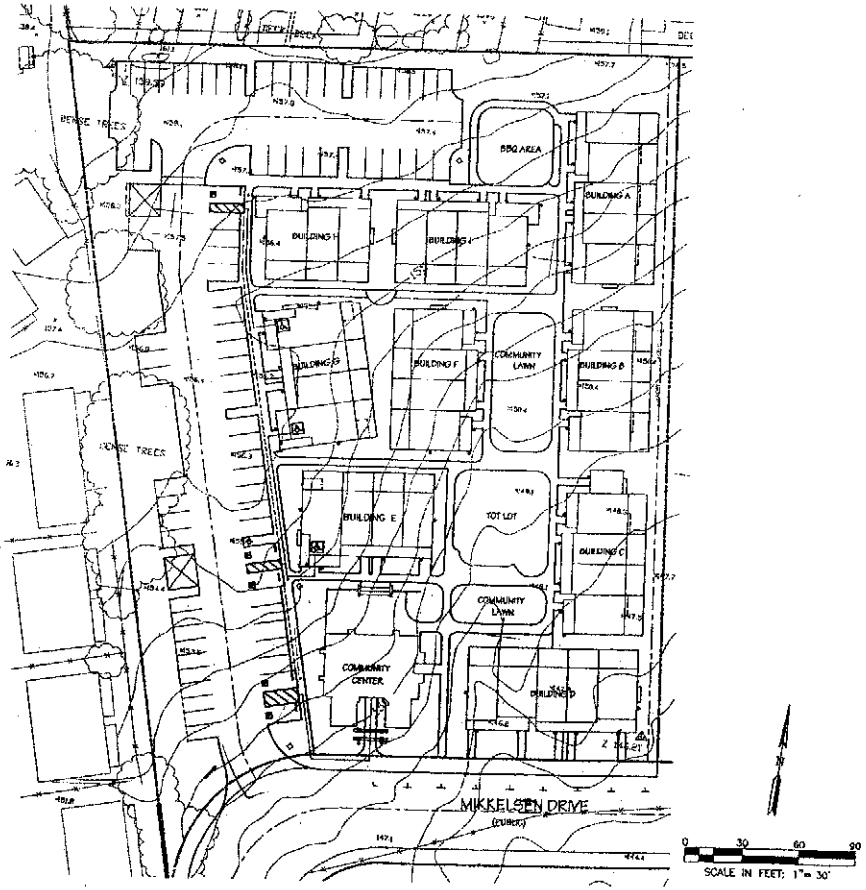
(View across site to west & NW corner)

EXHIBIT G
ATTACHMENT 5

SEACLIFF HIGHLANDS

SANTA CRUZ COUNTY, CALIFORNIA





SHEET INDEX

GENERAL NOTES

1. OWNER/APPLICANT: SOUTH COUNTY HOUSING, 7955 CARMEL STREET, GILROY, CA 95020, CONTACT: KAREN BALMORES, (408) 848-3991
2. CIVIL ENGINEER: RUGGERI-JENSEN-AZAR & ASSOCIATES, 8088 CAMINO ARROYO, GILROY, CA 95020, CONTACT: FELIX JACOBS, (408) 848-0300
3. ARCHITECT: DAHLIN GROUP, 2671 CROW CANYON RD., SAN RAMON, CA. 94583, CONTACT: JAI YEE, (925) 837-8286
4. LANDSCAPE ARCHITECT: DILLON DESIGN ASSOCIATES LANDSCAPE ARCHITECTURE, 346 6TH AVENUE, SANTA CRUZ, CA. 95062, CONTACT: MICHAEL DILLON, (831) 475-8582
5. PRESENT LAND USE: VACANT
6. APN: 026-081-54
7. PROPOSED LAND USE: ATTACHED RESIDENTIAL UNITS
8. TOTAL BUILDABLE LOTS: 40 UNITS
9. AREA: 2.54 ACRES
10. EARTHWORK SUMMARY: FILL: 8,264 CY, CUT: 9,564 CY
11. PROPOSED CONTOURS AND GRADES AS SHOWN ARE PRELIMINARY. FINISH GRADING IS SUBJECT TO FINAL DESIGN.
12. THE EXISTING TOPOGRAPHY AS SHOWN IS BASED ON AN AERIAL SURVEY DATED DECEMBER, 2002, PREPARED BY AEROMETRIC CORPORATION. THE CONTOURS SHOWN ON THE SITE PLAN REPRESENT GROUND ELEVATIONS, AS DETERMINED AT TIME OF SAID SURVEY.
13. BOUNDARY SHOWN IS COMPILED FROM PRELIMINARY RECORD INFORMATION AND DOES NOT REPRESENT A SURVEY OF THE PROPERTY.
14. BUILDING DESIGNATIONS ARE FOR IDENTIFICATION PURPOSES ONLY AND MAY NOT INTENDED AS FINAL.
15. ALL GRADING WILL BE DONE IN CONFORMANCE WITH THE RECOMMENDATIONS AND CONDITIONS OF THE GEOTECHNICAL ENGINEER AND APPLICABLE REPORTS REGARDING THIS PROJECT.
16. LEGAL DESCRIPTION: ALL OF LOT 1 AS SHOWN ON THE PARCEL MAP RECORDED VOLUME 54 OF PARCEL MAPS PAGE 10 SANTA CRUZ COUNTY RECORDS.
17. CERTIFICATION OF GRADES AND COMPACTION REQUIRED PRIOR TO PAVING.
18. CERTIFICATION OF IMPROVEMENTS ON SITE PLANS REQUIRED PRIOR TO BUILDING FINAL.
19. PRIVATE ROADS SHALL BE CONSPICUOUSLY POSTED "NO PARKING - FIRE LANE" THE ENTRANCE OF THE PROJECT SHALL BE POSTED WITH SUITABLE LANGUAGE FROM THE CALIFORNIA VEHICLE CODE REGARDING THE PROHIBITION OF STREET PARKING.
20. ALL ROADSIDES SHALL BE IRRIGATED OR CLEARED OF COMBUSTIBLE VEGETATION TO BARE MINERAL SOIL 10 FEET ON BOTH SIDES OF PRIVATE STREETS UNLESS OTHERWISE NOTED IN THE LANDSCAPE PLAN.
21. ALL RETAINING WALLS THAT ARE NOT PART OF THE BUILDING FOUNDATION SHALL BE MASONRY CONSTRUCTION AND ARE REQUIRED TO OBTAIN A BUILDING PERMIT PRIOR TO CONSTRUCTION.
22. FOR PURPOSES OF THIS APPLICATION, MIKKELSON DRIVE IS ASSUMED TO IMPROVED AS PER PREVIOUSLY APPROVED IMPROVEMENT PLANS.
23. THIS PROJECT WILL TAKE ACCESS FROM AND CONNECT TO UTILITIES IN MIKKELSON DRIVE, WHICH WILL BE IMPROVED IN ACCORDANCE TO PREVIOUSLY APPROVED IMPROVEMENT PLANS UNLESS OTHERWISE MODIFIED.
24. THE CONSTRUCTION OF THIS PROJECT SHALL BE SUBJECT TO THE CONDITIONS SET FORTH BY THE SCOTTS VALLEY WATER DISTRICT, INCLUDING FIRE PROTECTION REQUIREMENTS.
25. THE ONSITE SANITARY SEWER SYSTEM WILL BE PRIVATELY MAINTAINED.
26. SANITARY SEWER IN THE COUNTY RIGHT-OF-WAY WILL BE DESIGNED PER COUNTY STANDARDS.
27. AN OFFSITE IMPROVEMENT PLAN FOR THE EXTENSION OF THE SANITARY SEWER (AND STORM DRAIN) WILL BE PREPARED AND REVIEWED AND APPROVED BY THE PUBLIC WORKS DEPARTMENT PRIOR TO CONSTRUCTION OF REFERRED UTILITIES.

Environmental Review Initial Study
ATTACHMENT 6 1 of 10
APPLICATION 03-0276

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REVISED NOVEMBER 5, 2003
REVISED SEPTEMBER 19, 2003
JULY 10, 2003
JOB NO: 022007

DAHLIN GROUP

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TITLE SHEET

P1

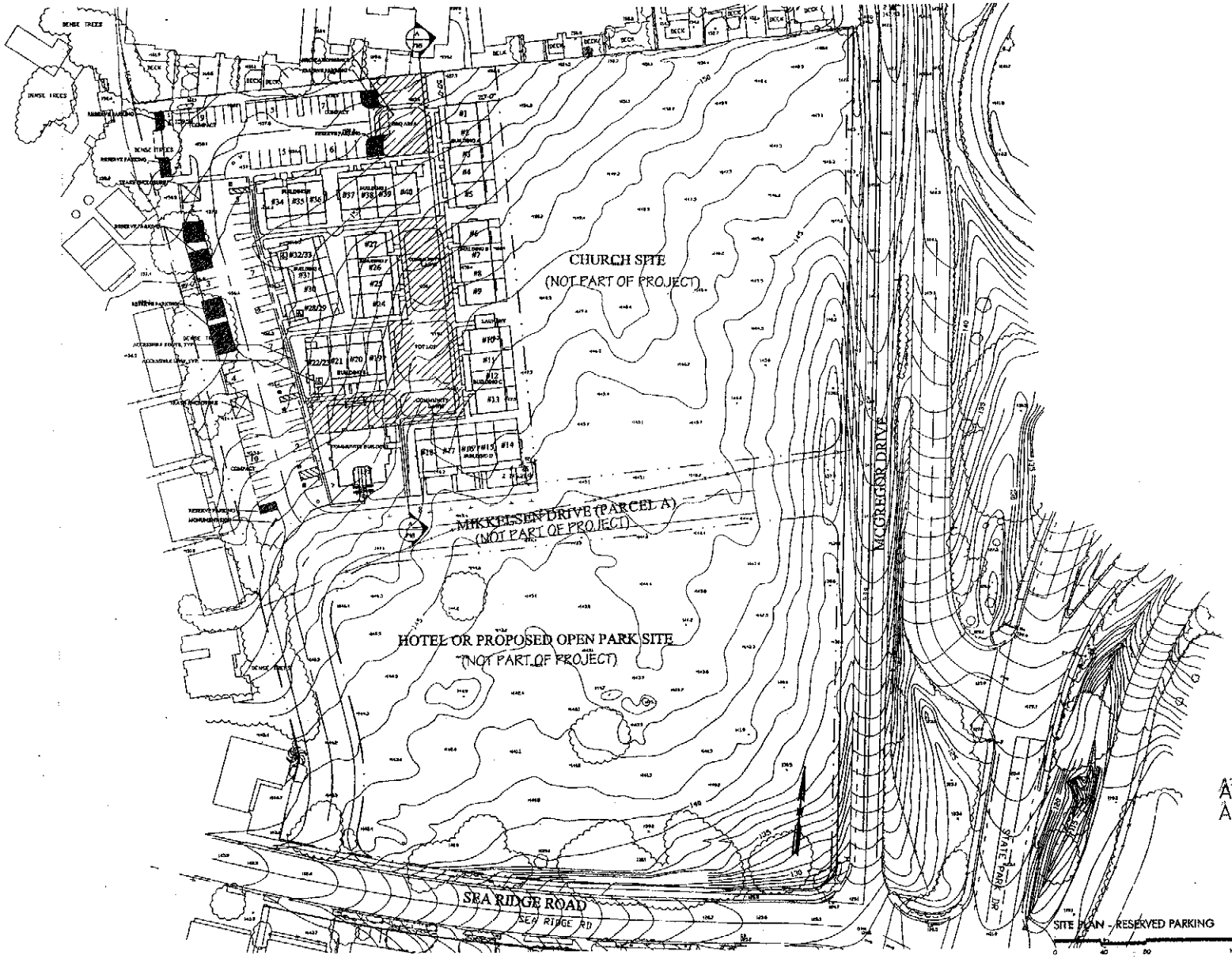
SEACLIFF HIGHLANDS - SOUTH COUNTY HOUSING

SANTA CRUZ COUNTY, CALIFORNIA

ATTACHMENT 6

EXHIBIT G

102



SITE DATA

ZONE RM 5000

UNITS

1 BEDROOM UNIT @ 646 S.F.	X 6 =		3,876 S.F.
2 BEDROOM UNIT A @ 816 S.F.	X 16 =		13,740 S.F.
2 BEDROOM UNIT B @ 904 S.F.	X 7 =		6,328 S.F.
3 BEDROOM UNIT @ 1,186 S.F.	X 12 =		13,932 S.F.
TOTAL =		40	37,876 S.F.

COMMUNITY BUILDING

1939 S.F.

PARKING

ON STREET PARKING (OST) =	5
ON SITE PARKING (OS) =	81
ON SITE RESERVE (OSR) =	19
TOTAL =	105

PARKING REQUIRED

1 BEDROOM UNITS (6) X 2.0 =	12
2 BEDROOM UNITS (22) X 2.5 =	55
3 BEDROOM UNITS (12) X 2.5 =	30
SUBTOTAL	97
40 UNITS X 0.20 =	8
TOTAL REQUIRED PARKING =	105

SITE DENSITY

SITE AREA =	110,647 S.F.
UNITS / AREA =	2,767 S.F. / UNIT
DENSITY BONUS =	5%
SITE DENSITY =	15.7 UNITS / ACRE
SITE FAR =	0.36

OPEN SPACE

PAVED AREA =	24,874 S.F.
OPEN SPACE REQUIRED @ 300 SQ. FT. X 40 UNITS =	12,000 S.F.
LANDSCAPE AREA PROVIDED =	65,044 S.F.

OF THE OPEN SPACE PROVIDED 16,380 S.F. IS USABLE RECREATION SPACE (HATCHED)

Environmental Review Inital Study
ATTACHMENT 6, 2 of 10
APPLICATION 03-0276

REVISED SEPT. 19, 2003
JULY 14, 2003

PROJECT NO: 440.007

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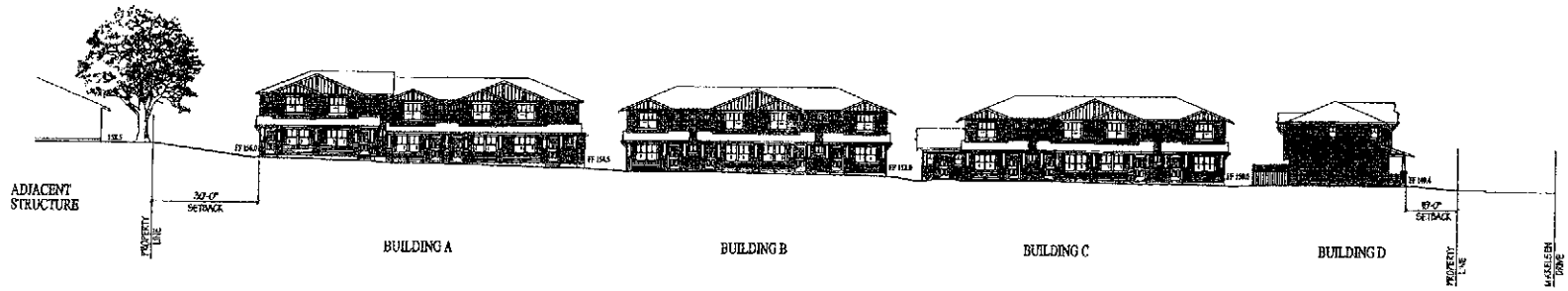
SEACLIFF HIGHLANDS - SOUTH COUNTY HOUSING

SANTA CRUZ COUNTY, CALIFORNIA

P2

EXHIBIT ATTACHMENT 6

103



Environmental Review Inital Study
ATTACHMENT G 3 of 10
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SITE SECTION

0 16 32 64
SCALE: 1/16" = 1'-0"

REVISED SEPT. 19, 2003
JULY 14, 2003
PROJECT NO: 440.007

DAHLIN GROUP

SEACLIFF HIGHLANDS - SOUTH COUNTY HOUSING

SANTA CRUZ COUNTY, CALIFORNIA

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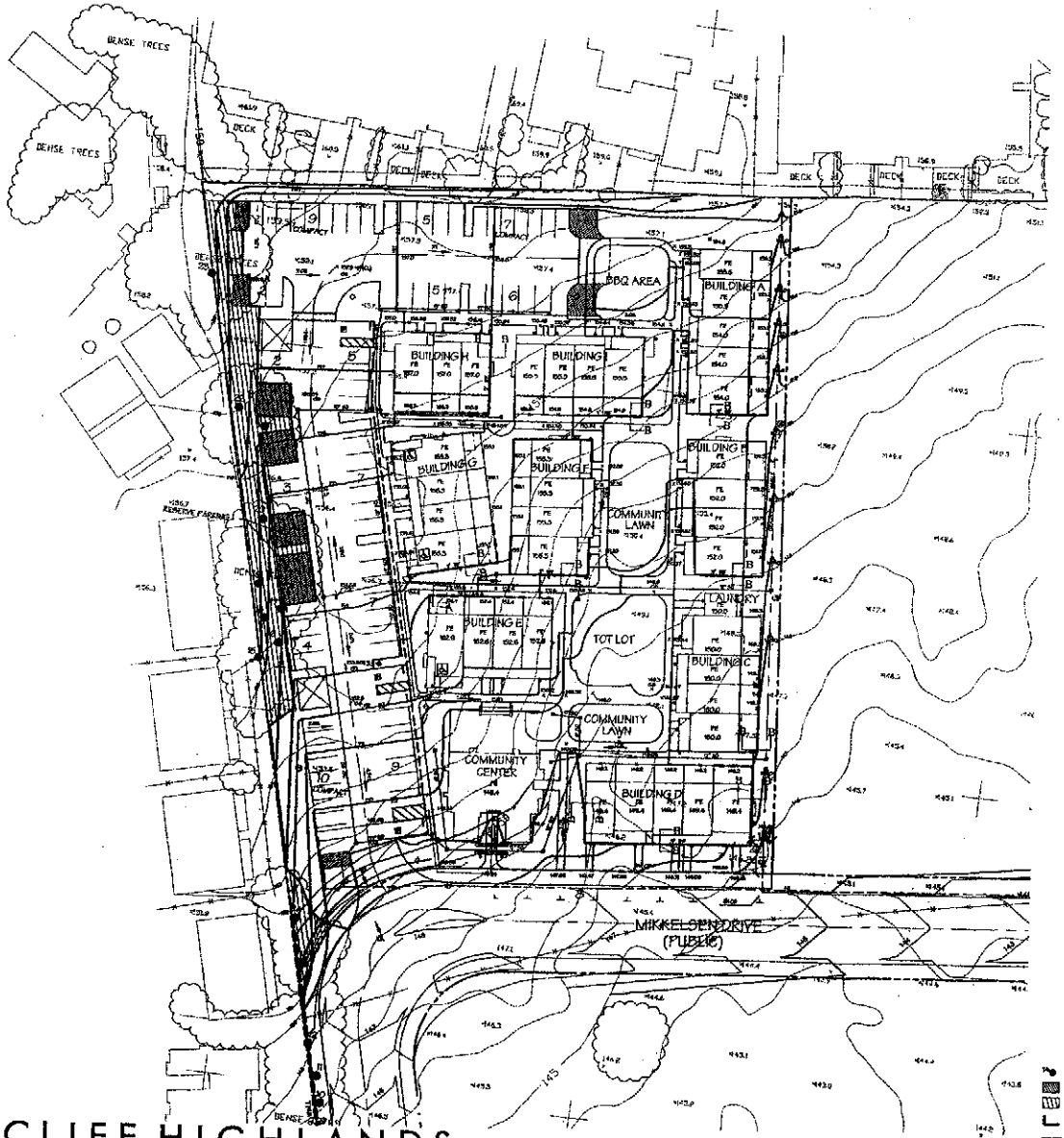
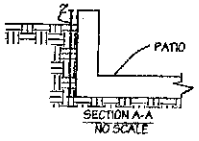
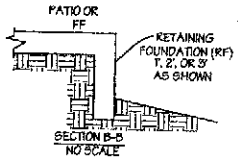
EXHIBIT G

ATTACHMENT G







NOTE:
PAD ELEVATIONS AS SHOWN ARE PRELIMINARY. FINISH FLOOR ELEVATIONS WILL BE DETERMINED BASED ON FOUNDATION DESIGN AND OTHER FACTORS AND WILL BE SHOWN ON THE FINAL GRADING PLAN.

TREE #	TREE SPECIES	TREES GREATER THAN 6" DBH	PRUNE OR REMOVE
1	4" 6" BLACK ACACIA (6)	1	REMOVE
2	6"&8" BLACK ACACIA (2+)	2	REMOVE
3	9"&10" BLACK ACACIA (2+)	2	REMOVE
4	5" CAL. LIVE OAK CLUMP (5)		REMOVE
5	30" PINE STUMP		REMOVE
6	6" HOLLYWOOD JUNIPER (5)		PRUNE
7	24" BLACK ACACIA		PRUNE
8	4"-8" BLACK ACACIA (4)	2	REMOVE
9	2"-8" BLACK ACACIA (5)		PRUNE
10	2"-5" BLACK ACACIA (4)		PRUNE
11	2"-5" BLACK ACACIA (5)		PRUNE
12	5" BLACK ACACIA		PRUNE
13	18" BLACK ACACIA		PRUNE
14	2"-4" BLACK ACACIA (3)		PRUNE
15	32" BLACK ACACIA		PRUNE
16	6" CAL. LIVE OAK	1	REMOVE
17	2"-6" BLACK ACACIA (6)	2	REMOVE
18	4"-11" BLACK ACACIA (6)	1	REMOVE
19	3"-24" BLACK ACACIA GROVE (50+)		PRUNE
20	4" CAL. LIVE OAK		REMOVE
21	2"-10" BLACK ACACIA (7)	3	REMOVE
22	2"-12" BLACK ACACIA (25+)		PRUNE
23	10"-20" BLACK ACACIA (3)		PRUNE

* NO TREES ARE GREATER THAN 12" OR 20" DBH

TREE PROTECTION NOTES:

A PRE-CONSTRUCTION MEETING WITH THE PROJECT ARBORIST
A MEETING WITH THE PROJECT ARBORIST, PROJECT MANAGER, AND ALL CONTRACTORS INVOLVED WITH THE PROJECT SHALL TAKE PLACE PRIOR TO THE ONSET OF GRADING ACTIVITY. TREE PRESERVATION SPECIFICATIONS WILL BE REVIEWED AND DISCUSSED.

ESTABLISHMENT OF A TREE PRESERVATION ZONE (TPZ)
CHAIN LINK FENCING, NO LESS THAN 72 INCHES IN HEIGHT WITH METAL STAKES EMBEDDED IN THE GROUND, SHALL BE INSTALLED AROUND THE PERIMETER OF THE TREE PROTECTION ZONE. FENCING WILL BE INSTALLED PRIOR TO THE ONSET OF GRADING, UNDER THE SUPERVISION OF THE PROJECT ARBORIST AND SHALL NOT BE MOVED. PLACEMENT OF THE FENCE SHALL COINCIDE WITH THE TREE PROTECTION ZONE SHOWN ON THE PLANS.

RESTRICTIONS WITHIN THE DRIPLINE OF EXISTING TREES
NO STORAGE OF CONSTRUCTION MATERIALS, DEBRIS, OR EXCESS SOIL WILL BE ALLOWED WITHIN THE TPZ. PARKING OF VEHICLES OR CONSTRUCTION EQUIPMENT IN THIS AREA IS PROHIBITED. SOLVENTS OR LIQUIDS OF ANY TYPE SHOULD BE DISPOSED OF PROPERLY, NEVER WITHIN THE PROTECTED AREA.

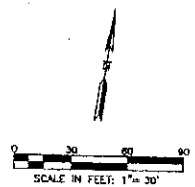
ALTERATION OF GRADE
MAINTAIN THE NATURAL GRADE AROUND TREES. FILL OR EXCAVATION WILL NOT BE PERMITTED WITHIN AREAS OF TREE ROOT DEVELOPMENT. IF TREE ROOTS ARE UNEARTHED DURING THE CONSTRUCTION PROCESS THE CONSULTING ARBORIST WILL BE NOTIFIED IMMEDIATELY. EXPOSED ROOTS WILL BE COVERED WITH MOISTENED BURLAP UNTIL THE PROJECT ARBORIST MAKES A DETERMINATION.

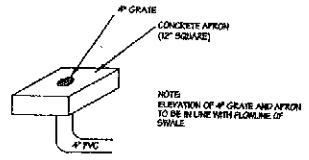
TRENCHING REQUIREMENTS
ANY AREAS OF PROPOSED TRENCHING IN CLOSE PROXIMITY TO THE TREE PROTECTION ZONE WILL BE EVALUATED WITH THE CONSULTING ARBORIST AND THE CONTRACTOR PRIOR TO CONSTRUCTION.

FIELD DECISIONS
THE PROJECT ARBORIST, BOILS ENGINEER, AND GRADING CONTRACTOR WILL DETERMINE THE MOST EFFECTIVE CONSTRUCTION METHODS TO MAINTAIN TREE HEALTH.

TREE CANOPY ALTERATIONS
UNAUTHORIZED PRUNING OF ANY TREE ON THIS SITE WILL NOT BE ALLOWED. TREE CANOPY ALTERATIONS WILL BE PERFORMED TO THE SPECIFICATIONS ESTABLISHED BY THE PROJECT ARBORIST.

SUPPLEMENTAL IRRIGATION
SHALL BE PROVIDED USING "SOAKER" HOSES OR SIMILAR METHOD OF EQUITY. SUPPLEMENTAL IRRIGATION REQUIREMENTS SHALL BE DETERMINED BY THE PROJECT ARBORIST AND WILL BE REQUIRED THROUGHOUT THE CONSTRUCTION PHASES OF THE PROJECT.





BUBBLER DETAIL

LEGEND
- EXISTING TREE
- RESERVE PARKING AREA
- TREE PROTECTION ZONE
- RETAINING FOUNDATION
- RETAINING WALL
- BUBBLER

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SEACLIFF HIGHLANDS - SOUTH COUNTY HOUSING

SANTA CRUZ COUNTY, CALIFORNIA

PRELIMINARY GRADING PLAN

C1

Environmental Review Inital Study
ATTACHMENT 6 4 of 10
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EXHIBIT G
ATTACHMENT 6

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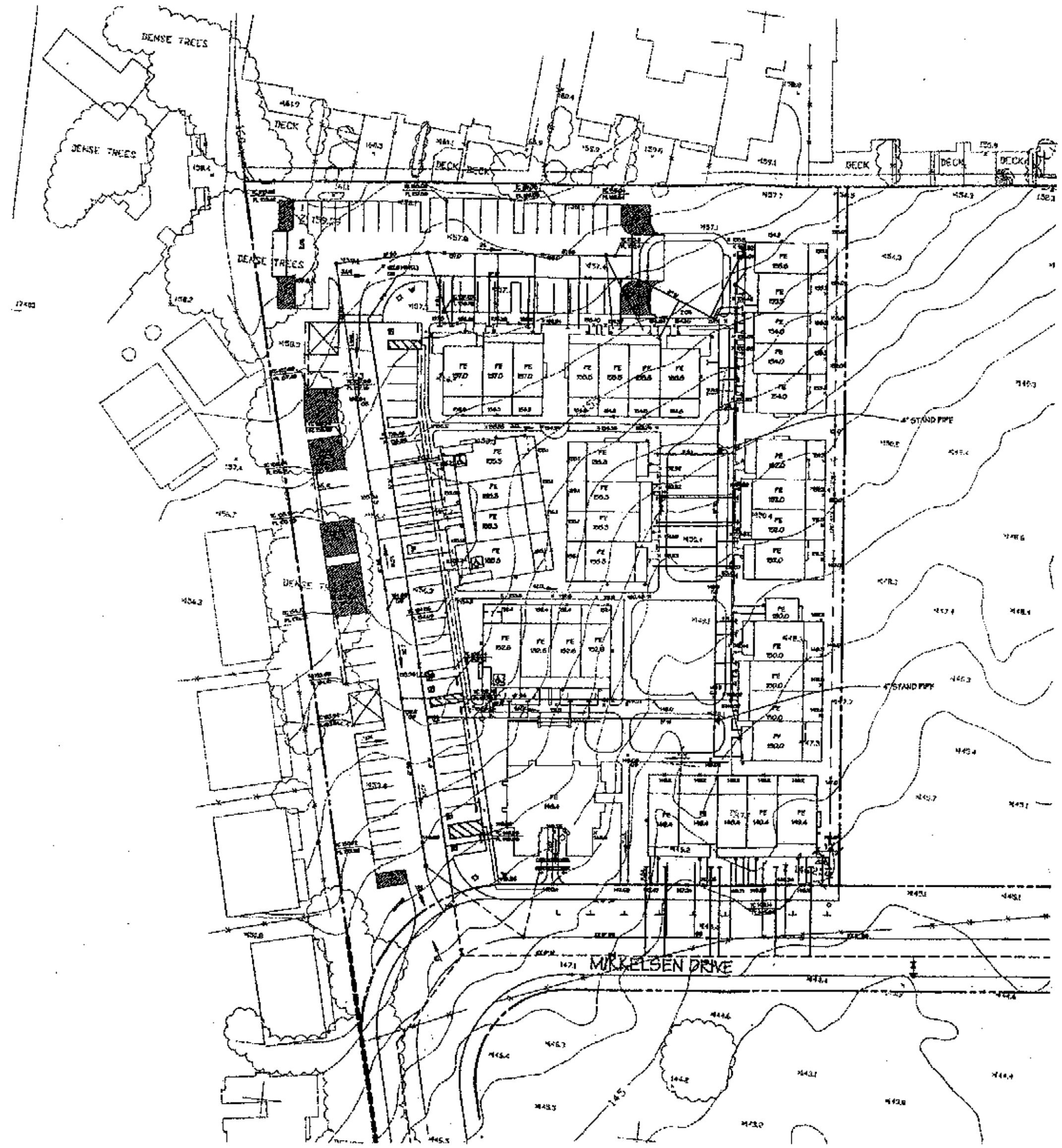
PRELIMINARY UTILITY PLAN



LEGEND:

EXISTING		PROPOSED
	PROJECT BOUNDARY	
	CENTERLINE	
	FIRE SERVICE LINE	FSL
W	WATER	W
SD	STORM DRAIN	SD
SS	SANITARY SEWER	SS
	EASEMENT	
	MANHOLE	
	FIRE HYDRANT	
	ELECTROLIER	
	CURB INLET	
	DIRECTION OF FLOW	
	SPOT ELEVATION	x250
	ACCESSIBLE UNITS	
	LANDSCAPE AND MAINTENANCE EASEMENT	L.M.E.

NOTES:

APTOS/LA SELVA FIRE DEPARTMENT REQUIRES A FIRE FLOW OF 5,000 GPM. AVAILABLE FIRE FLOW WILL BE DETERMINED UPON THE COMPLETION OF MIKKELSEN DRIVE, WHICH WILL PROVIDE A PUBLIC FIRE HYDRANT WITHIN 75 FEET OF PROPERTY.

"NO PARKING FIRE LANE" SIGNS SHALL BE POSTED AT ALL ENTRANCES TO DESIGNATE FIRE LANES AND EVERY 250 FEET OR PORTION THEREOF.

"FIRE LANES" MUST BE FURTHER IDENTIFIED BY PAINTING THE ADJACENT CURB RED AND THE WORDS "NO PARKING FIRE LANE" STENCILED 4" IN HEIGHT WITH 3/4" STROKE ON THE CURB EVERY 100 FEET WHITE IN COLOR.

ALL FIRE LANE SIGNS SHALL MEET THE REQUIREMENTS OF THE APTOS/LA SELVA FIRE PROTECTION DISTRICT.

DEAD-END SHALL BE PAINTED AND SIGNED AS "FIRE LANE NO PARKING" PER CFC 901.4 1998 EDITION.

FIRE DEPARTMENT ACCESS SHALL BE 20' WIDTH AND 14' VERTICAL.

FIRE LANE
NO PARKING

UNAUTHORIZED VEHICLES SUBJECT TO FINE AND TOW AT OWNER'S EXPENSE

CVC 22500.1 CVC 22651

APTOS/LA SELVA FIRE DEPARTMENT

Environmental Review Inital Study
ATTACHMENT 6, 5 of 10
APPLICATION 03-0276

0 30 60 90
SCALE IN FEET: 1" = 30'

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REVISED NOVEMBER 5, 2003
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SEACLIFF HIGHLANDS - SOUTH COUNTY HOUSING

SANTA CRUZ COUNTY, CALIFORNIA

C2

EXHIBIT G
ATTACHMENT 6

PRELIMINARY EROSION CONTROL NOTES AND DETAILS

EROSION AND SEDIMENT CONTROL MEASURES:

1. EROSION AND SEDIMENT CONTROL MEASURES SHALL BE IMPLEMENTED BY OCTOBER 1ST AND MAINTAINED THROUGH APRIL 15TH, OR AS DIRECTED BY THE CITY ENGINEER.
2. PERSON RESPONSIBLE FOR IMPLEMENTATION OF EROSION CONTROL AND SEDIMENT PLAN:

   KAREN SAUNDERS
   SOUTH COUNTY HOUSING
   7458 CARMEL STREET
   GILROY, CA 95020
   408-842-9181
   FAX 408-842-0277

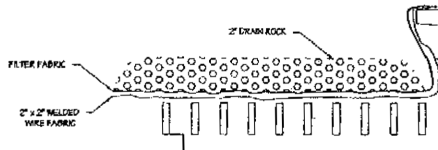
3. THIS EROSION AND SEDIMENT CONTROL PLAN COVERS ONLY THE FIRST WINTER FOLLOWING GRADING. INTERIM PLANS ARE TO BE RESUBMITTED FOR CITY APPROVAL PRIOR TO SEPTEMBER 1ST OF EACH SUBSEQUENT YEAR, UNTIL THE SITE IMPROVEMENTS ARE ACCEPTED BY THE CITY.
4. A CONSTRUCTION ENTRANCE SHALL BE INSTALLED PRIOR TO COMMENCEMENT OF GRADING. ALL CONSTRUCTION TRAFFIC ENTERING THE PAVED ROAD MUST CROSS THE STABILIZED CONSTRUCTION ENTRANCE. ALL TRAFFIC EXITING THE SITE SHALL USE THE STABILIZED CONSTRUCTION ENTRANCE (SEE NOTE 5 AND THE STABILIZED CONSTRUCTION ENTRANCE SECTION.)
5. CONTRACTOR SHALL MAINTAIN STABILIZED CONSTRUCTION ENTRANCE AT THE ENTRANCE TO THE SITE. ANY MUD TRACKED ONTO PUBLIC STREETS SHALL BE REMOVED THAT SAME DAY AND AS REQUIRED BY THE CITY.
6. ALL EROSION CONTROL MEASURES SHALL BE MAINTAINED UNTIL DISTURBED AREAS ARE STABILIZED AND CHANGES TO THIS EROSION AND SEDIMENT CONTROL PLAN SHALL BE MADE TO MEET FIELD CONDITIONS ONLY WITH THE APPROVAL OF OR AT THE DIRECTION OF THE CITY ENGINEER.
7. DURING RAINY SEASON ALL PAVED AREAS SHALL BE KEPT CLEAR OF EARTH MATERIAL AND DEBRIS. THE SITE SHALL BE MAINTAINED SO AS TO MINIMIZE SEDIMENT-LADEN RUNOFF TO ANY STORM DRAINAGE SYSTEM. STRAWBALE SILT TRAPS SHALL BE INSTALLED AT PLACES ANTICIPATING SEDIMENT-LADEN RUNOFF TO A PAVED INLET.
8. ALL EROSION CONTROL FACILITIES MUST BE INSPECTED AND REPAIRED AT THE END OF EACH WORKING DAY DURING THE RAINY SEASON.
9. THIS EROSION AND SEDIMENT CONTROL PLAN MAY NOT COVER ALL THE SITUATIONS THAT MAY ARISE DURING CONSTRUCTION DUE TO ANTICIPATED FIELD CONDITIONS. VARIATIONS MAY BE MADE TO THIS PLAN IN THE FIELD, SUBJECT TO THE APPROVAL OF THE CITY ENGINEER.
10. THIS PLAN IS INTENDED TO BE USED FOR INTERIM EROSION AND SEDIMENT CONTROL ONLY.
11. SEE ALSO THE STORM WATER POLLUTION PREVENTION PLAN (SWPPP) PREPARED FOR THIS PROJECT FOR ADDITIONAL MONITORING AND INSPECTION REQUIREMENTS.

SILT FENCE

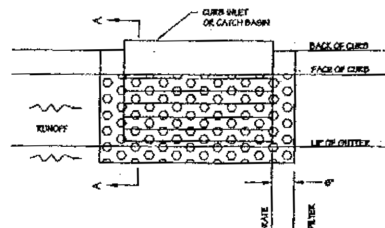
1. THE SUPPORT HEIGHT OF ALL SILT FENCE SHALL NOT EXCEED 30 INCHES ABOVE THE GROUND.
2. POSTS FOR SILT FENCE SHALL BE AS A MINIMUM 2" x 2" x 4' WOODEN STAKES.
3. FILTER FABRIC SHALL BE PERVIOUS SHEET OF SYNTHETIC POLYMER COMPOSED OF AT LEAST 85 PERCENT BY WEIGHT ETHYLENE, PROPYLENE, AMIDE ESTER, OR VINYLIDENE YARN, WOVEN OR UNWOVEN AND SHALL CONTAIN STABILIZERS AND/OR INHIBITORS TO RESIST DETERIORATION BY HEAT, WATER AND ULTRAVIOLET LIGHT. THE FABRIC SHALL CONFORM TO THE FOLLOWING CRITERIA:
   A. THE E.O.S. SHALL BE NO. 100 OF U.S. STANDARD SIEVE.
   B. THE TENSILE STRENGTH (ASTM D1682G) SHALL BE AT LEAST 120 LBS.
4. THE FILTER FABRIC SHALL BE CUT FROM A CONTINUOUS ROLL TO AVOID USE OF JOINTS. WHEN JOINTS ARE NECESSARY, FILTER FABRIC SHALL BE SLICED ONLY AT A SUPPORT POST, WITH A MINIMUM 6" OVERLAP AND BOTH ENDS SECURELY FASTENED TO THE POST.
5. POSTS SHALL BE SPACED A MAXIMUM OF SIX FEET APART AND DRIVEN SECURELY INTO THE GROUND (MINIMUM 18 INCHES).
6. A SUITABLE FENCE LINE SHALL BE LAID OUT AND POSTS SET ALONG IT. ON SLOPES, THE FENCE LINE SHALL FOLLOW THE CONTOUR AS CLOSELY AS POSSIBLE. THE FENCE LINE SHALL BE CURVED UPSLOPE AT THE ENDS TO DIRECT THE FLOW TOWARDS THE MIDDLE OF THE FENCE.
7. A TRENCH SHALL BE EXCAVATED APPROXIMATELY FOUR INCHES WIDE AND SIX INCHES DEEP ALONG THE LINE OF POSTS UPSLOPE FROM THE BARRIER.
8. THE FILTER FABRIC SHALL BE FASTENED TO THE UPHILL SIDE OF THE FENCE POSTS (STAPLED OR WIRED) AND EIGHT INCHES OF THE FABRIC SHALL BE EXTENDED INTO THE TRENCH. THE FABRIC SHALL NOT EXTEND MORE THAN 30" ABOVE THE ORIGINAL GROUND SURFACE.
9. THE FABRIC SHALL BE STRETCHED TAUT AND FASTENED TO THE POSTS AT INTERVALS NOT EXCEEDING 6". CARE MUST BE TAKEN TO EQUALIZE THE TENSION ON EACH SIDE OF THE POST.
10. THE TRENCH SHALL BE BACKFILLED AND THE EXCAVATED SOIL COMPACTED OVER THE TOE OF THE FILTER FABRIC.
11. SILT FENCE SHALL BE REMOVED WHEN IT HAS SERVED ITS USEFUL PURPOSE, BUT NOT BEFORE THE UPSLOPE AREA HAS BEEN PERMANENTLY STABILIZED.

STABILIZED CONSTRUCTION ENTRANCE

1. AS A LINING FOR STABILIZED ENTRANCEWAY USE GRAVEL. THE SIZE OF THE COARSE AGGREGATE SHALL BE FOUR INCHES (MIN), PRESSED INTO THE SOIL IN A LAYER OF AT LEAST EIGHT INCHES THICK.
2. THE STABILIZED ENTRANCE SHALL EXTEND AT LEAST FIFTY FEET INTO THE SITE.



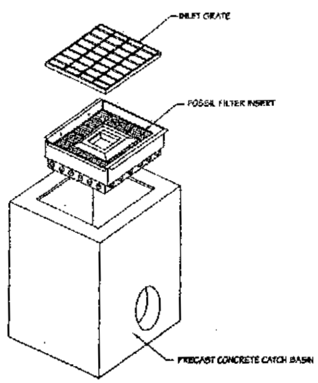
SECTION A-A



CURB INLET SEDIMENT BARRIER
NO SCALE

NOTES

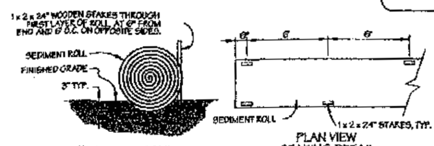
1. CONSTRUCT ON GENTLY SLOPING STREETS (LESS THAN 5%) WHERE WATER CAN POND AND ALLOW SEDIMENT TO SEPARATE OUT OF SUSPENSION.
2. INSPECT AND REPAIR INLET BARRIERS AFTER EACH STORM EVENT. REMOVE SEDIMENT WHEN ONE HALF OF THE BARRIER DEPTH HAS BEEN FILLED. REMOVED SEDIMENT SHALL BE DEPOSITED IN AN AREA TRIBUTARY TO ANOTHER FILTERING DEVICE.
3. SEDIMENT AND GRAVEL SHALL BE IMMEDIATELY REMOVED FROM TRAVELED WAY OF ROAD.



FOSSIL FILTER "DROP IN" CATCH BASIN INSERT
NO SCALE

NOTES

1. FOSSIL FILTER INSERT BODY SHALL BE ONE PIECE MANUFACTURED FROM EITHER HIGH DENSITY POLYETHYLENE (HDPE) OR PETROLEUM RESISTANT FIBERGLASS WHICH MEETS OR EXCEEDS PS 15-69.
2. ALL METAL COMPONENTS SHALL BE A STAINLESS STEEL (TYPE 304).
3. REFER TO SPECIFICATION CHART FOR CATCH BASIN AND FILTER SIZING.
4. FILTER MEDIUM SHALL BE FOSSIL ROCK INSTALLED AND MAINTAINED IN ACCORDANCE WITH MANUFACTURER RECOMMENDATIONS. FOSSIL FILTERS SHOULD BE CHECKED EVERY 4 MONTHS.



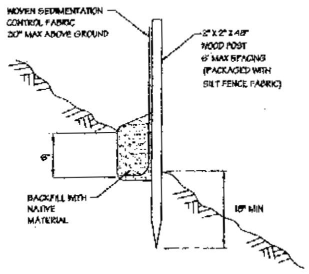
PLACING DETAIL
NO SCALE

PLAN VIEW
STAKING DETAIL
NO SCALE

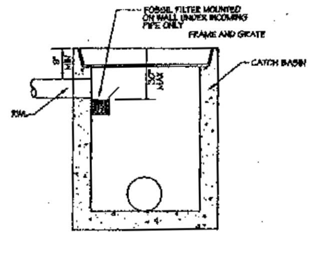
WATTLES

NOTES

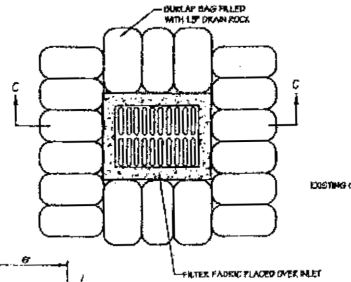
1. SEDIMENT ROLLS ARE TUBES MADE FROM BIO-DEGRADABLE EXCELSIOR WITH PHOTO-DEGRADABLE NETTING. THEY ARE 8" IN DIAMETER AND AS LONG AS CAN BE CONVENIENTLY PLACED.
2. SEDIMENT ROLLS TRAP AND CAPTURE SEDIMENT, INCREASE FILTRATION RATES, SLOW RUNOFF VELOCITIES, AND REDUCE SHEET AND RILL EROSION. THEY CREATE A FAVORABLE ENVIRONMENT FOR PLANT ESTABLISHMENT.
3. SEDIMENT ROLLS SHOULD BE PLACED INTO A TRENCH APPROXIMATELY 3" DEEP AND SECURELY STAKED AT 6' ON CENTER WITH 1x2x24" WOODEN STAKES.



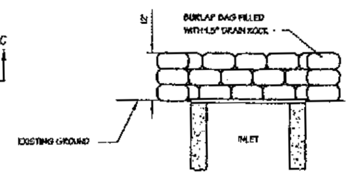
SILT FENCE
NO SCALE



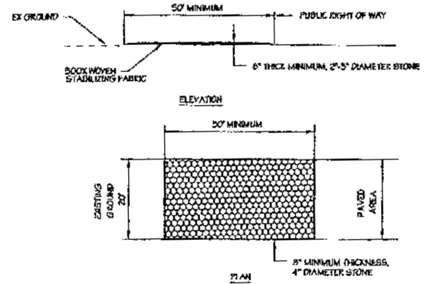
FOSSIL FILTER AT RWL OUTLET
NO SCALE



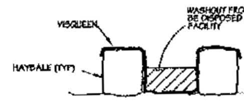
INLET WITH BURLAP BAGS AND FILTER FABRIC
NO SCALE



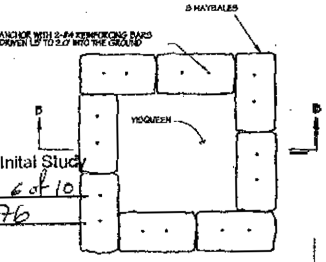
SECTION C-C



STABILIZED CONSTRUCTION ENTRANCE
NO SCALE



SECTION B-B



Environmental Review Inital Study
ATTACHMENT 6, 6 of 10
APPLICATION 03-0276

WASHOUT FOR CONCRETE TRUCKS
NO SCALE

Ruggeri - Jensen - Azar & Associates
8055 CAMINO ARROYO • GILROY, CA 95020
PHONE: (408) 848-0300 • FAX: (408) 848-0302

REVISED NOVEMBER 5, 2003
REVISED SEPTEMBER 19, 2003
JULY 10, 2003
JOB NO: 022D07

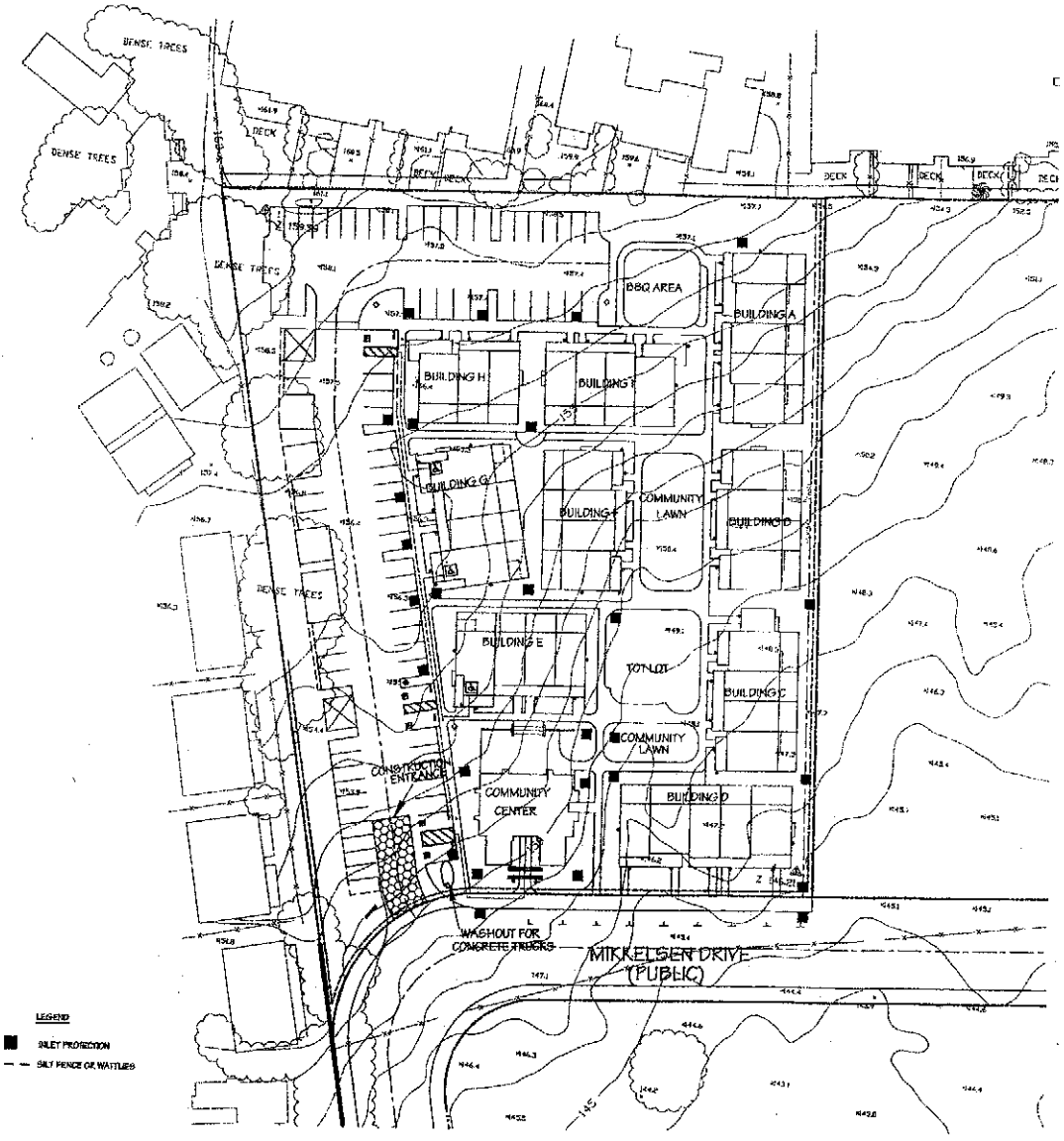
DAHLIN GROUP
2671 Crow Canyon Rd.
San Ramon, CA 94583
925.837.8286
925.837.2543 Fax

SEACLIFF HIGHLANDS - SOUTH COUNTY HOUSING

SANTA CRUZ COUNTY, CALIFORNIA

C3

EXHIBIT G
ATTACHMENT



SEACLIFF HIGHLANDS - SOUTH COUNTY HOUSING

SANTA CRUZ COUNTY, CALIFORNIA

Environmental Review Inital Study
ATTACHMENT 6, 7 & 10
APPLICATION 03-0276

SCALE IN FEET: 1" = 30'

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REVISED NOVEMBER 5, 2003
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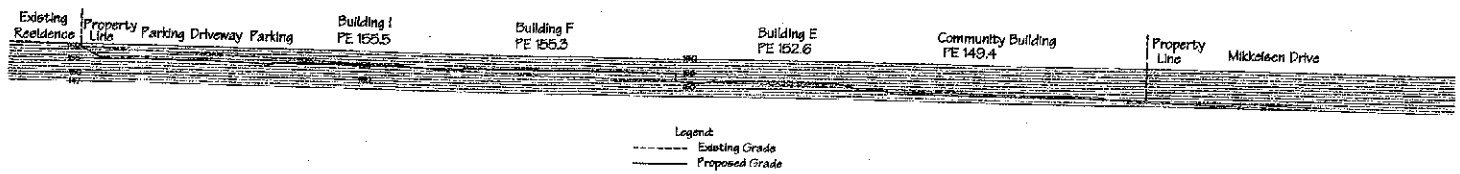
PRELIMINARY EROSION CONTROL PLAN

C4

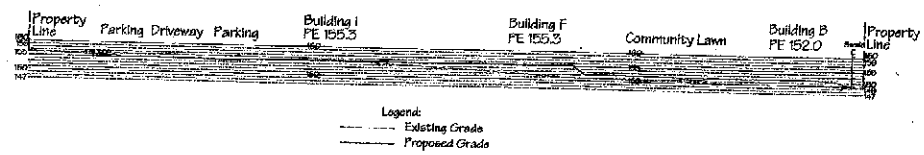
EXHIBIT G
ATTACHMENT 6

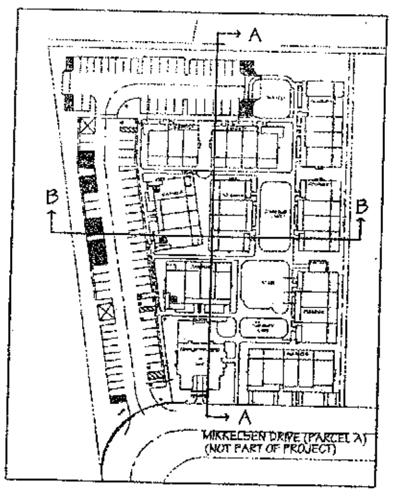
801

SECTION A



SECTION B





Environmental Review Inital Study
ATTACHMENT 6, 9 & 10
APPLICATION 03-0276

SCALE IN FEET: 1" = 20'

Ruggeri - Jensen - Azar & Associates

REVISED NOVEMBER 5, 2003
REVISED SEPTEMBER 19, 2003
JULY 10, 2003

JOB NO: 022007

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ROSS SECTIONS

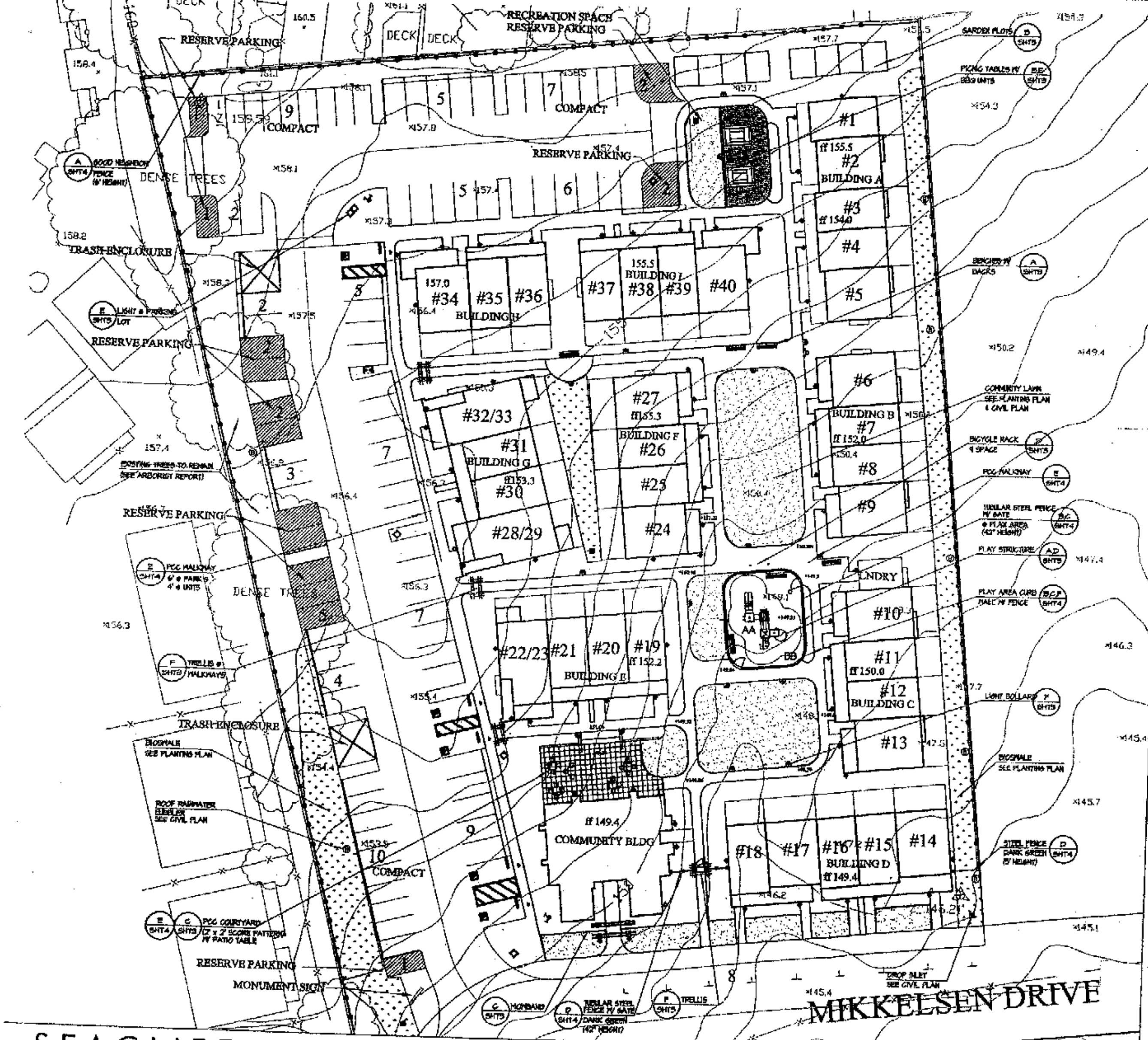
C5

SEACLIFF HIGHLANDS - SOUTH COUNTY HOUSING

SANTA CRUZ COUNTY, CALIFORNIA

EXHIBIT G

ATTACHMENT 6



TYPICAL SYMBOLS LEGEND

PROPOSED (NEW)

- PLAY GRATE STORM INLET
- PLAY AREA STORM INLET
- PLAY AREA CLEAN OUT
- P.C.C. PAVING & WALKWAYS
- COLORED TEXTURED PAVING 2' x 2' PATTERN
- TRELLIS AT WALKWAYS
- BENCH WITH BACK ON PCC PAD
- PATIO TABLE
- PICNIC TABLE & BBQ GRILL IN DECOMPOSED GRANITE
- PLAY EQUIPMENT IN FIBAR RESILIENT SURFACE
- 5' STEEL PROPERTY LINE FENCE
- GOOD NEIGHBOR FENCE
- IRRIGATION CONTROLLER
- WATER METER
- BACKFLOW DEVICE
- DECOMPOSED GRANITE
- BIOSWALE
- TURF

PLAY AREA FEATURES LEGEND

TOT PLAY AREA	
KEY	PLAY STRUCTURES
AA	TOT COMPOSITE STRUCTURE
BB	TALK TUBE
	COLOR SCHEME: BLUE, GREEN, VANILLA, TAN

LIGHT LEGEND

SYMBOL	DESCRIPTION	QUANTITY
	KIM SQUARE BOLLARD LIGHT (V5B1) CRAFTSTONE FINISH - 100 WATT MH SEE DETAIL SHEET	16
	GARDCO PARKING LOT LIGHT FORM 10 EH/H ARM MOUNT CUT OFF LUMINAIRE 100 WATT MH LAMP 35A4-15 POLE SEE DETAIL SHEET	SEE ARCH
	EVERGREEN LIGHT CARMEL (CA267) WALL MOUNT ON BUILDING 26 WATT TBX (10" x 7" x 4") SEE ARCHITECTURE DRAWINGS	SEE ARCH

Environmental Review Inital Study
ATTACHMENT 6, 9 of 10
APPLICATION 03-0276

NORTH

LANDSCAPE CONCEPTUAL PLAN
1" = 20' - 0"
SEPTEMBER 19, 2003
PROJECT NO: 440.007

DILLON DESIGN ASSOCIATES
LANDSCAPE ARCHITECTURE

DAHLIN GROUP

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925.837.2543 Fax

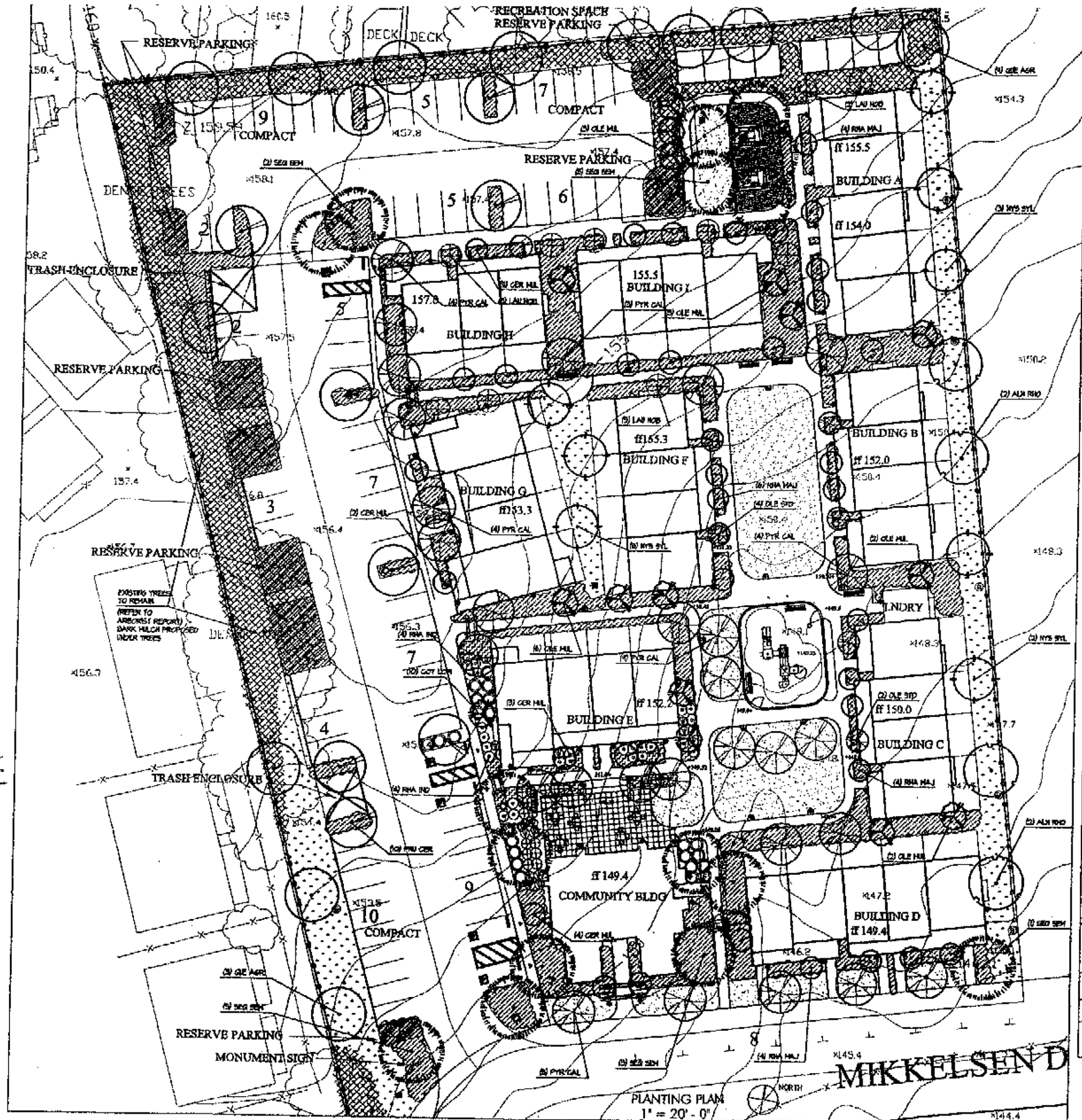
L1

SEACLIFF HIGHLANDS - SOUTH COUNTY HOUSING

SANTA CRUZ COUNTY, CALIFORNIA

EXHIBIT G

ATTACHMENT



PLANTING LEGEND

SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	ZONE	NOTES
TREES					
ARB UNE	ARBUTUS unedo	STRAWBERRY TREE	15 GAL	L	PERIMETER
ALN RHO	ALNUS rhombifolia	WHITE ALDER	15 GAL	H	SWALE
LAU NOB	LAURUS nobilis	SWEET BAY	15 GAL	L	SMALL PATIO
NYS SYL	NYSSA sylvatica	SOUR GUM	15 GAL	M	SWALE
OLE MAL	OLEA europaea 'Swan Hill'	FRUITLESS OLIVE	15 GAL	L	PERIMETER
OLE STD	OLEA europaea 'Swan Hill'	FRUITLESS OLIVE	15 GAL	L	PERIMETER
PRU CER	PRUNUS cerasifera 'Thundercloud'	PURPLE LEAF PLUM	15 GAL	VL	PARKING LOT
PYR CAL	PYRUS calleryana 'Chanticleer'	CHANTICLEER PEAR	15 GAL	M	INTERIOR
QUE AGR	QUERCUS agrifolia	COAST LIVE OAK	15 GAL	VL	PERIMETER
SEQ SEM	SEQUOIA sempervirens 'Aptos Blue'	COAST REDWOOD	15 GAL	H	INTERIOR ACCENT
CER MUL	CERCIS occidentalis	WESTERN REDBUD	15 GAL	L	SMALL PATIO
CER STD	CERCIS occidentalis	WESTERN REDBUD	15 GAL	L	SMALL PATIO
RHA MAJ	RHAPHIOLEPIS 'Majestic Beauty'	INDIAN HAWTHORN	15 GAL	M	
SHRUBS, GRASSES, PERENNIALS					
	ARBUTUS 'Elfin King'	STRAWBERRY BUSH dwarf	5 GAL	L	
	BERBERIS thun. 'Atropurpurea'	RED LEAF JAPAN BARBERRY	5 GAL	L	
	HEMEROCALLIS hybrids	DWARF DAYLILIES	1 GAL	M	
	PHORMIUM 'Jack Spratt'	DWARF FLAX	1 GAL	L	
	PHORMIUM 'Yellow Wave'	HYBRID FLAX	5 GAL	L	
	PENNISETUM set. 'Rubrum'	PURPLE FOUNTAIN GRASS	1 GAL	L	
	PITTOSPORUM 'Variegata'	VARIEGATED PITTOSPORUM	5 GAL	M	
	RHAPHIOLEPIS 'Ballerina'	INDIAN HAWTHORN [illegible]	5 GAL	M	
	SALVIA leucantha	MEXICAN SAGE	1 GAL	L	
VINES/ESPALIERS					
	DISTICTIS buccinatoria	BLOOD RED TRUMPET VINE	5 GAL	L	
	CAMELLIA japonica espalier	CAMELLIA	15 GAL	L	
	ERIOBOTRYA deflexa espalier	BRONZE LOQUAT	15 GAL	L	
GROUNDCOVERS					
	HELICTOTRICHON sempervirens	BLUE OAT GRASS	1 GAL	L	
	SOD	DWARF FESCUE	SOD	[illegible]	In accordance w/ Spec section [illegible]
	MULCH		MULCH		In accordance w/ Spec section XX
	AGROSTIS HALLII JUNCUS PATENS JUNCUS XIPHIOIDES LEYMUS TRITICOIDES	BENT GRASS RUSH RUSH WILD RYE GRASS	LINER	L	In accordance w/ Spec section XX

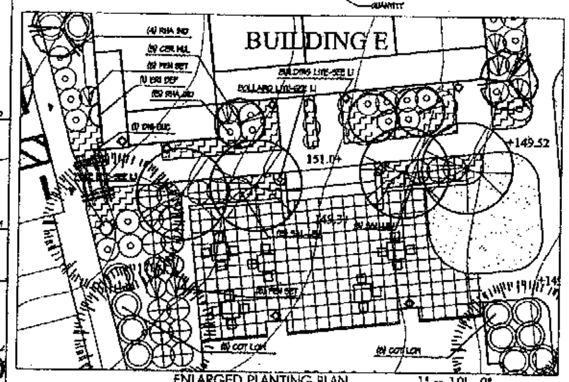
BOTANICAL NAME SYMBOL
QUANTITY

TYPICAL SYMBOLS LEGEND

PROPOSED (NEW)

- FLAT GRATE STORM INLET
- PLAY AREA STORM INLET
- PLAY AREA CLEAN OUT
- P.C.C. PAVING & WALKWAYS W/ SCORE & TOOLED COLD JOINTS BROOM FINISH 4', 5' & 6' TYPICAL
- COLORED TEXTURED PAVING 2' X 2' PATTERN
- TRELLIS AT WALKWAYS
- BENCH WITH BACK ON PCC PAD
- PATIO TABLE
- PICNIC TABLE & BBQ GRILL IN DECOMPOSED GRANITE
- PLAY EQUIPMENT IN RESILIENT SURFACE
- 5' STEEL PROPERTY LINE FENCE
- GOOD NEIGHBOR FENCE
- IRRIGATION CONTROLLER
- WATER METER
- BACKFLOW DEVICE
- DECOMPOSED GRANITE
- DRYSWALE
- TURF

Environmental Review Inital Study
ATTACHMENT 6, 10 of 10
APPLICATION 03-0276



NOTE:

1. THE ARBORIST REPORT DATED JUNE 18, 2003 IDENTIFIES 92 EXISTING TREES TO BE REMOVED (14 OF THESE TREES ARE OVER 6" IN DIAMETER AND 0 ARE OVER 20" IN DIAMETER). THE REPORT RECOMMENDS A REPLACEMENT RATIO OF 2:1 AND THAT A MINIMUM OF 4 SPECIES BE USED AS REPLACEMENT TREES.

   THIS PLANTING PLAN IDENTIFIES 150 PROPOSED TREES WHICH RESULTS IN A REPLACEMENT RATIO OF 4.1:1. OF THESE 150 PROPOSED REPLACEMENT TREES, 12 SPECIES ARE REPRESENTED.

2. SOD AREA IS 6,791 SQ. FT., 10% OF THE 66,044 SQ. FT. TOTAL LANDSCAPED AREA.

3. SOD AND VARIOUS GROUND COVER AREAS ARE TO BE LOW VOLUME OVERHEAD SPRAY.

4. ALL OTHER TREE/PLANT AREAS ARE TO BE IRRIGATED W/ VARIOUS BUBBLERS.

5. ALL TREE/PLANT WATER USE ZONES ARE TO BE IRRIGATED AS SEPARATE STATIONS.

DILLON DESIGN ASSOCIATES
LANDSCAPE ARCHITECTURE

SEPTEMBER 19, 2003

PROJECT NO: 440.007

DAHLIN GROUP

2671 Crow Canyon Rd.
San Ramon, CA 94583
925.837.8286
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L2

SEACLIFF HIGHLANDS - SOUTH COUNTY HOUSING

SANTA CRUZ COUNTY, CALIFORNIA

EXHIBIT G

ATTACHMENT 6

Improvement Plans

Housing Authority

Santa Cruz County, California

General Notes

1. SHADING IN PLAN INDICATES NEW ASPHALTIC CONCRETE PAVING.
2. BOUNDARY AND TOPOGRAPHIC INFORMATION SHOWN BASED ON TOPOGRAPHIC MAP PREPARED BY GEORGE BESTOR & ASSOCIATES DATED MARCH, 1978.
3. ALL CONSTRUCTION SHALL COMPLY WITH APPLICABLE REQUIREMENTS IN THE CURRENT EDITION OF THE "COUNTY OF SANTA CRUZ DESIGN CRITERIA."
4. ALL FIGURE (FIG.) REFERENCES, UNLESS OTHERWISE SPECIFIED, REFER TO STANDARD DRAWINGS IN THE CURRENT EDITION OF THE "COUNTY OF SANTA CRUZ DESIGN CRITERIA".
5. NO CHANGES IN THE APPROVED IMPROVEMENT PLANS SHALL BE MADE WITHOUT PRIOR APPROVAL OF THE DEPARTMENT OF PUBLIC WORKS.
6. NO LAND DISTURBANCE SHALL TAKE PLACE PRIOR TO THE ISSUANCE OF GRADING AND ENCROACHMENT PERMITS, EXCEPT THE MINIMUM REQUIRED TO INSTALL STREET IMPROVEMENTS, PROVIDE ACCESS FOR COUNTY REQUIRED TESTS OR TO CARRY OUT OTHER WORK SPECIFICALLY REQUIRED BY ANOTHER OF THESE CONDITIONS. IN ADDITION, THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING A NPDES PERMIT FROM THE REGIONAL WATER QUALITY CONTROL BOARD PRIOR TO GRADING.
7. ALL GRADING WORK SHALL BE DONE IN ACCORDANCE WITH RECOMMENDATIONS SPECIFIED IN THE GEOTECHNICAL REPORT PREPARED FOR THIS PROJECT BY HARO, KASUNICH & ASSOCIATES, DATED JULY, 1994.
8. THE DIRECTOR OF PUBLIC WORKS, OR HIS AUTHORIZED REPRESENTATIVE, SHALL HAVE THE AUTHORITY TO "STOP WORK" IF THE WORK IS NOT BEING DONE IN ACCORDANCE WITH THE APPROVED IMPROVEMENT PLANS.
9. THE CONTRACTOR SHALL NOTIFY THE COUNTY CONSTRUCTION ENGINEER (408-454-2160) 24 HOURS PRIOR TO THE START OF CONSTRUCTION.
10. THE CONTRACTOR SHALL NOTIFY THE SANITATION DISTRICT INSPECTOR (408-454-2160, OR LEAVE MESSAGE AT 408-454-2895) BEFORE 9:00 A.M. AT LEAST 24 HOURS PRIOR TO THE CONNECTION OF ANY BUILDING SEWER TO THE SEWER LATERAL, OR TO THE ABANDONMENT THEREOF. (IN THE CASE OF ABANDONMENTS, NO DEMOLITION PERMITS WILL BE ISSUED UNTIL SAID SEWER LINE HAS BEEN ABANDONED.)
11. THE TOP 6" OF SUB-GRADE UNDER ALL PAVED SURFACES SUBJECT TO VEHICULAR USE SHALL BE COMPACTED TO A MINIMUM 95% RELATIVE COMPACTION. THE CONTRACTORS ATTENTION IS ALSO REFERRED TO FIG. SS-2 "SANITARY SEWER - STANDARD TRENCH BACKFILL" FOR ADDITIONAL BACKFILL AND COMPACTION STANDARDS.
12. EACH NEW SANITARY SEWER LATERAL NOT IMMEDIATELY CONNECTED TO A DWELLING UNIT SHALL BE MARKED WITH A 2" x 4" x 8' REDWOOD STAKE MARKER TO 12" ABOVE FINISH GRADE AT THE END OF EACH NEW LATERAL STUB OUT. AN "S" SHALL BE PAINTED ON THE MARKER AND THE END OF EACH LATERAL SHALL BE PROPERLY CAPPED. ALL LATERALS INSTALLED IN NEW DEVELOPMENTS SHALL ALSO BE MARKED BY STAMPING AN "S" ON THE CURB JUST ABOVE THE LATERAL.
13. MAGNETIC MARKER TAPE, EQUAL TO LINEGUARD, INC., 2" GREEN, SHALL BE PLACED ALONG THE CENTERLINE OF ALL SANITARY SEWER LINES AND SEWER LATERALS, BETWEEN BACKFILL AND BASEROCK IN NON-COUNTY-MAINTAINED PAVED AREAS, BETWEEN PAVEMENT AND SAND SLURRY IN COUNTY-MAINTAINED PAVED AREAS, OR 12" DEEP WITHIN EASEMENTS AND OTHER UNPAVED AREAS.
14. FOLLOWING THE SUCCESSFUL COMPLETION OF CLEANING AND TESTING, ALL SANITARY SEWER MAINS WHICH ARE TO BE COUNTY MAINTAINED, OR PRIVATE LINES AT THE DISCRETION OF THE PUBLIC WORKS INSPECTOR, SHALL BE FLUSHED, THEN TELEVISED AT THE DEVELOPER'S EXPENSE WITH VHS COLOR FORMAT VIDEO TAPE AND AN ACCOMPANYING REPORT SHALL BE SUBMITTED TO THE SANITATION DISTRICT FOR REVIEW AND APPROVAL PRIOR TO THE ACCEPTANCE OF THE PROJECT AND ANY ASSOCIATED SIGN-OFFS FOR BUILDING OCCUPANCY. THE CONTRACTOR SHALL REFER TO PART 4, "SANITARY SEWER DESIGN" OF THE DESIGN CRITERIA FOR SPECIFICATIONS ON PIPE LAYING, PIPELINE TESTING AND ALLOWABLE DESIGN TOLERANCES.
15. BACKFLOW PREVENTION DEVICES SHALL BE INSTALLED ON ALL LATERALS WHERE THE FINISHED FLOOR ELEVATION IS LESS THAN ONE FOOT ABOVE THE RIM ELEVATION OF THE NEAREST UPSTREAM MANHOLE OR CLEANOUT. THE VALVES SHALL BE LOCATED IN SUCH A WAY AS TO PREVENT ANY DAMAGE TO ADJACENT PROPERTY AS A RESULT OF SEWAGE RELEASED THROUGH THE DEVICE, AS NOTED ON FIGURE SS-14.
16. ALL UTILITIES SHALL BE INSTALLED UNDERGROUND.
17. LATERAL UTILITY TRENCHES IN COUNTY-MAINTAINED ROAD RIGHT OF WAY SHALL BE BACKFILLED WITH 2-SACK CEMENT/SAND SLURRY, PER FIG. SD-R, OR AS DIRECTED BY THE COUNTY INSPECTOR.
18. UNDERGROUND UTILITY LOCATIONS SHOWN ARE COMPILED FROM INFORMATION SUPPLIED BY UTILITY AGENCIES, AND ARE APPROXIMATE ONLY. CONTRACTOR SHALL VERIFY LOCATIONS OF AFFECTED UTILITY LINES PRIOR TO ANY TRENCHING OR EXCAVATION. FOR LOCATION, CALL USA (800-624-2444).
19. ANY EXISTING UTILITIES THAT ARE REQUIRED TO BE RELOCATED AS A PART OF THIS CONSTRUCTION SHALL BE RELOCATED AT THE DEVELOPER'S EXPENSE.
20. ALL SANITARY SEWERS WITHIN THE ROADWAY OR UNDER CURB, GUTTER OR SIDEWALK, SHALL BE IN PLACE, VIDEOTAPED, AND APPROVED FOR ACCEPTANCE PRIOR TO PLACING THE PERMANENT PAVING ON SAID ROADWAY OR PLACING ANY CURB, GUTTER OR SIDEWALK THEREON.
21. IF SIDEWALK IS NOT PLACED MONOLITHICALLY WITH CURB AND GUTTER, PLACE #4 DOWELS 18" LONG AT 4' O.C. IN BACK OF CURB, 3" BELOW TOP OF CURB, 8" INTO CONCRETE, AS PER STANDARD FIG. ST-4A.
22. REFER TO FIGURES SS-2A, SS-2B & EP-1 FOR BACKFILL REQUIREMENTS. REFER TO SS-8 FOR CONCRETE CAP AND ENCASEMENT REQUIREMENTS.
23. ALL WATER-RELATED CONSTRUCTION SHALL BE PERFORMED IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS AND STANDARD PLANS, AND THE DIRECTIONS OF THE CHIEF ENGINEER OF THE SOQUEL CREEK WATER DISTRICT. A COPY OF THE SOQUEL CREEK WATER DISTRICT STANDARD SPECIFICATIONS AND STANDARD PLANS SHALL BE AVAILABLE ON THE JOB SITE AT ALL TIMES. COPIES MAY BE OBTAINED AT THE OFFICES OF THE SOQUEL CREEK WATER DISTRICT, 5180 SOQUEL DRIVE, SOQUEL, CA 95073.
24. THE CONTRACTOR SHALL NOTIFY THE CHIEF ENGINEER OF THE SOQUEL CREEK WATER DISTRICT A MINIMUM OF 3 WORKING DAYS PRIOR TO COMMENCING WORK. THE CONTRACTOR SHALL SCHEDULE ALL INSPECTIONS WITH THE SOQUEL CREEK WATER DISTRICT A MINIMUM OF 24 HOURS IN ADVANCE OF NEEDING SUCH INSPECTION. ALL VALVES SHALL ONLY BE OPERATED BY THE PERSONNEL OF THE SOQUEL CREEK WATER DISTRICT. SYSTEM SHUTDOWNS FOR THE INTERCONNECTION OF NEW IMPROVEMENTS TO THE EXISTING SYSTEM SHALL BE SCHEDULED WITH THE SOQUEL CREEK WATER DISTRICT A MINIMUM OF 3 WORKING DAYS IN ADVANCE FOR RESIDENTIAL AREAS AND 5 WORKING DAYS IN ADVANCE FOR COMMERCIAL AND INDUSTRIAL AREAS.
25. ALL REQUIREMENTS OF THE APTOS / LA SELVA FIRE PROTECTION DISTRICT SHALL BE MET. THIS SHALL INCLUDE ALL REQUIREMENTS RELATING TO SMOKE DETECTORS, ADDRESS NUMBERS, FIRE ALARM, AUTOMATIC SPRINKLER SYSTEM, ACCESS WIDTHS AND TURNAROUND, AND FIRE HYDRANTS.
26. NO LAND CLEARING, GRADING, OR EXCAVATION SHALL TAKE PLACE BETWEEN OCTOBER 15 AND APRIL 15, UNLESS APPROVED BY THE ENVIRONMENTAL PLANNING SECTION.
27. BETWEEN OCTOBER 15 AND APRIL 15, EXPOSED SOIL SHALL BE PROTECTED FROM EROSION AT ALL TIMES. DURING CONSTRUCTION, SUCH PROTECTION MAY CONSIST OF MULCHING AND/OR PLANTING OF NATIVE VEGETATION OF ADEQUATE DENSITY. BEFORE COMPLETION OF THE PROJECT, ANY EXPOSED SOIL ON DISTURBED SLOPES SHALL BE PERMANENTLY PROTECTED FROM EROSION.
28. PRIOR TO CONSIDERATION FOR FORMAL COUNTY ACCEPTANCE OF THE IMPROVEMENTS, AS-BUILT PLANS WILL BE PREPARED BY COUNTY STAFF. ANY CHANGES FROM THE IMPROVEMENT PLANS NOT PREVIOUSLY APPROVED BY THE DEPARTMENT OF PUBLIC WORKS WILL REQUIRE NEGOTIATION AND ADJUSTMENT TO THE SATISFACTION OF THE COUNTY.
29. PVC SEWER PIPE SHALL BE MANVILLE "RING-TITE" OR EQUAL. RCP STORM DRAIN PIPE SHALL BE CLASS III.
30. MAILBOXES SHALL BE PROVIDED PER U.S. POSTAL SERVICE REQUIREMENTS.
31. DURING CONSTRUCTION, CONTACT PROPERTY OWNER FOR DRIVEWAY LOCATIONS.
32. FOR ROAD WORK INVOLVING A PAVEMENT CONFORM SECTION BETWEEN THE LIP OF THE GUTTER AND THE EXISTING PAVED ROAD, THE CONFORM SHALL BE EXTENDED AS FAR AS NECESSARY TO ACHIEVE A STREET CROSS SLOPE WITHIN TOLERABLE LIMITS, (2% TO 4%), WITH THE COUNTY INSPECTOR'S APPROVAL.
33. MONUMENTATION SHALL BE VERIFIED BY THE COUNTY CONSTRUCTION ENGINEER. LOCATION OF EXTERNAL MONUMENTS WILL BE VERIFIED FOR ALL TRACTS. LOCATION OF OTHER MONUMENTATION WILL BE VERIFIED AT RANDOM.

Benchmark

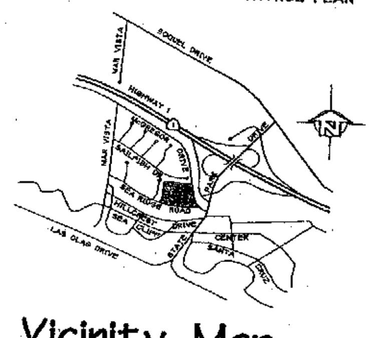
STANDARD CONCRETE MONUMENT WITH BRASS CAP 40' WEST OF STATE PARK DRIVE AND 30' NORTH OF SOUTHERN PACIFIC RAILROAD TRACK. ELEVATION = 119.87, (SANTA CRUZ COUNTY DATUM)

TBM - TOP FACE OF CURB AT CATCH BASIN AT THE NORTHWESTERLY CORNER OF SEA RIDGE ROAD AND McGREGOR DRIVE, ELEVATION = 125.30'.

Abbreviations

AB	AGGREGATE BASE	LS	LAND SURVEYOR (LICENSED)
AC	ASPHALT CONCRETE	LT	LEFT OF CONTROL LINE
ADS	ADVANCED DRAINAGE SYSTEMS	M	SUBDIVISION MAP
AS	AGGREGATE SUBBASE	MAX.	MAXIMUM
BC	BEGIN CURVE	MB	MAIL BOX
BCR	BEGIN CURB RETURN	MC	MID-POINT OF CURVE
BLDG	BUILDING	MH	MANHOLE
BM	BENCHMARK	MON.	MONUMENT
BP	BRACE POLE	N	NORTH
BVC	BEGIN VERTICAL CURVE	NLY	NORTHERLY
B/W	BACK OF SIDEWALK	OC	ON CENTER
C	CUT	O/S	OFFSET
CALC	CALCULATED	(P)	PROPOSED
CATV	CABLE TELEVISION	PCC	POINT OF COMPOUND CURVE
CB	CATCH BASIN	PI	POINT OF INTERSECTION
CI	CAST IRON	PL	PROPERTY LINE
C&G	CURB AND GUTTER	PM	PARCEL MAP
C,G&S	CURB, GUTTER & SIDEWALK	POT	POINT OF TANGENCY
Δ	CENTRAL ANGLE OF CURVE	PP	POWER POLE
℄	CENTER LINE	PRC	POINT OF REVERSE CURVE
CLA.	CLASS	PRVC	POINT OF REVERSE VERTICAL CURVE
CMP	CORRUGATED METAL PIPE	PT	POINT
CO	CLEANOUT	PVC	POLYVINYL CHLORIDE PIPE
CONC	CONCRETE	PVI	POINT OF VERTICAL INTERSECTION
COR.	CORNER	R	RADIUS
CP	CONTROL POINT	RCE	REGISTERED CIVIL ENGINEER
CPP	CORRUGATED PLASTIC PIPE	RCP	REINFORCED CONCRETE PIPE
DBL	DOUBLE	RD.	ROAD
DI	DROP INLET	RR	RAILROAD
DN	DOWN	R/S	RECORD OF SURVEY MAP
D/W	DRIVEWAY	RT	RIGHT OF CONTROL LINE
E	EAST	R/W	RIGHT OF WAY
ELY	EASTERLY	S	SLOPE, SOUTH
EC	END CURVE	SLY	SOUTHERLY
EL	ELEVATION	SD	STORM DRAIN
EP	EDGE PAVEMENT	S	STATION LINE
ER	END RETURN	SPK	SPIKE
ETW	EDGE OF TRAVELLED WAY	SS	SANITARY SEWER
EVC	END VERTICAL CURVE	ST.	STREET
EX	EXISTING	STA	STATION
F	FILL	STD.	STANDARD
FH	FIRE HYDRANT	S/W	SIDEWALK
FIG.	FIGURE	T	TELEPHONE
FL	FLOWLINE	TB	TOP OF BANK
FNC	FENCE	TBM	TEMPORARY BENCHMARK
FT.	FEET	TC	TOP OF CURB
FT.	FOOT	TF	TOP OF FOOTING
G	GAS	TFC	TOP FACE OF CURB
GV	GAS VALVE	TG	TOP OF GRATE
HT.	HEIGHT	TP	TELEPHONE POLE
H&T	HUB & TACK	TYP.	TYPICAL
IN.	INCH	UG	UNDERGROUND
INT.	INTERSECTION	VC	VERTICAL CURVE
INV.	INVERT	VCP	VITRIFIED CLAY PIPE
IP	IRON PIPE	W	WATER, WEST
JB	JUNCTION BOX	WLY	WESTERLY
JP	JOINT POLE	WM	WATER METER
L	LENGTH OF CURVE	WV	WATER VALVE
LF	LINEAL FEET	"+"	CHISELED CROSS
LP	LIGHT POLE		

Index of Sheets



Vicinity Map

(NOT TO SCALE)

Approvals

APTOS LA SELVA FIRE PROTECTION DISTRICT

GAIL McCLOUD, FIRE MARSHAL DATE 3/23/95

Environmental Review Inital Study
ATTACHMENT 7, 1 of 5
APPLICATION 03-0276

DEPARTMENT OF PUBLIC WORKS
COUNTY OF SANTA CRUZ STATE OF CALIFORNIA

APPROVAL RECOMMENDED [signature] 4-11-95
APPROVED [signature] 4/17/95
DIRECTOR OF PUBLIC WORKS DATE

Inland Engineers, Inc.
CIVIL ENGINEERING • LAND SURVEYING • STRUCTURAL DESIGN
1100 WATER STREET
SANTA CRUZ, CA 95062
TEL (408) 426-5313
FAX (408) 426-1763

COVER SHEET
HOUSING AUTHORITY
Mc Gregor Drive, Santa Cruz County, California

93-0457-MLD
A.P.N. 038-081-27 & 32

DATE 3/22/95 | DESIGN DUANE | SCALE NONE | DRAWN MARC

SHEET C1 OF 5 SHEETS

JOB NO. 93070

ATTACHMENT 7 IR 512

EXHIBIT G

ATTACHMENT 7

112

Grading and Drainage Plan

HOUSING AUTHORITY

McGregor Drive, Santa Cruz County, California

A.P.N. 034-081-27 & 32

89-0437-MLD

Miland ENGINEERS, INC.

1150 WATER STREET
SANTA CRUZ, CA 95062
TEL (408) 426-8313
FAX (408) 426-1763

CIVIL ENGINEERING • LAND SURVEYING • STRUCTURAL DESIGN

Detail A

Detail B

Detail C

Sea Ridge Road

McGregor Drive

Lot 1

Lot 2

Lot 3

Estimated Earthwork

1423 CUBIC YARDS CUT
1850 CUBIC YARDS FILL
770 CUBIC YARDS IMPORT

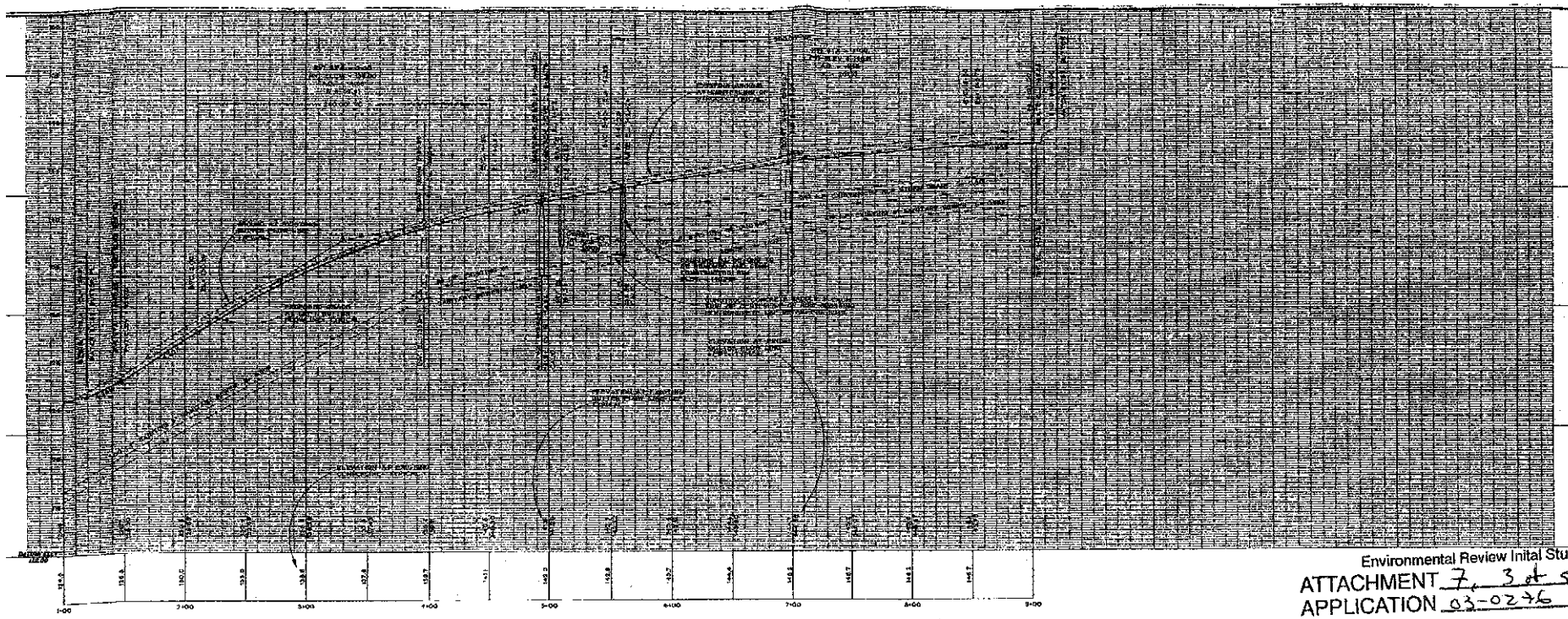
ESTIMATES HAVE NOT INCLUDED TRENCH VOLUME OR ANY ADJUSTMENT FOR EXPANSION OF SOIL DUE TO COMPACTION, IF REQUIRED BY SITE CONDITIONS.

CONTRACTOR SHALL SATISFY HIMSELF THAT ESTIMATES ARE CORRECT PRIOR TO COMMENCEMENT OF WORK.

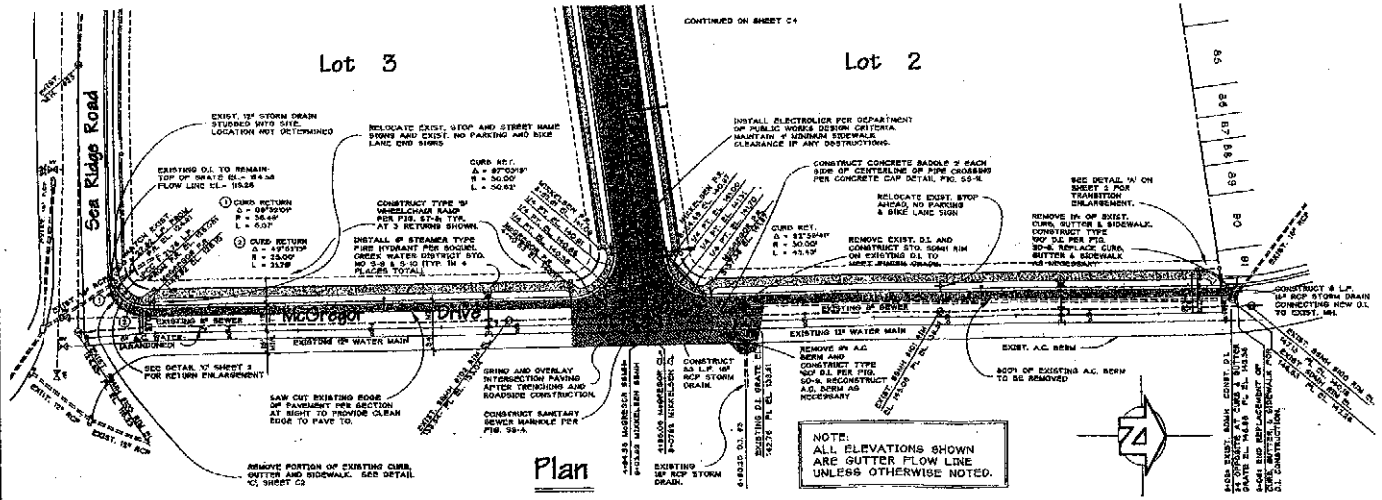
Environmental Review Initial Study
ATTACHMENT 7, 2 of 5
APPLICATION 03-0276

EXHIBIT G
ATTACHMENT

113



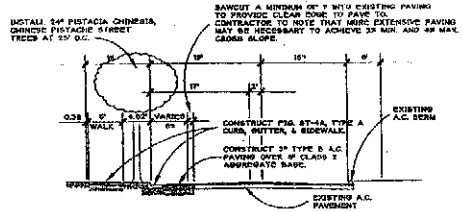
Profile



Plan

Striping Notes

1. ALL STRIPING AND NEW STREET NAME & STOP SIGNS AND POSTS TO BE INSTALLED BY COUNTY FORCES.
2. RED CURB NO PARKING ZONES TO BE INSTALLED BY COUNTY FORCES.
3. McGREGOR DRIVE TO BE STRIPED ALONG CENTERLINE WITH DOUBLE YELLOW STRIPES PER CAL TRANS DETAIL 21. STRIPING SHALL STOP AT INTERSECTION PAVING AT MIKKELSEN DRIVE.
4. CONTRACTOR TO REMOVE EXISTING STRIPING BY SAND BLASTING AND SEAL COATING WITH TYPE II SLURRY SEAL WITH GRADE QSHI ASPHALTIC EMULSION. COATING SHALL BE APPLIED TO EXISTING ROAD SURFACES WITHIN ONE RESTRIPING LIMITS. CONTRACTOR MUST COORDINATE WITH COUNTY FORCES FOR IMMEDIATE RESTRIPING AFTER COMPLETING SAND BLAST AND SEAL COAT STRIPING REMOVAL.
5. BIKE LANES SHALL BE PAINTED ALONG McGREGOR DRIVE PER CAL TRANS DETAIL 38. DETAIL 38A TO BE USED 90 L.F. FROM ALL COUNTY MAINTAINED ROAD INTERSECTIONS.
6. MIKKELSEN DRIVE TO BE STRIPED ALONG CENTERLINE PER CAL TRANS DETAIL 11.
7. STOP BARS AND STOP DESIGNATIONS TO BE PAINTED AT ALL INTERSECTIONS PER CAL TRANS FIGURE 8-1C.
8. EXISTING NO PARKING SIGNS ALONG McGREGOR DRIVE TO BE REUSED AFTER CONSTRUCTION OF NEW IMPROVEMENTS.



TYPICAL STREET SECTION
SCALE: 1" = 10' (McGREGOR DRIVE)

Environmental Review Inital Study
ATTACHMENT 7, 3 of 5
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REVISED 10/6/03 PER COUNTY P.W. COMMENTS
APPROVED [signature] 10/16/03

Haro, Kasunich and Associates, Inc.
Soil Engineering & Geology
1100 WATER STREET
SANTA CRUZ, CA. 95062
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FAX (831) 426-1763

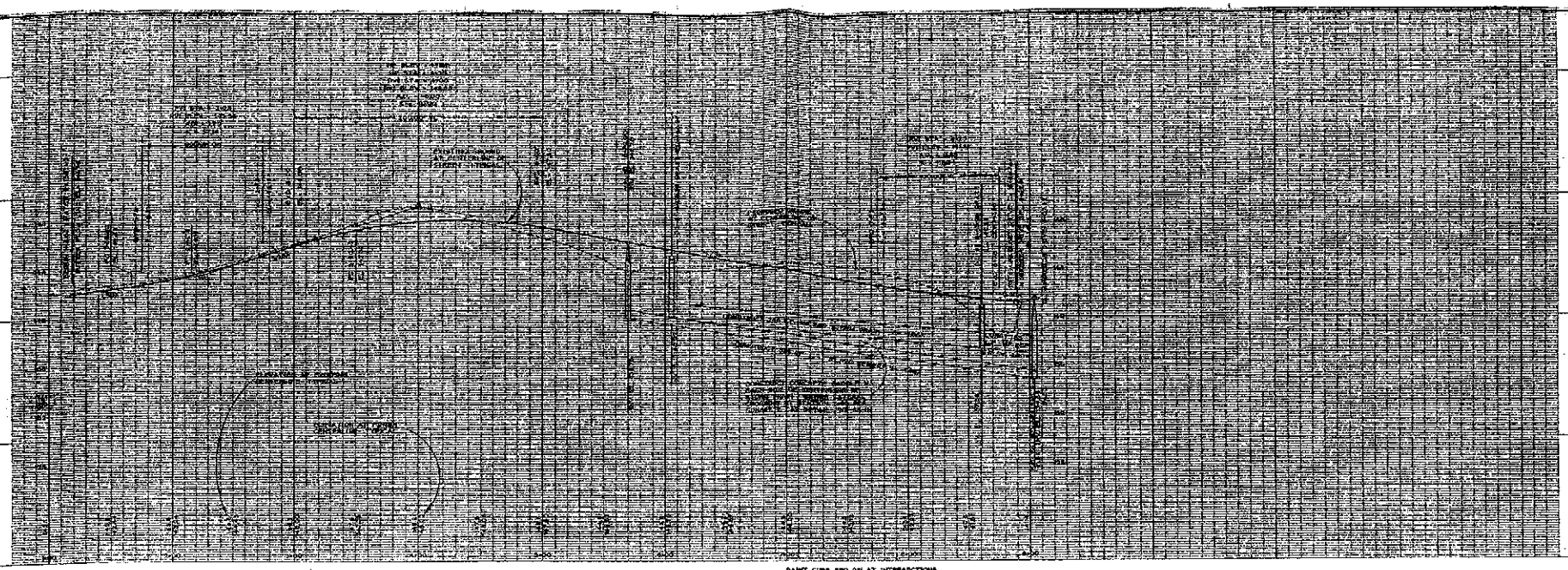
Haro ENGINEERS, INC.
CIVIL ENGINEERING • LAND SURVEYING • STRUCTURAL DESIGN

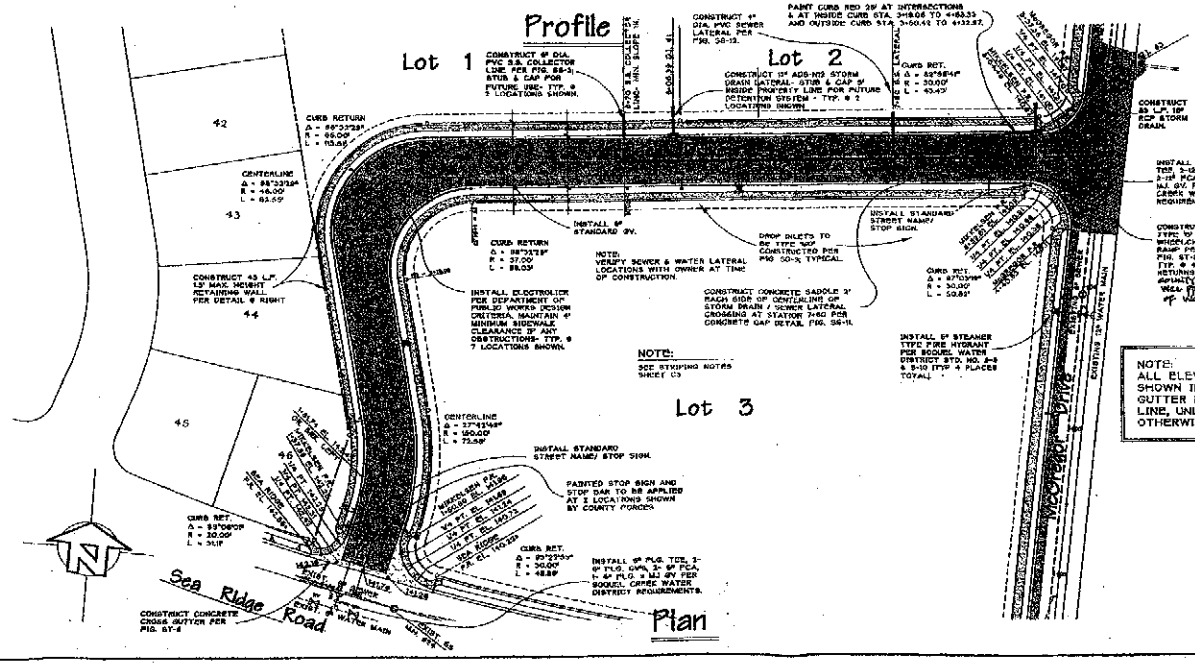
McGregor Drive Plan & Profile
HOUSING AUTHORITY
Mc Gregor Drive, Santa Cruz County, California

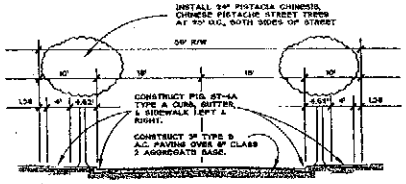
99-0437-MLD	
A.P.N. 038-081-27 & 32	
DATE 3/22/99	DESIGN DUANE
SCALE H: 40' V:	DRAWN MARC
SHEET C3	
OF 6 SHEETS	

ATTACHMENT 7, p. 3 of 5

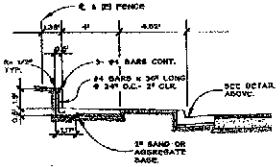
IR 516







TYPICAL STREET SECTION
SCALE: F = 10' (NICKELSEN DRIVE)



TYPICAL STREET SECTION @ RETAINING WALL
SCALE: F = 4' (STA. 3+20 TO STA. 3+50)

Environmental Review Initial Study
ATTACHMENT 7, 4 of 5
APPLICATION 03-0276

Mikkelsen Drive Plan & Profile
HOUSING AUTHORITY
Mc Gregor Drive, Santa Cruz County, California

Miami ENGINEERS, INC.
CIVIL ENGINEERING • LAND SURVEYING • STRUCTURAL DESIGN
1100 WATER STREET
SANTA CRUZ, CA 95062
TEL (408) 426-5313
FAX (408) 426-1763

83-0437-MLD
A.P.N. 036-081-27 & 32
DESIGN: DUANE
DRAWN: MARC
DATE: 9/22/93
SCALE: 1"=20'-0"

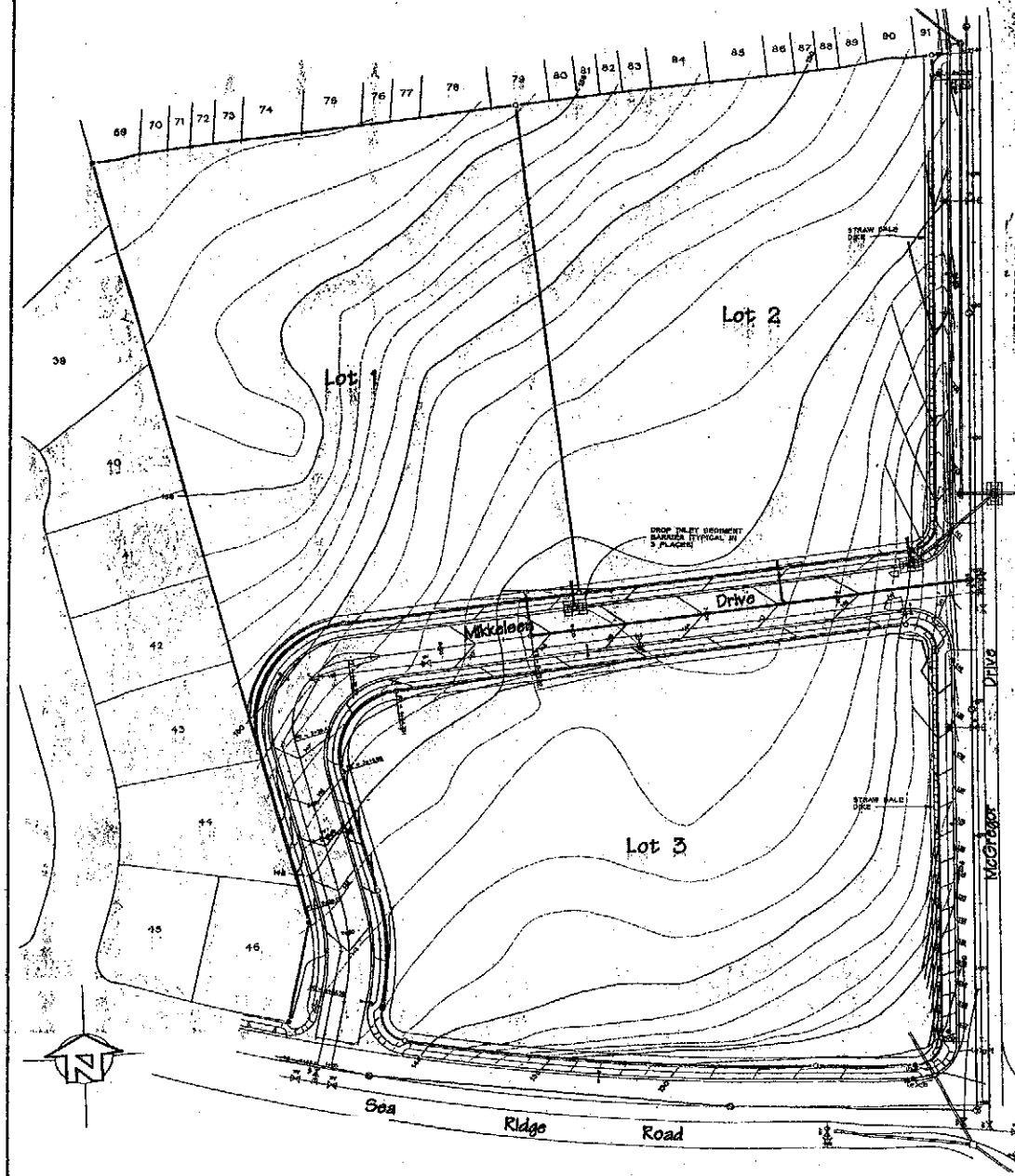
SHEET C4 OF 6 SHEETS
JOB NO. 93070

EXHIBIT 9

ATTACHMENT 7

511

IR 512



CONTROL EROSION DURING AND AFTER CONSTRUCTION. COVER ALL BARE SOILS WITH VEGETATION OR MULCH DURING THE RAINY SEASON. CONTROL ALL ROOF AND DRIVEWAY DRAINAGE IN A MANNER WHICH WILL NOT CAUSE EROSION. KEEP SEDIMENT AWAY FROM WATERWAYS.

ALL EXCAVATED FILL SHALL BE REMOVED TO AN APPROVED DUMP SITE, OR DISPOSED OF ON SITE IN A MANNER THAT WILL NOT CAUSE EROSION. (CHAP 14.15 CO. CODE)

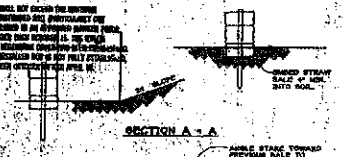
Erosion Control Notes:

1. Between October 15 and April 15, exposed soil shall be protected from erosion at all times. Hay bales, filter berms, or other devices shall be employed to prevent surface runoff to adjoining properties.
2. All areas disturbed by construction, if not permanently landscaped per plans, shall be protected from erosion during winter planting of the following EC3 approved erosion control mix at a rate of 30 pounds per acre:

Common Name	Percentage
Annual Rye Grass	50%
Blando Brome	50%

3. Unnecessary grading and disturbing of soil shall be avoided.
4. Any excess material shall be disposed of off-site or stockpiled in a manner to avoid runoff into adjoining properties.
5. Upon completion of construction, all remaining exposed areas shall be permanently landscaped per landscaping plans.
6. Any material stockpiled during construction shall be covered with plastic.
7. During construction no harmful soil, water shall be permitted to enter the storm drain system. Use of silt and grease traps, filter berms, or hay bales may be used to prevent such openings.
8. Contractor shall notify County of Santa Cruz Environmental Coordinating Division, 454-2160 at least 72 hours prior to any excavation or grading.

APPROVED BY: _____ DATE: _____



NOTES:
1. THE STRAW BALE DIKE TO BE PLACED ON ALONG CONTOUR.
2. BALES TO BE PLACED IN A ROW WITH THE ENDS TIGHTLY ABUTTING. USE STRAW, MICRO OR FILTER FABRIC TO FILL GAPS BETWEEN THE BALES AND TRAP THE BACKFILL MATERIAL TO PREVENT EROSION OR FLOW AROUND BALES.

STRAW BALE DIKE

STRAW BALE DIKE

Construction Specifications

The bales shall be placed on the slope contour at the toe of the slope or around the perimeter of the construction site. If the area is constructed at the top of a slope, place it 3 to 6 ft. away from the slope if possible, to not undercut the dike there then one bale high.

Bales shall be placed in a row with the ends tightly abutting.

Each bale shall be embedded in the soil a minimum of 4 inches. Dig bales, rooting, or filter fabric in the end joints. Compact soil on both sides of bales. Backfill material to prevent erosion under or around the bales.

If the bales are also bound, they should be oriented so the bindings are around the sides rather than over the top and bottom. This will prevent the bindings from being severed when the bale is laid against the bales. Bales should be constructed in place by two people standing on either side of the row. Bringing bales into the row from behind should be avoided.

Bales should be driven tightly and immediately butt bales in the row. Bales should be staked together. Drive the stakes or rebar to below into the ground.

The straw bales do not need to be anchored if one of the following conditions apply:

The slope length is less than 100 feet.

The bales are properly embedded on a reasonably level area.

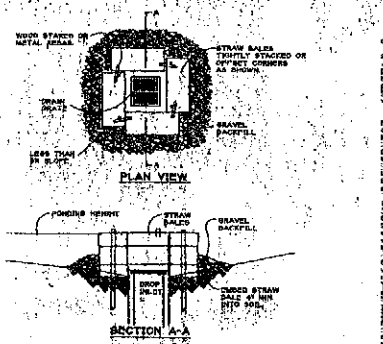
The straw bale dike is inspected regularly.

Sediment trapped is removed when required and replaced with bales or other practices.

If the bales are to be removed and replaced only to facilitate construction.

Inspection and Maintenance

The straw bale dikes shall be inspected weekly and after each significant storm (1" in 24 hr). Repair, anchor replacement shall be made promptly. Remove the straw bales when the upslope areas have been permanently stabilized. Remove sediment trapped behind when it reaches a depth of 1/2 the bale, the sediment shall be removed and deposited in an area that will not experience sediment offsite.



NOTES:
1. DROP INLET SEDIMENT BARRIERS ARE TO BE USED FOR SMALL NEARLY LEVEL DRAINAGE AREAS LESS THAN 1/4 ac.
2. EMBED THE BALES 4" INTO THE SOIL AND OFFSET CORNERS OR PLACE BALES WITH ENDS TIGHTLY ABUTTING. GRAVEL BACKFILL WILL PREVENT EROSION OR FLOW AROUND THE BALES.
3. THE TOP OF THE STRUCTURE (OVERFLOW HEIGHT) MUST BE WELL BELOW THE GROUND ELEVATION DOWNSLOPE TO PREVENT RUNOFF FROM BYPASSING THE INLET. EXCAVATION OF A BASIN ADJACENT TO THE DROP INLET OR A TEMPORARY DIKE ON THE DOWNSLOPE OF THE STRUCTURE MAY BE NECESSARY.

STRAW BALE/GRAVEL DROP INLET SEDIMENT BARRIER

DROP INLET SEDIMENT BARRIERS

Construction Specifications

Straw bale barrier

Excavate a shallow area (4 inch) across the inlet and where the bales are to be placed. Bales shall be placed around the perimeter of the inlet so that the ends of the bales are tightly abutting against each other. The bales may be placed directly against the soil.

Place bales lengthwise around the inlet and press the ends of adjacent bales together. The bales may be loosely placed if more ground is desired.

Drive two 1 by 2 inch stakes through each bale to anchor the bale securely in place.

Wedge straw bales in 1 inch gravel to fill the void spaces between the bales if necessary to develop the proper weir height.

Filter fabric/Sediment barrier

Support posts for a silt fence must be steel fence posts or 2 by 2 inch wood, length 3 minimum, spaced a maximum of 10 feet apart (closer if recommended). Excavate a trench a minimum of 4 inches deep and bury the bottom of the silt fence in the trench.

Backfill the trench with gravel or soil compact backfill.

The height of the silt fence shall be a minimum of 16 inches but not to exceed 34 inches above the ground.

Inspection and Maintenance

Inspect the barrier after each rain and promptly make repairs as necessary.

Sediment shall be removed after each significant storm or when it reaches 1/2 the height of the barrier. Sediment is removed from the area and disposed of properly.

The trapped sediment shall be deposited in an area that will not experience sediment off-site and can be permanently stabilized.

Fill ground fabric if the ground becomes clogged with sediment it must be carefully removed from the area and either cleaned or replaced.

Environmental Review Inital Study
ATTACHMENT 7 5 of 5
APPLICATION 03-0276

IR 512

100 WATER STREET SANTA CRUZ, CA 95060	PH (408) 426-3560 FAX (408) 426-1763

Land ENGINEERS, INC. CIVIL ENGINEERING • LAND SURVEYING • STRUCTURAL DESIGN

Erosion Control Plan and Details
HOUSING AUTHORITY
Mar Gregor Drive, Santa Cruz County, California

A.P.N. 038-081-27	83-0457-MLD
DATE 3/23/83	DRAWN DUANE
SCALE NONE	CHKD MARC

SHEET C5 OF 8 SHEETS
JOB NO. 83070

ATTACHMENT 7

12/5/03

Master Plan
for "McGregor Drive at Searidge Road in Aptos" Coastal Priority Area

INTRODUCTION

Master Plan Requirement

Section 2.23 of the Santa Cruz County General Plan, "Conservation of Coastal Land Resources," adopted on May 24,1994, contains Local Coastal Plan (LCP) designated coastal priority sites in the County. "McGregor Drive at Searidge Road in Aptos," which is made **up** of APN's 038-081-34,038-081-35 and 038-081-36, is identified as one of those sites (the "Site"), and is shown on Attachment **1.**

Section 2.23.3 of the General Plan/LCP states:

> ***Require a master plan for allpriority sites, with an integrated designproviding for full utilization of the site and a phasing program based on the availahility of infrastructure andprojected demand Where priority use sites include more than one parcel, the master planfor any portion shall address the issues of site utilization, circulation, infrastructure improvements, and landscaping, design and use compatibility for the remainder of the designatedpriority use site. The master plan shall be reviewed as part of the developmentpermit approvalfor the priority site.***

The framework for the master plan was prepared from the following planning documents:

1. Minor Land Division (MLD 93-0437)

   On November 9,1994, Minor Land Division (MLD) 93-0437 was approved, creating the three lots in the Site, APN's 038-081-34, 35 and 36, and a street, Mikkelsen Drive, now known as Canterbury Road, with underground infrastructure (Attachment 1). The zoning designation for Lot 1 (APN 038-081-34) and Lot 2 (APN 038-081-35) is RM-3-H (Multifamily Residential, minimum 3,000 sf/unit - Affordable); and Lot 3 (APN 038-081. **6)** was zoned C-2 (Community Commercial). Adoption of the Seacliff Village Plan changed the zoning for Lot 3 to VA-D (Visitor Accommodation - Designated Park Site).

2. Seacliff Village Plan

   On May 20,2003 the Board adopted the Seacliff Village Plan ("Plan"), which contains design guidelines for an area that includes part of the Site. The reference to the "McGregor Site" in the Plan refers to APN 038-081-36 (Lot 3), and **is** Site 1-a of Design Area 1 in the Plan, included herein as Attachment **2.** The Plan also refers to design and architectural compatibility of the other two lots with the McGregor Site, even though they are outside of the planning area. This master plan incorporates elements of the Seacliff Village Plan.

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ATTACHMENT 8, 1 of 29
APPLICATION 03-0276

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EXHIBIT G

MASTER PLAN FOR "MCGREGOR DRIVE AT SEARIDGE ROAD IN APTOS"
COASTAL PRIORITY SITE

Purpose

The purpose of the master plan for the "McGregor Drive at Searidge Road in Aptos" Coastal Priority Site (the "Site") is to establish development standards for the three lots and road with underground infrastructure that make up the Site to ensure that the lots will be developed in a manner that will be compatible with each other, with the residential neighborhood, and with the nearby Village commercial area.

Site Utilization

Development on any one lot in the Site shall be sensitive to the type and scale of development on the other lots, and the developments shall be compatible in architecture, design and landscaping, within the constraints of each lot's development requirements.

The road in MLD **93-0437,** now named Canterbury Drive, was designed to provide access to all three lots from both Searidge Road and McGregor Drive. Canterbury Drive also separates the residentially zoned lots from the non-residentially zoned lot.

Circulation, Traffic and Transportation System

Canterbury Road will be constructed pursuant to MLD **93-0437** and will connect to Searidge Road and to McGregor Drive. Circulation for the Site was designed for the lots to be accessed from Canterbury Road.

A Traffic Study was completed in September 2003 and an addendum memo submitted on November 5,2003. A *summary* is included as Attachment **3** in this master plan. The Study analyzed the projected traffic on surrounding streets if all three lots were developed to their maximum uses. Upon Site build-out, a traffic light would be warranted at the intersection of Searidge Road and State Park Drive. A traffic signal for this intersection has been identified and included in the County's Five-Year Capital Improvement Plan. Development of each lot within the Site shall be subject to the County's requirements for traffic mitigation at the time of development approval, including the payment of Transportation Improvement Area Fees.

Where feasible, improvements to bus stops on Searidge Road and McGregor Drive may include construction of bus shelters and handicap access to the shelters.

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ATTACHMENT 5 2 of 2
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Infrastructure Improvements

Infrastructure improvements serving the Site are included in MLD **93-0437.** These improvements consist of the construction of Canterbury Drive, installation of underground utilities and the construction of water lines, sewer lines and storm drains to serve the Site.

Standard street and sidewalk dimensions for Canterbury Drive and the McGregor Drive sidewalks were approved for MLD 93-0437.

Construction of the MLD improvements will be substantially completed at the time of construction of the first lot within the Site to be developed. The construction of the above-ground street improvements may be phased to coincide with the development timing of each of the three lots in the Site.

Water lines, sewer lines and storm drains shall be built per the approved MLD plans and shall connect to onsite systems in accordance with County requirements for the development of each lot within the Site.

A Downstream Drainage Study was completed on November 18, 2003, of which a *summary* is included herein as Attachment **4,** to evaluate off-site drainage capacity for the watershed in which the Site is included, and which ultimately drains through a storm drain system down State Park Drive into the bay. This Study updates a study completed in 1994 in connection with adoption of the final MLD map, and a *summary* is attached and made a part of the master plan. Development of the Site may require Drainage Impact fees, as well as onsite and/or off-site mitigation measures to correct or offset deficiencies in the downstream drainage system.

The Seacliff Village Plan states that streetscape plantings within the Site "shall be a unifying element, and serve as 'focal points' for the Site. The streetscape plantings shall be trimmed and trained (limbed up) so as not to interfere with the viewsheds, and where appropriate, should be used to block out undesirable views. Understory plants shall also be used, such as shrubs and ground covers, to complement the trees."

Street trees shall be of a type recommended by, installed and maintained pursuant to the Santa Cruz County Urban Forestry Master Plan and the Street Tree Criteria for New Residential Development, included herein as Attachment **5,** and shall blend in with the surrounding landscape. The palette of shrubs and ground covers in the parkways shall include plant species that are drought tolerant, low maintenance and compatible with the coastal region.

Design and Use Compatibility

The Site zoning was established with the approval of MLD 93-0437. The zoning adopted for Lots 1 and **2,** Multifamily Residential, minimum 3,000 sf/unit - Affordable (RM-3-H), created two residentially zoned lots adjacent to existing multifamily residential development. Lot 3 is now zoned Visitor Accommodation - Designated Park Site (VA-D), which has several potential alternatives for development as the southeast side faces State Park Drive, the major entrance to Seacliff State Park.

The design guidelines for the Site, listed below, are derived from the Seacliff Village Plan, although Lots 1 and 2 are not within the planning area. The Plan states that the "building designs for the two other parcels just outside of the Village boundary on the north of the McGregor site

Environmental Review Inital *Study*
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EXHIBIT G

should be compatible in their designs to the building designs on the McGregor site." In addition, the following shall apply:

- Lots 1 and 2 shall be sensitive to and compatible with the adjacent residential neighborhood, as well as with the developments within the Site.
- Building materials shall appear to be natural, such as wood, or a combination of wood and stucco, with earth tones dominating the exterior color palette.
- The primary building styles shall include the following: Shingle Style (Seaside Estate, Country House - Victorian Era); Craftsman and or Bungalows.
- In addition to the requirements above, Lot 3 shall comply with the Seacliff Village Plan development requirements for Design Area 1, Site 1-a.

Other Requirements in the Seacliff Village Plan Affecting the Site

1. Site Landscaping

   Landscaping for Lot 3 shall include a landscape buffer between the adjacent residential area and the new developments, especially at the entrance to Canterbury Road at Searidge Road. Lots 1 and 2 may include other types of buffers in addition to landscaping, such as wider setbacks and or fencing, between the new developments and the surrounding neighborhood.

   For Lot 3, a heavily landscaped buffer shall be created along the edge of the property facing Highway 1, using trees that are native, such as Redwoods and Coastal Live *Oaks.* Within Lots 1 and 2, landscaped buffers may consist of trees best adapted to each lot's soil type and compatible with each development's architecture and with the street landscaping.

2. Signage

   The signage for the Site shall meet the sign regulations contained in County Code Section 13.10.581, ***et. seq.*** In addition, for Lot **3,** the McGregor Site, the Seacliff Village Plan describes the number, type, material and size of signage allowed for the lot. For Lots 1 and 2 and any Site entryway treatments, the signage shall be of a design, type and material that complement the architectural styles of the Site buildings.

References

1. *Traffic Study for the Affordable Housing Development;* TJKM Transportation Consultants, September 30,2003; and Memo to Jack Sohriakoff, DPW, from Gordon Lum, TJKM, dated November 5,2003. A copy is available in the Planning Department project file #03-0276.

2. ***Drainage Report for the Storm Drain Trunk System Downstream of the*** *MLD* ***93-0437 Properly;*** Ruggeri-Jensen-Azar & Associates, November 18,2003. **A** copy is available in the Planning Department project file #03-0276.

Environmental Review Inital Study
ATTACHMENT 5, 4 of 25
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EXHIBIT G

3. ***Seacliff Village Plan; County of Santa Cruz Planning Department; adopted by the Board of Supervisors*** *May* ***20, 2003*** and Coastal Commission July 10,2003.

Attachments

1. Site Map for GP/LCP Coastal Priority Area.

2. Seacliff Community Planning Area, Design Area 1, Site 1-a ("McGregor Site").

3. Summary from ***Traffic Study for the Affordable Housing Development;*** TJKM Transportation Consultants, September 30,2003; and Memo **to** Jack Sohriakoff, DPW, from Gordon Lum, TJKM, dated November 5,2003.

4. Summary from ***Drainage Report for the Storm Drain Trunk System Downstream of the MLD 93-0437 Property;*** Ruggeri-Jensen-Azar & Associates, November 18,2003.

5. ***Draft Sheet Tree Criteria for New Residential Development;*** Santa Cruz County Redevelopment Agency; August **1996.**

Environmental Review Inital Study
ATTACHMENT 8, 5 of 29
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OSES ONLY

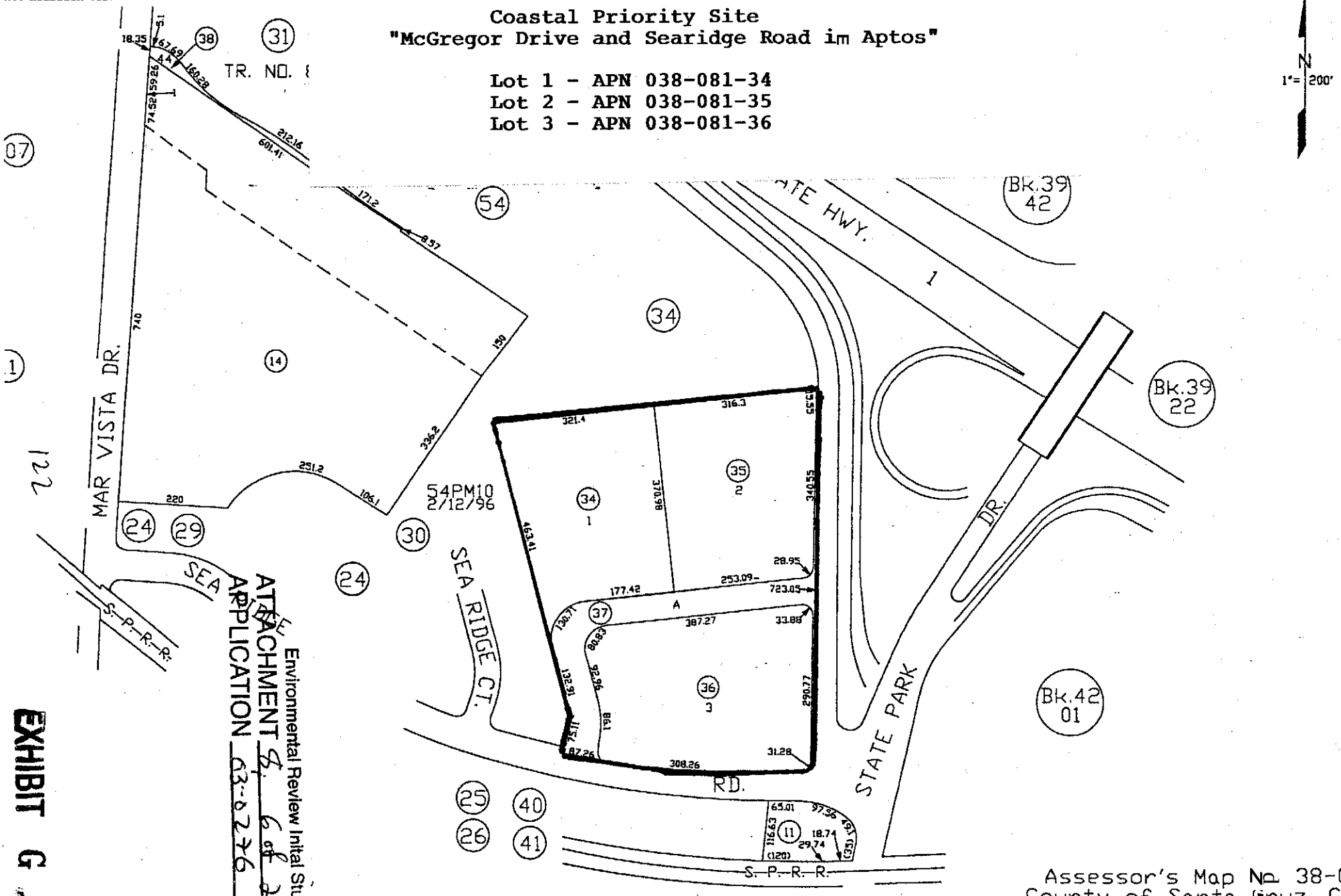
MAP ACCURACY NOR ASSUMES ANY
RODUCED. ALL RIGHTS RESERVED.
NTY ASSESSOR 1997

38-08

ATTA EMENT 1

Coastal Priority Site
"McGregor Drive and Searidge Road im Aptos"

Lot 1 - APN 038-081-34
Lot 2 - APN 038-081-35
Lot 3 - APN 038-081-36



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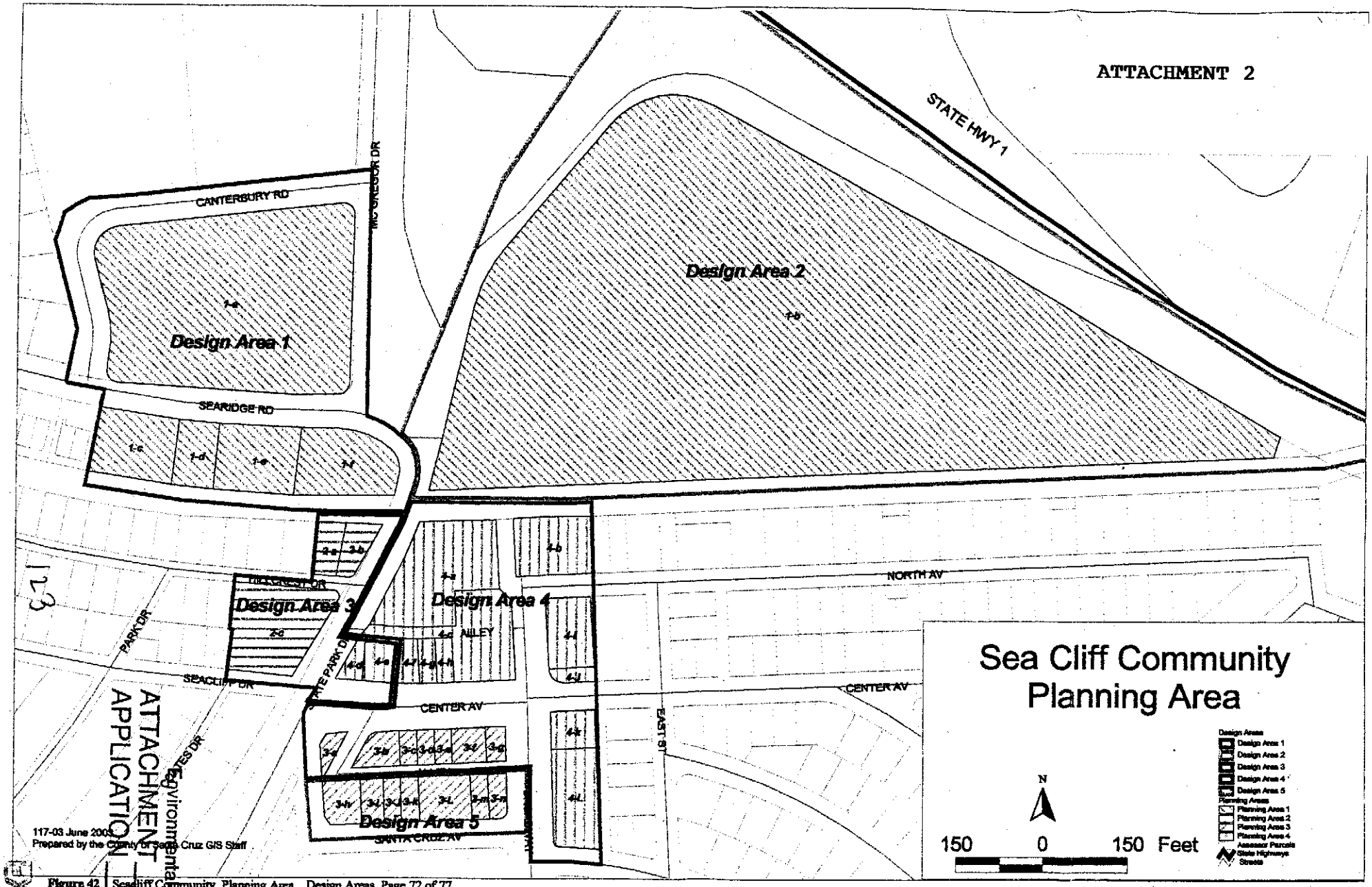
Note - Assessor's Parcel Block & Lot Numbers Shown in Circles.

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

ATTACHMENT 2



117-03 June 2003
Prepared by the County of Santa Cruz GIS Staff

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Transportation Consultants

FINAL

Traffic Study for the Affordable Housing Development

In Santa Cruz County

September 30, 2003

Environmental Review Inital Study
ATTACHMENT 8, Sht 29
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EXHIBIT

FINAL

Traffic Study for the Affordable Housing Development

In Santa Cruz County

September 30, 2003

Prepared by:
TJKM Transportation Consultants
5960 Inglewood Drive, Suite 100
Pleasanton CA 94588-8535
Tel: 925.463.0611
Fax: 925.463.3690

Environmental Review Inital Study
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SUMMARY

The proposed development is expected to add approximately 272 daily trips to the local street system, with 21 trips occurring during the a.m. peak hour and 25 trips during the p.m. peak hour.

Four study intersections (State Park Drive/Route 1 Northbound Ramps, State Park Drive/Route 1 Southbound Ramps, McGregor Drive/Sea Ridge Road, and Mara Vista Drive/McGregor Drive) currently operate at an acceptable service level, and are expected to continue to operate acceptably under all future scenarios analyzed.

The Sea Ridge Road at State Park Drive intersection currently does not meet the Caltrans peak hour signal warrant, and will not meet warrant8 with the addition of the proposed project. Under the Background plus Project plus Adjacent Pending scenario, the intersection is expected to meet the peak hour warrant during the p.m. The eastbound left-turn movement on Sea Ridge Road at State Park Drive currently operates at LOS E during the a.m. peak hour due to the large left-turn demand

The cumulative build-out scenario is expected to eventually trigger the need to signalize the Sea Ridge Road at State Park Drive intersection in order to decrease delays for the eastbound left-turn movement. Prior to the signalization of the Sea Ridge Road/State Park Drive intersection, the following interim measures may be considered

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

These measures could be funded with a portion or all of the Transportation Area fees paid by the proposed project.

The intersections of Soquel Drivd State Park Drive and State Park Drive/Center Avenue/Sea Cliff Drive currently operate acceptably and are expected to operate acceptably under the Background, Background plus Project, and Background plus Project plus Adjacent Pending scenarios. However, these two intersections are expected to operate unacceptably under the Cumulative plus Project plus Adjacent Pending scenario, regardless if Parcel A being developed as a through street or cul-de-sacs. The recommended mitigation for the Soquel Drive/State Park Drive intersection is to install an exclusive right-turn lane on the eastbound Soquel Drive approach. Installing a traffic signal is expected to mitigate traffic congestion problems at the State Park/Center Avenue/Sea Cliff Drive intersection.

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TJKM
Transportation
Consultants

MEMO

November **5,2003**

To:	Jack Sohriakoff, Santa Cruz County DPW Via e-mail only: dpw140@co.santa-cruz.ca.us	No. **of** Pages:	4
From:	Gordon Lum	**TJKM No.:**	159-059
Ce:	Melissa Allen, Planning Liaison to RDA Carolyn Watanabe, **RDA** Project Manager Karen Saunders, South County Housing John Donahoe, RJA and Associates	Jurisdiction:	Santa Cruz County
Subject:	**FOLLOW-UP TO SEACLIFF HIGHLANDS TRAFFIC MEETING ON 11/3/03**		

Introduction

At the November 3,2003 meeting, I was asked to follow-up on the following issues:

- Present the overall intersection level-of-service for two study intersections.
- Discuss possible signalization of State Park Drive/Sea Ridge Road.
- Provide trip generation information for estimating traffic impact fees.

This memo briefly addresses these three issues.

Overall Intersection Level **of** Service

Consistent with the 2000 Highway Capacity Manual methodology, the results presented in *Traffic Study for the Affordable Housing Development in Santa Cruz County* (dated September 30,2003) indicate only the minor movement level of service (LOS) for the following STOP controlled study intersections: 1) State Park Drive/Sea Ridge Road and 2) McGregor Drive/Sea Ridge Drive. However, the printout from Synchro Software (included in the Appendices of the 9/30/03 Study) does provide an overall intersection level of service based on the Intersection Capacity Utilization (ICU) methodology, which essentially provides a volume to capacity ratio. The intersection LOS provides **an** indication of how well the all approaches together are operating, and not just the highest delay experienced by a minor movement. Table I presents the overall LOS for State Park Drive/Sea Ridge Road **and** McGregor Drive/Sea Ridge Drive under the four study scenarios.

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5960 Inglewood Dnve, Suite 100 Pleasanton. CA 94588-8535 PLEASANTON
925-463-0611 phone 925-463-3690 fax www.tikm.com SANTA ROSA

TABLE I: INTERSECTION LEVELS OF SERVICE

Intersection	Control	AM. Peak Hour		P.M. Peak Hour	
		Delay/Veh (secs)	LOS	Delay/Veh (secs)	LOS
Existing Conditions					
State Park Dr/Sea Ridge Rd	STOP* on Sea Ridge	60.2%	B	46.1%	A
- EB Sea Ridge Rd LT		(120+)	(F)	(28.4)	(D)
McGregor Dr/Sea Ridge Rd	STOP* on McGregor	42.0%	A	32.5%	A
- SB McGregor Dr Approach		(12.0)	(B)	(12.6)	(B)
Background plus Project Conditons (assumes Mikkelsen Court is a through street)					
State Park Dr/Sea Ridge Rd	STOP* on Sea Ridge	61.2%	B	47.4%	A
- EB Sea Ridge Rd LT		(120+)	(F)	(30.8)	(D)
McGregor Dr/Sea Ridge Rd	STOP* on McGregor	42.5%	A	33.6%	A
- SB McGregor Dr Approach		(12.3)	(B)	(13.0)	(B)
Background plus Project plus Adjacent Pending Conditons (assumes Mikkelsen is a through street)					
State Park Dr/Sea Ridge Rd	STOP* on Sea Ridge	65.3%	B	57.5%	A
- EB Sea Ridge Rd LT		(120+)	(F)	(90.3)	(F)
McGregor Dr/Sea Ridge Rd	STOP* on McGregor	46.6%	A	42.4%	A
- SB McGregor Dr Approach		(13.0)	(B)	(16.8)	(C)
Cumulative plus Project plus Adjacent Pending Conditons (assumes Mikkelsen is a through street)					
State Park Dr/Sea Ridge Rd	STOP* on Sea Ridge	76.2%	C	66.1%	B
- EB Sea Ridge Rd LT		(120+)	(F)	(120+)	(F)
McGregor Dr/Sea Ridge Rd	STOP* on McGregor	54.3%	A	48.0%	A
- SB McGregor Dr Approach		(14.7)	(B)	(21.6)	(C)

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

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

Possible Signalization of State Park Drive/Sea Ridge Road

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

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

We concluded at our meeting on 11/3/03that these two measures would not adequately provide the gaps (in State Park Drive traffic) necessary to substantially improve the LOS F currently experienced by the drivers attempting a left-turn from eastbound Sea Ridge Road at State Park Drive during the a.m. peak hour. Therefore, signalization of State Park Drive/Sea Ridge Road intersection is probably the best method to mitigate the LOS F for the eastbound left-turn movement. Our understanding is that the signalization of State Park Drive/Sea Ridge Road intersection is included in the County's Capital Improvement Program (CIP), with the installation expected to occur in approximately five years.

Estimated Trip Generation and TIA Fees

Although signalization of State Park Drive/Sea Ridge Road is programmed into the County's CIP, the issue of funding the signal needs to be considered. Table II, which estimates the amount of TIA fees that may be collected, is based on land information provided hy Melissa Allen in her memo dated November 4,2003. Table II provides daily trip rates from the Institute of Transportation Engineers (ITE) ***Trip Generation, 6th Edition*** and not from the County's TIA rate schedule. The estimated total TLA fee is based on $400 per daily trip.

TABLE III: ESTIMATED TIA FEES

LAND USE	ESTIMATED **DAILY** TRIPS	TIA FEE
Parcel -36 (Site 1-a) Hotel/Park:		
Visitor Accommodations, Hotel (Code 310)	8.23 trips/room **x** 120 room = 988	$395,200
Commercial Sales, Service & Repairs (Code 820)	40 trips/ksf (max) x 24 ksf = 960	384,000
General Offices, Professional and Admin. (Code-710)	11.01 trips/ksf x 18 ksf = 198 trips	79,200
City Park (Code 41 1)	1.59 trips/acre x 2.9 acres = 5 trips	2,000
"Poor Clares" Site:		
Visitor Accommodations, Hotel (Code 310)	8.23 trips/room x 536 rooms = 4,411	1,764,400
Commercial Sales, Service & Repairs (Code 820)	40 trips/ksf (max) x 197 ksf = 7,880	3,152,000
Parcel -35 Church/Residential (2.55 ac or 110.970 sf site):		
Institutional, Church (estimate from St. John's)	84 trips on busiest weekday (Tue)	33,600
Residential (3,500 sf single family lots, Code 210)	9.57 trips/home x 31 homes = 297	118,800
Residential (3,000 sf mult-family lots, Code 220)	6.63 trips/unit x 37 units = 245	98,000

Notes:
Ksf=1,000 square feet; **sf-square** feet.
Max=Maximum rate for non-residential use is 40 daily trips per ksf (instead of 42.92)
Code=Land Use Code from ITE ***Trip Generation, 6th Edition.***
Net developable area of the of the "Poor Clares" site is assumed to be one-third of 590 ksf

The proposed Seacliff Highlands project is expected to pay approximately $1 12,000 in TIA fees. With the total cost of designing and constructing a traffic signal being **as** high as $400,000,

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additional funds are clearly needed to fund a signal at State Park Drive/Sea Ridge Road. Based on the results of Table II, the Hotel/Park parcel may generate $2,000 to $395,000 in TIA fees, while the adjacent Church/Residential parcel may generate $33,600 to $118.800. The Poor Clares site has the potential to generate as much as $3.1 million.

'MA fees are typically split evenly between Roadside Improvement Fees and Transportation Improvement Fees, which can be used for signal installations. If approximately $50,000 of the $112,000 is designated for the signalization of State Park Drive/Sea Ridge Road, as much as $700,000 in TIA fees may be needed in order to provide the additional $350,000 that may be needed to signalize the intersection.

Based on the daily trip generation presented in Table II, it is clear that a signal will not be warranted at State Park Drive/Sea Ridge Road with a development of a park on the Hotel/Park site. Based on the Caltrans signal warrant graph provided in the Appendix D of the 9/30/03, a signal would not be warranted until the volume on the Sea Ridge Road or Poor Clares approach increases to approximately 300 vehicles per hour (from 202 in the a.m. and 235 in the p.m. on Sea Ridge), assuming the total peak hour volume on State Park Drive is 1,000 vehicles for both approaches.

Hope this information is helpful. Please note that we had some "typos" in our 9/30/03 study. The third paragraph on page 1 (Summary) should read "LOS F" rather than "LOS E". Furthermore, the last two sentences of the paragraph on page 20 should he deleted. Hopefully, these typos did not cause much confusion. Please call with your questions or comments.

Jurisdiction\santa cruz county\29-162\m111503 jack.doc

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EXHIBIT

Drainage Report for the Storm Drain Trunk System Downstream of the MLD 93-0437 Property

November 2003

BY
RUGGERI-JENSEN-AZAR & ASSOCIATES
8055 CAMINO ARROYO
GILROY, CA 95020
(408) **848-0300**

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Ruggeri - Jensen - Azar & Associates
ENGINEERS • PLANNERS • SURVEYORS

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Drainage Report for the Storm Drain Trunk System Downstream of the MLD 93-0437 Property

November *2003*

REFERENCES

County of Santa Cruz Standards, Section *3* - Drainage

ATTACHMENTS

Drainage System Calculations
SCS Calculations
Hydraulic/Hydrology Data
Basin Map
Basin Map with Soils Information
Basin Map with Tributary ***Areas***
Site Conditions
Drainage System Details, September 26, 1989 by Cary Edmundson & Associates

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Backmound

MLD 93-0437 was approved on November 9,1994, creating 3 parcels and street right-of-way between McGregor Drive and Sea Ridge Road. One of the conditions of the MLD is to prepare a drainage analysis for the downstream storm drain system. The scope of this report is focused on the trunk line storm drain system downstream of the MLD project. A Drainage Study was prepared by Ifland Engineers in February 1994 for this basin but improvements to the trunk system and continued development have occurred since that study. This drainage report uses the previous study as a guide and incorporates and evaluates the major improvements made to the trunk system.

Basin Overview

The limits of the basin area of this watershed are shown in the attached Basin Map. The size of the watershed is approximately 136 acres and consists of a mix of low density housing, high density housing, commercial uses, undeveloped areas, and streets. The topography of the watershed varies ftom elevation 345+/- at the high point of the basin to elevation 9.7+/- at the trunk system outfall at Seacliff State Beach. The storm drain *trunk* system downstream of the MLD property consists primarily of pipes interconnected with short open channels.

Surface Characteristics of the Basin Area

The portion of the basin area above Soquel Drive consists of mostly residential development on a sloped hillside. The approximate average slope is 13% from Soquel Drive to the top of the basin area. From a review of recent projects in the area and limited site observations, there does not appear to be a significant centralized detention/retention system for surface runoff. Although this area is steep, the plant growth appears mature.

The portion of the basin area between Soquel Drive and Highway 1 is primarily commercial with some residential use and has an approximate slope of 3%. Heather Terrace (Tract 1306) is a recent project that incorporated residential and commercial uses. The As-Built plans for this project include approximately 2,400 cubic feet of onsite storage of runoff. Runoff from Seacliff Inn, the Resurrection Church, and the upstream tributary area is conveyed through a combination of pipes and open channels (ie, ditches) and across Highway 1 in a 36" pipe.

The portion of the basin area between Highway 1 and the outfall at Seacliff State Beach is primarily residential with some commercial uses and has an approximate slope of 3% (excluding the steep access road to Seacliff State Beach). The storm drain trunk system in this portion of the basin area consists of a Combination of pipes and short open channels. The Seabreeze Project (Tract 1102) includes approximately 16,400 cubic feet of onsite detention. Portions of the storm drain trunk system in this area are covered with dense brush and vegetation. It appears that maintenance has not been consistently performed on the trunk system in this area.

Characteristics of the Storm Drain Trunk System

The storm drain trunk system downstream of the MLD project is a series of pipes connected by short open channels that lead to an outfall at Seacliff State Beach. The Resurrection Church project recently replaced an existing 48" CMP with a 60" HDPE pipe in Center Avenue near State Park Drive. The alignment of the trunk system for this report is based on a Drainage System Details plan for Watsonville Community Hospital prepared by Cary Edmundson & Associates Land Surveying dated September 26,1989 and was part of the Drainage Study prepared by Ifland Engineers in February 1994. Portions of the trunk system shown on the plan are not observable due to overgrown dense vegetation. However, due to the observed condition of the ditches interconnecting the pipe system, there does not appear to be a failure in the pipe system to convey runoff.

Method of Analysis

The focus of this report is the trunk system downstream of the MLD project. This report will use the 50 year return period, corresponding to County of Santa Cruz design criteria for the size of this basin. The initial point of evaluation of the trunk system will be the inlet in the loop ramp to SB Highway 1. The SCS method will be used to determine the quantity of runoff for the area tributary to Node 1. The Rational Method and Manning's equation will then be used to determine the hydraulics of the existing trunk system. A similar analysis will be performed for the 10 year return period for the existing condition, existing condition plus Seacliff Highlands project, and full buildout of the watershed based on proposed land uses.

The SCS Method estimates peak unconfined runoff in small watersheds based on the amount of precipitation, soil type, cover type, and travel time applied to a rainfall distribution for the area in question. The United States Department of Agriculture Technical Release 55 (TR-55) procedures were used as outlined in the June 1986 version of the document. The TR-55 computer program pond and swamp factor was utilized to account for detention in Area A and Area B (detention from Heather Terrace and Seabreeze projects). The TR-55 program allows for up to 5% of the tributary area to be counted as pond and swamp area as long as these areas are not in the main flow path.

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The Rational Method was used for hydraulic calculations:

$$Q = CIA$$

where:
- Q = peak runoff in cubic feet per second (cfs)
- C = runoff coefficient expressing the fraction of rainfall which appears as surface flow
- I = rainfall intensity in inches per hour
- A = drainage area in acres tributary to the point of concentration

1. Runoff coefficient:

Open Space	$C_{10} = 0.2$	$C_{50} = 0.24$ (adjusted for antecedent moisture)
Residential	$C_{10} = 0.7$	$C_{50} = 0.84$ (adjusted for antecedent moisture)
Commercial	$C_{10} = 0.8$	$C_{50} = 0.96$ (adjusted for antecedent moisture)
Highway	$C_{10} = 0.8$	$C_{50} = 0.96$ (adjusted for antecedent moisture)

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2. Rainfall Intensities:

Rainfall intensities were determined using the formula I=K/(T^n) where:

I =Rainfall Intensity, in inches per hour
T = the duration/time of concentration, in hours
K = a function of mean annual precipitation and frequency
n = a function of mean annual precipitation

The values for K and n for a 50 year event and 10 year event can be determined by trial and error to be:

50 year: I=1.199/((T/60)^0.449) or I= 7.537/(T^0.449)
and
10 year: I=1.02/((T/60)^0.376) or I= 4.755/(T^0.376)

Manning's equation was then used to determine the design capacity of each drainage structure.

$$Q = \frac{1.486 * A * R^{2/3} * S^{1/2}}{n}$$

where: Q = flow rate in cubic feet per second
A = cross-sectional area in square feet
R = hydraulic radius in feet
S = slope in feet per foot
n = Manning's roughness coefficient
n = 0.011 (for HDPE and RCP 36" and larger)
n = 0.013 (for RCP 24" to 33")
n = 0.015 (for RCP 18" to 21")
n = 0.024 (for CMP)
n = 0.050 (for open channels in fair to poor condition)
n = 0.025 (for open channels in good condition)

Hydraulic calculations were performed using the TLW Hydrologic/Hydraulic software program and the results tabulated into the County of Santa Cruz Drainage System Calculation chart.

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Storm Drain Trunk System

The SCS Method was used to calculate the amount of runoff at Node 1 from tributary areas A and B (see Basin Map with Tributary Areas). Using the Rational Method, an equivalent runoff coefficient (c value) was calculated for the combined areas A and B. Then, the SCS time of concentration, appropriate intensity equation above, and calculated runoff coefficient were used in the Rational Formula to model the storm drain trunk system starting from Node 1. In using this process, the evaluation of the trunk system begins with the same amount of runoff that was calculated by the SCS Method. The open channel between Node 6 and Node 9 was shown as being constrained with a 16" CMP and an 18" CMP going through a what appears to be a

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property line wall (see Drainage System Details plan by *Cary* Edmundson & Associates). The plan also indicates that the wall was undermined. Although the condition of the wall could not be verified due to dense vegetation, this report models an open channel between Node 6 and Node 9 Without the wall and double CMP constraint. Zone 6 Drainage District Ortho/Topo Mapping Sheet 10H shows a localized low point in the vicinity **of** this wall based on contouring at the time of the mapping of this area.

Conclusions:

For the 50 year storm, the trunk system will not contain runoff within the pipe system and flooding would occur. For the I0 year storm, the following is a *summary* of flows at Seacliff State Beach

Q_{10} = 152 cfs (existing condition)
Q_{10} = **154** cfs (existing condition plus Seacliff Highlands project)
Q_{10} = **162** cfs (buildout condition)

The capacity of the 30" storm drain pipe at Seacliff State each is approximately **125** cfs, which is less than the existing condition flow of **152** cfs. The overland release for the overflow in the trunk system from Center Avenue to the outfall would be through State **Park** Drive, the steep access road to Seacliff State Beach, and into Monterey Bay.

One possible solution to minimize flooding from the overflow would be to meter the flow so that the pipe/channel flow downstream of the metering could be contained in the existing pipe/channel system. It appears that the area just upstream of the railroad was used for metering of flows. **A** review of sheet 36A of **84** of the Photogrammatic Mapping for the Rio Del Mar Planning Study (1965) indicates that the area just upstream of the railroad **was** a localized low point at the time of the mapping of this planning area. The Drainage System Details plan by Cary Edmundson & Associates indicates that the property line wall upstream of the railroad **was** undermined and that there were two CMP pipes (16" and 18") protruding **through** the wall. The original intent of the wall and two CMP pipes **is** not known since calculations were not available for this concept. From limited site observation, the condition of this wall **and** pipes could not be determined due to dense vegetation. If the wall and two CMP pipes were intended to be metering devices, their effectiveness has been reduced due to the undermining of the wall as shown on the Drainage System Details plan. If the wall were to be reconstructed, an opening equivalent to a **42**" pipe could serve to meter the flow and minimize flooding downstream of the wall. One advantage of this option would be that the historic drainage pattern would be preserved. **A** disadvantage would be that a flowage easement would need *to* be obtained.

Another possible solution would be to install a 60" pipe system in Center Drive to Broadway and then fiom Broadway to the 60" culvert at the railroad. One advantage to this option would be that the storm drain easements in private property could be abandoned. **This** option would, however, require a more detailed analysis that is beyond the scope of this **report** (for example, conflicts with existing utilities and right-of-way dedications needed).

A third solution would be to install a **42**" pipe on the east side of State Park Drive from Node **5** southerly along State Park Drive and then outfalling into the railroad right-of-way. This option

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would provide additional capacity in the system by creating approximately 2,800 cubic feet of storage. A disadvantage of this option is that again, a more detailed analysis would be needed that is beyond the scope of this report.

The solutions outlined above are based on the following assumptions: 1) flooding upstream of the railroad would be contained in the street and overland release away from structures, and 2) flooding downstream of the railroad would overland release to Seacliff State Beach.

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Ruggeri - Jensen - Azar & Associates
ENGINEERS • PLANNERS • SURVE

November 25, 2003

Job # **022007**

Ms. Melissa Allen
county of Santa Cruz
701 Ocean Street
Santa Cruz, CA 95060

RE: Seacliff Highlands, MLD 93-0437

Dear Ms. Allen:

A drainage report for the trunk system downstream of the above subject project was prepared for the 10 year design storm. As stated in the report, the existing drainage basin is approximately 136 acres, of which the Seacliff Highlands project comprises approximately 2.7 acres (2% of the existing drainage basin). The storm drain trunk system downstream of the Seacliff Highlands project is a combination of pipes and open channels for approximately 2,040 feet that ends at a 30" outfall at Seacliff State Beach. The calculated 10 year flow at this outfall is 152 cubic feet per second (cfs) for the existing condition (ie, before the Seacliff Highlands project is constructed). The calculated 10 year flow at this outfall is 154 cfs for the existing condition plus the completed Seacliff Highlands project. That is, the calculations indicate that the Seacliff Highlands project would increase the flow at the outfall by 2 cfs or 1.3%. It should be noted that the calculations do not include on-site detention for the Seacliff Highlands project.

Please refer to the drainage report for more details. If additional information is needed, please contact me at **408-848-0300.**

Sincerely,
Ruggeri-Jensen-Azar & Associates

Felix Jacobs
Project Manager

Environmental Review Inital Study
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cc: Karen Saunders, South County Housing

Santa Cruz County Redevelopment Agency

Draft
Street Tree Criteria For New Residential Development

Introduction

Street trees benefit the property owner and the community in many ways. Trees reduce the amount of storm water runoff, *shade* paved *surfaces* reducing heat island effects, shade structures reducing cooling requirements, attract wildlife into developed areas, contriiute to the character of the area as well as add to the general quality of life in the Community. For these benefits to be fully realized the right tree needs to be planted in the right location so that the treed can grow to their full potential without impacting other improvements, and the trees must receive some minimum level of care and maintenance.

In 1992 the *County* Board of Supervisors adopted the Urban Forestry Master Plan prepared by the Redevelopment *Agency.* Since that time staff at the Redevelopment Agency have been responsible for implementing a *street* tree planting and management program on 13 major *streets* in the Live *Oak* and Soquel areas and for assisting the Planning Department with *guiding* appropriate street tree planting for new development. These criteria are thus based *on* more detailed information found in the Santa Cruz County Urban Forestry Master Plan.

Planting criteria

When locating *street trees* to be planted as part of new development the following criteria should be used.

1. When skeet trees will be planted in a 4 foot wide strip created by separating the sidewalk from the *curb* the tree species should be selected from the "Recommended Street Tree List for 4 Ft Separated Sidewalks."

2. When street trees will be p h t e d behind the sidewalk they should be planted within 5 feet of the back of sidewalk (so the tree is planted *along* the street).

3. Trees should be planted away from conflicting uses. Thus street trees should be located:
   a) at least 5 feet away from driveways,
   b) 25 feet back from the corner of intersections for *sight* distance,
   c) 5 feet away from underground utility lines, valve boxes, meters, and fire hydrants, and
   d) 15 feet away from street lights and utility poles.

4. Trees should be spaced anywhere from 15 to 30 feet apart depending on the characteristics *of* the *species.* Consult the Recommended Street Tree List for Santa Cruz County for recommended spacing or call the County Redevelopment Agency at 454-2280.

5. Species should be selected with consideration of overhead utility lines. Trees that will be planted under overhead utility lines should be selected to reach a maximum height of about 25

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feet at maturity.

6. The compaction of soil and subsurface areas where trees are to be planted (either planting strips or behind the sidewalk) should be a maximum of 80%.

7. Finish off planting strips with additional landscaping or pervious materials such as bricks or pavers set on sand, or decomposed granite that allow for air and water to reach the root zone of the tree.

8. Plan for watering the street trees until they are fully established. Drought tolerant species may require watering during dry periods (spring-summer-fall) for up to 5 years.

9. Trees shall be planted using the County's standard street tree planting detail found in the Design Criteria (copy attached).

Maintenance Requirements

All street trees will require some care and maintenance to reach their full potential. Even drought tolerant species will require some watering during the dry season for the first 5 years. Training pruning during the first 5 years to correct poor growth habit such as poor branch structure or low hanging branches over a sidewalk will be less costly than pruning when the tree is much larger. Annual fertilization will ensure better tree health and improve the quality and abundance of flowers or fall color.

There are a number of ways that a project can be conditioned to ensure that the minimum maintenance requirements are meet, these include:

1. Conditioning the applicant to form a homeowners or landscape maintenance association to be administered by the property owners. Trees would then be on their own irrigation system separate from the irrigation systems on private property. The street trees could then be planted at the time that the street improvements are constructed.

or

2. Condition the project such that the street trees become the responsibility of the property owner whose residence is adjacent to the street tree. The tree would thus be irrigated by an automatic irrigation system on the private property.

Even if an association is not required, if the trees are to be planted at the time the street improvements are constructed but before homes on built on lots, the developer must be held responsible for the health of the trees until such time as the property owner assumes responsibility or it is quite likely that they will not be watered and will die.

Santa Cruz County Street Trees
Recommended for Four Foot Wide Planting Strips*

Note- Each of these trees has different cultural requirements, maintenance needs and growing habits (see the Santa Cruz County Urban Forestry Master Plan Tree Matrix). It is recommended that final selection be made in consultation with a Landscape Architect.

3-17-97

Botanical Name	Common Name
Acer campestre	Hedge Maple
Acer palmatum	Japanese Maple
Agonis flexuosa	Australian Willow Myrtle
Arbutus 'Marina'	Marina variety of Strawberry Tree
Celtis australis	European Hackberry **OK WITH ROOT BARRIERS**
Cercis canadensis	Eastern Redbud
Koelreuteria bipinnata	Chinese Flame Tree
K. paniculata	Goldenrain Tree
Laurus 'Saratoga'	N.C.N. note- this is a small tree
Lagerstroemia indica 'Muskogee', 'Natchez', or 'Tuscarora'	Crape Myrtle
Malus 'Cultivars'	Crabapple
Melaleuca styphelioides	Melaleuca
Pistacia chinensis	Chinese pistache
Platanus acerifolia 'Yarwood'	London Plane **OK WITH ROOT BARRIERS**
Prunus cerasifera	Flowering Plum
Prunus sargentii	Sargent Cherry
Prunus serrulata	Flowering Cherry
Pyrus callryana 'Aristocrat'	Aristocrate Pear
Rhus lancea	African sumac
Tristania conferta	Brisbane Box

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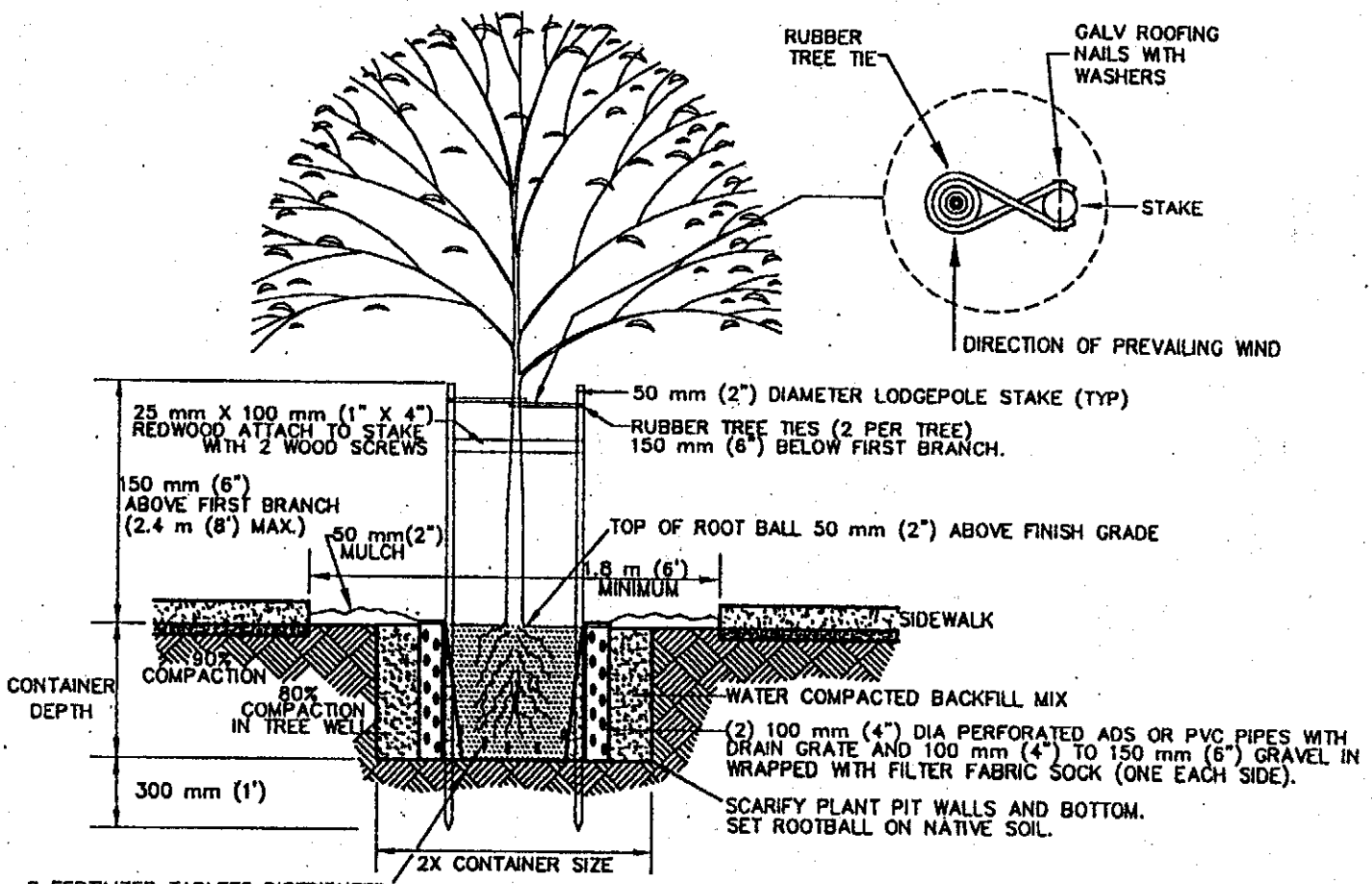

NOTE: MINIMUM TREE WELL SIZE SHALL BE 1.2 m X 1.8 m (4' X 6').

TREE PLANTING IN TREE WELL OR PLANTING STRIP

REV. 8/96

145

FIG. ST-9a

GEOTECHNICAL INVESTIGATION
FOR
McGREGOR PROJECT
APTOS, CALIFORNIA

FOR
HOUSING AUTHORITY OF THE COUNTY OF SANTA CRUZ
CAPITOLA, CALIFORNIA

BY
STEVEN RAAS & ASSOCIATES, INC.
CONSULTING GEOTECHNICAL ENGINEERS

0026-SZ69-J21
JUNE 2000

0026-SZ69-J21
June 26,2000

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Steven Raas & Associates, Inc.

CONSULTING GEOTECHNICAL ENGINEERS

444 AIRPORT BOULEVARD, SUITE 106 WATSONVILLE, CA 95076

(831) 722-9446 FAX (831) 722-9158

E-MAIL:srai@pacbell net

0026-SZ69-J21

June 26,2000

Housing Authority of the County of Santa Cruz
2160 41st Avenue
Capitola, CA 95010-2060

Attention: Alan France

Subject: Geotechiiical Investigation
McGregor Project
Aptos, California

Dear Mr. France,

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

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

Very truly yours,

STEVEN RAAS & ASSOCIATES, INC.

REGISTERED PROFESSIONAL ENGINEER
STEVEN M. RAAS
No. 2039
Exp. 6/30/02
CIVIL
STATE OF CALIFORNIA

Steven M. Raas
Principal Engineer
G.E. 2039

CERTIFIED ENGINEERING GEOLOGIST
DUNCAN S. GEDDES
No. 2126
Exp. 2/28/02
STATE OF CALIFORNIA

Duncan S. Geddes
Senior Geologist
C.E.G. 2126

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Copies: 4 to Housing Authority of the County of Santa Cruz

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DISCUSSIONS, **CONCLUSIONS AND RECOMMENDATIONS**

GENERAL

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

2. Our laboratory testing indicates that the near surface soils possess low to moderate expansive properties. The clays with extremely high expansive properties found in the Haro, Kasunich & Associates' investigation and report were not encountered in our investigation.

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

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

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

observation of Steven Raas & Associates, Inc., the Geotechnical Engineer, will render the recommendations of this report invalid.

SITE PREPARATION

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

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

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

9. Surface vegetation and organically contaminated topsoil should then be removed ("stripped") from the area to be graded. This material may be stockpiled for future landscaping. It is anticipated that the depth of stripping may be 2 to **4** inches, however the required depth of stripping must be based upon visual observations of a representative of Steven Raas & Associates, Inc. in the field. The depth of stripping will vary upon the type and density of vegetation across the project site and with the time of year.

10. Following the stripping, the area should be excavatedto the design grades. All existing fill should be removed. The fill encountered in our test borings varied from three feet in depth to non-existent depending upon location. Existing fill materials may be stockpiled for

future use as engineered fill provided that the soil is free from organic material, expansive clay, debris and other deleterious material. The exposed soils in the building and paving areas should be scarified, moisture conditioned, and compacted as an engineered fill except for any contaminated material noted by a representative of Steven Raas & Associates, Inc. in the field. The moisture conditioning procedure will depend on the time of year that the **work** is done, but it should result in the soils being 1 to 3 percent over their optimum moisture content at the time of compaction.

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

11. With the exception of the upper 8 inches of subgrade in paved areas and driveways, the soil on the project should be compacted to a minimum of *90%* of its maximum dry density. The upper 8 inches of subgrade in the pavement areas and all aggregate subbase arid aggregate base should be compacted to a minimum of 95% of its maximum dry density.

12. The maximum dry density will be obtained from a laboratory compaction curve run in accordance with ASTM Procedure #D1557-91. This *test* will also establish the optimum moisture content of the material. Field density testing will be in accordance with ASTM Test #D2922.

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

a. free of organics, debris, and other deleterious materials,

b. granular in nature, well graded, and contain sufficient binder to allow utility trenches to stand open,

c. free of rocks in excess of 2 inches in size,

d. have a Plasticity Index between 4 and 12,

e. have a minimum Sand Equivalent of 20, and

f. have a minimum Resistance "R" Value of 30, and be non-expansive

1 Samples of any proposed imported fill planned for use on this project should be submitted to Steven Raas & Associates, Inc. for appropriate testing and approval not less than 4 working days before the anticipated jobsite delivery.

CUT AND FILL SLOPES

15. All fill slopes should be constructed with engineered fill meeting the minimum density requirements of this report and have a gradient no steeper than 2:1 (horizontal to vertical). Fill slopes should not exceed 5 feet in vertical height unless specifically reviewed by Steven Raas & Associates, Inc.

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

Subsequent keys may be required as the fill section progress upslope. Keys will be designated in the field by a representative of Steven Raas & Associates, Inc. See Figure No. 18 for general details.

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

18. The above slope gradients are based on the strength characteristics of the materials under conditions of normal moisture content that would result from rainfall failing directly on the

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slope, and do not take into account the additional activating forces applied by seepage from spring areas. Therefore, in order to maintain stable slopes at the recommended gradients, it is important that any seepage forces and accompanying hydrostatic pressure encountered be relieved by adequate drainage. Drainage facilities may include subdrains, gravel blankets, rockfill surface trenches or horizontally drilled drains. Configurations and type of drainage will be determined by a representative of Steven Raas & Associates, Inc. during the grading operations.

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

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

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

SLOPE EROSION CONTROL

22. The surface soils are classified as moderately to highly erodable. Therefore, the finished ground surface should be planted with ground cover and continually maintained to minimize surface erosion.

FOUNDATIONS - SPREAD FOOTINGS

23. **At** the time we prepared this report, the grading plans had not been completed and the structure location and foundation details had not been finalized. We request an opportunity to review these items during the design stages to determine if supplemental recommendations will be required.

24. Considering the soil characteristics and site preparation recommendations, it is our opinion that an appropriate foundation system to support the proposed structures will consist of reinforced concrete spread footings bedded into firm native soil or engineered fills of the on-site soils. This system could consist of continuous exterior footings, in conjunction with interior isolated spread footings or additional continuous footings or concrete slabs.

25. Footing widths and depths should be based upon the allowable bearing value but not less than the minimum widths and depths as shown in the table below. Footing excavations must be observed by a representative of Steven Raas & Associates, Inc. before steel is placed and concrete is poured to insure bedding into proper material. The footing excavations must be free of loose material prior to placing concrete. **The footing excavations should he thoroughly saturated for a minimum of 48 hours prior to placing concrete.**

Table No. 3, Minimum Footing Widths and Depths

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

The minimum footing embedment is measured from the lowest adjacent grade end should not include any concrete slab-on-grade, capillary' break and sand cushion in the total depth of embedment.

26. Footings constructed to the given criteria may be designed for the following allowable bearing capacities:

a. 1,800psf for Dead plus Live Load

b. a 1/3rd increase for Seismic or Wind Load

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

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

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

SLAB-ON-GRADE CONSTRUCTION

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

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

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

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

33. Requirements for pre-wetting of the subgrade soils prior to the pouring of the slabs will depend on the specific soils and seasonal moisture conditions and will be determined by a representative of Steven Raas & Associates, Inc., at the time of construction. **It is important that the subgrade soils be thoroughly saturated for a minimum of 72 hours prior to the time the concrete is poured.**

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

UTILITY TRENCHES

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

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

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

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

LATERAL PRESSURES

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

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

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

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

d. Any live or dead loads which will transmit a force to the wail. Refer to Figure No. 19.

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

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

40. The above criteria are based on fully drained conditions. Therefore, we recommend that permeable material meeting the State of California Standard Specification Section 68-1.025, Class 1, Type **A,** be placed behind the wall, with a minimum width of I2 inches and extending for the full height of the wall to within 1 foot *of* the ground surface. The permeable material should be covered with Mirafi 140 filter fabric or equivalent and then compacted native soil placed to the ground surface. A 4 inch diameter perforated rigid plastic drain pipe should be installed within **3** inches of the bottom of the permeable material

and be discharged to a suitable, approved location. The perforations should be located and oriented on the lower half of the pipe. Neither the pipe nor the permeable material should be wrapped in filter fabric. Please refer to Figure No. 20, Typical Retaining Wall Drain Detail.

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

SURFACE DRAINAGE

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

43. All roof eaves should be guttered, with the outlets from the downspouts provided with adequate capacity to carry the storm water from the structures to reduce the possibility of soil saturation and erosion. The connection should be in a closed conduit which discharges at an approved location away from the structures and the graded area.

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

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

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

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

PAVEMENT DESIGN

48. At the date of this report, the " R Value results for the surficial soils on the site are still pending. A subsequent letter with the recommended pavement design for this project will be forthcoming once the " R Value results become available.

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

a. Parking stalls T.I. = 4%
b. Traffic aisles T.I. = 5
c. Truck usage areas T.I. = 6%

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

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

a. Properly moisture condition the subgrade and compact it to a minimum of 95% of its maximum dry density, at a moisture content 1-3% over the optimum moisture content.

b. Provide sufficient gradient to prevent ponding of water.

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

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

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

f. Maintenance should be undertaken on a routine basis.

PLAN REVIEW

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

APPENDIX "A" IS ON FILE W/THE PLANNING DEPT. WITH DEVELOPMENT PERMIT #03-0276

APPENDIX A

Regional Site Plan
Site Plan Showing Test Borings
Boring Log Explanation
Log of Test Borings
Atterberg Limits
Keyway Detail
Surcharge Pressure Diagram
Typical Retaining Wall Drain Detail

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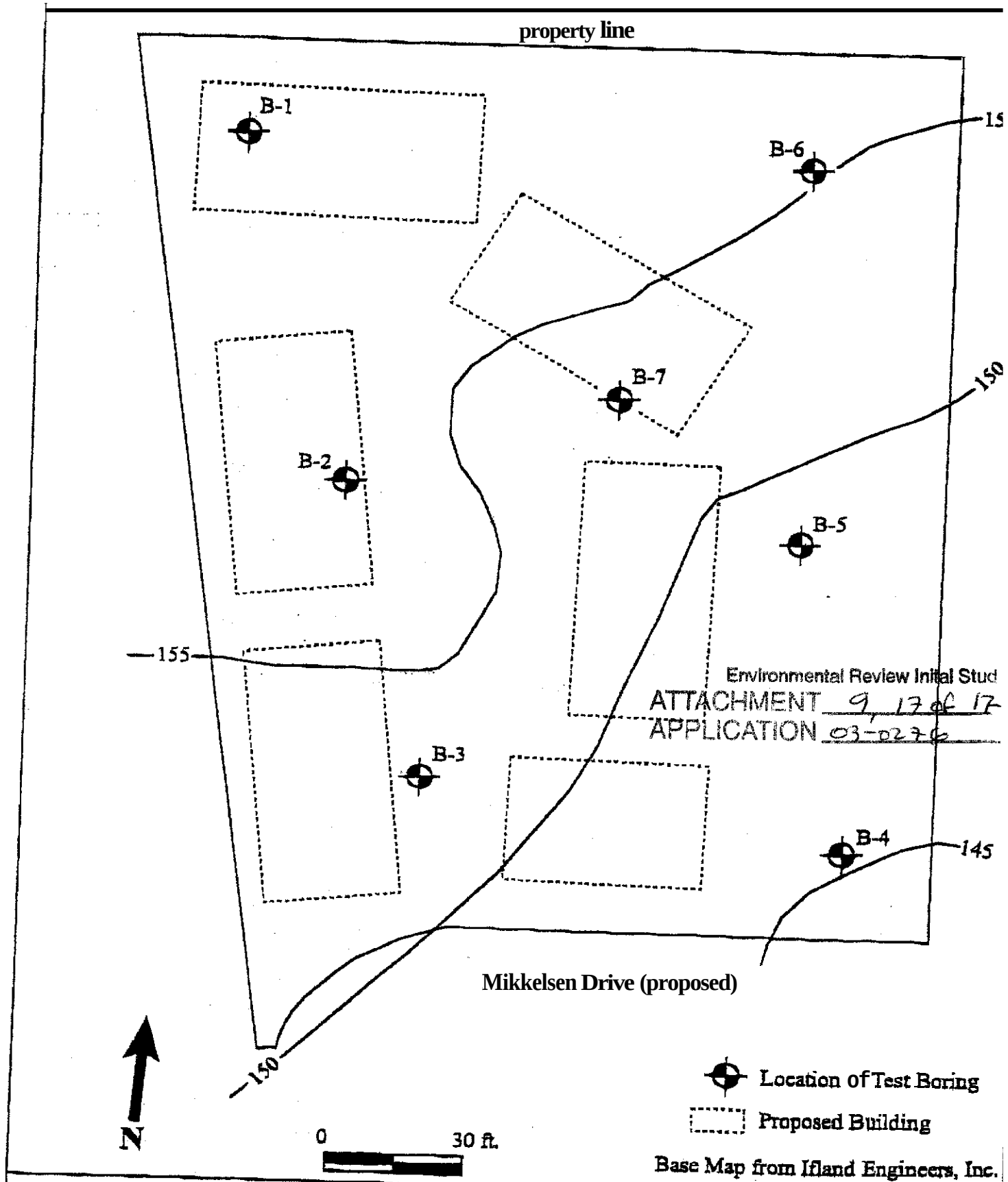
June 26, 2000



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STEVEN RAAS & ASSOCIATES, INC. | FIGURE NO. 2 Site Plan Showing Test Borings

County of Santa Cruz

PLANNING DEPARTMENT
701 OCEAN STREET, 4TH FLOOR, SANTA CRUZ, CA 95060-4000
(831) 454-2580 FAX: (831) 454-2131 TDD: (831) 454-2123
ALVIN D. JAMES, DIRECTOR

October 7, 2003

South County Housing
7455 Carmei Street
Gilroy, CA 95020
Attention: Karen Saunders, Senior Project Manager

SUBJECT: **Review of Geotechnical Investigation by Steven Raas and Associates, Inc.,** Dated **June 2000, Project** No.: **0026-SZ69-J21**
APN: **038-081-34, Application** No.: **03-0276**

Dear Karen Saunders:

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

1. All report recommendations must be followed

2. The company Steve Raas and Associates is no longer in business. Prior to any further County approvals the applicant must have a geotechnical engineering firm assume responsibility for the report and review the plans. The attached Soils Engineer Transfer of Responsibility must be completed before final plan approval.

3. Final plans shall show the drainage system as detailed in a civil engineer's drainage study.

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

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

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

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

a. The plans presented with the preliminary grading approval do not provide enough information to either approve or deny "Winter Grading" authorization. In order for winter grading approval to occur, a specific plan that provides temporary measures to control on-site erosion and soils moisture conditions must be reviewed and approved by the Planning Department. The County approval of the winter grading plans must be coordinated with the Approval of the plans by the Regional Water Quality Control Board

9. Interim compaction test summaries must be submitted to the County Planning Department on a bi-weekly basis. The summaries should reference not only the depth of the test, but also represent the tests location on a copy of the Grading Plan.

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

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

Please call 454-3175 if we can be *of* any assistance.

Sincerely,

Joe Hanna
County Geologist

Environmental Review Inital Study
ATTACHMENT 10, 2 of 3
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Cc: Robin Bolster, Resource Planner
Building Plan Check

FINAL SOILS – GRADING REPORTS

Prior to final inspection clearance a final soils report must be prepared and submitted for review for all projects with engineered fills. These reports, at a minimum, must include:

1. Climate Conditions

   Indicate the climate conditions during the grading processes and indicate any weather related delays to the operations.

2. Variations of Soil Conditions and/or Recommendations

   Indicate the accomplished ground preparation including removal of inappropriate soils or organic materials, blending of unsuitable materials with suitable soils, and keying and benching of the site in preparation for the fills.

3. Ground Preparation

   The extent of ground preparation and the removal of inappropriate materials, blending of soils, and keying and benching of fills.

4. Optimum Moisture/Maximum Density Curves

   Indicate in a table the optimum moisture maximum density curves. Append the actual curves at the end of the report.

5. Compaction Test Data

   The Compaction test locations must be shown on same topographic map as the grading plan and the test values must be tabulated with indications of depth of test from the surface of final grade, moisture content of test, relative compaction, failure of tests (i.e. those less than 90% of relative compaction), and re-testing of failed tests.

6. Adequacy of the Site for the Intended Use

   The soils engineer must re-confirm her/his determination that the site is safe for the intended use.

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SOQUEL CREEK WATER DISTRICT

Board of Directors
Daniel F Kriege, President
John W Beebe Vice President
Bruce Daniels
Dr Bruce Jaffe
Dr. Thomas R LaHue

Laura D Brown, General Manager

October 9, 2003

Karen Saunders, Project Manager
South County Housing
7455 Carmel Street
Gilroy, California 95020

SUBJECT: Water Service Application for 40-unit Apartment Complex to be located on Mikkelsen Drive, Aptos, California, APN 038-081-34

Dear Ms. Saunders:

In response to the subject application, the Board of Directors of the Soquel Creek Water District at their regular meeting of October 7, 2003 voted to serve your proposed development subject to such conditions and reservations as may be imposed at the time of entering into a final contract for service. Neither a final contract for service nor a service installation order will be issued until such time as all approvals from the appropriate land-use agency and any other required permits from regulatory agencies have been granted and all conditions for water service have been met to the satisfaction of the District.

This present indication to serve is valid for a two-year period from the date of this letter; however, it should not be taken as a guarantee that service will be available to the project in the future or that additional conditions, not otherwise listed in this letter, will not be imposed by the District prior to granting water service. Instead, this present indication to serve is intended to acknowledge that, under existing conditions, water service would be available provided the developer, without cost to the District:

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1) Destroys any wells on the property in accordance with State Bulletin No. 74;
2) Satisfies all conditions imposed by the District to assure necessary water pressure, flow and quality;
3) Satisfies all conditions of Resolution No. 03-31 Establishing a Water Demand Offset Policy for New Development, which states that all applicants for new water service shall be required to offset expected water use of their respective development by a 1.2 to 1 ratio by retrofitting existing developed property within the Soquel Creek Water District service area so that any new development has a "zero impact" on the District's groundwater supply. Applicants for new service shall bear those costs associated with the retrofit as deemed appropriate by the District up to a maximum set by the District and pay any associated fees set by the District to reimburse administrative and inspection costs in accordance with District procedures for implementing this program.
4) Satisfies all conditions for water conservation required by the District at the time of application for service, including the following:

EXHIBIT G
ATTACHMENT 1

a) Plans for a water efficientlandscape and irrigation system shall be submitted to District Conservation Staff for approval;
b) All interior plumbing fixtures shall be low-flow and all Applicant-installed water-using appliances (e.g. dishwashers, clothes washers, etc.) shall have the EPA Energy Star label;
c) District Staff shall inspect the completed project for compliance with all conservation requirements prior to commencing domestic water service;

5) Completes LAFCO annexation requirements, if applicable;
6) All units shall be individually metered with a minimum size of 5/8-inch by %-inch standard domestic water meters;
7) A memorandum of the terms of this letter shall be recorded with the County Recorder of the County of Santa Cruz to insure that any future property owners are notified of the conditions set forth herein.

Future conditions which negatively affect the District's ability to serve the proposed development include, but are not limited to, a determination by the District that existing and anticipated water supplies are insufficient to continue adequate and reliable service to existing customers while extending new service to your development. In that case, service may be denied.

You are hereby put on notice that the Board of Directors of the Soquel Creek Water District is considering adopting additional policies to mitigate the impact of new development on the local groundwater basins, which are currently the District's only source of supply. Such actions are being considered because of concerns about existing conditions that threaten the groundwater basins and the lack of a supplemental supply source that would restore and maintain healthy aquifers. The Board may adopt additional mandatory mitigation measures to further address the impact of development on existing water supplies. such as the impact of impervious construction on groundwater recharge. Possible new conditions of service that may be considered include designing and installing facilities or fixtures on-site or at a specified location as prescribed and approved by the District which would restore groundwater recharge potential as determined by the District. The proposed project would be subject to this and any other conditions of service that the District may adopt prior to granting water service. As policies are developed, the information will be made available.

Sincerely,
SOQUEL CREEK WATER DISTRICT

Jeffery N. Gailey
Engineering Manager/Chief Engineer

Environmental Review Inital Stud
ATTACHMENT 11, 2 of 2
APPLICATION 03-0276

EXHIBIT G

Sanitation will serve. 14

Santa Cruz County Sanitation District

701 OCEAN STREET, SUITE 410, SANTA CRUZ, CA 950604073
(831) 454-2160 FAX (831) 454-2089 TDD: (831) 454-2123

THOMAS L BOLICH, DISTRICT ENGINEER

September 8, 2003

SOUTH COUNTY HOUSING
7455 CARMEL ST
GILROY CA 95020-5755

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

APN: 038-081-34 APPLICATION NO.: 03-0276
PROJECT DESCRIPTION AFFORDABLE HOUSING - 40 UNITS

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

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

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

Department of Public Works and District approval shall be obtained for an engineered sewer improvement plan, showing on-site and off-site sewers needed to provide service to each lot or unit proposed, before sewer connection permits can be issued. The improvement plan shall conform to the County's "Design Criteria" and shall also show any roads and easements. Existing and proposed easements shall be shown on any required Final Map. If a Final Map is not required, proof of recordation of existing or proposed easement is required.

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APPLICATION 03-0276

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SEP 2003

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The applicant must form a homeowners' association with ownership and maintenance responsibilities for all on-site sewers for this project; reference to homeowner's association shall be included on the Final Map and in the Association's recorded CC&R's which shall be recorded. Applicant shall provide a copy of said CC&R's to the District prior to the filing of the final map.

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

Other: Revise sanitary sewer plan for Mikkelsen Drive

Yours truly,

THOMAS L. BOLICH
District Engineer

By: Conrad A Yumang

Conrad A. Yumang
Sanitation Engineering Staff

CAY:dls/143

c: Planning Department

(REV, 3-01)

Environmental Review Inital Study
ATTACHMENT 12, 2 of 4
APPLICATION 03-0276

EXHIBIT G

INTEROFFICE MEMORANDUM

TO: MELISSA ALLEN

FROM: CONRAD YUMANG/SANITATION

SUBJECT: APPLICATION NO. 03-0276, APN 038-081-34

DATE: 10/6/2003

CC: RACHEL LATHER/ SANITATION FILE

Comments from previous routing not addressed. Comments are repeated below.

1. Complete the engineering for on-site sewers. Sanitation will require plans and profiles for proposed sanitation system. Incorporate public works general notes.

2. The applicant must form a homeowners association for ownership and maintenance responsibilities for all on-site sewers or revise the proposed plan to provide easements and access as per Sanitation District standards.

3. Provide revisions to the approved plans for Mikkelsen Drive in order to extend the proposed public sewer as shown in the preliminary utility plan.

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Ruggeri - Jensen - Azar & Associates
ENGINEERS • PLANNERS • SURVEYORS

TO MELISSA ALLEN

SANITATION IS SATISFIED WITH THESE RESPONSES.

CAY 10-31-03.

Seacliff Highlands
Sanitation Department (Conrad Yumang)
October 23, 2003

Below is a followup to our telephone conversation yesterday regarding the sanitary sewer portion of the Seacliff Highlands project.

1. The onsite sanitary sewer system will be privately maintained. Therefore, a sanitaiy sewer easement over the sanitary sewer pipe for County **access** is not needed.

2. Sanitary sewer in the County right-of-way will be designed per County standards.

3. An offsite improvement plan for the extension of the **sanitary** sewer (and storm drain) will. be prepared and reviewed and approved by the Public Works Department prior to construction of extended utilities.

4. During our discussion, I indicated that the sanitary sewer extension in Mikkelsen Drive was at a slope of 0.5%. Since our conversation, I have confirmed that by extending the sanitary at 1%, the onsite sanitary sewer system can be designed **to** convey flow and not be in conflict with other gravity utilities.

5. Items **2** and **3** above will be added, in the form o f notes, to the **plans** being reviewed.

Please confirm these items by sending a copy of these responses to Melissa Allen with your initials

Environmental Review Inital Study
ATTACHMENT 12, 4 of 4
APPLICATION 03-0276

FELIX JACOBS

EXHIBIT G

Drainage Report for the Storm Drain Trunk System Downstream of the MLD 93-0437 Property

November 2003

BY
RUGGERI-JENSEN-AZAR & ASSOCIATES
8055 CAMINO *ARROYO*
GILROY **, CA** 95020
(408) 848-0300

Ruggeri - Jensen - Azar & Associates
ENGINEERS • PLANNERS • SURVEYORS

Drainage Report for the Storm Drain Trunk System Downstream of the MLD 93-0437 Property

November 2003

REFERENCES

County of Santa Cruz Standards, Section 3 - Drainage

ATTACHMENTS

Drainage System Calculations
SCS Calculations
Hydraulic/Hydrology Data
Basin Map
Basin Map with Soils Information
Basin Map with Tributary Areas
Site Conditions
Drainage System Details, September 26, 1989 by Cary Edmundson & Associates

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Backmound

MLD 93-0437 was approved on November 9, 1994, creating 3 parcels and street right-of-way between McGregor Drive and Sea Ridge Road. One of the conditions of the MLD is to prepare a drainage analysis for the downstream storm drain system. The scope of this report is focused on the trunk line storm drain system downstream of the MLD project. A Drainage Study was prepared by Ifland Engineers in February 1994 for this basin but improvements to the trunk system and continued development have occurred since that study. This drainage report uses the previous study as a guide and incorporates and evaluates the major improvements made to the trunk system.

Basin Overview

The limits of the basin area of this watershed are shown in the attached Basin Map. The size of the watershed is approximately 136 acres and consists of a mix of low density housing, high density housing, commercial uses, undeveloped areas, and streets. The topography of the watershed varies from elevation 345+/- at the high point of the basin to elevation 9.7+/- at the trunk system outfall at Seacliff State Beach. The storm drain trunk system downstream of the MLD property consists primarily of pipes interconnected with short open channels.

Surface Characteristics of the Basin Area

The portion of the basin area above Soquel Drive consists of mostly residential development on a sloped hillside. The approximate average slope is 13% from Soquel Drive to the top of the basin area. From a review of recent projects in the area and limited site observations, there does not appear to be a significant centralized detention/retention system for surface runoff. Although this area is steep, the plant growth appears mature.

The portion of the basin area between Soquel Drive and Highway 1 is primarily commercial with some residential use and has an approximate slope of 3%. Heather Terrace (Tract 1306) is a recent project that incorporated residential and commercial uses. The As-Built plans for this project include approximately 2,400 cubic feet of onsite storage of runoff. Runoff from Seacliff Inn, the Resurrection Church, and the upstream tributary area is conveyed through a combination of pipes and open channels (ie, ditches) and across Highway 1 in a 36" pipe.

The portion of the basin area between Highway 1 and the outfall at Seacliff State Beach is primarily residential with some commercial uses and has an approximate slope of 3% (excluding the steep access road to Seacliff State Beach). The storm drain trunk system in this portion of the basin area consists of a combination of pipes and short open channels. The Seabreeze Project (Tract 1102) includes approximately 16,400 cubic feet of onsite detention. Portions of the storm drain trunk system in this area are covered with dense brush and vegetation. It appears that maintenance has not been consistently performed on the trunk system in this area.

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EXHIBIT C

Characteristics of the Storm Drain Trunk Svstem

The storm drain trunk system downstream of the MLD project is a series of pipes connected by short open channels that lead to an outfall at Seacliff State Beach. The Resurrection Church project recently replaced an existing 48" CMP with a 60" HDPE pipe in Center Avenue near State Park Drive. The alignment of the trunk system for this report is based on a Drainage System Details plan for Watsonville Community Hospital prepared by Cary Edmundson & Associates Land Surveying dated September 26, 1989 and was part of the Drainage Study prepared by Ifland Engineers in February 1994. Portions of the trunk system shown on the plan are not observable due to overgrown dense vegetation. However, due to the observed condition of the ditches interconnecting the pipe system, there does not appear to be a failure in the pipe system to convey runoff.

Method of Analysis

The focus of this report is the trunk system downstream of the MLD project. This report will use the 50 year return period, corresponding to County of Santa Cruz design criteria for the size of this basin. The initial point of evaluation of the trunk system will be the inlet in the loop ramp to SB Highway 1. The SCS method will be used to determine the quantity of runoff for the area tributary to Node 1. The Rational Method and Manning's equation will then be used to determine the hydraulics of the existing trunk system. A similar analysis will be performed for the 10 year return period for the existing condition, existing condition plus SeacliffHighlands project, and full buildout of the watershed based on proposed land uses.

The SCS Method estimates peak unconfined runoff in small watersheds based on the amount of precipitation, soil type, cover type, and travel time applied to a rainfall distribution for the area in question. The United States Department of Agriculture Technical Release 55 (TR-55) procedures were used as outlined in the June 1986 version of the document. The TR-55 computer program pond and swamp factor was utilized to account for detention in Area A and Area B (detention from Heather Terrace and Seabreeze projects). The TR-55 program allows for up to 5% of the tributary area to be counted as pond and swamp area as long as these areas are not in the main flow path.

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The Rational Method was used for hydraulic calculations:

$$Q = CIA$$

where: Q = peak runoff in cubic feet per second (cfs)
C = runoff coefficient expressing the fraction of rainfall which appears as surface flow
I = rainfall intensity in inches per hour
A = drainage area in acres tributary to the point of concentration

1. Runoff coefficient:

Open Space	$C_{10} = 0.2$	$C_{50} = 0.24$ (adjusted for antecedent moisture)
Residential	$C_{10} = 0.7$	$C_{50} = 0.84$ (adjusted for antecedent moisture)
Commercial	$C_{10} = 0.8$	$C_{50} = 0.96$ (adjusted for antecedent moisture)
Highway	$C_{10} = 0.8$	$C_{50} = 0.96$ (adjusted for antecedent moisture)

EXHIBIT G

2. Rainfall Intensities:

Rainfall intensities were determined using the formula I=K/(T^n) where:

I =Rainfall Intensity, in inches per hour
T = the duration/time of concentration, in hours
K = a function of mean annual precipitation and frequency
n = a function of mean annual precipitation

The values for K and n for a 50 year event and 10 year event can be determined by trial and error to be:

50 year: I=1.199/((T/60)^0.449) or I= 7.537/(T^0.449)
and
10 year: I=1.02/((T/60)^0.376) or I= 4.755/(T^0.376)

Manning's equation was then used to determine the design capacity of each drainage structure.

$$Q = \frac{1.486 * \mathbf{A} * R^{2/3} * S^{1/2}}{n}$$

where: Q = flow rate in cubic feet per second
A = cross-sectional area in square feet
R = hydraulic radius in feet
S = slope in feet per foot
n =Manning's roughness coefficient
n = 0.011 (for HDPE and RCP 36" and larger)
n = 0.013 (for RCP 24" to 33")
n = 0.015 (for RCP 18" to 21")
n = 0.024 (for CMP)
n = 0.050 (for open channels in fair to poor condition)
n = 0.025 (for open channels in good condition)

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ATTACHMENT 13, 5 & 16
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Hydraulic calculations were performed using the TLW Hydrologic/Hydraulic software program and the results tabulated into the County of Santa Cruz Drainage System Calculation chart.

Storm Drain Trunk System

The SCS Method was used to calculate the amount of runoff at Node 1 from tributary areas **A** and B (see Basin Map with Tributary Areas). Using the Rational Method, an equivalent runoff coefficient (C value) was calculated for the combined areas **A** and B. Then, the SCS time of concentration, appropriate intensity equation above, and calculated runoff coefficient were used in the Rational Formula to model the storm drain trunk system starting from Node 1. In using this process, the evaluation of the trunk system begins with the same amount of runoff that was calculated by the SCS Method. The open channel between Node 6 and Node 9 was shown as being constrained with a 16" CMP and an 18" CMP going through a what appears to be a

EXHIBIT G

property line wall (see Drainage System Details plan by *Cary* Edmundson & Associates). The plan also indicates that the wall was undermined. Although the condition of the wall could not be verified due to dense vegetation, this report models an open channel between Node 6 and Node 9 without the wall and double CMP constraint. Zone 6 Drainage District Ortho/Topo Mapping Sheet 10H shows a localized low point in the vicinity of this wall based on contouring at the time of the mapping of this area.

Conclusions:

For the 50 year storm, the trunk system will not contain runoffwithin the pipe system and flooding would occur. For the 10 year storm, the following is a summary of flows at Seacliff State Beach:

Q_{10} = 152 cfs (existing condition)
Q_{10} = 154 cfs (existing condition plus Seacliff Highlands project)
Q_{10} = 162 cfs (buildout condition)

The capacity of the **30**" storm drain pipe at Seacliff State each is approximately **125** cfs, which is less than the existing condition flow of 152 cfs. The overland release for the overflow in the trunk system from Center Avenue to the outfall would be through State Park Drive, the steep access road to Seacliff State Beach, and into Monterey Bay.

One possible solution to minimize flooding from the overflow would be to meter the flow so that the pipe/channel flow downstream of the metering could be contained in the existing pipe/channel system. It appears that the area just upstream of the railroad was used for metering of flows. **A** review of sheet 36A of 84 of the Photogrammatic Mapping for the Rio Del Mar Planning Study (1965) indicates that the area just upstream of the railroad was a localized low point at the time of the mapping of this planning area. The Drainage System Details plan by *Cary* Edmundson & Associates indicates that the property line wall upstream of the railroad was undermined and that there were two CMP pipes (16" and 18") protruding through the wall. The original intent of the wall and two CMP pipes is not known since calculations were not available for this concept. From limited site observation, the condition of this wall and pipes could not be determined due to dense vegetation. If the wall and two ***CMP*** pipes were intended to be metering devices, their effectiveness has been reduced due to the undermining of the wall as shown on the Drainage System Details plan. If the wall were to be reconstructed, an opening equivalent to a 42" pipe could serve to meter the flow and minimize flooding downstream of the wall. One advantage of this option would be that the historic drainage pattern would be preserved. A disadvantage would be that a flowage easement would need to be obtained.

Another possible solution would be to install a 60" pipe system in Center Drive to Broadway and then fiom Broadway to the 60" culvert at the railroad. One advantage to this option would be that the storm drain easements in private property could be abandoned. This option would, however, require a more detailed analysis that is beyond the scope of this report (for example, conflicts with existing utilities and right-of-way dedications needed).

A third solution would be to install a 42" pipe on the east side of State **Park** Drive fiom Node **5** southerly along State Park Drive and then outfalling into the railroad right-of-way. This option

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EXHIBIT

would provide additional capacity in the system by creating approximately ***2,800*** cubic feet of storage. **A** disadvantage of this option is that again, a more detailed analysis would be needed that is beyond the scope of this report.

The solutions outlined above are based on the following assumptions: 1) flooding upstream of the railroad would be contained in the street and overland release away from structures, and 2) flooding downstream of the railroad would overland release to Seacliff State Beach.

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EXHIBIT

OPTION II
- REBUILD WALL
- INSTALL 42" OPENING IN NEW WALL

Environmental Review Inital Study
ATTACHMENT 13, 8 of 16
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OPTION II:

- ABANDON EXIST 60" CMP AND OPEN CHANNELS
- INSTALL 60" HDPE IN CENTER AVE AND NORTH AVE

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EXHIBIT C

OPTION III

- INSTALL 42" RCP ALONG STATE PARK DRIVE TO SPRR

Environmental Review Inital Study
ATTACHMENT 13, 10 of 16
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EXHIBIT G

ATTACHMENT 13
APPLICATION 03-02
Environmental Review Initial Study

WATERSHED BASIN AREA: 136 ACRES

Ruggeri - Jensen - Azar & Associates

BASIN MAP
SEACLIFF HIGHLANDS
MLD 93-0437

SHEET 1

BASIN AREAS WITH SOILS
SEACLIFF HIGHLANDS
MLD 93-0137

Environmental Review Initial Study
ATTACHMENT 13
APPLICATION 03-0227

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ATTACHMENT

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NAME	ACREAGE
A	42.3
B	28.9
C	6.4
D	0.65
E	5.45
F	18.6
G	6.8
H	26.9

Environmental Review Initial Study
ATTACHMENT 13
APPLICATION 03-0237

Ruggeri-Jensen-Azar & Associates

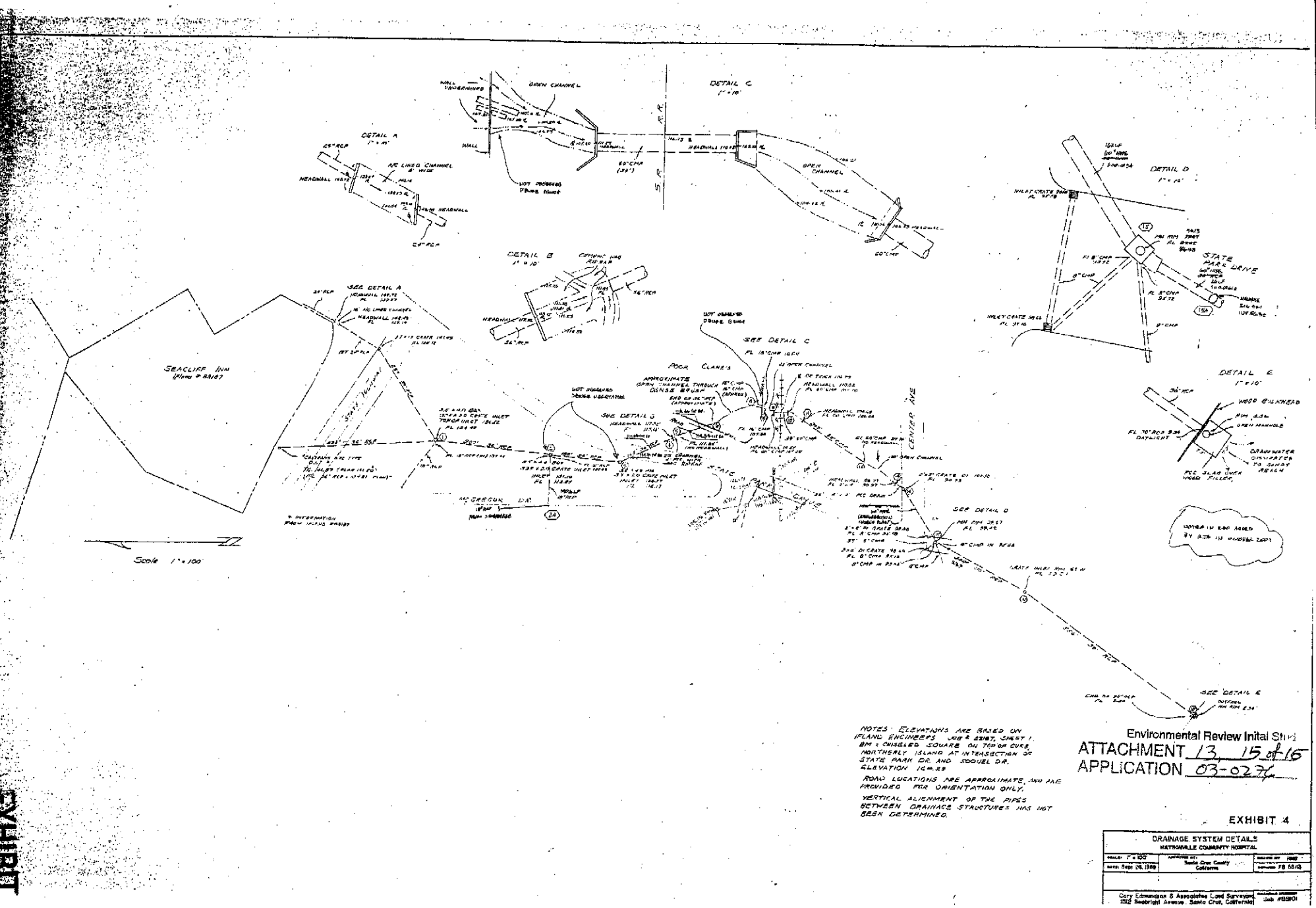
BASIN MAP OF TRIBUTARY AREAS
SEACLIFF HIGHLANDS
MLD 93-0437
APTOS, CALIFORNIA

SHEET 1

SITE CONDITIONS
SEACLIFF HIGHLANDS
MLD 93-0437
APTOS, CALIFORNIA

Environmental Review Initial Study
ATTACHMENT 13
APPLICATION 03-0

EXHIBIT G
ATTACHMENT 13


DETAIL A
DETAIL B
DETAIL C
DETAIL D
DETAIL E
SEACLIFF INN
Wilms # 83187
SEE DETAIL A
SEE DETAIL B
SEE DETAIL C
SEE DETAIL D
SEE DETAIL E
STATE PARK DRIVE
CENTER AVE
McGREGOR DR.
Scale 1" = 100'
NOTES: ELEVATIONS ARE BASED ON IFLAND ENGINEERS JOB # 83187, SHEET 1
BM = CHISELED SQUARE ON TOP OF CURB, NORTHERLY ISLAND AT INTERSECTION OF STATE PARK DR. AND SOQUEL DR.
ELEVATION 16'-11.29
ROAD LOCATIONS ARE APPROXIMATE AND ARE PROVIDED FOR ORIENTATION ONLY.
VERTICAL ALIGNMENT OF THE PIPES BETWEEN DRAINAGE STRUCTURES HAS NOT BEEN DETERMINED.
Environmental Review Inital Study
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APPLICATION 03-0276
EXHIBIT 4
DRAINAGE SYSTEM DETAILS
WATSONVILLE COMMUNITY HOSPITAL
Santa Cruz County
California
Cary Edmondson & Associates Land Surveyors
1512 Seabright Avenue, Santa Cruz, California

Ruggeri - Jensen - Azar & Associates
ENGINEERS • PLANNERS • SURVEYORS

November 25,2003 Job # 022007

Ms. Melissa Allen
County of Santa Cruz
701 Ocean Street
Santa Cruz, CA 95060

RE: ***Seacliff Highlands, MLD 93-0437***

Dear Ms. Allen:

A drainage report for the trunk system downstream of the above subject project was prepared for the10 year design storm. As stated in the report, the existing drainage basin is approximately 136 acres, of which the Seacliff Highlands project comprises approximately 2.7 acres (**2% of** the existing drainage basin). The storm drain trunk system downstream of the Seacliff Highlands project is a combination of pipes and open channels for approximately 2,040 feet that ends at a **30"** outfall at Seacliff State Beach. The calculated 10 year flow at this outfall is 152 cubic feet per second (cfs) for the existing condition (ie, before the Seacliff Highlands project is constructed). The calculated 10year flow at this outfall is 154cfs for the existing condition plus the completed Seacliff Highlands project. That is, the calculations indicate that the Seacliff Highlands project would increase the flow at the outfall by 2 cfs or **1.3%.** It should be noted that the calculations do not include on-site detention for the Seacliff Highlands project.

Please refer to the drainage report for more details. If additional information is needed, please contact me at 408-848-0300.

Sincerely,
Ruggeri-Jensen-Azar& Associates

Felix Jacobs
Project Manager

cc: Karen Saunders, South County Housing

Environmental Review Inital Study
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APPLICATION 03-0276

F:\Jobs\Jobs2002\022007\SDstudy\November 2003 revision\ltr-drainage.wpd

COUNTY OF SANTA CRUZ

INTER-OFFICE CORRESPONDENCE

DATE: December 5, 2003

TO: Melissa Allen, Project Planner, Redevelopment Agency

FROM: Department of Public Works

SUBJECT: STORMWATER MANAGEMENT REVIEW FOR APN 038-081-34
SEACLIFF HIGHLANDS AFFORDABLE HOUSING PROJECT

Pursuant to negotiated agreements with RDA for the extent of offsite assessments and mitigation for the proposed Seacliff Highlands affordable housing project, the following is an overview of the major assessments, mitigation, and submittals completed or still required:

Completed Assessment:

1. The requirement for downstream capacity assessment has been completed with acceptance of the 2nd report submittal.
2. The requirement for the downstream condition assessment has been dropped per negotiations with RDA.

Required Mitigation:

Findings of the capacity study indicated inadequacies with the downstream stormdrain system, well below County Standards. This generates the following required mitigation measures.

1. The on-site project design should try to reduce use of impervious surfaces, to the extent that it is practicable, to encourage percolation of storm water and enhance sediment/pollutant removal, per the requirements of County General Plan policy 7.23.2.
2. Other on-site mitigation measures are to be applied to reduce runoff impacts before reliance is made on detention, per the requirements of County General Plan policy 7.23.1. The vegetated swales and downspout bubblers to landscape areas already proposed are suitable forms of mitigation to meet this policy.
3. The on-site detention requirement is stricter than the County standard, and is to limit the allowable release rate to the pre development 5-year, 15 minute duration storm discharge. Required detention storage is to be no less than the post development 25-year storm volume.

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4. There will not be any required mitigation (replacement or new construction) of the downstream (offsite) system for this project. This is due to overwhelming costs and jurisdictional ownership of the identified problem reaches. This does not exclude new offsite construction necessary to make connection to the existing stormdrain system, including that which was planned with the prior MLO 93-0437.

5. Grease/sediment traps will be required for drainage from all paved areas.

Required Submittal:

1. Updated engineered drainage plans will need to be received, reviewed and accepted prior to the conclusion of the environmental review period conducted by the Planning Department. These plans should fully address items discussed in previous review comments, particularly those of the 2nd routing, as well as incorporate the requirements resulting from the drainage study findings as stated above.

I you have questions, please call Brian Turpen, Assistant Director of Public Works, at 454-2160.

for THOMAS L. BOLICH
Director of Public Works

Environmental Review Inital Stud
ATTACHMENT 14, 2 of 2
APPLICATION 03-0276

DWS:mg

Copy to: Brian Turpen

stormwater-m.wpd

EXHIBIT G

ARBORIST REPORT

for

South County Housing Project

Karen Saunders, Senior Project Mgr
7155 Carmel Street, Gilroy, California 95020
(408) 842-9181 office (408) 842-0277 fax

SITE LOCATION:
McGregor Site, **Aptos,** CA

SITE VISITED: June 9 & June 10,2003 REPORT **DATE:** June 16,2003

Prepared by:
Nathan Lewis
Certified Arborist #WC-1735
3135 Porter Street, Soquei, CA 95073
(831) 476-1200 *Office* (831) 476-1207 *Fax*

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ATTACHMENT 15, 10f 17
APPLICATION 03-0276

This evaluation was prepared to the **best** of our ability in accordance with currently accepted standards of the International Society of Arborculture. No warranty as to the contents of this evaluation is intended, and none shall be inferred from statements or opinions expressed. Trees can and do fail without warning.

ATTACHMENT 15

EXHIBIT G

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EXHIBIT G

ASSIGNMENT:

South County Housing and the County of Santa Cruz Redevelopment Agency are proposing to develop a portion of the McGregor Drive Site. The Senior project manager Mrs. Karen Saunders has requested an Evaluation of the Trees along the western property boundary from Sea Ridge Rd. to the northwest corner of the site. The following report was created as a result of the request and includes the following services:

-Review of plans prepared by Ruggeri, Jensen, and Associates

-Tree identification using I-inch diameter aluminum tags

-Identification of trees by species and trunk diameter measured at **54"** above soil grade

-Evaluation of tree condition

-Evaluation of potential impacts to trees based on proposed development plans.

-Provide recommendations to reduce construction impacts, tree pruning and removals in two phases: Phase I (Mikkelson Dr.) and Phase *2* (Housing Project)

-Provide recommendations for tree protection during the construction phase of the project.

Environmental Review Inital Stu
ATTACHMENT 15, 3 of 7
APPLICATION 03-0276

LIMITS OF ASSIGNMENT:

- The assignment was limited only to trees along the western edge of the site for the construction of Mikkelsen Dr. and this housing project.

- Evaluation of tree condition was performed as the result of a visual assessment to determine tree health, structural integrity and suitability for preservation. No root crown inspections were performed.

OBSERVATIONS:

- The site inspection was performed on 6-9-03 and 6-10-03.
- The trees were in an unmaintained condition,
- Significant injury was being inflicted to trees most likely by adjacent neighbors and kids playing in the area. Injuries include tree or stem removal, topping, limbing and various wounds to lower trunks.
- Trees provide excellent screening between existing homes and proposed development.

Twenty three trees were surveyed for this project included single stem trees and clumps of trees totaling approximately 118 trunks in all. Each tree or group of trees has been located on the tree location map and listed in the tree survey form in the accompanied exhibits. These trees represent four different species. The majority **of** these trees were planted along the perimeter of this property. Three California Live Oaks and one dead pine stump are native to the area and may be indigenous to the site. The other 19 trees (Acacia and Juniper) were planted exotics. The condition rating were based on a visual assessment from the trees root crown (where the trunk meets natural grade) to the foliar canopy to determine health and structural stability. Tree health includes an analysis of the trees vitality including quantity and quality of the foliage, annual shoot growth, presence of deadwood, wounds and decay fungi. ***An*** assessment of the trees structure includes a visual analysis of the trees architecture, (trunk and major branches), indicators of potential internal defects such as bulges and cracks, wounds, lean and buttress root development.

Two of the trees (9%) were found to be in good condition, 10 of the trees **(43%)** were in fair conditions, 10 of the trees (43%) were in poor condition and one tree was a dead stump. Blackwood Acasia was the most commonly occurring tree accounting for over 78% of the trees surveyed. It's likely they were remains of a wind-row or for screening. They were generally poorly structured with poor balanced canopies, and structural attachments.

Blackwood acacias are considered a large, upright tree growing to a height of *25-50* feet tall and 20-25 feet in width. Its dense foliage is comprised of dull forest green phyllodes, **3-4** inch long. Creamy white flowers are inconspicuous. Blackwood

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EXHIBIT

Acasia is widely distributed throughout Eastern Australia and Tasmania in cool and moist habitats where rainfall is frequent and ranges between 30 and 60 inches annually. It grows best in moist, well-drained soil with cool climate conditions.

A tendency of this species is to sucker from its many surface roots has resulted in an increasing numbers of young shoots **2-4** inches in diameter. This tendency causes this species to be undesirable in many locations and for uses around pavement. Over the years, it has been successfully used as a tree in parks, developments and along highways for screening and as specimen trees. It is the largest species of Acasia in landscape use and lives 40-50 years in good character.

SUITABILITY FOR PRESERVATION:

Before evaluating the impacts that will occur during development, it is important to consider the quality of the tree resource itself, and the potential for individual trees to function well, over an extended length of time. Trees that are preserved on development sites must be carefully selected to make sure that they may survive construction impacts, adapt to a new environment and perform well in the landscape. Our goal is for long-term health, structural stability and longevity.

*Tree Health
Healthy, vigorous trees are better able to tolerate impacts such as root injury, changes in soil grade and moisture, and soil compaction than are non-vigorous trees.

*Structural Integrity
Trees with poor branch attachments and other structural defects that cannot be corrected are likely to fail. Such trees should not be preserved in areas where damage to people or property could occur.

*Species Response
There is a wide variation in the response **of** individual species to construction impacts and changes in the environment. For example, Redwood trees tolerate site disturbances relatively well compared to Walnut or Beech Trees.

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*Tree Age and Longevity
Old trees, while having significant emotional and aesthetic appeal, have limited physiological capacity to adjust to an altered environment. Young trees are better able to generate new tissue and respond to change.

EVALUATION OF IMPACTS AND RECOMMENDATIONS FOR PRESERVATION

Appropriate tree retention develops a practical match between the location and intensity of construction activities and the quality and health of trees. Potential impacts fiom construction were evaluated using the site, base map and preliminary grading plans. These plans depicted the placement of buildings, roadways including parking and planter areas, elevations, property boundaries and tree locations. **It** is assumed that are utilities will be placed outside of designated tree protection areas along the western property boundary most likely within the roadway.

Using these plans as presented, the potential impacts from construction were assessed. The most significant impacts to these trees would occur as a result of:

- Canopy alternations for roadway clearance
- Root loss and a reduction of existing root zones
- Grading and compaction for construction **of** Mikkelsen Dr. and primary parking area for proposed development.

Based on my evaluation of these plans, I recommend the removal of the following trees:

Phase I – Trees 1, ***2, 3,*** **4, *5*, 8**

Phase II - Trees16, 17, 18, 20, 21

In Phase I, trees #1, 2, 3, 4, 5, 8 are located in the center of the roadway at the entrance to Mikkelsen Dr. from Sea Ridge Road. In Phase II trees #16, 17, 18, 20, & 21 reside in close proximity to the proposed parking area such that retention of these trees would not be within tolerable levels. The removal of these tees will not substantially change the aesthetic value of **this** tree row. **I** recommend that the areas labeled "Reserve Parking" not be developed at this time. Future utilization of these

areas maybe accomplished after the trees have acclimated to the new condition. Construction of these areas would best be accomplished by incorporating paving sections requiring a minimum amount of excavation such as, reinforced concrete instead of asphalt.

The foliar canopy of the trees to be retained may require pruning/removal of lower limbs. Foliar canopy development of this species offers limited opportunities far branch length reduction due to the absence of interior lateral growth.

The required construction will encroach on the retained trees root zone. Therefore this construction project will require a trench dug within 10-15 feet of the trees trunks. This trenching will severe both structural and absorbing roots. This pre-construction root severance will allow excavation for the roadway without tearing or shattering of roots on the tree side of the trenches. Specifications for this pre-construction root severance procedure are located on page 7.8

RECOMMENDATIONS:

- Remove trees:

  Phase I – Trees 1, 2, 3, 4, 5, 8,
  Phase II – Trees 16, 17, 18, 20, 21

- Adhere to tree preservation guidelines
- Prune trees to accommodate location of road and parking area, raise canopies or prune as necessary for road clearance @ approximately 14' above roadway, hazard reduction pruning (Exhibit **6)** to include:
  - Canopy cleaning – Removal of dead, dying, diseased, crossing and rubbing or weakly attached limbs – otherwise retain as much interior foliage as possible.
  - End-weight reduction of long heavy limbs by shortening limbs to appropriate lateral.
  - Installation of a 4-6 inch layer of mulch within tree protection zone

Trench to locate and sever roots along construction side of tree protection zone including thee expansion parking areas. Allow a maximum of **3** feet for over excavation grade transitions and construction of curb.

- End-weight reduction of long heavy limbs by shortening limbs to appropriate lateral.

A qualified Arborist using the following industry guidelines should perform the recornmended pruning.

- American National Standards Institute **A300** for Tree Care Operations – Tree, Shrub and Other Woody Plant Maintenance-Standard Practices, (Part 1) – 2001 Pruning
- International Society of Aboriculture: Best Management Practices
- American National Standards Institute 2133.1-1994 for Tree Care Operations-Pruning, Trimming, Repairing, Maintaining and Removing Trees. and Cutting Brush- Safety Requirements

LOCATING TREE ROOTS AND PRECONS'IRUCTION ROOT SEVERENCE

The only reliable way to estimate root disturbance is to determine the number, location and size of roots in relation to the excavating, grading and construction that will occur. Locating the roots in areas of excavation for the proposed roadway on this project is performed by carefully removing the soil. **A** variety of methods may be used to expose roots. The most practical methods for this site include the use of a Ditchwitch to cut a trench to a depth of 24-30 inches. Root severance should be accomplished by pruning the roots cleanly using hand-pruners, loppers, handsaws or chainsaws or a sawzall. Once the excavation has occurred the excavation should be either back-filled or covered with burlap and kept moist. Root severance is recommended along the construction side of the root protection zone.

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EXHIBIT C

TREE PROTECTION RECOMMENDATIONS

These guidelines should be printed on all pages of the development plans. Contractors and sub-contractors should be aware of tree protection guidelines and restrictions.

A pre-construction meeting with the Proiect Arborist

A meeting with the Project Arborist, Project Manager and all contractors involved with the project shall take place prior to the onset of grading activity. Tree preservation specifications will be reviewed and discussed.

Establishment of a tree preservation zone (TPZ)

Chain link fencing, no less than **72** inches in height with metal stakes embedded in the ground, shall be installed around the perimeter of the tree protection zone. Fencing will be installed prior to the onset of grading, under the supervision of the project Arborist and shall not be moved. Placement of the fence shall coincide with the attached tree protection zone **map.**

Restrictions within the dripline of existing trees

No storage of construction materials, debris, or excess soil will be allowed within the TPZ. Parking of vehicles or construction equipment in this area is prohibited. Solvents **or** liquids of any type should be disposed of properly, never within this protected area.

Alteration of grade

Maintain the natural grade around trees. Fill or excavation will be not permitted within areas of tree root development. **If** trees roots are unearthed during the construction process the consulting Arborist will be notified immediately. Exposed roots will be covered with moistened burlap until the project Arborist makes a determination.

Trenching requirements

Any areas of proposed trenching in close proximity to the tree protection zone will be evaluated with the consulting Arborist and the contractor prior to construction.

Field decisions

The project Arborist, soils engineer and grading contractor will determine the most effective construction methods to maintain tree health.

Tree canopy alterations

Unauthorized pruning of any tree on this site will not be allowed. Tree canopy alterations will be performed to the specifications established by the project Arborist.

Supplemental irrigations

Shall be provided using "soaker" hoses or similar method of delivery. Supplemental irrigation requirements shall be determined by the project Arborist and will be required throughout the construction phases of the project.

Should you have any questions, or if I can be of further assistance, please feel free to call me at **(831)** 476-1200.

Sincerely,

Nathan Lewis
President; Certified Arborist #WC1735
LEWIS TREE SERVICE, INC.

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Attachments:
Exhibit I – Tree Survey Form
Exhibit II – Map Phase 1
Exhibit III – Tree Protection Zone Map – Phase 1
Exhibit IV – Map Phase 2
Exhibit V – Tree Protection Zone Map – Phase 2
Exhibit VI – Hazard Pruning
Assumptions and Limiting Conditions

EXHIBIT

Exhibit I – Tree Survey Form

Phase I – Mikkelsen Drive Trees 1-13

Phase II – South County Housing – McGregor Site Trees 14-23

Tree #	Tree Species	DBH	General Condition	Remarks	Prune or Remove
4	Cal. Live Oak Clump (5)	3"	Poor	Diseased powder mildew poor structure and spacing	Road XX
5	Pine **stump**		Dead		Road XX
6	Hollywood Juniper (5)	30"	Good	Neighbor's tree	Prune
7	Black Acacia	6"	Fair	EW, RR, DW	Prune
8	Black Acacia (4)	24" 4" - 6" 2	Fair	Poor structure multi-stem (root crown)	Road XX
9	Black Acacia (5)	2" - 6"	Poor	Poor structure multi- stem (root crown)	Prune
10	Black Acacia (4)	2" - **5"**	Fair		Prune
11	Black Acacia *(5)*	2" - *5"*	Fair		Prune
12	Black **Acacia**	5"	Good		Prune
13	Black Acacia	18"	Fair	Poor structure V-crotch @ 10'	Prune
14	Black **Acacia** (5)	2" - 4"	Poor	Poor structure, Poor spacing	Prune
15	Black Acacia	32"	Fair	Poor structure, Poor spacing (V-crotch, old wound)	Prune
✓ 16	Cal. **Live** Oak	**6"**	Fair	Poor structure, Poor spacing understory (lean)	XX
17	Black Acacia (5)	2" - **8"** 2	Poor	Poor structure (spacing and V-crotch)	XX
18	Black Acacia (2)	**4" - 11"**	Fair	Poor structure, V-crotch	**XX**
19	Black Acacia Grove (30+)	2" - 24"	Poor	Poor structure & spacing	Prune
✓ 20	Cal. Live *Oak*	4"	Fair	Lean (understory)	**XX**
21	Black Acacia **(5)**	2" - **10"** 3	Poor	Bases Damaged by kids, Poor structure	**XX**
22	Black Acacia (25+)	**2"** - 12"	Poor	Bases Damaged hy kids, Poor structure	Prune
23	Black Acacia (2)	13" - 20"	Fair	Neighbor's Tree	Prune

Onsite to be Removed:
12 Black Acacias
2 Cal Live Oak

Onsite to be Retained:
Acacias at 30+ 25+ ...
– including 2 large clusters

Total # Trees (whole area):
78 Total
14 Removed = 18 %
64 Retained = 82 %

Offsite Total = 39 (w/o ...)
= 21 retained & 18 ... 46%

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Trees #13-23 onsite

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ATTACHMENT

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EXHIBIT

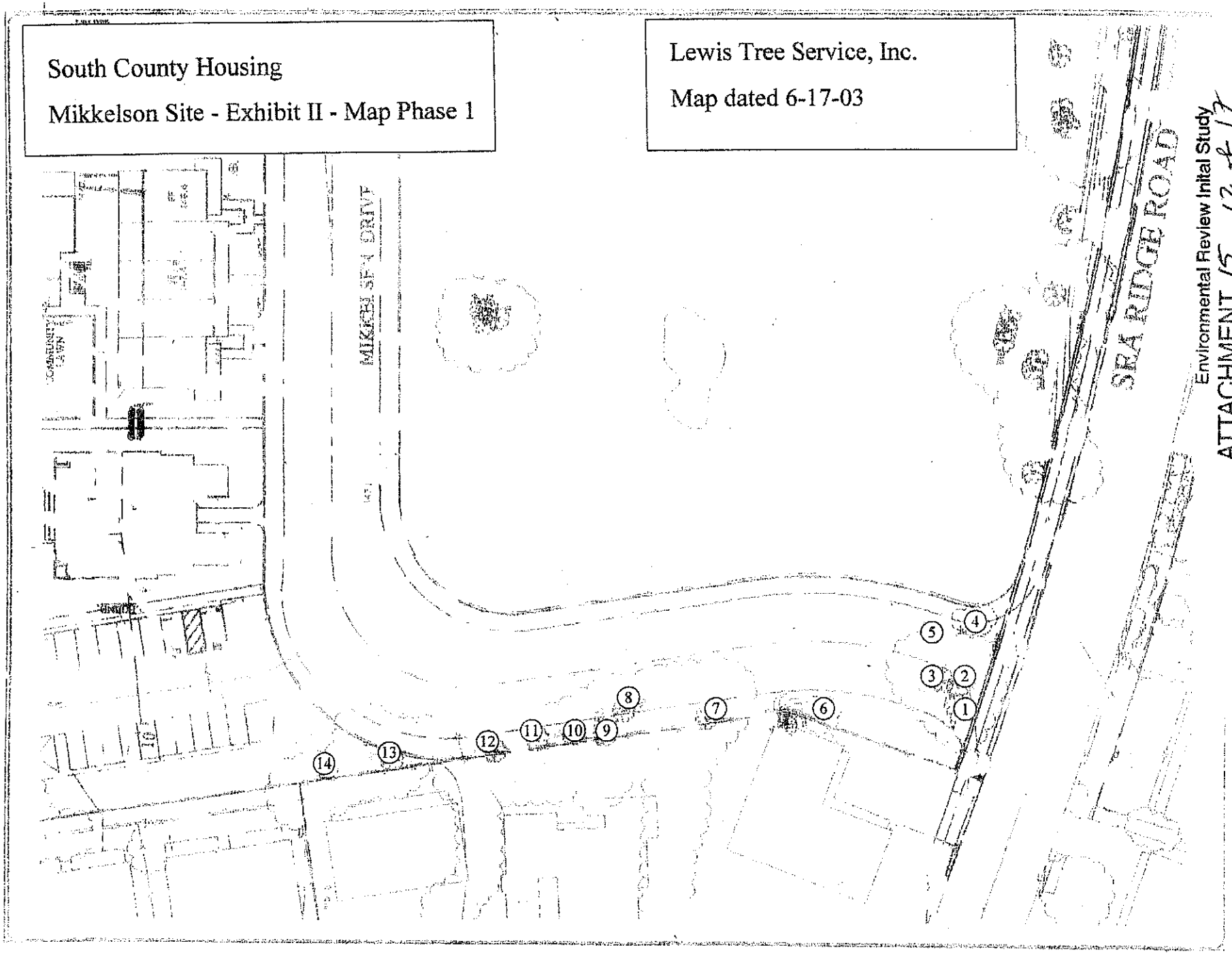
Tree Survey Map

South County Housing

Mikkelson Site - Exhibit II - Map Phase 1

Lewis Tree Service, Inc.

Map dated 6-17-03



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Tree Protection Zone Map

REVISED
7-7-03

South County Housing

McGregor Site - Exhibit V - Map Phase 2

Lewis Tree Service, Inc.

Map dated 6-17-03

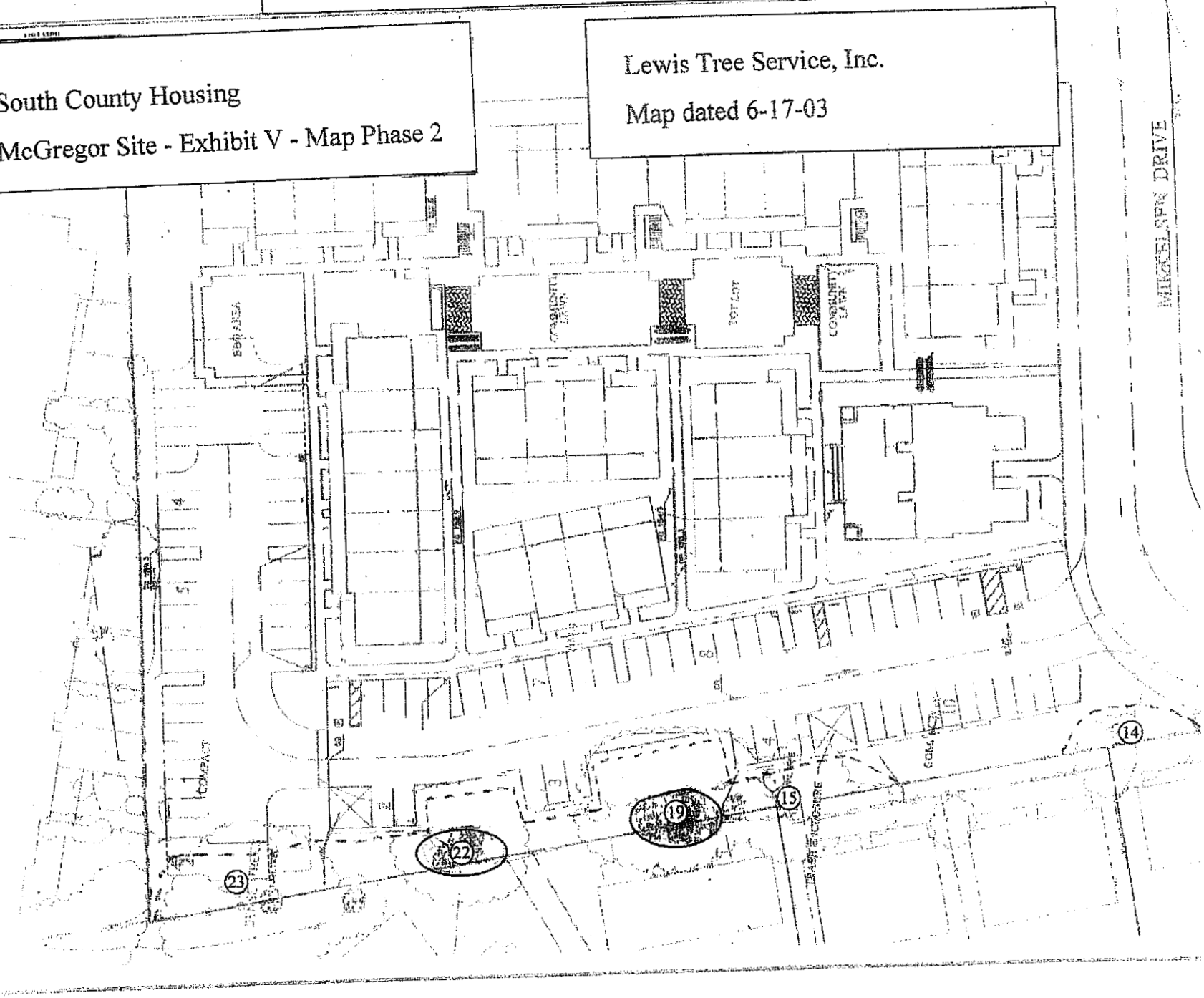

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EXHIBIT C

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Tree Protection Zone Map

REVISED
7-7-03

South County Housing

Mikkelsen Dr. Site - Exhibit III - Map Phase 1

Lewis Tree Service, Inc.

Map dated 6-17-03

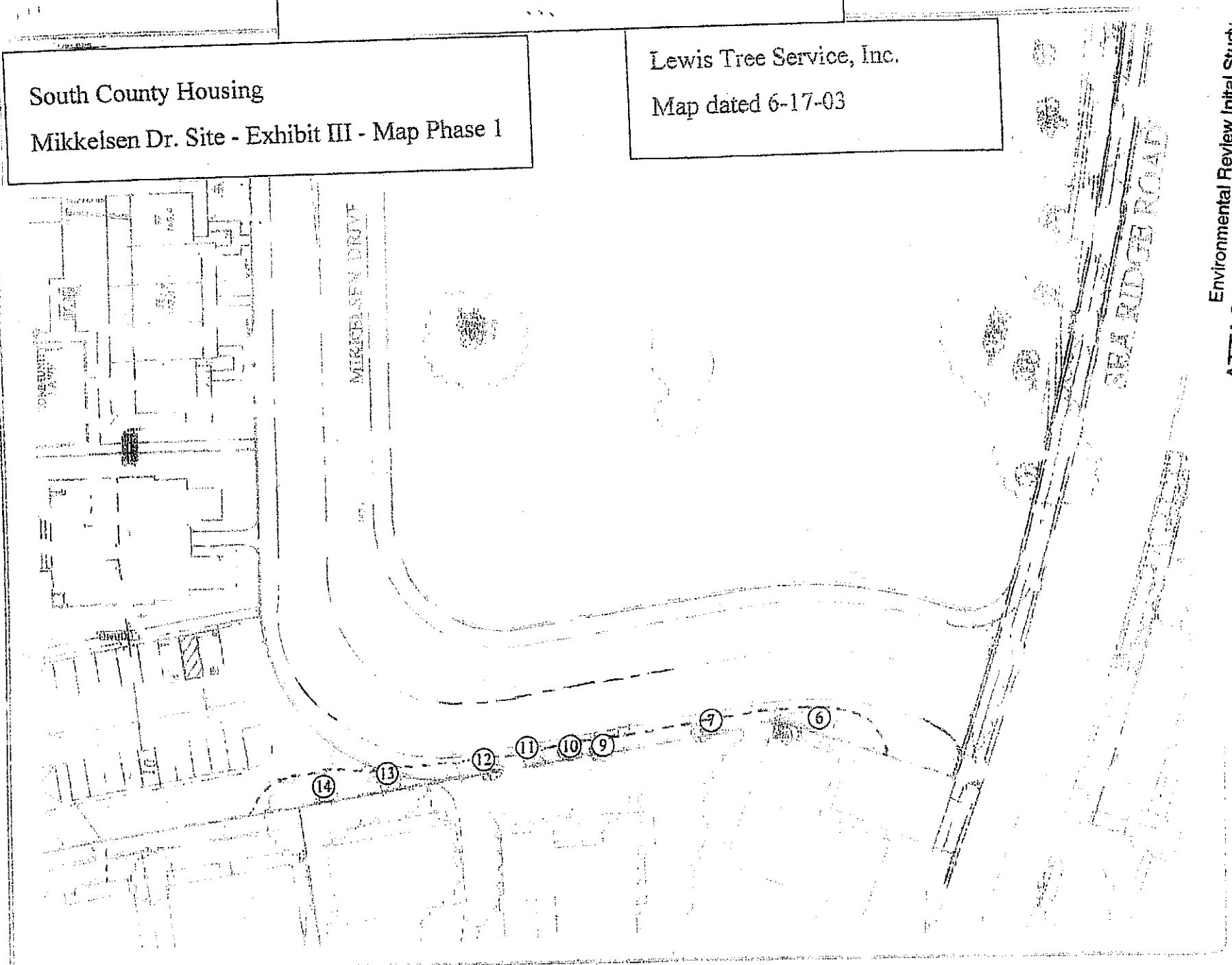

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Exhibit VI

HAZARD PRUNING

Pruning Standard for Class III Pruning

This standard, revised in 1989, is provided by the National Arborist Association to assist tree service companies, utilities, municipalities, governmental agencies, architects, landscape architects, and others in writing contract specifications for tree pruning. It is not intended to be a "how-to" guide but to define the limits and criteria for arboricultural work, recognizing that regional practices may dictate variations in this standard. It was prepared by the Standard Practices Committee of the National Arborist Association, Inc., a professional trade association founded in 1938.

Hazard pruning is recommended where safety considerations *Eire* paramount. Hazard pruning shall consist of the removal of dead, diseased, decayed, and obviously weak branches, two inches (5 cm) in diameter or greater

a. All cuts shall be made as close as possible to the trunk or parent limb, without cutting into the branch collar or leaving a protruding stub (see **Diagram A!.** Bark at the edge of all pruning cuts should remain firmly attached.

b. All branches too large to support with one hand shall be precut to avoid splitting or tearing of the bark (see **Diagram B**). Where necessary, ropes or other equipment should be used to lower large branches or stubs to the ground.

c. Treatment of cuts and wounds with wound dressing or paints has not been shown to he effective in preventing or reducing decay, and is not generally recommended for that reason. Wound dressing over infected wood may stimulate the decay process. If wounds are painted for cosmetic or other reasons, then materials nor,-toxic to the cambium layer of meristematic tissue must be used. Care must be taken to apply a thin coating of the material only to the exposed wood.

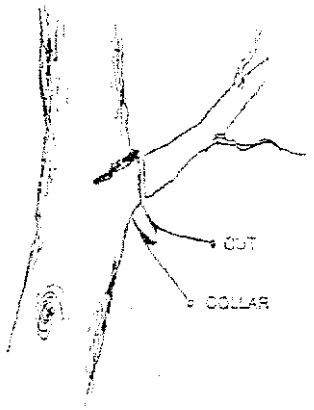

DIAGRAM A

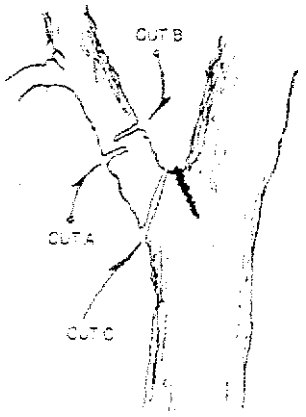

DIAGRAM B

EXHIBIT C

Exhibit VI

Hazard Pruning - Continued

d. Old injuries are to be inspected. Those not closing properly and where the callus growth is not already completely established should be bark traced if the bark appears loose or damaged. Such tracing shall not penetrate the xylem (sapwood), and margins shall be kept rounded.

e. Equipment that will damage the bark and cambium layer should not be used on or in the tree. For example, the use of climbing spurs (hooks, irons) is not an acceptable work practice for pruning operations on live trees. Sharp tools shall be used so that clean cuts will be made at all times.

f. All cut limbs shall be removed from the crown upon completion of the pruning.

g. Trees susceptible to serious infectious diseases should not be pruned at the time of year during which the pathogens causing the diseases or the insect vectors are most active. Similarly, if pruning wounds may attract harmful insects, pruning should be timed so as to avoid insect infestation.

h. All visible girdling roots are to be reported to a supervisor and/or the owner.

i. The presence of any disease condition, fungus fruit bodies, decayed trunk or branches, split crotches or branches, cracks, or other structural weakness should be reported in writing to a supervisor and/or the owner, and corrective measures recommended.

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ASSUMPTIONS AND LIMITING CONDITIONS

1. Any legal description provided to the appraisericonsultant is assumed to he correct. Any titles and ownerships to any property are assumed to be good and marketable. No responsibility is assumed for matters legal in character nor is any opinion rendered as to the quality of any title.

2. It is assumed that any property is not in violation of any applicable codes, ordinances, statutes, other governmental regulations.

3. Care has been taken to obtain all information from reliable sources. All data has been verified insofar as possible; however, the appraisericonsultant can neither guarantee nor be responsible for accuracy of information provided by others

4. The appraiser/consultant shall not he required to give testimony or to attend court by reason of this appraisal unless subsequent written arrangements are made, including payment of an additional fee for services

5. Loss or removal of any part of this report invalidates the entire appraisal/evaluation.

6. Possession of this report or a copy thereof does not imply right of publication or use for any purpose by any other than the person(s) to whom it is addressed without written consent of this appraisericonsultant.

7. Neither all nor any part of the contents of this report, nor copy thereof, shall he used of any purpose by anyone hut the client to whom it is addressed, without the prior written consent of the appraisericonsultant; nor shall it be conveyed by anyone, including the client, to the public through advertising, public relations, news, sales, or other media, without the written consent and approval of the author; particularly as to value considerations, identity of the appraiser/consultant or any professional society or institute or to any initialed designation conferred upon the appraiser/consultant as stated in his or her qualifications.

8. This report and the values expressed herein represent the opinion of the appraisericonsultant, and the appraiser's/consultant's fee is in no way contingent upon the reporting of a specified value nor upon any finding to be reported.

9. Sketches, diagrams, graphs, photos, etc. in this report, being intended as visual aids, are not necessarily to scale and should not be construed as engineering reports or surveys.

10. This report has been made to the best of our ability in conformity with acceptable appraisal/evaluation/diagnostic reporting techniques and procedures, as recommended by the International Society of Arboriculture.

11. No tree described in this report was climbed, unless otherwise stated. We cannot take responsibility for any defects which could only been described by climbing. A full root collar inspection, consisting of excavating the soil around the tree to uncover the root collar and major buttress roots, was not performed, unless otherwise stated. We cannot take responsibility for any root defects which could only have been discovered by such an inspection.

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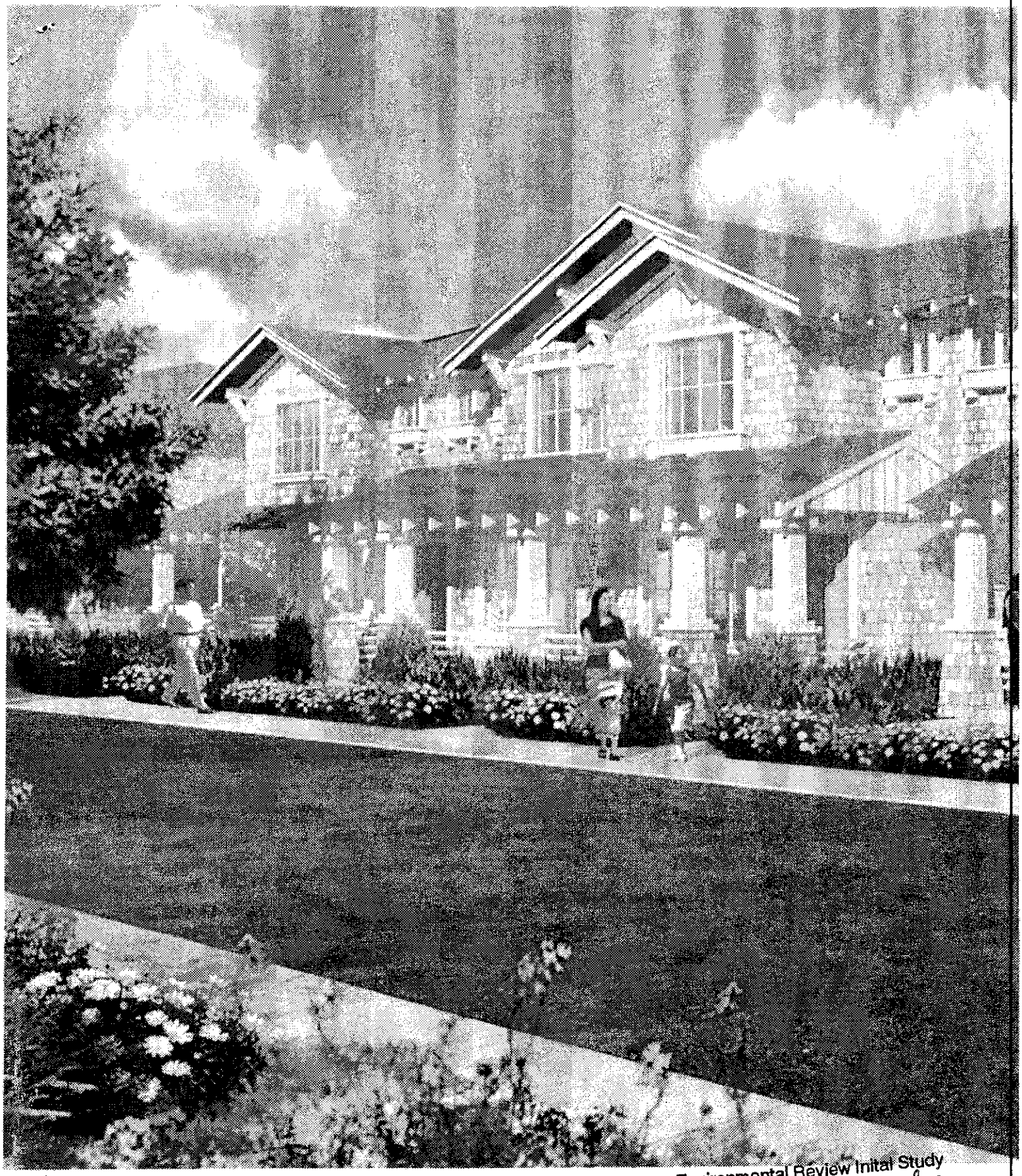

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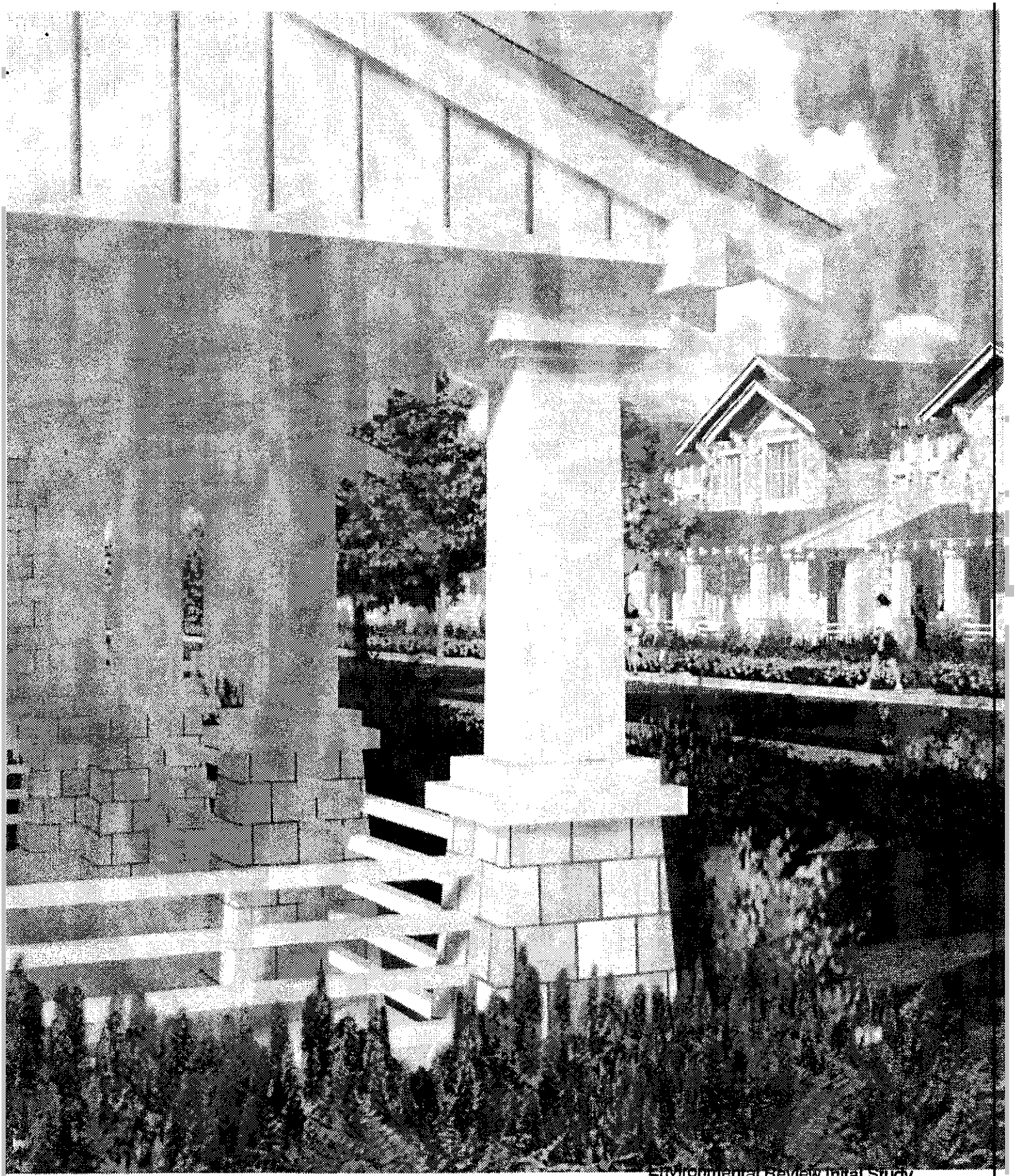

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EXHIBIT G
ATTACHMENT 17

Transportation Consultants

FINAL

Traffic Study for the Affordable Housing Development

In Santa Cruz County

September 30, 2003

ATTACHMENT 18

EXHIBIT

FINAL

Traffic Study for the Affordable Housing Development

In Santa Cruz County

September 30, 2003

Prepared by:
TJKM Transportation Consultants
5960 Inglewood Drive, Suite 100
Pleasanton CA 94588-8535
Tel: 925.463.0611
Fax: 925.463.3690

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SUMMARY

The proposed development is expected to add approximately **272** daily trips to **the** local **street** system, with 21 trips occurring during the a.m. peak hour and ***25*** trips during the p.m. peak hour.

Four study intersections (State Park Drive/Route 1 Northbound Ramps, 'State Park Drive/Route 1 .Southbound Ramps, McGregor Drive/Sea Ridge Road, and **Mara** Vista Drive/McGregor **Drive)** currently operate at an acceptable service level, and are expected to continue to operate acceptably under all future scenarios analyzed.

The Sea Ridge Road at State Park Drive intersection currently does not meet the Caltrans peak hour signal warrant, and will not meet warrants with the addition of the proposed project. Under **the** Background plus Project plus Adjacent Pending scenario, **the** intersection is expected to meet the **peak** hour warrant during the p.m The eastbound left-turn movement on Sea Ridge Road at State Park Drive currently operates at LOS E during the a.m. peak hour due to the large. left-turn demand

The cumulative build-out scenario **is** expected to eventually trigger the need to signalize **the** Sea Ridge Road at State Park Drive intersection in order to decrease delays for the eastbound left-turn movement. Prior to the signalization of the Sea Ridge Road/State Park Drive intersection, the following interim measures may be considered

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

These measures could be funded **with** a portion or all of the Transportation Area fees paid by **the** proposed project.

The intersections of Soquel Drivd State Park Drive and State Park Drive/Center Avenue/Sea Cliff Drive currently operate acceptably and are expected to operate acceptably under the Background, Background plus Project, and Background plus Project plus Adjacent Pending scenarios. However, **these** two intersections are expected to operate unacceptably under the Cumulative plus Project plus Adjacent Pending scenario, regardless if Parcel A being developed as a through street or cul-de-sacs. **The** recommended mitigation for the Soquel Drive/State Park Drive intersection is to install **an** exclusive right-turn lane on the eastbound **Soquel** Drive approach. Installing a traffic signal is expected to mitigate traffic congestion problems at the State Park/Center Avenue/Sea Cliff Drive intersection.

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INTRODUCTION

Introduction

This report presents the results of TJKM's traffic impact analysis for the proposed affordable housing development, to be located near the northwest-corner of the McGregor Drive/Sea Ridge Road intersection in Santa Cruz County (City of Aptos). Figure 1 illustrates the project location and its vicinity. This study presents estimated trip generation for the proposed 41-unit apartment complex, and addresses the potential traffic impacts due *to* the proposed development.

Project Description

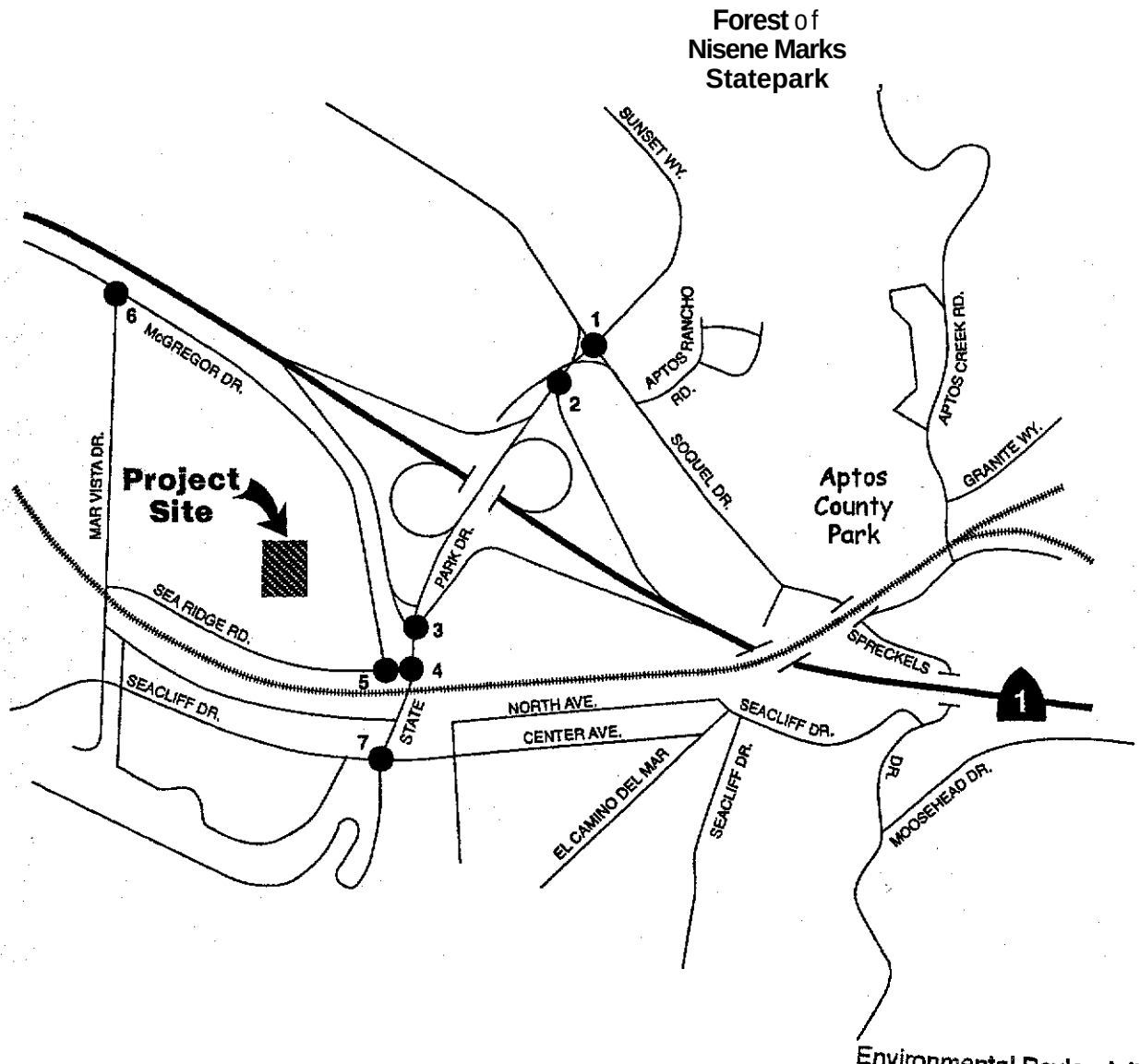
The project site is currently a vacant lot, located near the northwest comer of the Sea Ridge Road/McGregor Drive intersection in Santa Cruz County. The site is bounded by McGregor Drive to the east, Sea Ridge Road to the south, and residential uses *to* the west and to the north. The entire project site is divided into three lots. The affordable housing project (which is the subject of this report) consisting of a 41-unit apartment complex is proposed for Lot 1 (see Figure 2). The Church of St. John the Baptist is proposed to relocate to Lot 2. Lot 3 was considered, in the early 1990's, for two options: a motel and a mixed-use of office and retail. However, recent County specific planning for "Seacliff Village" has resulted in a neighborhood park designation for Lot 3, and office use is no longer permitted for the site. The architect *of* the proposed Church on Lot 2 is also looking into the development of Lots 2 and 3 together as an integrated church-park site. However, to be conservative, this study assumes that Lot 3 would contain 41,250 square feet of retail.

Parcel A was approved for a through street, Mikkelsen Drive, that extends westerly from McGregor Drive, then turns southerly at the project western boundary to connect with Sea Ridge Road. This street will primarily serve Lots 1 and 3. However, if the integrated church-park site gets approved, Mikkelsen Drive may not be constructed. Affordable housing units on Lot 1 would then be accessed via a cul-de-sac street off of Sea Ridge Road. Lot 3 would be accessed via another cul-de-sac street off of McGregor Drive and a driveway on Sea Ridge Road. The Church of St. John the Baptist (to be located on Lot 2) is proposing its own driveway on McGregor Drive. Figure 2 illustrates the proposed project site plan.

Intersection Analysis Methodology

The following seven intersections were selected for analysis:

1. Soquel Drive/State Park Drive
2. State Park Drive/Route 1 Northbound Ramps
3. State Park Drive/Route 1 Southbound Ramps
4. State Park Drivelsea Ridge Road
5. McGregor Drive/Sea Ridge Road
6. Mara Vista Drive/McGregor Drive
7. State Park Drive /Center Avenue/Sea Cliff Drive



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LEGEND

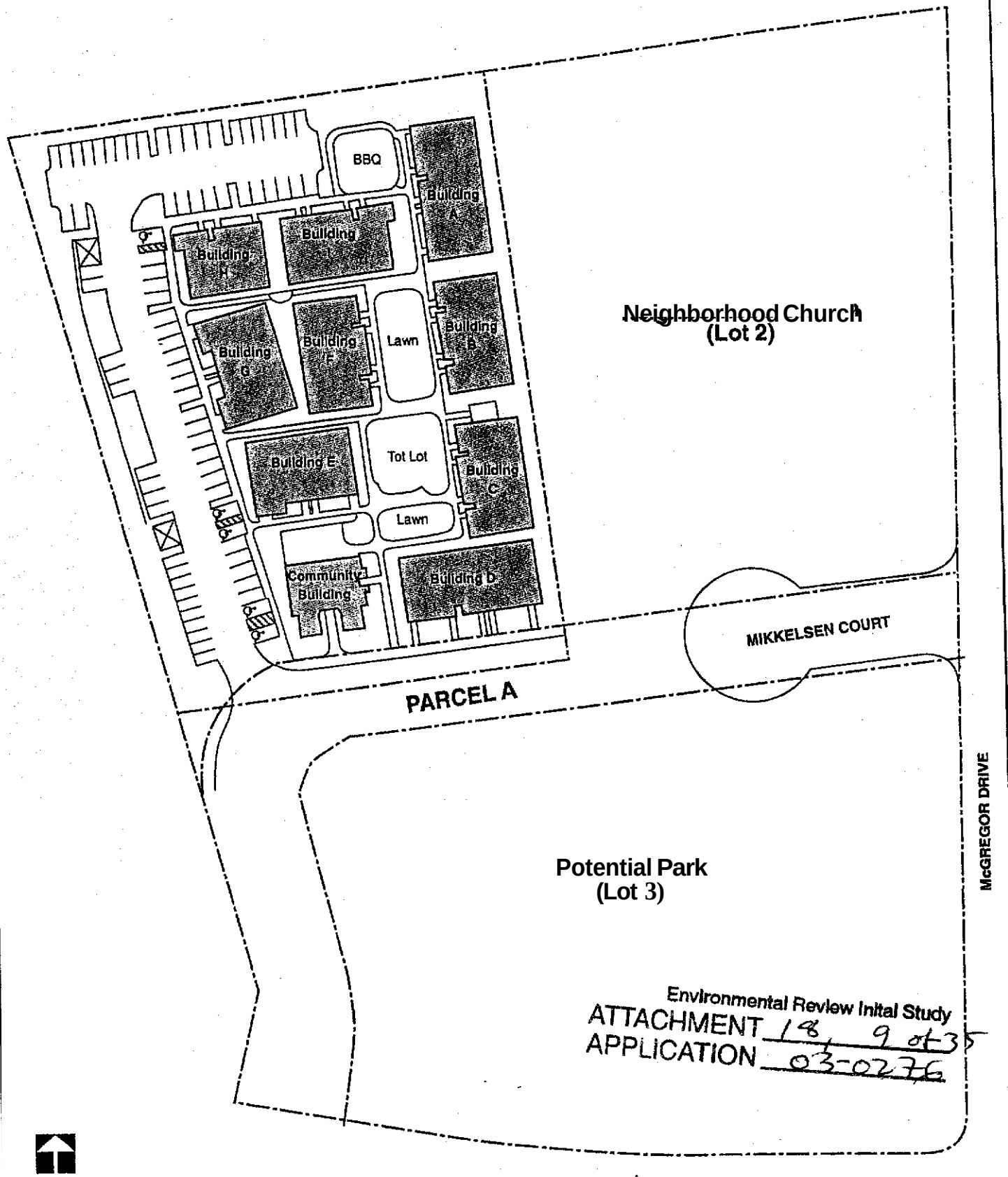
● Study Intersection

Not to Scale

Figure 1

TJK

EXHIBIT C



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Santa Cruz County
Affordable Housing **Development**
Proposed Site Plan

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Figure
2

TJKM

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159-059 - 12/02 - PL

Five scenarios were addressed in this study:

A. *Existing Conditions* – Current (Year 2002) traffic volumes and roadway conditions.

B. ***Background Conditions*** - Current *(Year* 2002) traffic volumes and roadway conditions with the addition of traffic from approved but not yet constructed developments in the study area.

C. ***Backgroundplus Project*** - Background peak-hour traffic volumes plus traffic generated by the proposed affordable housing project. 'Under this scenario, two alternatives are evaluated 1) Mikkelsen Drive is constructed as a through street between McGregor Drive and Sea Ridge Road, and 2) Mikkelsen Drive is not constructed as a through street, and the affordable housing site (Lot 1) will be accessed via a cul-de-sac street connecting to Sea Ridge Road.

D. ***Backgroundplus Project plus Adjacent Pending*** – Background peak-hour traffic volumes plus traffic generated by the proposed affordable housing project and the two adjacent pending projects, including the proposed Church on Lot 2 and the potential development on Lot 3. Under this scenario, *two* traffic conditions were analyzed: 1) Mikkelsen Drive *is* developed as a through street, and 2) Mikkelsen Drive is not developed as a through street.

E. *Cumulative plus Project plus Adjacent Pending* – This scenario evaluates conditions based on forecasted traffic volumes for year 2020. Future traffic volumes were calculated utilizing growth factors based on historical traffic volume data. Similarly, two traffic conditions were analyzed 1) Mikkelsen Drive is developed as a *through* street, and 2) Mikkelsen Drive is not developed as a through street.

Level of Service Analysis Methodology

Level of service *is* a qualitative measure describing operational conditions with a traffic stream and their perception by motorists and passengers. The level of service generally describes these conditions in terms of such factors as speed and travel time, delays, and freedom to maneuver, traffic interruptions, comfort, convenience and safety. They are given letter designations *from* A to F, with Level of Service (LOS) A representing the best operating conditions and LOS F the worst.

Signalized Intersections

The operating condition at the signalized study intersections were evaluated using the 2000 Highway Capacity Manual Operations Method as incorporated into the standard traffic engineering software package SYNCHRO. Peak hour intersection conditions are reported as delay per vehicle with corresponding levels *of* service for *the* intersection as a whole and for each of its approaches. LOS A indicates free flow conditions with little or no delay, while LOS F indicates jammed conditions with excessive delay and long back-ups. The methodology is described in detail in Appendix A

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Unsignalized Intersections

The operating conditions at the study intersections with the minor approaches STOP controlled were evaluated using the 2000 Highway Capacity Manual (HCM) Unsignalized Method, also contained in the standard software package SYNCHRO. Peak hour intersection conditions are reported as delay per vehicle with corresponding LOS for each of its minor movements. The methods rank level of service on an A through F scale similar to that used for signalized intersections, and also uses average delay in seconds as its measure of effectiveness.

The operating conditions at the all-way STOP intersections were evaluated using the all-way stop control analysis. This method also ranks the level of service on an A through F scale, and also uses average delay in seconds as its measure of effectiveness. Peak hour intersection conditions are reported as delay per vehicle with corresponding LOS for the intersection as a whole and for each of its approaches. The methodologies for unsignalized intersections are also presented in Appendix A.

Impact Criteria

According to the County of Santa Cruz's General Plan, the minimum acceptable level of service standard is LOS D where costs, right-of-way requirements, or environmental impacts of maintaining LOS under this policy are excessive, capacity enhancement may be considered infeasible. Intersections that fall below LOS D are considered impacted and should be considered for mitigation.

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EXHIBIT F

Segment counts were conducted on McGregor Drive south of Sailfish Drive, Sea Ridge Road west of Sea Ridge Court, and on State Park Drive north of Seacliff Drive-Center Avenue for seven consecutive days from November 15 to November 21, 2002. Appendix B contains the count sheets. Table I summarizes the average daily traffic (ADT) on these three segments. On weekdays, the typical a.m. peak period occurred between 7:00 and 9:00 a.m., while the typical p.m. peak period occurred between 4:00 and 6:00 p.m. The peak period on weekends occurred around noon.

TABLE I: EXISTING AVERAGE DAILY TRAFFIC ON NEARBY STREETS

Segment	Weekday	Saturday	Sunday
State Park Drive north of Seacliff Drive-Center Avenue	9,380	8,220	9,850
McGregor Drive south of Sailfish Drive	3,290	2,250	2,200
Sea Ridge Road west of Sea Ridge Court	2,020	1,960	1,720

***Level of Service** Analysis (**Existing** conditions)*

Turning movement counts at all seven study intersections were conducted in November of **2002.** Figure **3** illustrates the existing peak hour turning movement demands at the study intersections. Table II summarizes the results of the intersection analysis under the Existing conditions. The detailed LOS calculations are contained in Appendix C.

Under Existing Conditions, six of the seven study intersections operate at an acceptable service level. The eastbound left-turn movement on Sea Ridge Road at State Park Drive currently operates at LOS E during the a.m. peak hour due to the large left-turn demand. **As** shown in Appendix D, the intersection currently does not meet the Caltrans peak hour signal warrant for urban conditions. The cumulative build-out scenario may eventually trigger the need to signalize this intersection. Prior to the signalization of the Sea Ridge Road/State Park Drive intersection (which would be considered mitigation for the cumulative build-out scenario), the following interim measures may be considered

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

These measures could be funded with a portion or all of the Transportation Area fees paid by the proposed project.

Installing a "refuge lane" on State Park Drive north of Sea Ridge Road will allow the eastbound left-turning vehicles to cross one direction of traffic at a time and thus reduce delays for this movement. However, given the limited width of State Park Drive between Sea Ridge Road and the Highway 1 southbound ramps, the existing northbound through lane on this portion of State Park Drive may need to be converted to a refuge lane. Such a conversion would require converting the existing northbound right turn only lane on State Park Drive (that leads to the Highway 1 southbound on-ramp) to a through/right lane and "shaving" the nose of the island that separates the existing northbound through and right turn lanes. These changes to the northbound approach of **State** Park Drive are not expected to adversely affect the intersection of State Park Drive/Highway southbound ramps, which is expected to operate at LOS C or better.

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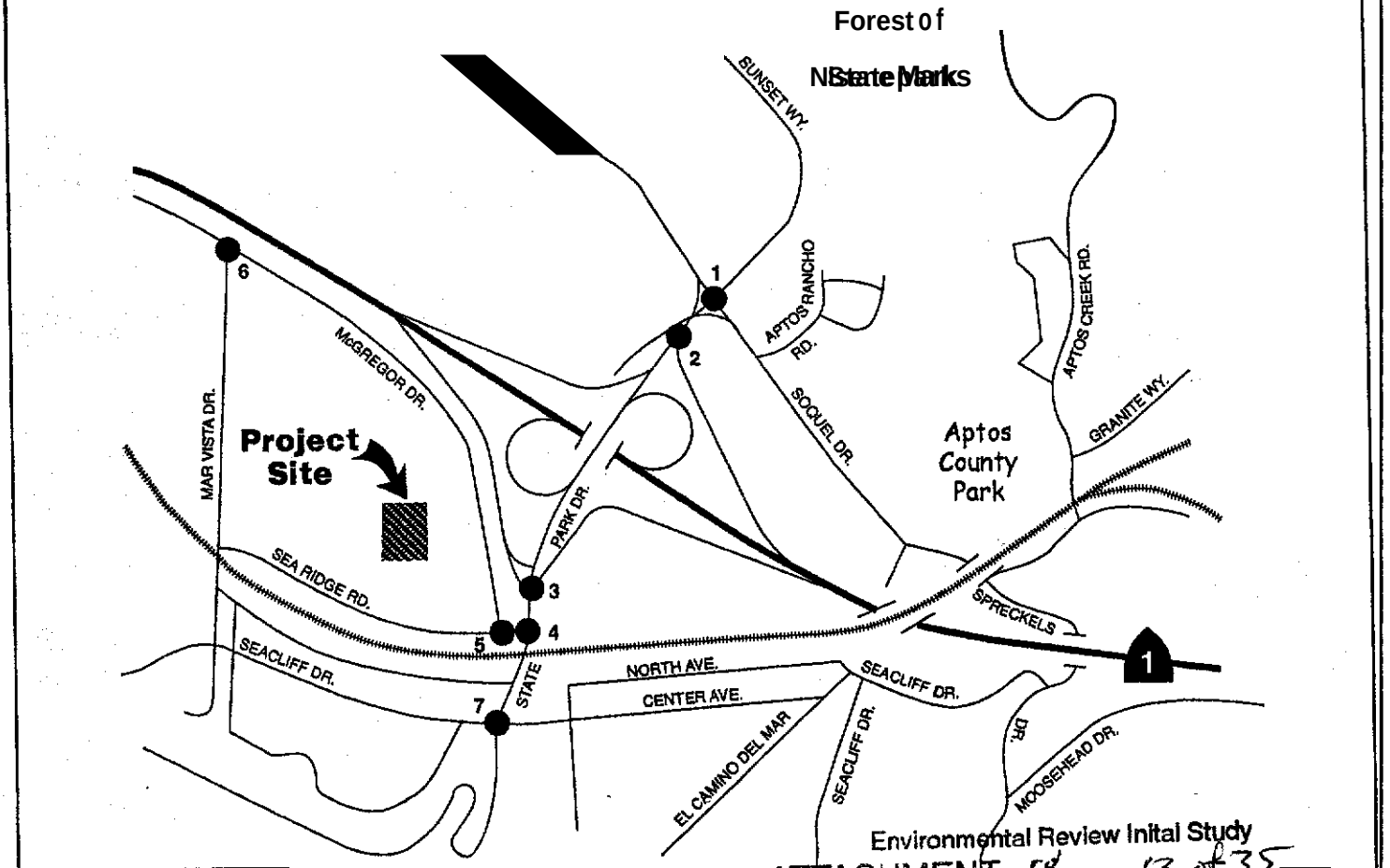
EXHIBIT G

Intersection#1	Intersection#2	Intersection#3	Intersection#4
Soquel Dr./State Park Dr.	At. 1 NB Off-ramp/State Park Dr.	Rt. 1 SB Off-Ramp/State Park Dr.	State Park Dr./Sea Ridge Rd.
17 (11), 46 (85), 11 (47); 15 (11), 734 (333), 344 (486); 8 (20), 205 (501), 298 (529); 887 (608), 48 (69), 180 (399)	288 (334), 395 (737); 576 (508), 120 (187); 539 (575), 122 (155)	265 (403); 273 (368), 99 (160); 390 (362), 160 (134)	192 (211), 172 (345); 173 (152), 29 (83); 271 (45), 377 (344)

Intersection #5	Intersection #6	Intersection #7
McGregor Dr./Sea Ridge Rd.	Mara Vista Dr./McGregor Dr.	Center Ave./Sea Cliff Dr. East
4 (5), 57 (162); 436 (64), 27 (192); 4 (5), 145 (73)	342 (95), 8 (12); 54 (157), 28 (153); 176 (74), 5 (8)	25 (61), 54 (80), 121 (261); 465 (196), 50 (45), 7 (5); 102 (59), 25 (56), 9 (25); 4 (27), 73 (128), 0 (7)



LEGEND
- ● Study Intersection
- KX AM Peak Hour Volume
- (XX) PM Peak Hour Volume

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North
Not to Scale

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Existing Turning Movement Volumes 223

Figure **3**

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EXHIBIT

Installing a right-turn only lane on the southbound State Park Drive approach to Sea Ridge Road may reduce the delay for eastbound left-turning vehicles. The idea is that this lane may make it easier for eastbound drivers to cross the southbound lane if they "knew" that southbound vehicles would turn right onto Sea Ridge Road instead of staying southbound as a conflicting movement. This right-turn lane would have marginal benefit at best; because many eastbound drivers probably would not be comfortable crossing the southbound lane until the right-turning vehicles have started turning right. Just being in the southbound right-turn lane is probably not enough to assure eastbound drivers that the southbound drivers will not change their mind and go straight instead. Furthermore, this right-turn lane would require the acquisition of right-of-way since State Park Drive is not currently wide enough to accommodate such a lane.

TABLE II: INTERSECTION LEVELS OF SERVICE - EXISTING CONDITIONS

Intersection	Control	A.M. Peak Hour		P.M. Peak Hour	
		Delay/Veh (secs)	LOS	Delay/Veh (secs)	LOS
1. Soquel Dr/State Park Dr	Signal	24.1	C	40.9	D
2. State Park Dr/Hwy 1 NB Ramps	Signal	15.5	B	14.4	B
3. State Park Dr/Hwy 1 SB Ramps	Signal	7.8	A	8.6	A
4. State Park Dr/Sea Ridge Rd	STOP* on Sea Ridge	-	-	-	-
- EB Sea Ridge Rd LT		(120+)	(F)	(28.4)	(D)
5. McGregor Dr/Sea Ridge Rd	STOP* on McGregor	-	-	-	-
- SB McGregor Dr Approach		(12.0)	(B)	(12.6)	(B)
6. Mara Vista Dr/McGregor Dr	All-way STOP	14.0	B	9.2	A
7. State Park Dr/Center/Sea Cliff	All-way STOP	23.3	C	14.7	B

Note: LOS = Level of Service
***2000 HCM methodology does not report the overall intersection delay for one-way STOP intersections**
X.X = **Average delay** for **overall intersection** in **seconds per vehicle**
X = **Overall intersection level of service**
(X.X) = **Average delay** for **minor approach in seconds per vehicle, reported for one-way** STOP **intersections**
(X) = **Level of service for minor approach, reported for one-way STOP intersections**

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EXHIBIT G

BACKGROUND CONDITIONS

This Scenario is similar to the Existing Conditions, but with the addition of traffic from the approved developments within the site vicinity. Approved projects consist of developments that are either under construction, are built but not fully occupied, or that are unbuilt but have final development approval. According to County staff, there currently are no approved projects in the vicinity of the project site. Therefore, the traffic conditions for the Background Scenario are essentially the same as the existing traffic conditions.

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EXHIBIT G

BACKGROUND PLUS PROTECT

This Scenario is identical to the Background conditions, but with traffic added from the proposed affordable housing development.

Project Trip Generation

The proposed affordable housing project consists of the development of a 41-unit apartment complex, to be constructed on Lot 1. The project trip generation was estimated based on rates provided in ***Trip Generation, 6"*** Edition, published by the Institute of Transportation Engineers (ITE). The proposed project is expected to generate approximately 272 daily trips, with 21 trips occurring during the a.m. peak hour and 25 trips during the p.m. peak hour. The trip generation estimates are shown in Table III.

TABLE III: PROJECT TRIP GENERATION

Use	Size	Daily		A.M. Peak Hour					P.M. Peak Hour				
		Rate	Trips	Rate	In:Out	In	Out	Total	Rate	In:Out	In	Out	Total
Apartments	41 Units	6.63	272	0.51	16:84	3	18	21	0.62	67:33	17	8	25
TOTAL			272			3	18	21			17	8	25

Source: ITE Trip Generation, 6th Edition.

Project Trip Distribution and Assignment

The trip distribution assumptions for the affordable housing development were developed based on existing travel patterns, knowledge of the study area and the input from County staff, and shown in Figure 4. Traffic is expected to travel to and from the site according to the distribution assumptions described below:

- 50% will travel to/from the north via Highway 1
- 20% will travel to/from the south via Highway 1
- 10% will travel to/from the east via Center Avenue
- 5% will travel to/from the south via State Park Drive
- 5% will travel to/from the west via Soquel Drive
- 4% will travel to/from the east via Soquel Drive
- 3% will travel to/from the west via Seacliff Drive
- 2% will travel to/from the west via Sea Ridge Road
- 1% will travel to/from the north via Sunset Way

Trips to and from the housing development were assigned to the study intersections based on the above distribution assumptions.

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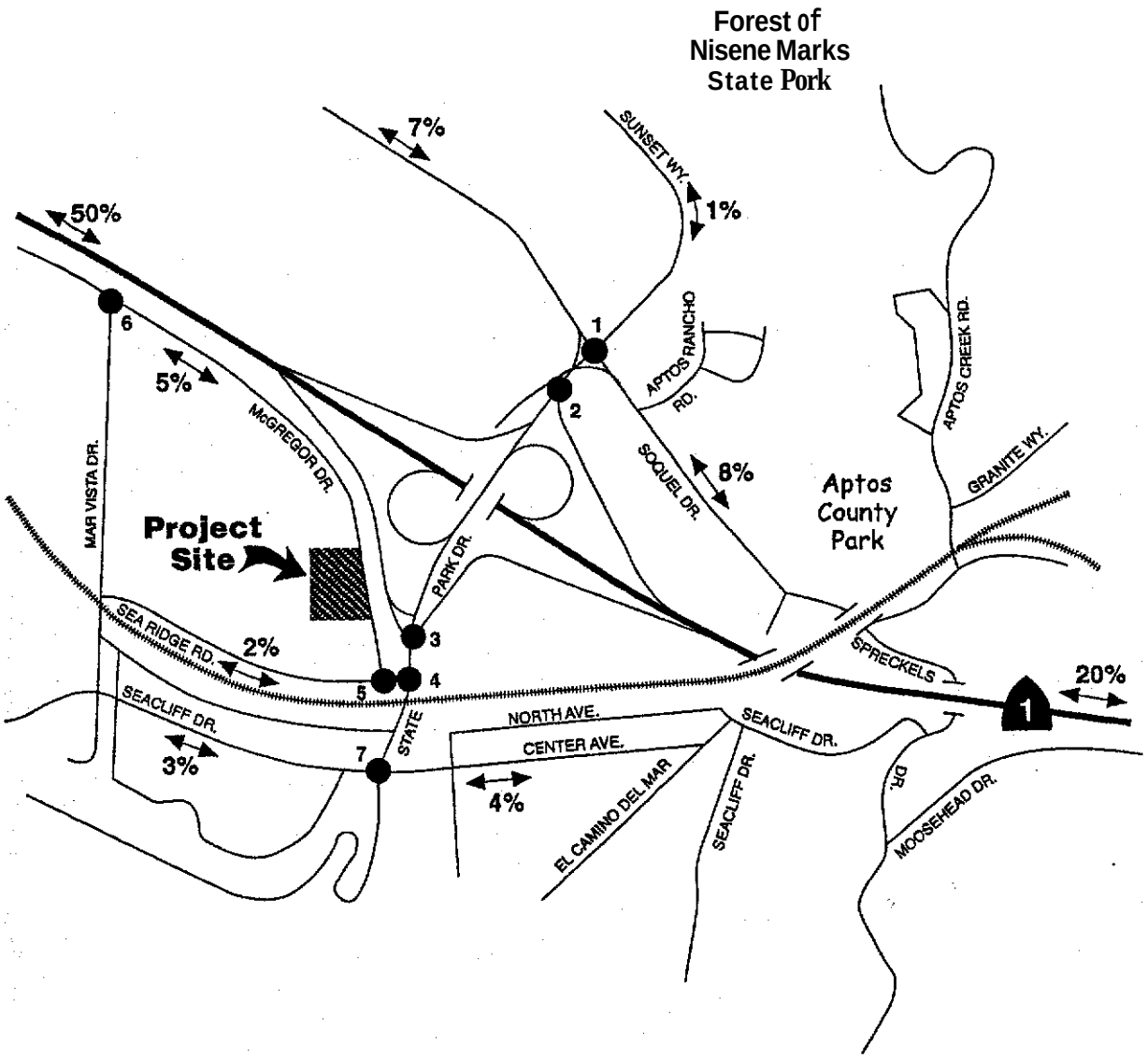
EXHIBIT G



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LEGEND
● Study Intersection

North
Not to Scal

;anta Cruz County
Affordable Housing Development

Trip Distribution Assumptions for Residential/Commercial/Retail Uses 227

Figure
4

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EXHIBIT G

Level of Service Analysis (Background + Project)

Figure 5 illustrates the Background plus Project turning movementvolumes. Under this scenario, two traffic conditions were analyzed: 1) Parcel A (Mikkelsen Drive) is developed as a through street, and 2) Parcel A is developed as cul-de-sacs.

If the project were to be accessed via a cul-de-sac, one that intersects Sea Ridge Road would be somewhat more preferable than one that intersects McGregor Drive. The main reason is that speeds are lower on Sea Ridge Road (primarily a residential street) than on McGregor Drive, which has a speed limit of 40 miles per hour. Also, the sight distance at Sea Ridge Road would probably be better than at McGregor Drive because of the horizontal curve to the north of where the culde-sac would intersect McGregor Drive. Finally, given the current STOP sign on southbound McGregor Drive at Sea Ridge Road, drivers on eastbound Sea Ridge Drive would have the right-of-way and thus easier access to the Sea Ridge Road/State Park Drive intersection.

Based on the trip assumptions mentioned earlier, both conditions are expected to yield the same traffic patterns at all study intersections, except for the intersection of McGregor Drive/Sea Ridge Road. The results of the LOS analysis are summarized in Table IV and detailed calculations are provided in Appendix E.

With the addition of the proposed project trips, the same six study intersections are expected to continue to operate at acceptable conditions. The eastbound left-turn movement on Sea Ridge Road at State Park Drive is expected to continue to operate unacceptably during the a.m. peak hour. As shown in Appendix D, at the Background + Project scenario, the intersection still does not meet the Caltrans peak hour signal warrant for urban conditions.

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TABLE IV: INTERSECTION LEVELS OF SERVICE – BACKGROUND PLUS PROJECT CONDITIONS

Intersection	Control	A.M. Peak Hour		P.M. Peak Hour	
		Delay/Veh (secs)	LOS	Delay/Veh (secs)	LOS
1. Soquel Dr/State Park Dr	Signal	24.1	C	41.0	D
2. State Park Dr/Hwy 1 NB Ramps	Signal	15.8	B	14.6	B
3. State Park Dr/Hwy 1 SB Ramps	Signal	7.8	A	8.6	A
4. State Park Dr/Sea Ridge Rd	STOP* on Sea Ridge	-	-	-	-
- EB Sea Ridge Rd LT		(120+)	(F)	(30.8)	(D)
6. Mara Vista Dr/McGregor Dr	All-way STOP	14.0	B	9.2	A
7. State Park Dr/Center/Sea Cliff	All-way STOP	23.3	C	14.7	B
Parcel A being developed as a through street condition					
5. McGregor Dr/Sea Ridge Rd	STOP* on McGregor	-	-	-	-
- SB McGregor Dr Approach		(12.3)	(B)	(13.0)	(B)
Parcel A being developed as cul-de-sacs condition					
5. McGregor Dr/Sea Ridge Rd	STOP* on McGregor	-	-	-	-
- SB McGregor Dr Approach		(12.2)	(B)	(13.0)	(B)

Note: LOS = Level of Service

*2000 **HCM** methodology does not report the overall intersection delay for one-way **STOP** intersections

X.X = Average delay for overall intersection in seconds per vehicle

X = Overall intersection level of service

(X.X) = Average delay for minor approach in seconds per vehicle, reported for one-way **STOP** intersections

(X) = Level of service for minor approach, reported for one-way STOP intersections

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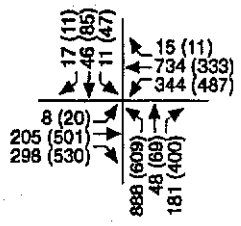
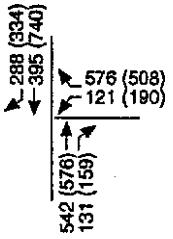
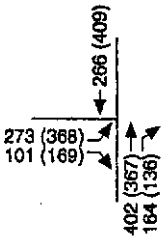
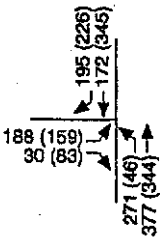
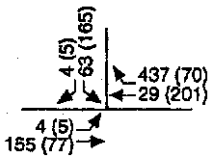
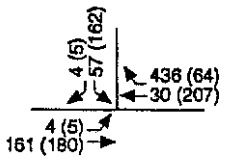
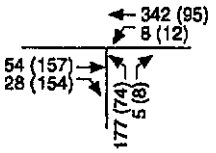
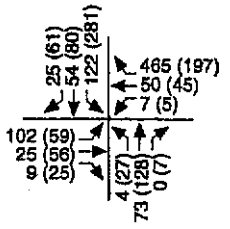
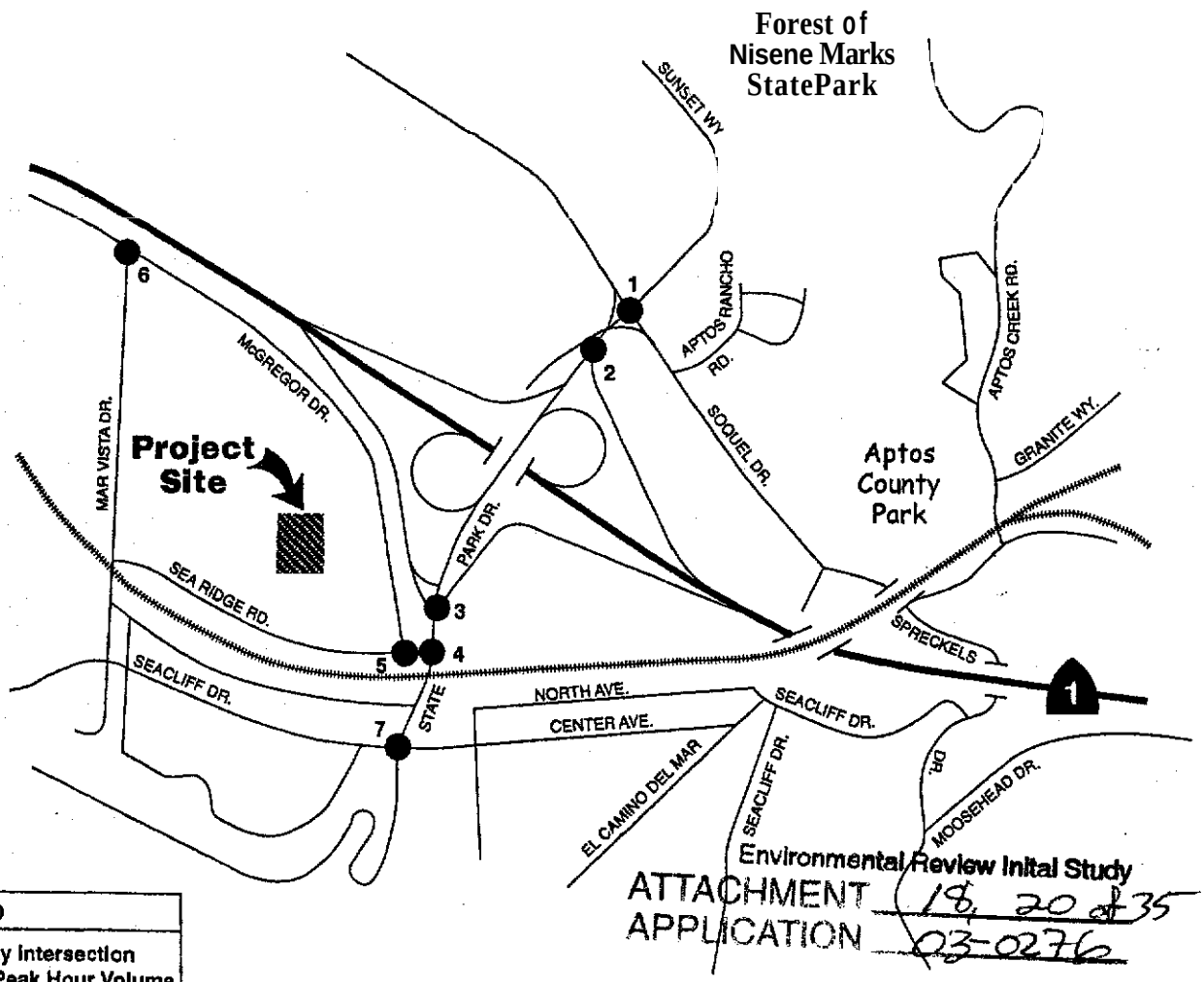
EXHIBIT G

Intersection#1 Soquel Dr./State Park Dr.	Intersection #2 Rt. 1 NB Off-ramp/State Park Dr.	Intersection Y3	Intersection #4 Park Dr./Sea Rid
			
Intersection#5 McGregor Dr./Sea Ridge Rd.	**Intersection#5 McGregor Dr./Sea Ridge Rd.**	**Intersection#6 Mara Vista Dr./McGregor Dr**	**Int on #7 Center Av Cliff Dr. East**
			
with Parcel A as a through street	*with Parcel A as a cul-de-sac		



LEGEND
● Study Intersection
XX AM Peak Hour Volume
(XX) PM Peak Hour Volume

North
Not to Scale

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Santa Cruz County
Affordable Housing Development

Background + Project Turning Movement Volumes 230

Figure **5**

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EXHIBIT G

BACKGROUND PLUS PROJECT PLUS ADJACENT PENDING

This Scenario is identical to the Background plus Project Conditions, but with traffic added from the adjacent pending projects, which include the Church of St. John the Baptist on Lot 2, and potential development of Lot 3.

Project **Trip Generation**

Church of St. John the Bautist on Lot 2

The trip generation assumptions for the Church of St. John the Baptist on Lot 2, were derived based on the expected church activity information provided by Church staff. The information includes type of activities and the approximate start time and end time during the weekday a.m. and p.m. peak periods. With the assumption that **all** church-goers/employees drive individually, the church is expected to generate the highest number of trip on Tuesday with 36 inbound trips during the a.m. peak hour, and 30 inbound and 18 outbound trips during the p.m. peak hour. Appendix F shows the list **of** all church activity information and the derived trip generation.

Development on Lot 3

Trip generation assumptions for the development on Lot 3 are based on a traffic study for the Santa Cruz County Housing Authority (SCCHA) previously performed by Ergo Engineering (March **24,** 1994 report). In that study, two project alternatives were analyzed for Lot 3: 1) 120-unit motel and 2) 25,000 square feet of retail and 16,250 square feet of office. The option of office/retail uses tends to generate more vehicular trips than the motel use. Although the Seacliff Village Plan as approved by the Board of Supervisors on November 20, 2001 rezoned Lot 3 to V A-D (Visitor Accommodations/Proposed Park Site), this study conservatively assumes all floor area as 'retail.' If the site is not developed as a park, the allowed uses on Lot 3 includes a hotel, motel, inn, bed and breakfast inn, including ancillary restaurant use.

Note that although the Church's architect is looking into a possibility **of** developing a park on Lot 3 (in conjunction with the Church on Lot 2), the assumption of retail use **is** considered "conservative" because retail tend to generate more trips than a park during the a.m. and the p.m. peak hours on **a** weekday. Based on the trip rates presented in ***Trip Generation*** (6th Edition) published by the Institute **of** Transportation Engineers, the development on Lot 3 is estimated to generate **43** a.m. peak hour trips and **154** p.m. peak hour trips (see Table V).

TABLE V: PROJECT TRIP GENERATION FOR LOT 3

Use	Size	Daily		A.M. Peak Hour					P.M. Peak Hour				
		Rate	Trips	Rate	In:Out	In	Out	Total	Rate	In:Out	In	Out	Total
Retail	41.25 Ksf	42.92	1,770	1.03	61:39	26	17	43	3.74	48:52	74	80	154
TOTAL			1,770			26	17	43			74	80	154

Source: ITE **Trip** Generation, 6th Edition.

Project Trip Distribution and Assignment

The trip distribution assumptions for the proposed Church on Lot 2 were developed based on information provided by Church staff regarding all current active parishioners. Traffic is expected to travel to and from the Church site according to the distribution assumptions shown on Figure 6 and described below:

- 50% will travel to/from the north via Highway 1
- 20% will travel to/from the south via Highway 1
- 10% will travel to/from the west via McGregor Drive
- 7% will travel to/from the west via Soquel Drive
- 5% will travel to/from the east via Center Avenue
- 5% will travel to/from the east via Soquel Drive
- 2% will travel to/from the west via Sea Ridge Road
- 1% will travel to/from the north via Sunset Way

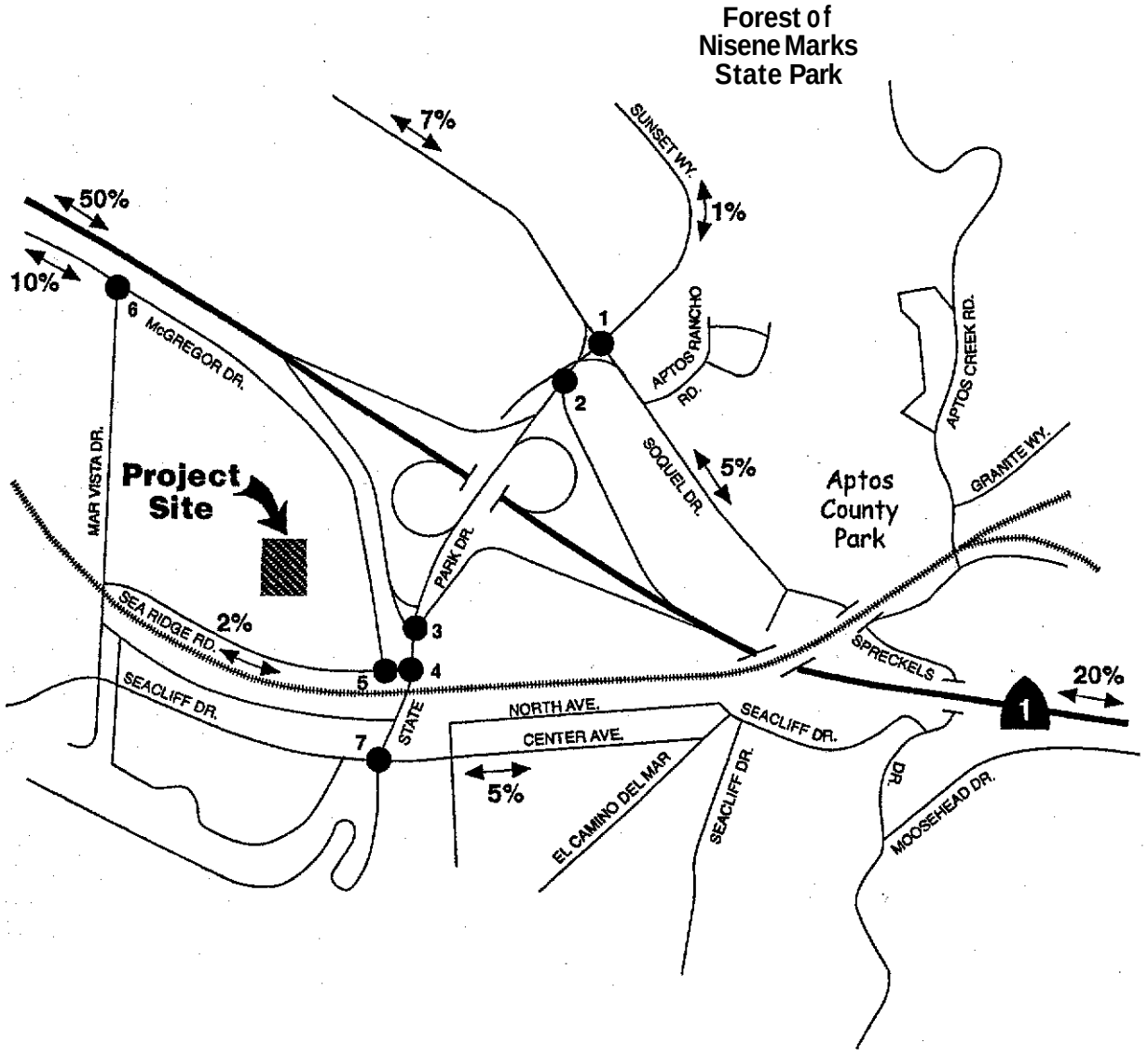
The trip distribution assumptions for the retail use on Lot 3 were developed based on existing travel patterns, knowledge of the study area and the input from the County staff, and are essentially the same as those for the residential use on Lot 1. Traffic is expected to travel to and from the site according to the distribution assumptions shown on Figure 4 and described below:

- 50% will travel to/from the north via Highway 1
- 20% will travel to/from the south via Highway 1
- 10% will travel to/from the east via Center Avenue
- 5% will travel to/from the south via State Park Drive
- 5% will travel to/from the west via Soquel Drive
- 4% will travel to/from the east via Soquel Drive
- 3% will travel to/from the west via Seacliff Drive
- 2% will travel to/from the west via Sea Ridge Road
- 1% will travel to/from the north via Sunset Way

Adjacent pending project trips were assigned to the study intersections based on the above distribution assumptions.

Level of Service Analysis (Background + Project + Adjacent Pending)

Figure 7 illustrates the Background plus Project plus Adjacent Pending turning movement volumes. Under this scenario, two traffic conditions were analyzed: 1) Parcel A (Mikkelsen Drive) is developed as a through street, and 2) Parcel A is developed as cul-de-sacs; therefore, the affordable housing site (Lot 1) will be accessed via a cul-de-sac connecting to Sea Ridge Road, while Lot 3 (retail use) will be accessed via a cul-de-sac connecting to McGregor Drive and a driveway on Sea Ridge Road. Based on the trip assumptions mentioned earlier, both conditions are expected to yield the same traffic patterns at all study intersections, except for the intersection of McGregor Drive/Sea Ridge Road. The results of the LOS analysis are summarized in Table VI and detailed calculations are provided in Appendix G.



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Affordable Housing Development
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Trip Distribution Assumptions for Church Component

Figure 6

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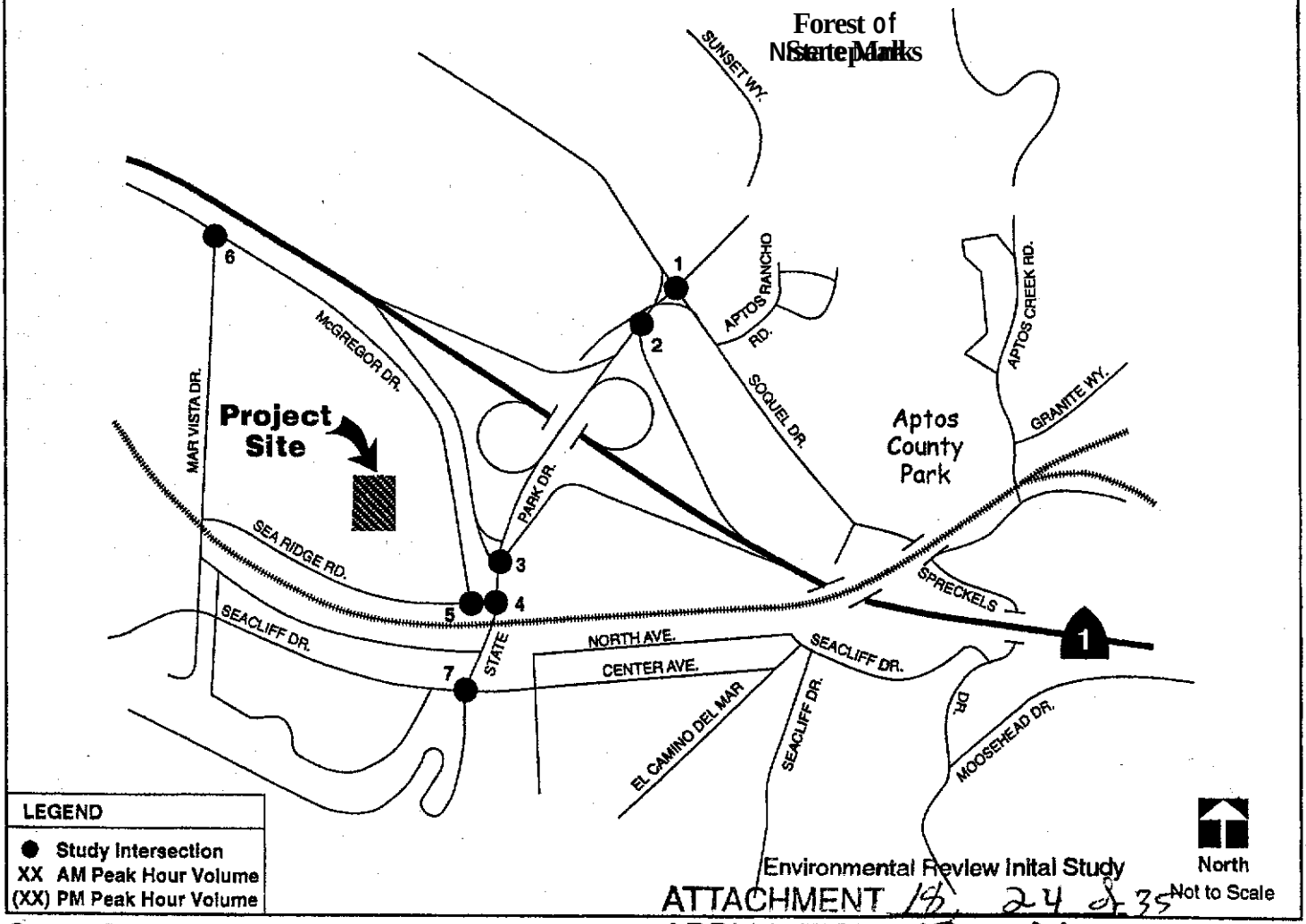
Intersection#1 Soquel Dr./State Park Dr.	Intersection#2 Rt. 1 NB Off-ramp/State Park Dr.	Intersection#3 Rt. 1 SB Off-Ramp/State Park Dr.	Intersection#4 State Park Dr./Sea Ridae Rd.
17 (11) 47 (86) 11 (47) 15 (11) 734 (333) 348 (495) 8 (20) 205 (501) 303 (537) 889 (615) 48 (70) 183 (407)	288 (334) 404 (755) 576 (508) 133 (211) 545 (591) 140 (208)	287 (446) 273 (368) 114 (206) 413 (431) 167 (156)	247 (314) 172 (345) 203 (243) 30 (87) 274 (50) 377 (344)
Intersection#5 **McGregor Dr./Sea Ridge Rd.**	**Intersection#5** **McGregor Dr./Sea Ridge Rd.**	**Intersection#6** **Mara Vista Dr./McGregor Dr.**	**Intersection#7** **Center Ave /Sea Cliff Dr.**
4 (5) 70 (210) 478 (123) 43 (241) 5 (6) 164 (121)	4 (5) 63 (207) 477 (117) 44 (247) 5 (6) 170 (123)	342 (98) 8 (12) 58 (161) 29 (156) 177 (77) 5 (8)	25 (61) 54 (80) 122 (285) 468 (201) 50 (45) 7 (5) 102 (59) 25 (56) 9 (25) 4 (27) 73 (128) 0 (7)
*with Parcel A as a through street	*with Parcel A as a cul-de-sac		



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Santa Cruz County
Affordable Housing Development

Background + Project + Adjacent Pending 234 Turning Movement Volumes

Figure 7

TJKM

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With the addition of the adjacent pending trips, six study intersections are expected to continue to operate at acceptable service levels. The eastbound left-turn movement on Sea Ridge Road at State Park Drive is expected to continue to operate unacceptably during both peak hours. As shown in Appendix D, the intersection is expected to meet the peak hour signal warrant during the p.m. peak hour. Installation a traffic signal is expected to mitigate traffic congestion problems at this intersection. With Parcel A being developed as a through street or cul-de-sacs, the McGregor Road/Sea Ridge Drive intersection is expected to operate acceptably. [redacted]

TABLE VI: INTERSECTION LEVELS OF SERVICE – BACKGROUND PLUS PROJECT PLUS ADJACENT PENDING

	Control	A.M. Peak Hour		P.M. Peak Hour	
		Delay/Veh (secs)	LOS	Delay/Veh (secs)	LOS
1. Soquel Dr/State Park Dr	Signal	24.3	C	42.6	D
2. State Park Dr/Hwy 1 NB Ramps	Signal	16.2	B	16.9	B
3. State Park Dr/Hwy 1 SB Ramps	Signal	7.8	A	8.9	A
4. State Park Dr/Sea Ridge Rd	STOP* on Sea Ridge	-	-	-	-
- EB Sea Ridge Rd LT		(120+)	(F)	(90.3)	(F)
- Install a Signal	Signal	24.6	C	14.7	B
6. Mara Vista Dr/McGregor Dr	All-way STOP	14.0	B	9.3	A
7. State Park Dr/Center/Sea Cliff	All-way STOP	23.9	C	15.0	B
5. McGregor Dr/Sea Ridge Rd	STOP* on				
- SB McGregor Dr Approach	McGregor	(13.0)	(B)	(16.8)	(C)
- SB McGregor Dr Approach	STOP* on				

X.X = Average delay for overall intersection in seconds per vehicle
X = Overall intersection level of service
(X.X) = Average delay for minor approach in seconds per vehicle, reported for one-way STOP intersections
(X) = Level of service for minor approach, reported for one-way STOP intersections

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EXHIBIT

CUMULATIVE PLUS PROJECT PLUS ADJACENT PENDING

This scenario evaluates conditions based on forecasted traffic volumes for the Year 2020. Future peak hour turning movement volumes in Year 2020 were forecasted based on traffic growth patterns in the study area from 1994 to 2002. Traffic at the major intersections has increased by 9 percent over the past 8 years, or approximately 1.1 percent per year. This study assumes that traffic in the area would increase at a similar annual rate between 2002 and 2020. Trips to/from the adjacent pending projects (Church on Lot 2 and potential development on Lot 3) and the proposed affordable housing project were added to the forecasted Year 2020 turning volumes for this scenario.

Level of Service Analysis (Cumulative + Project + Adjacent Pending)

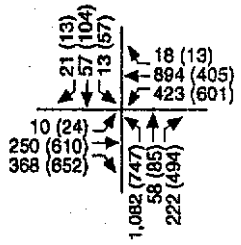
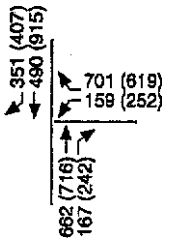
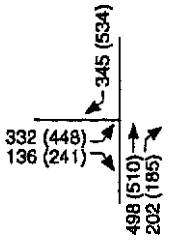
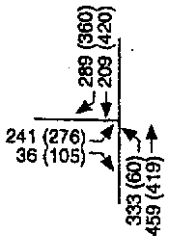
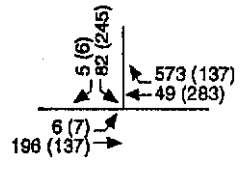
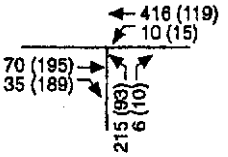
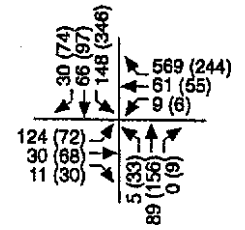
Figure 8 shows the forecasted turning movement volumes for Year 2020 plus Project plus Adjacent Pending Conditions. Under this scenario, two traffic conditions were analyzed 1) Parcel A (Mikkelsen Drive) is developed as a through street, and 2) Parcel A is developed as cul-de-sacs. Both conditions are expected to yield the same traffic patterns at all study intersections, except for the intersection of McGregor Drive/Sea Ridge Road.

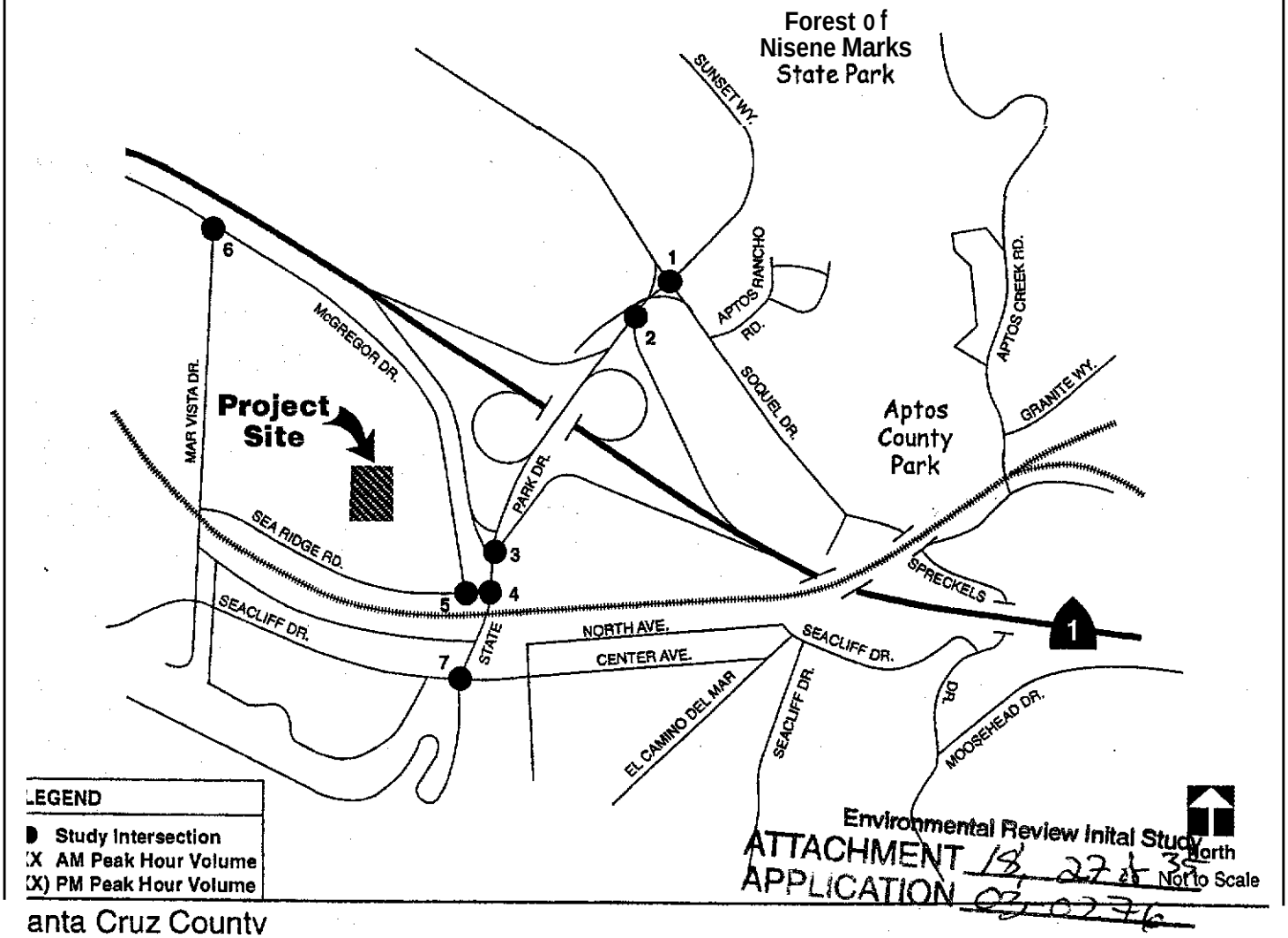
Table VII summarizes the results of the LOS analysis. The detailed LOS calculations are contained in Appendix H. Under the Cumulative plus Project plus Adjacent Pending scenario, four of the seven study intersections are expected to continue to operate at acceptable service levels.

The eastbound left-turn movement at the State Park Drive/Sea Ridge Road intersection is expected to continue to operate unacceptably during both peak hours. Under this scenario, the intersection is expected to meet the peak hour signal warrant during both the a.m. and p.m. Installation a traffic signal is expected to mitigate traffic congestion problems at this intersection. The McGregor Road/Sea Ridge Drive intersection is expected to operate acceptably, whether Parcel A is developed as a through street or cul-de-sacs. The Sea Ridge Road/McGregor Drive intersection should also be signalized given its close proximity to the State Park Drive/Sea Ridge Road intersection. These two intersections will need to be very well coordinated through the use of one signal controller.

The intersection of Soquel Drive 'and State Park Drive is expected to operate at LOS F during the p.m. peak hour. Installation of an exclusive right-turn lane on the eastbound Soquel approach is expected to improve operating conditions to an acceptable service level. Of the expected increase of 676 trips at this intersection by Year 2020, the proposed project is expected to contribute only four trips, which accounts for only 0.6 percent (=4/676). Therefore, the need for mitigation at Soquel Drive/State Park Drive is due to other growth in the area and not the sole responsibility of the project.

The all-way STOP State Park Drive/Center Avenue/Sea Cliff Drive intersection is expected to operate unacceptably at LOS F during the a.m. peak hour. The recommended mitigation for this intersection is to install a traffic signal. Of the expected increase of 427 trips at this intersection by Year 2020, the proposed project is expected to contribute only three trips, which accounts for only 0.7 percent (= 3/427). Therefore, the need for mitigation at Sea Cliff Drive/State Park Drive/Center Avenue is due to other growth in the area and not the sole responsibility of the project.

Intersection #1 Soquel Dr./State Park Dr.	Intersection#2 Rt. 1 NB Off-ramp/State Park Dr.	Intersection#3 Rt. 1 SB Off-Ramp/State Park Dr.	Intersection #4 State Park Dr./Sea Ridge Rd.
			
Intersection #5 **McGregor Dr./Sea Ridge Rd**	**Intersection#5** **McGregor Dr./Sea Ridge Rd.**	**Intersection#6** **Mara Vista Dr./McGregor Dr.**	**Intersection #7** **Center Ave./Sea Cliff Dr. East**
			
with Parcel A as a throuah street	* with Parcel A as a cul-de-sac		



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Cumulative (Year 2020) + Project + Adjacent Pending Turning Movement Volumes

Figure 8

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TABLE VII: INTERSECTION LEVELS OF SERVICE – CUMULATIVE PLUS PROJECT PLUS ADJACENT PENDING

Intersection	Control	A.M. Peak Hour		P.M. Peak Hour	
		Delay/Veh (secs)	LOS	Delay/Veh (secs)	LOS
1. Soquel Dr/State Park Dr	Signal	40.9	D	87.5	F
- Add an EB RT Lane on Soquel	Signal	33.1	C	38.5	D
2. Slate Park Dr/Hwy 1 NB Ramp	Signal	40.4	D	54.1	D
3. State Park Dr/Hwy 1 SB Ramp	Signal	9.7	A	12.7	B
4. State Park Dr/Sea Ridge Rd	STOP* on Sea Ridge	-	-	-	-
- EB Sea Ridge Rd LT		(120+)	(F)	(120+)	(F)
- Install a Signal	Signal	28.6	C	17.9	B
5. McGregor Dr/Sea Ridge Rd	STOP*	-	-	-	-
- SB McGregor Dr Approach		(14.7)	(B)	(21.6)	(C)
6. Mara Vista Dr/McGregor Dr	All-way STOP	21.9	B	10.4	B
7. State Park Dr/Center/Sea Cliff	All-way STOP	58.8	F	28.5	D
- Install a Signal	Signal	4.3	A	8.4	A
Parcel A being developed as a through street condition					
5. McGregor DdSea Ridge Rd	STOP* on				
- SB McGregor Dr Approach	McGregor	(14.7)	(B)	(21.6)	(C)
Parcel A belng developed as cul-de-sacs condition					
5. McGregor Dr/Sea Ridge Rd	STOP* on				
- SB McGregor Dr Approach	McGregor	(14.6)	(B)	(21.6)	(C)

Note: LOS = Level of Service

"2000 HCM methodology does not report the overall intersection delay for one-way STOP intersections

X.X =Average delay for overall intersection in seconds per vehicle

X = Overall intersection level of service

(X.X) = Average delay for minor approach in seconds per vehicle, reported for one-way STOP intersections

(X) = Level of service for minor approach, reported for one-way STOP intersections

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SITE CIRCULATION

Site Access, Parking & Internal Circulation

The proposedproject composes of the development of a 41-unit apartment complex. The County parking requirement is 103 spaces *(2.5* spaces/unit), which include 57 full spaces, 41 compact spaces, and 5 handicap spaces. **A** total **of** 89 spaces (more than 2 spaces/unit) are proposed for the project **site,** which includes *5* handicap spaces. 89 spaces may suffice assuming that no more than one space **is** "assigned" per unit.

Large trucks entering the lot in the forward direction will probably need to back out of the lot because there does not appear to be enough room for a truck to make a "three-point" turn.

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CONCLUSIONS

In summary, TJKM has reached the following conclusions regarding the proposed affordable housing project:

- Currently, the intersections of 1) Soquel Drive/State Park Drive, 2) State Park Drive/Route 1 Northbound Off-ramp, **3)** State Park Drive/Route 1 Southbound Off-ramp, ***5)*** McGregor Drive/Sea Ridge Road, 6) Mara Vista Drive/McGregor Drive, and 7) State Park Drive/Center Avenue/Sea Cliff Drive, all operate at acceptable level of services. At the intersection **4)** State Park Drive/Sea Ridge Road, the eastbound left turns have substantial delays during the a.m. peak hour. However, this intersection does not meet Caltrans peak hour signal warrant.

- Under the Background, Background plus Project, Background plus Project plus Adjacent Pending scenarios, the same six intersections are expected to continue to operate acceptably during the peak hours. The eastbound left-turn at **4)** State Park Drive/Sea Ridge Road is expected to continue to have substantial delays during the peak hours. Under Background plus Project plus Adjacent pending, the intersection is expected to meet the peak hour signal warrant during the p.m

- Under the Cumulative plus Project plus Adjacent Pending scenario, the intersections of 2) State Park Drive/Route 1 Northbound Off-ramp, **3)** State Park Drive/Route 1 Southbound Off-ramp, ***5)*** McGregor Drive/Sea Ridge Road, and 6) Mara Vista Drive/McGregor Drive, all are expected to continue to operate at acceptable level of services. The intersections of 1) Soquel Drive/State Park Drive, **4)** State Park Drive/Sea Ridge Road, and **7)** Center Avenue/Sea Cliff Drive/State Park Drive are expected to operate unacceptably during the peak hours. The recommended mitigation include the addition of an exclusive right-turn lane on the Soquel Drive approach for the Soquel DrivdState Park Drive, and the installation of a traffic signal for both the State Park Drive/Sea Ridge Road and the Center Avenue/Sea Cliff Drive/State Park Drive intersections. The project is expected to contribute only 0.6 percent and 0.7 percent of the additional traffic in 2020 at the intersections of Soquel Drive/State Park Drive and Center Avenue/Sea Cliff Drive/State Park Drive, respectively. Therefore, the need to mitigate these two intersections **is** due to other growth in the area and not the sole responsibility of the project.

- If the project were to be accessed **via** a cul-de-sac, one that intersects Sea Ridge Road would be somewhat more preferable than one that intersects McGregor Drive.

- Prior to the ultimate signalization of the Sea Ridge Road at State Park Drive intersection, interim measures may be considered. Using a portion or all of the Transportation Area fees paid by the proposed project could fund these interim measures. The following interim measures may be considered to reduce delays for the eastbound left-turn movement:
  "Refuge lane" on State Park Drive
  Southbound right-turn lane on State Park Drive

STUDY PARTICIPANTS AND REFERENCES

TJKM Personnel

Gordon Lum	Project Manager
Pong Limanond	Project Engineer
Arun Gajendran	Project Engineer
Frank Cai	Project Engineer
Geri Foley	Graphics Designer
Lily Moore	Word Processor

Persons/Agencies Consulted

Jack Sohriakoff	Public Works Department, Santa Cruz County
Hector Burgos	South County Housing
Karen Saunders	South County Housing
John Donahoe	RJA

References

Trip Generation, Sixth Edition, Institute **of** Transportation Engineers, 1997

TJKM

Transportation
Consultants

MEMO

November **5,2003**

To:	Jack Sohriakoff, Santa Cruz County DPW Via e-mail only: dpw140@co.santa-cruz.ca.us	**No. of** Pages:	4
From:	Gordon Lum	**TJKM** No.:	159-059
Cc:	Melissa Allen, Planning Liaison to RDA Carolyn Watanahe, RDA Project Manager Karen Saunders, South County Housing John Donahoe, RJA and Associates	Jurisdictior	Santa Cru County
Subject:	**FOLLOW-UP TO SEACLIFF HIGHLANDS TRAFFIC MEETING ON 11/3/03**		

Introduction

At the November 3, 2003 meeting, I was asked to follow-up on the following issues:

- Present the overall intersection level-of-service for two study intersections.
- Discuss possible signalization of State Park Drivelsea Ridge Road.
- Provide trip generation information for estimating traffic impact fees.

This memo briefly addresses these three issues.

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Overall Intersection Level **of** Service

Consistent with the 2000 Highway Capacity Manual methodology, the results presented in ***Traffic Study for the Affordable Housing Development*** *in* ***Santa Crw County*** (dated September 30,2003) indicate only the minor movement level of service (LOS) for the following STOP controlled study intersections: 1) State Park Drivelsea Ridge Road and 2) McGregor Drivelsea Ridge Drive. However, the printout from Synchro Software (included in the Appendices of the 9/30/03 Study) does provide an overall intersection level ofservice based on the Intersection Capacity Utilization (ICU) methodology, which essentially provides a volume to capacity ratio. The intersection LOS provides an indication of how well the all approaches together are operating, and not just the highest delay experienced by a minor movement. Table I presents the overall LOS for State Park Drivelsea Ridge Road and McGregor Drivelsea Ridge Drive under the four study scenarios.

TABLE I: INTERSECTION LEVELS OF SERVICE

Intersection	Control	A.M. Peak Hour		P.M. Peak Hour	
		Delay/Veh (secs)	LOS	Delay/Veh (secs)	LOS
Existing Conditions					
State Park Dr/Sea Ridge Rd	STOP* on Sea Ridge	60.2%	B	46.1%	A
- EB Sea Ridge Rd LT		(120+)	(F)	(28.4)	(D)
McGregor Dr/Sea Ridge Rd	STOP* on McGregor	42.0%	A	32.5%	A
- SB McGregor Dr Approach		(12.0)	(B)	(12.6)	(B)
Background plus Project Conditons (assumes Mikkelsen Court is a through street)					
State Park Dr/Sea Ridge Rd	STOP* on Sea Ridge	61.2%	B	47.4%	A
- EB Sea Ridge Rd LT		(120+)	(F)	(30.8)	(D)
McGregor Dr/Sea Ridge Rd	STOP* on McGregor	42.5%	A	33.6%	A
- SB McGregor Dr Approach		(12.3)	(B)	(13.0)	(B)
Background plus Project plus Adjacent Pending Conditons (assumes Mikkelsen is a through street)					
State Park Dr/Sea Ridge Rd	STOP* on Sea Ridge	65.3%	B	57.5%	A
- EB Sea Ridge Rd LT		(120+)	(F)	(90.3)	(F)
McGregor Dr/Sea Ridge Rd	STOP* on McGregor	46.6%	A	42.4%	A
- SB McGregor Dr Approach		(13.0)	(B)	(16.8)	(C)
Cumulative plus Project plus Adjacent Pending Conditons (assumes Mikkelsen is a through street)					
State Park Dr/Sea Ridge Rd	STOP* on Sea Ridge	76.2%	C	66.1%	B
- EB Sea Ridge Rd LT		(120+)	(F)	(120+)	(F)
McGregor DdSea Ridge Rd	STOP* on McGregor	54.3%	A	48.0%	A
- SB McGregor Dr Approach		(14.7)	(B)	(21.6)	(C)

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

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

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Possible Signalization of State Park Drive/Sea Ridge Road

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

EXHIBIT

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

We concluded at our meeting on 11/3/03 that these two measures would not adequately provide the gaps (in State Park Drive traffic) necessary to substantially improve the LOS F currently experienced by the drivers attempting a left-turn from eastbound Sea Ridge Road at State Park Drive during the a.m. peak hour. Therefore, signalization of State Park Drive/Sea Ridge Road intersection is probably the best method to mitigate the LOS F for the eastbound left-turn movement. Our understanding is that the signalization of State Park Drive/Sea Ridge Road intersection is included in the County's Capital Improvement Program (CIP), with the installation expected to occur in approximately five years.

Estimated **Trip** Generation and **TIA** Fees

Although signalization of State Park Drive/Sea Ridge Road is programmed into the County's CIP, the issue of funding the signal needs to be considered. Table II, which estimates the amount of TIA fees that may be collected, is based on land information provided by Melissa Allen in her memo dated November 4,2003. Table II provides daily trip rates from the Institute of Transportation Engineers (ITE) ***Trip Generation, 6th Edition*** and not from the County's TIA rate schedule. The estimated total TIA fee is based on $400 per daily trip.

TABLE III: ESTIMATED **TIA FEES**

LAND USE	ESTIMATED DAILY **TRIPS**	TIA FEE
Parcel -36 (Site 1-a) Hotel/Park:		
Visitor Accommodations, Hotel (Code 310)	8.23 trips/room x 120 room = 988	$395,200
Commercial Sales, Service & Repairs (Code 820)	40 trips/ksf (max) x 24 ksf = 960	384,000
General Offices, Professional and Admin. (Code 710)	11.01 trips/ksf x 18 ksf = 198 trips	79,200
City Park (Code 411)	1.59 trips/acre **x** 2.9 acres = 5 trips	2,000
"Poor Clares" Site:		
Visitor Accommodations, Hotel (Code 310)	8.23 trips/room x 536 rooms = 4,411	1,764,400
Commercial Sales, Service & Repairs (Code 820)	40 trips/ksf (max) x 197 ksf = 7,880	3,152,000
Parcel -35 Church/Residential (2.55 ac **or** 110,970 sf site):		
Institutional, Church (estimate from St. John's)	84 trips on busiest weekday (Tue)	33,600
Residential (3,500 sf single family lots, Code 210)	9.57 trips/home x 31 homes = 297	118,800
Residential (3,000 sf mult-family lots, Code 220)	6.63 trips/unit x 37 units = 245	98,000

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Notes:
Ksf=1,000 square feet; sf=square feet.
Max=Maximum rate for non-residential use **is** 40 daily trips per ksf (instead of 42.92)
Code=Land Use Code from ITE ***Trip Generation, 6th Edition.***
Net developable area of the of the "Poor Clares" site is assumed *to* be one-third of 590 **ksf**

The proposed Seacliff Highlands project is expected to pay approximately $1 12,000 in TIA fees With the total cost of designing and constructing a traffic signal being **as** high as $400,000,

additional funds are clearly needed to fund a signal at State Park Drive/Sea Ridge Road. Based on the results of Table II, the Hotel/Park parcel may generate $2,000 to $395,000 in TIA fees, while the adjacent Church/Residential parcel may generate $33,600 to $118,800. The Poor Clares site has the potential to generate as much as **$3** 1 million.

TIA fees are typically split evenly between Roadside Improvement Fees and Transportation Improvement Fees, which can be used for signal installations. If approximately $50,000 of the $112,000 is designated for the signalization of State Park Drive/Sea Ridge Road, as much as $700,000 in TIA fees may be needed in order to provide the additional $350,000 that may be needed to signalize the intersection.

Based on the daily trip generation presented in Table II, it is clear that a signal will not **be** warranted at State Park Drive/Sea Ridge Road with a development of a park on the Hotel/Park site. Based on the Caltrans signal warrant graph provided in the Appendix D of the 9/30/03, a signal would not be warranted until the volume on the Sea Ridge Road or Poor Clares approach increases to approximately 300 vehicles per hour (from 202 in the a.m. and 235 in the p.m. on Sea Ridge), assuming the total peak hour volume on State Park Drive is 1,000 vehicles for both approaches.

Hope this information is helpful. Please note that we had some "typos" in our 9/30/03 study. The third paragraph on page 1 (Summary) should read "LOS F" rather than "LOS **E".** Furthermore, the last two sentences of the paragraph on page 20 should be deleted. Hopefully, these typos did not cause much confusion. Please call with your questions or comments.

Jurisdiction\santa cruz county\29-162\m111503 jack.doc

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EXHIBIT G

18:05:50 **Mon Nov** 24, **2003**

11/24/03 DS9 COUNTY OF SANTA CRUZ - 3.1 **I**-ALPDR385
18:05:40 BROWSE DISCRETIONARY APPLICATION COMMENTS ALSDR385

APPL.NO: 03-0276 REVIEW AGENCY: DPW **ROAD ENGINEERING**
SENT TO PLNR: **11/24/03** REVIEWER: JRS
ROUTING NO: **3** VERSION NO: **1**

COMMENTS:----------

COMPLETENESS COMMENT:
========== REVIEW ON NOVEMBER 24, 2003 BY JACK R SOHRIAKOFF ==========
Project information is sufficient to determine complete application.

MISCELLANEOUS COMMENT:
========== REVIEW ON NOVEMBER 24, 2003 BY JACK R SOHRIAKOFF ==========
The memo from TJKM dated November 5, 2003, provides sufficient information to proceed with the project application. No additional mitigation measures are warranted for the project Impacts. An analysis of the potential measures to improve the left turn movements from Sea Ridge to State Park determined that these possible improvements could not be implemented due to

---

NO PREVIOUS COMMENTS. **PF11-SCROLL COMMENTS FORWARD**
PF7/8=PREV/NXT AGCY 10/11=PAGE COMM THIS RTNG 12/13=OTHER RTNGS-THIS AGCY

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ATTACHMENT 19
EXHIBIT G

18:05:55 **Mon Nov** 24, *2003*

11/24/03 DS9 COUNTY CF SANTA CRUZ - 5.1 I-ALPDR385
18:05:47 BROWSE DISCRETIONARY APPLICATION COMMENTS ALSDR385

APPL.NO: 03-0276 REVIEW AGENCY: **DPW ROAD ENGINEERING**
SENT TO PLNR: **11/24/03** REVIEWER: JRS
ROUTING NO: **3** VERSION NO: **1**

COMMENTS:----------

physical constraints (addition of right turn lane from State Fark onto Sea Ridge) or the necessity to maintain left turns into rhe Poor Clares site (merge lane for left turns from Sea Ridge to State Park Drive). The TJKM memo indicates that the overall intersection Level of Service (LOS) is acceptable and is not impacted by the proposed project. It is recommended that the project **be** conditioned to pay Aptos Transportation Improvement Area (TIA) fees to offset potential cumulative project impacts. There is a Capital Improvement Project listed in the County's CIP for a traffic signal at the intersection of State Park Drive/Sea Ridge within the next five years. The TIA fees can be utilized to help fund this improvement. Additional analysis will need to be

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PF7/8=PREV/NXT AGCY **10/11=PAGE COMM THIS RTNG** **12/13=OTHER RTNGS-THIS AGCY**
PF19-PREVIOUS SCREEN **PA2-EXIT**

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EXHIBIT G

18:05:58 Mon **Nov** 24, *2003*

11/24/03 DS9 COUNTY OF SANTA CRUZ - 3.1 I-ALPDR385
18:05:51 BROWSE DISCRETIONARY APPLICATION COMMENTS ALSDR385

APPL.NO: 03-0276 REVIEW AGENCY: **DPW ROAD ENGINEERING**
SENT TO PLNR: **11/24/03** REVIEWER: JRS
ROUTING NO: **3** VERSION YO: **1**
COMMENTS:----------

completed prior to committing to this traffic signal project due to outside constraints with the Highway **1** offramp traffic signal and the Union Pacific Railroad tracks. Please contact me at x2392 if you have any questions.

PF7/8=PREV/NXT AGCY 10/11=PAGE **COMM THIS RTNG** 12/13=OTHER RTNGS-THIS **AGCY**
PF19-PREVIOUS SCREEN **PA2-EXIT**

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EXHIBIT G

Santa Cruz Metropolitan Transit District

METRO

Santa Cruz Metropolitan Transit District
Facilities Maintenance Department
370 Encinal, Suite 100
Santa Cruz, Ca. 95060

Date:	September 22,2003,
Street:	McGregor/Searidge.
Planner:	**M.** Allen
APN:	38-081-34
Applicant:	South Couty Housing
Project:	Seacliff Highlands
Request:	Improve bus stop at Searidge/Mikkelson Drive

The Santa Cruz Metropolitan Transit District requests the following Transit Improvements as a condition of approval:

The Transit District is requesting that this development improve the bus stop on Searidge as a condition of this project. The bus stop shall be constructed in compliance with the **ADA,** sheltered and connected to the public way. The District will provide specification for the transit improvement upon request.

If you have any further questions please feel free to contact me at 426-6080.

Sincerely,

David J. Konno
Manager of Facilities Maintenance
SCMTD

Environmental Review Inital Study
ATTACHMENT 20
APPLICATION 03-0276

SEP 2003
RECEIVED
REDEVELOPMENT AGENCY

*370 Encinal Street, **Suite** 100, Santa Cruz, CA 95060 (831) 426-6080 FAX (831) 426-6117*
METRO OnLine at http://www.scmtd.com

ATTACHMENT 20
EXHIBIT C

SEACLIFF HIGHLANDS, **APTOS**
PARKING MANAGEMENT PLAN

(All Provisions **to be** further stipulated in the Seacliff Highlands House Rules)

Summary:

This Parking Program is developed in conjunction with South County Housing's request for a reduction in required parking spaces from the County standard of 2.6 spaces per unit. This requirement is made pursuant to the "Residential Density Bonus and Affordability Incentive" section of the County Code (13.10.390-13.10.397). South County Housing has designed the program to ensure that the provision of 2.2 spaces per unit will adequately serve parking needs of all future residents. The request for 2.2 spaces per unit is further supported by a parking survey conducted by South County Property Management Corp. of similar affordable developments

Distribution **of** Residential Parking Spaces:

The site plan accommodates 89 parking spaces: 81 located on site for residents and 8 guest spaces located on the street. The parking spaces are allocated for use as follows:

- 8 spaces for 6 one-bedroom units. Each one-bedroom apartment will be allotted one parking space with an additional 2 spaces available as needed.
- 68 spaces for 34 two and three-bedroom units. Each two and three-bedroom unit can request up to two parking spaces.
- 8 spaces for Guests. If a guest is going to be overnight they will be required *to* get a guest parking pass.
- 5 Handicap spaces. Assigned to residents as needed.

Every attempt will be made to provide parking close to resident's apartment.

Environmental Review Inital Stu
ATTACHMENT 21 1 of
APPLICATION 03-0276

Reserve Parking:

The site plan accommodates 16 reserved parking spaces that will not be built out at time of construction but held in reserve if at some future date additional parking is deemed necessary.

Other parking-related **rules:**

- All cars must be parked in the proper marked spaces for the particular unit.
- Seacliff Highlands Apartments will issue parking decals to all tenants who request to park cars on the property and each tenant shall be required to place the decal on a visible location of their vehicles at all times.

ATTACHMENT 21
EXHIBIT C

- Only operable and street legal cars will be allowed on the property. Car repair will not be allowed on the property. Inoperable or illegal vehicles will be towed.
- Residents are responsible for oil spills in their parking space and will be charged for any necessary clean up.
- All cars on site must be registered in the name of the particular tenant.
- All cars on site must provide proof of insurance.
- Vehicles are not to be washed or repaired on Seacliff Highland's property.
- Double parking will not be allowed and double-parked cars will be towed at the vehicle owner's expense.
- All parking policy violations will be treated as a violation of the lease and will be subject to the same warning and appeal process as other lease provision violations.

EXHIBIT G

Project: Seacliff Highlands, Aptos

PARKING SURVEY DATE **21-Jun-03** **23-Jun-03** **25-Jun-03**
Completed by: Mary Lou Mazzone

Project Name and Location:	# Units:	Total Parking Spaces	Average # Spaces per Unit	Number of cars on site: Saturday 10:00am	Number of cars on site: Monday 7:00am	Number of cars on site: Wednesday 7:00pm
Proposed Project Seacliff Highlands, McGregor/Sea Ridge, Aptos	40	84	2.2			
Vista Verde, Freedom % Usage	76	177	2 3	157 88.7%	154 87.0%	152 85.9%
Watsonviile % Usage	28	50	1.8	50 100%	50 100%	50 100%
Tierra Linda, Watsonville % Usage	18	45	2 5	36 **80** *0%*	30 *66 7%*	31 68 9%
Monterra Village, Giiroy % Usage	34	62	1 8	57 91 9%	50 80 6%	48 77 4%
The Redwoods, Gilroy % Usage	24	63	2 6	41 65 1%	52 82 5%	52 82 5%

*South County Housing **Developments**

Environmental Review Inital Study
ATTACHMENT 21, 3 of 4
APPLICATION 03-0276

EXHIBIT G

SITE PLAN

SCALE: 1" = 20'

SITE DATA

ZONE RM 3000

UNITS

1 BEDROOM UNIT @ 648 S.F.	x 6 =	3,876 S.F.
2 BEDROOM UNIT A @ 916 S.F.	x 15 =	13,740 S.F.
2 BEDROOM UNIT B @ 804 S.F.	x 7 =	6,328 S.F.
3 BEDROOM UNIT @ 1356 S.F.	x 12 =	16,656 S.F.
TOTAL =	40	37,576 S.F.

COMMUNITY BUILDING

1839 S.F.

PARKING

ON STREET PARKING (OSP) =	0
ON SITE PARKING (OS) =	81
ON SITE RESERVE (OSR) =	16
TOTAL =	105

PARKING REQUIRED

1 BEDROOM UNITS (6) X 2.0 =	12
2 BEDROOM UNITS (22) X 2.5 =	55
3 BEDROOM UNITS (12) X 2.5 =	30
SUBTOTAL	97
40 UNITS X 0.20 =	8
TOTAL REQUIRED PARKING =	105

SITE DENSITY

SITE AREA =	110,667 S.F.
UNITS / AREA =	2,767 S.F. / UNIT
DENSITY BONUS =	0%
SITE DENSITY =	15.7 UNITS / ACRE
SITE FAR =	0.36

OPEN SPACE

PAVED AREA =	24,874 S.F.
OPEN SPACE REQUIRED @ 300 SQ. FT. X 40 UNITS =	12,000 S.F.
LANDSCAPE AREA PROVIDED =	68,044 S.F.

OF THE OPEN SPACE PROVIDED 16,280 S.F. IS USABLE RECREATION SPACE (LANDSCAPED)

Environmental Review Initial Study
ATTACHMENT 21 4 of 4
APPLICATION 03-027

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EXHIBIT G
ATTACHMENT 21

SEACLIFF HIGHLANDS - SOUTH COUNTY HOUSING

SANTA CRUZ COUNTY, CALIFORNIA

JULY 14, 2003 PROJECT NO: 446.007

DAHLIN GROUP

2671 Crow Canyon Rd.
San Ramon, CA 94583
925.837.3266

P1A

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY ARNOLD SCHWARZENEGGER Governor

DEPARTMENT OF TRANSPORTATION
50 HIGUERA STREET
SAN LUIS OBISPO, CA 93401-5415
PHONE (805)549-3111
FAX (805) 419-3329
TDD (805) 549-3259
http://www.dot.gov/dist05

Flex your power!
Be energy efficient!

January 13, 2004

SCR-001-10.54
SCH# 2003122031

Melissa Allen
Planning Department
County of Santa Cruz
701 Ocean Street
Santa Cruz, CA 95060

SUBJECT: Seacliff Highlands Housing MND Comments

Dear Ms. Allen:

Th: California Department of Transportation (Department) District 5 has reviewed the Mitigated Negative Declaration (MND) for the proposed Seacliff Highlands Housing. The 2.5-acre project site is located off Mikkelsen Drive in the unincorporated Aptos area southwesterly of the interchange of Route 1 at State Park Drive. The project proposes the development of forty (40) affordable housing units. District 5 staff offers the following comments for your consideration:

1) The Department is responsible for the safety, operations, and maintenance of the State highway system pursuant to the California Streets and Highways Code. While it is appropriate to apply the County's level of service (LOS) standards to the County roadways, our Department's LOS policies should be used in the traffic analysis to determine the significance of the project's traffic impact to the State highway *system*. Our Department endeavors to maintain a target LOS at the transition between LOS C and LOS D (i.e. not worse than LOS C) on State highway facilities. Therefore, the traffic analysis in the MND should be revised accordingly.

2) The Traffic Study dated September 30, 2003 (Attachment 18) and Follow-up Memo dated November 5, 2003 (Attachment 8) indicate that the applicant will be required to pay Transportation Improvement Area (TIA) fees towards the costs to install a traffic signal at the intersection of State Park Drive and Sea Ridge Road. The costs for this future traffic signal should include the necessary hardware (conduits) for signal coordination with *the* State-controlled traffic signal at the Route 1 Southbound Off-Ramp/State Park Drive intersection. The timing of the new signal installation should be done in consultation with District 5 staff.

Environmental Review Inital Study
ATTACHMENT 13, 1 of 4
APPLICATION 03-0276

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EXHIBIT C

3) Regional access to the project site will be provided from Route 1 via the interchange at State Park Drive. Based upon the project trip generation and project trip distribution information in the Traffic Study, this project will add more traffic trips to Route I, which already experiences heavy congestion. Therefore, this project will contribute to cumulative traffic impacts on Route 1.

A Project Study Report (PSR) has recently been completed by our Department for the Route 1 conidor between State Park Drive and Morrissey Boulevard in order to identify feasible improvements to address existing and future traffic operations on Route 1. The improvements identified in this PSR include the widening of Route 1 from four lanes to six lanes with improvements at six interchanges, including the interchange at State Park Drive.

To mitigate for the cumulative traffic impacts of this project upon the State highway system, the City should condition the applicant to pay a "fair share" towards the cost of the Route 1 improvements identified in the PSR The payment of a "fair share" contribution towards these improvements should render the project's contribution to Route 1 to less than cumulatively considerable levels in accordance with Section 15064 of the California Environmental Quality Act (CEQA) Guidelines.

Since this "fair share" fee is specifically intended for a State highway improvement, proof of payment of this fee should be provided to the District 5 Development Review Branch as part of the project's mitigation monitoring program. The amount and method used to calculate this "fair share" should be made in consultation with District 5 staff.

The District 5 Development Review Branch would like to receive a copy of the responses to our comments and/or the Final MND document In addition, we would like to request a copy of any subsequent notices and reports on this project as well as the Final Conditions of Approval. If you have any questions, you may call me at (805) 542-4751.

Sincerely,

M. Galizio

Mike Galizio
District 5 Development Review Branch

Environmental Review initai Study
ATTACHMENT 23. 2 of 4
APPLICATION 03-0276

cc Tom Burns, County Planning; Jack Sohriakoff, County Public Works; Sean Co, SCCRTC; David Murray, District 5 Planning; Roger Barnes, District 5 Traffic Operations; Abe Delgado, District 5 Electrical Operations

EXHIBIT G ?

January 6,2004

Planning Department
County of Santa Cruz
701 Ocean Street, Fourth Floor
Santa **Cruz,** CA 95060

To Whom It May Concern:

I am commenting on the proposed development at the intersection of McGregor **Drive** and Searidge Road in the Seacliff area of Aptos also known as Application Number 03-0276.

I **am** concerned about a small area of wetland that is located on the parcel close to McGregor Drive. Each winter I see ducks using this area for resting and feeding. The area was recently degraded by vehicles but still contains water and wetland vegetation. I drive past this area five days **a** week in the morning on my way to work.

I propose that a small wetland area **be** incorporated into the landscaping of the new development. I am not opposed to the proposed housing project but I urge you to make an accommodation for the wildlife that uses this land.

Sincerely,

Nancy Lockwood

Nancy Lockwood
101 Kelp Lane (Seacliff)
Aptos, CA 95003

685-8728

Environmental Review Inital Study
ATTACHMENT 23, 3 of 4
APPLICATION 03-0276

EXHIBIT G

Rcvd County Planning 1/8/04

101 Kelp Lane
Aptos, CA 95003

Environmental Review Inital Study
ATTACHMENT 23, 4 of 4
APPLICATION 03-0276

Planning Department
County of Santa Cruz
701 Ocean St. Fourth Floor
Santa Cruz, CA 95060

95060+4003

EXHIBIT G

COUNTY OF SANTA CRUZ
Discretionary Application Comments

Project Planner: Melissa Allen
Application No.: 03-0276
APN: 038-081-34

Date: January 28, 2004
Time: 19:48:38

Environmental Planning Completeness Comments

========== REVIEW ON AUGUST 8, 2003 BY KENT M EDLER ========== The following comments are in relation to sheet C1 of the project plans:

1. Show all proposed contours.

2. Show finished pad elevations

3. Show several N-S and E-W cross-sections that run from property line to property line.

4. Show grades along Mikkelsen Drive, so that it is clear how the subdivision grading ties into Mikkelson Drive.
========== UPDATED ON OCTOBER 2, 2003 BY KENT M EDLER ========== None of my previous comments have been addressed on re-submittal dated September 24,2003.
========== UPDATED ON NOVEMBER 12, 2003 BY KENT M EDLER ========== My August 8, 2003 comments have been adequately addressed.

Winter grading is approved, with the condition that all storm drain work is completed by October 15.

Environmental Planning Miscellaneous Comments

========== REVIEW ON AUGUST 8. 2003 BY KENT M EDLER ==========

The following comments are in relation to sheet C1 of the project plans:

1. Show all top of curb and flow line elevations at all BC. EC. and angle points for all curb and gutter.

2. Show typical structural section detail

3. The plans need to be stamped by the Civil Engineer.

4. Add a revision box to all plans that show the date the plans were drawn, who drew the plans and dates of all revisions to the plans.

5. Show invert and flowline elevations of all inlets

6. A soils report plan review letter will be required once all of the comments have been addressed.

7. Sections A-A and B-8 are not clear as to what they are trying to show. What is embedment depth, width, thickness, materials, etc.?
========== UPDATED ON AUGUST 8, 2003 BY ROBIN M BOLSTER ==========

Prior to building permit approval:

1) Please indicate the soils engineer of record, contact info & reference the soils

EXHIBIT H

report prepared for the project on the title page

2) Please indicate the project arborist, contact info, and reference arborist report prepared for this project on the title page.

3) Please revise Planting Legend on Sht L2 of Landscape Plan to indicate total number of proposed tree species in relation to the number of trees to be removed.
========== UPDATED ON OCTOBER 2, 2003 BY KENT M EDLER ========== None of the previous comments have been addressed in the September 24,2003 re-submittal.
========== UPDATED ON OCTOBER 2, 2003 BY ROBIN M BOLSTER ==========

Although not required at this stage, it should be noted that the plans dated 9/19/03 do not reflect any of miscellaneous comments from the first review.
========== UPDATED ON NOVEMBER 12, 2003 BY KENT M EDLER ========== Additional misc. comments:

1. Show a cross section of the grass swale behind buildings A, B, C, and D. Also show more clearly how the swale interfaces with Mikkelson Drive.

2. Winter grading is approved, with the condition that all storm drain work is completed prior to October 15.

Long Range Planning Completeness Comments

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

========== REVIEW ON JULY 22, 2003 BY MARK M DEMING ========== Project is consistent with General Plan designation of Urban High density residential with a density bonus as allowed under Co Code Section 13.10.390 et seq. The other incentive allowed under the ordinance has not been specified. The proposed parking deferral is also consistent with the provisions of CC Section 13.10.550 et seq.

Prior to issuance of a building permit, an Affordable Housing Participation Agreement will be required to designate 8 units as affordable under the Measure J program. This based on the number of units that could be built at 3000 sf/unit (36 units x 20% = 7.2, = 8 units).
========== UPDATED ON OCTOBER 14, 2003 BY STEVE D GUINEY ========== Applicant letters dated September 16 and September 22, 2003 request waiver of specific site standard (20 foot front setback), which is consistent with Co Code SEction 13.10.390 et sec.
========== UPDATED ON OCTOBER 14, 2003 BY STEVE D GUINEY ==========

Long Range Planning Miscellaneous Comments

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

========== REVIEW ON JULY 22, 2003 BY MARK M DEMING ==========
NO COMMENT

Dpw Drainage Completeness Comments

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

========== REVIEW ON AUGUST 13. 2003 BY DAVID W SIMS ==========
Standard detention of runoff maintaining the 10-year, 15-min pre- development release rate is a minimum requirement. A future maintenance agreement will be required. Higher detention requirements may be placed pending receipt of existing capabilities of offsite/downstream drainage infrastructure. BMP's may serve as a portion of this detention system, but need to be presented in detail that demonstrate their effectiveness. There is insufficient information on the offsite stormdrain system to which this project is connecting. Please provide capacity information for the downstream receiving stormdrain system with consideration of full build-out for the entire receiving drainage area. Some upgrades have been recently made downstream and this should be reflected if related.

Is Canterbury Rd./Mikkelsen Drive to remain private or will it be accepeted by the County for maintenance?

It is not clear from the plans what is being proposed for runoff mitigation. Civil Sheet C1, 7/10/03 - Preliminary Grading Plan shows some drainage system details, but is incomplete. What is the structure adjacent to the parking entrance?

What runoff, if any crosses the north property line. Is there any need to intercept such runoff?

The landscape plan, Architect Sheet L1, shows roof rainwater bubblers located within the bioswales and refers to the Civil Plans for details. Nothing was found in the Civil Plans incorporating roof runoff bubblers. This is a valid form of site runoff control and is encouraged. Please coordinate the plans between the two design firms.

Due to location in a coastal zone, site runoff must be treated for oil and silt contaminants. Please provide a common treatment system easily accessible for future maintenance and inspection. A future maintenance agreement will be required. BMP's may serve as a portion of this treatment system, but need to be presented in detail that demonstrate their effectiveness.
..... For the applicants general information: Construction activity resulting in a land disturbance of one acre or more, or less than one acre but part of a larger common plan of development or sale must obtain the Construction Activities Storm Water General NPDES Permit from the State Water Resources Control Board. Construction activity includes clearing. grading, excavation, stockpiling, and reconstruction of existing facilities involving removal and replacement. For more information see:
http://www.swrcb.ca.gov/stormwtr/constfaq.html
..... A drainage impact fee will be assessed on the net increase in impervious area. The fees are currently $0.85 per square foot, and are assessed upon permit issuance.

Please call the Dept. of Public Works, Stormwater Management Section, from 8:00 to 12:00 am if you have questions. ========== UPDATED ON OCTOBER 8, 2003 BY DAVID W SIMS ========== 2nd Routing:
Additional comment is given to clarify what is needed, and in response to faxed comments received from Felix Jacobs of RJA on 10/7/03:

The applicant has not responded adequately to most of the previous comments. These

EXHIBIT H

items will be required to be addressed within the plans before discretionary approval will be given from Stormwater Management review, and may not be addressed as verbal or faxed responses to review comments. Please review all prior comments before your next submittal and be sure that there is complete information provided on the plans in response. A formal written drainage report and details of assessments should be used as supplement where information cannot be provided on plans

For the discretionary level, project review will focus primarily on the off-site assessment as a means of identifying and determining the scope of required drainage improvements and mitigation. This will in general, require well-developed (i.e. final) off-site assessment and calculations. On-site drainage proposals will not be expected to be fully detailed, developed or calculated at this stage of the project. However, the plans should clearly designate area boundaries within the property and specifically note types *of* drainage/mitigation measures where they will be implemented. Deferral and loose intentions in place of this on-site planning will not be accepted.

Preliminary on-site calculations, referred to by RJA, have not been received with plan submittals. These should be submitted if they are useful in supporting the scope and extent needed for planned on-site improvements/mitigation.

The response to item 4 from the 1st routing comnents misinterpreted the question asked due to lack of clarity in the question's wording. The inquiry is for off-site runoff moving across the north property boundary onto the proposed project.

Your project will be reviewed for compliance with all General Plan drainage policies at the discretionary stage. It will also be reviewed for adherence to the Public Works Design Criteria to the extent feasible with the reduced level of on-site detail required. Refer to items 1 through 5 below, and to Section 7.23 - Drainage, of the County General Plan for the flood control and drainage policies:
http://sccounty01.co.santa-cruz.ca.us/planning/PDF/generalplan/toc.pdf
http://sccounty01.co.santa-cruz.ca.us/planning/PDF/generalplan/Chapter7.pdf

1) Per County General Plan, 7.23.1, new discretionary development projects are required to provide both on and off-site improvements to alleviate drainage problems BEFORE considering on-site detention of storm water. On-site BMP's can serve to meet a portion of this requirement. However, they cannot be deferred to a status of "if necessary to provide additional treatment". rather they must be used as the initial means of drainage control and treatment. Offsite improvements may also be required pending results of offsite assessment.

2) Per County General Plan, 7.23.2 you need to note/show on the plans how your application minimizes impervious surfaces, or uses alternate materials

3) County General Plan, 7.23.3 addresses the conditions under which detention may be used. The selected design storm will be determined from the results of offsite assessment and the extent and effectiveness of non-detention control methods utilized. This assessment is to be undertaken at this time.

4) Per the County General Plan, 7.23.4, for any proposed development projects within the County Urban Services Line a drainage impact assessment and engineered drainage

plan is required. Your project is within the County Urban Services Line. The impact assessment is required now, and the engineered drainage plans should now show a full level of planning, while full on-site engineering may be provided at later stages.

5) The County General Plan, 7.23.5, requires runoff control improvements, oil grease and silt traps, and maintenance. Your plans do not completely indicate this as planned.

The previous work performed by Ifland Engineers as part of the minor land division was completed in the mid-90's and is no longer accepted as current and valid. although it may still prove to be useful. Many years have passed and many large storms have occurred since Ifland's previous analysis. County design criteria have changed. Some improvements have been made to the downstream system, while other sections may have decayed or been damaged. The County Public Works Department does not have a formal inventory of the drainage infrastructure in this area of the County. What records are available are fragmented and outdated. A pipe section was recently replaced under Center Ave. as part of the Resurrection Church project. Use of any sources of information must be reviewed for accuracy, currency, and confidence to the satisfaction of the current firms, and presented within these firms' own professional work product.

Provide a comprehensive assessment of the adequacy of the downstream drainage system. Adequacy assessment is to include both capacity and condition. This assessment will need to also account for contributory upstream drainage areas routing into the drainage system. This assessment is done for the purpose of identifying pipeline restrictions and/or poor conditions that may exist below the County standard, and will be used to set on-site detention requirements stricter than the County standard if needed. For drainage infrastructure in non-serviceable or poor condition, replacement may be required.

If you have questions regarding these requirements, or want access to the limited records in the County's files you should call or set an appointment to meet with staff. Please call the Dept. of Public Works. Stormwater Management Section, from 8:00 to 12:00 am. ======== UPDATED ON NOVEMBER 14. 2003 BY DAVID W SIMS ========
Third Routing:
A preliminary stage drainage report was submitted on 10/31/03 to DPW and has received review. This review was followed with an engineering meeting with Felix Jacobs of RJA to discuss the report on 11/13/03. Detailed review of routed minor on-site plan sheet updates was not performed at this time. and will be done following acceptance of the report.

Significant issues to be addressed for the next report submittal follow:

1) Perform the condition assessments for the stormdrain system. RJA has suggested videotaping most of the reaches as a more effective method, and one that facilitates access. The County concurs,

2) Provide calculations inclusive of the 10-year storm event.

3) Expand upon the Conclusions and Solutions sections of the report, such that system problems are clearly stated and can be compared/ranked in their severity for

purposes of identifying potential mitigation.

4) Numerous finer report details were discussed directly with Mr. Jacobs including plan sheet notations/presentation. and are to be resolved as part of the next submittal. ========= UPDATED ON DECEMBER 1, 2003 BY DAVID W SIMS ========= 2nd Drainage Report Review: (from 3rd routing)
The content and findings of the 2nd draft drainage report from RJA. submitted in person 11/18/03. has been reviewed and accepted as complete in meeting the requirements for capacity analysis of downstream drainage system. To date, required condition assessments of this system have not been made, and will be deferred for later submittal per item 2 below.

In general the capacity study of the stormdrain system found the system to have capacity well below County standards throughout its studied length. This is primarily due to restrictions within the State Parks owned access right-of-way, and to a lesser degree within the Cal Trans right-of-way. Additional reviewer investigations showed that improvements to the most restricted stormdrain reaches could improve hydraulic function of unimproved intermediate reaches to an extent that they would then be found to meet, or nearly meet, County capacity standards.

These study findings generate the following requirements for the proposed project:

1) The on-site detention requirement is stricter than the County standard, and is to limit the allowable release rate to the pre-development 5-year storm discharge. Required detention storage is to be no less than the post-development 25-year storm volume.

2) The portion of the off-site study that required a condition assessment is to be performed and submitted to the County for review prior to the issuance of any building permits for the buildings. The drainage system from the point of connection of the development, downstream through and including the State Park's property must be inspected and a report prepared by a licensed civil engineer. The report must include information on the type of facility (i.e. open ditch. culvert, pipe). size. length, and material, and most importantly. evaluation of its existing physical condition. Verbal agreement has been given to use video technology to perform the pipe assessments. These videos must be done in an identifiable (i.e. indexed) method and submitted for review.

3) There will not be any required mitigation (replacement or new construction) of the downstream (offsite) system for this project. This is due to overwhelming costs and jurisdictional ownership of the identified problem reaches.

4) The on site project design should try to reduce use of impervious surfaces to the extent that it is practicable to encourage percolation of storm water and enhance sediment/pollutant removal per the requirements of County general plan policy 7.23.2.

5) Grease/sediment traps will be required for drainage from all paved areas

Additional outstanding items to be completed other than the drainage study:

1) Updated engineered drainage plans will need to be received, reviewed and accepted prior to the conclusion of the Environmental review period conducted by the Planning Dept. These plans should fully address items discussed in previous comments. particularly those of the 2nd routing, as well as incorporate the requirements resulting from the drainage study findings as stated above. ========= UPDATED ON JANUARY 26. 2004 BY DAVID W SIMS ========= 4th Routing:
Routing of the outstanding item (updated engineered drainage plans) was received on the reviewer's desk late afternoon on 1/20/04 with a due date of 1/16/04. A phone message from the planner indicated a need to complete her planning commission report by 1/22/04, and that there would not be opportunity for corrections and additional routings. This timeline could not be met and review and acceptance of this last item is not being made. The reviewer's initial impression is that the applicant has made the proper attempt to capture required conceptual issues on the submitted plans. No other conclusion is made.

Due to the lack of review opportunity, the Stormwater Management staff will be deferring any formal comments and potential changes we would have required to routings of the building application plans. The applicant will have to take the risks inherent in not waiting for our review and approval if they decide to proceed.

The reviewer will proceed with a late review of this routing and post comments to the ALUS system if access is still available to do so. Otherwise. comments will be sent to the planner by memo. The applicant may wish to discuss these late comments with the reviewer prior to the first submittal of the building application plans.

Dpw Drainage Miscellaneous Comments

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

========= REVIEW ON AUGUST 13, 2003 BY DAVID W SIMS ========= NO COMMENT
========= UPDATED ON OCTOBER 8, 2003 BY DAVID W SIMS ========= NO COMMENT
========= UPDATED ON NOVEMBER 14, 2003 BY DAVID W SIMS ========= no comment
========= UPDATED ON DECEMBER 1, 2003 BY DAVID W SIMS ========= NO COMMENT
========= UPDATED ON JANUARY 26, 2004 BY DAVID W SIMS ========= NO COMMENT

Dpw Driveway/Encroachment Completeness Comments

========= REVIEW ON JULY 21. 2003 BY RUTH L ZADESKY =========
No comment, project involves a subdivision or MLD.

Dpw Driveway/Encroachment Miscellaneous Comments

========= REVIEW ON JULY 21. 2003 BY RUTH L ZADESKY =========
Encroachment permit required for all off-site work in the County road right-of-way
Civil engineered plans required for curb, gutter and sidewalk.

Dpw Road Engineering Completeness Comments

========= REVIEW ON NOVEMBER 24. 2003 BY JACK R SOHRIAKOFF =========
Project information is sufficient to determine complete application.

Dpw Road Engineering Miscellaneous Comments

========== REVIEW ON NOVEMBER 24, 2003 BY JACK R SOHRIAKOFF ==========
The memo from TJKM dated November 5, 2003, provides sufficient information to proceed with the project application. No additional mitigation measures are warranted for the project impacts. An analysis of the potential measures to improve the left turn movements from Sea Ridge to State Park determined that these possible improvements could not be implemented due to physical constraints (addition of right turn lane from State Park onto Sea Ridge) or the necessity to maintain left turns into the Poor Clares site (merge lane for left turns from Sea Ridge to State Park Drive). The TJKM memo indicates that the overall intersection Level of Service (LOS) is acceptable and is not impacted by the proposed project. It is recommended that the project be conditioned to pay Aptos Transportation Improvement Area (TIA) fees to offset potential cumulative project impacts. There is a Capital Improvement Project listed in the County's CIP for a traffic signal at the intersection of State Park Drive/Sea Ridge within the next five years. The TIA fees can be utilized to help fund this improvement. Additional analysis will need to be completed prior to committing to this traffic signal project due to outside constraints with the Highway 1 offramp traffic signal and the Union Pacific Railroad tracks. Please Please contact me at x2392 if you have any questions.

Environmental Health Completeness Comments

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

========== REVIEW ON AUGUST 4, 2003 BY JIM G SAFRANEK ==========
NO COMMENT

Environmental Health Miscellaneous Comments

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

========== REVIEW ON AUGUST 4. 2003 BY JIM G SAFRANEK ==========
NO COMMENT

Aptos-La Selva Beach Fire Prot Dist Completeness C

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

========== REVIEW ON AUGUST 1, 2003 BY ERIN K STOW ==========
DEPARTMENT NAME:Aptos/La Selva Fire Dept. Plans denied.
Have the DESIGNER add the appropriate NOTES and DETAILS showing this information on the plans and RESUBMIT, with an annotated copy of this letter:
FIRE FLOW requirements for the subject property are 3,000 GPM. Note ON the plans the REQUIRED and AVAILABLE FIRE FLOW. The AVAILABLE FIRE FLOW information can be obtained from the water company.
SHOW on the plans a public fire hydrant within 175 feet of any portion of the property, along the fire department access route, meeting the minimum required fire flow for the building. This information can be obtained from the water company.
All Fire Lane signs shall meet the requirements of the Aptos/La Selva Fire Protection District.

EXHIBIT H

Dead-end shall be painted and signed as "Fire Lane No Parking" per CFC 901.4 1998 Edition,
Provide fire access within 150' of all protions of all buildings. Fire Department access shall be 20' width and 14' vertical.
A minimum of 3 private hydrants are required within this project. Hydrants shall be spaced a maximum of 300' apart and shall be placed so that no hydrant is more than 175' to any structure. An additional public hydrant shall be added on the corner of Mikkelson.
Show water service for hydrants and Automatic Fire Sprinkler System.
Dependent upon occupancy classification and construction type, a fire alarm system may be required, however, more info is required in order to address this.
All Fire Department building requirements and fees will be addressed in the Building Permit phase.
Plan check is based upon plans submitted to this office. Any changes or alterations shall be re-submitted for review prior to construction.
Note: As a condition of submittal of these plans. the submitter, designer and installer certify that these plans and details comply with the 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, and. to hold harmless and without prejudice, the reviewing agency.

Aptos-La Selva Beach Fire Prot Dist Miscellaneous

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

========= REVIEW ON AUGUST 1, 2003 BY ERIN K STOW =========
NO COMMENT

EXHIBIT H

COUNTY OF SANTA CRUZ

PLANNING DEPARTMENT
701 OCEAN STREET, SUITE 400, SANTA CRUZ, CA 95060
(831) 454-2580 FAX (831) 454-2131 TDD (831) 454-2123
ALVIN JAMES, DIRECTOR

CORRECTION (8-11-03) ITEM 1 BELOW

Date: August 11, 2003

To: Mellisa Allen, Project Planner
Development Review

Re: Permit Application No. 03-0276
Project: Grading and construction of a 40 unit affordable housing project in nine buildings plus a community center (South County Housing, owner)
Address not available, ***Aptos,*** CA 95003
(RJ Engineering, applicant)
Discretionary Application Comments - Accessibility Review

From: Asa Crow, Building Plan Check

Note: The *intent of this* review is to recognize potential problems relating to accessibility in the preliminary design of this building. A good faith effort has been made to identify any deficiencies; however, additional deficienciesmay be found during the review of your building permit application.

Regarding the plans submitted by applicant on July 17.2003:

Item 1: (CORRECTION) Publicly funded buildings, ***including*** *dwellings, apartments* ***and*** *condominiums,* are addressed in Chanter 11B, section 1111B.5.1 of the **2001** California **Building Code,** and Chanter 11A by reference.

Item 2: Please refer to Chanter 11B ***(Accessibility to Public Buildings.. etc)*** and sections **1104B & 1105B** ***(GroupA and B Occupancies)***of the **2001** California Building Code for the assembly and office portions of the proposed project.

Occupancy of this project as residential complex with a community center requires that the code sections found therein be incorporated into the design of this project. Please ***see*** the attached document; **PUBLICLY FUNDED HOUSING – ACCESSIBILITY CODES,** for the housing portion of the project See the attached list of: APPLICABLE CODE **SECTIONS.** For the non- residential portions of the project.

Item 3: We will require a site plan which designates an accessible path of travel from an accessible parking space to the entrances Show all dimensions, slopes, surfaces, ramps, curb cuts and appropriate signage which are required to meet these accessibility standards. A special grading inspection (you will need to ***submit*** a signed form, along with your plans for building plan check) will be required during the construction phase of the project to verify that the finished ***grades*** conform with the approved plans.

Regarding exterior routes and accessible parking layouts, all of the conditions on this site will be required to be brought up ***to*** current code standards. The hard surface of accessible parking spaces and aisles may not exceed a 2% slope in any direction. There are to be no ramps of any kind within the access aisles at all.

The direction of travel of sidewalks may not exceed a 5% slope, and ramps may not exceed 8.33%. Cross slopes may not exceed 2% on any path of travel. Verify spot elevations ***to*** assure that maximum slopes ***are*** not exceeded for any direction of travel. If excessive sloping is required for drainage considerations, implement a design which will isolate or coniine the pedestrian path of travel to an acceptable slope/cross slope.

EXHIBIT H

COUNTY OF SANTA CRUZ | Planning Department

INTEROFFICE MEMO

APPLICATION NO: **036276** (SECOND ROUTING)

Date: September 25, 2003

To: Melissa Allen, Project Planner

From: Larry Kasparowitz, Urban Designer

Re: Design Review for a multi-family housing project at Mikkelsen Drive, Seacliff (South County Housing/owner, RJA Engineering/ applicant)

COMPLETENESS ISSUES

- *See Landscape* ***Design comments below.***

GENERAL PLAN / ZONING CODE ISSUES

Design Review Authority

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

Design Review Standards

13.20.130 Design criteria for coastal zone developments

Evaluation Criteria	Meets criteria In code (✔)	Does not meet criteria (✔)	Urban Designer's Evaluation
Visual Compatibility			
All new development shall be sited, designed and landscaped to **be** visually compatible and integrated with the character of surrounding neighborhoods or areas	✔		
Minimum Site Disturbance			
Grading, earth moving, and removal of major vegetation shall be minimized.	✔		
Developers shall be encouraged to maintain all mature trees over 6 inches in diameter except where circumstances require their removal, such as obstruction of the building	✔		

EXHIBIT H

site, dead or diseased trees, or nuisance species.			
outcroppings, prominent natural landforms, tree groupings) shall be retained.			
Structures located near ridges shall be sited and designed not to project above the ridgeline or tree canopy at the ridgeline			NIA
Land divisions which would create parcels whose only building site would be exposed on a ridgetop shall not be permitted			N/A
Landscaping			
New or replacement vegetation shall be compatible with surrounding vegetation and shall be suitable to the climate, soil, and ecological characteristics of the area	✔		
Development shall be located, if possible, on parts of the site not visible or least visible from the public view.			NIA
Development shall not block views of the shoreline from scenic road turnouts, rest stops or vista points			NIA
Development shall be sited and designed to fit the physical setting carefully so that its presence is subordinate to the natural character of the site, maintaining the natural features (streams, major drainage, mature trees, dominant vegetative communities)			NIA
Screening and landscaping suitable to the site shall be used to soften the visual impact of development in the viewshed			NIA
Structures shall be designed to fit the topography of the site with minimal cutting, grading, or filling for construction			NIA
Pitched, rather than flat roofs, which are surfaced with non-reflective materials except for solar energy devices shall be encouraged			N/A

EXHIBIT H

Natural materials and colors which blend with the vegetative cover of the site shall be used, or if the structure is located in an existing cluster of buildings, colors and materials shall repeat or harmonize with those in the cluster			N/A
Large agricultural structures			
The visual impact of large agricultural structures shall be minimized by locating the structure within or near an			N/A
The visual impact of large agricultural structures shall be minimized by using materials and colors which blend with the building cluster or the natural vegetative cover of the site (except for			N/A
The visual impact of large agricultural structures shall be minimized by using landscaping to screen or soflen the appearance of the structure			NIA
Restoration			
Feasible elimination or mitigation of unsightly, visually disruptive or degrading elements such as junk heaps, unnatural obstructions, grading scars, or structures incompatible with the area shall be included in site development			N/A
The requirement for restoration of visually blighted areas shall be in scale with the size of the proposed project			N/A
Materials, scale, location and orientation of signs shall harmonize			NIA
Directly lighted, brightly colored, flashing or moving signs are prohibited			N/A
Illumination of signs shall be permitted only for state and county directional and informational signs, except in designated commercial and visitor serving zone districts			N/A

In the Highway 1 viewshed, except within the Davenport commercial area, only CALTRANS standard signs and public parks, or parking lot identification signs, shall be permitted to be visible from the highway. These signs shall be of natural unobtrusive materials and colors			NIA
back from the bluff edge a sufficient distance to be out of sight from the shoreline, or if infeasible, not visually intrusive			N/A
No new permanent structures on open beaches shall be allowed, except where permitted pursuant to Chapter 16.10 (Geologic Hazards) or Chapter 16.20 (Grading Regulations)			N/A
The design of permitted structures shall minimize visual intrusion, and shall incorporate materials and finishes which harmonize with the character of the area. Natural materials are preferred			N/A

EXHIBIT H

Design Review Authority

13.11.040 Projects requiring design review.

(a) Single home construction, and associated additions involving 500 square feet or more, within coastal special communities and sensitive sites as defined in this Chapter.

13.11.030 Definitions

(u) 'Sensitive Site" shall mean any property located adjacent to a scenic road or within the viewshed **of** a scenic road as recognized **in** the General Plan; or located on a coastal bluff, or on a ridgeline

Evaluation Criteria	Meets criteria In code (✔)	Does not meet criteria (✔)	Urban Designer's Evaluation
Location and type of access to the site	✔		
Building siting in terms of its location and orientation	✔		
Building bulk, massing and scale	✔		
Parking location and layout		✔	*See comments below.*
Relationship to natural site features and environmental influences	✔		
Landscaping	✔		
Streetscape relationship			**NIA**
Street design and transit facilities			**N/A**
Relationship to existing structures	✔		
Natural Site Amenities and Features			
Relate to surrounding topography	✔		
Retention of natural amenities	✔		
Siting and orientation which takes	✔		
Ridgeline protection			**N/A**
Protection of public viewshed	✔		
Minimize impact on private views	✔		
			should show

EXHIBIT H

			parking for bicycles
Reasonable protection for adjacent properties	✔		
Reasonable protection for currently occupied buildings using a solar energy system	✔		
Noise			
Reasonable protection for adjacent properties	✔		

Evaluation Criteria	**Meets criteria In code (✔)**	**Does not meet criteria (✔)**	**Urban Designer's Evaluation**
Massing of building form	✔		
Building silhouette	✔		
Spacing between buildings	✔		
Street face setbacks	✔		
Character of architecture	✔		
Building scale	✔		
Proportion and composition of projections and recesses, doors and windows, and other features	✔		
Location and treatment of entryways	✔		
Finish material, texture and color	✔		
Scale			
Scale is addressed on appropriate levels	✔		
Design elements create a sense of human scale and pedestrian interest	✔		
Building Articulation			
Variation in wall plane, roof line, detailing, materials and siting	✔		
Solar Design			
Building design provides solar access that is reasonably protected for adjacent properties	✔		
Building walls and major window areas are oriented for passive solar and	✔		

natural lighting			

OTHER URBAN DESIGNER SUGGESTIONS

SITE DESIGN COMMENTS:

- *The parking layout is extremely inconveniently located for the eastern half of the project This seems like a long distunce for carrying groceries in the rain or escorting children from the cur to the door. THERE IS **ALSO** A **CRITICAL** NEED TO GET EMERGENCY VEHICLES TO THE UNITS (particularly ambulances). I would suggest looking **at two** nurrow sidewalks with turf or groundcover between (spaced wheel distance apart0 between Buildings G, F and E.*
- *There is no design shown for the **trash** enclosure.*
- *Bicycle parking should be provided*

LANDSCAPE DESIGN COMMENTS:

- *Site lighting details should be keyed on the site plan.*

County of Sunta Cruz Planning Commission
County Government Center
701 Ocean Street, Room 400
Sunta Cruz, CA. 95060

Regarding – South Co. Housing/RJA & Associates
APN: 038-081-34,-35, & -36 in the City of Aptos, CA.
To Whom it May Concern:

The Pitts Family, Jennifer. Justine and Gail, are owners of a condo in the SEA BREEZE COMPLEX, which is located next to the undevelopedparcel being considered to low-income housing. We are STRONGLY OPPOSED to thisproject,for several reasons.

1. Thisproposedproject will greatly impact the traffic, which is already heavy, in and around the Sea Breeze Complex.

2. Ifcompleted, it will greatly reduce the value of the neighborhood, which is an attractive, tourist area.

***3.** Ifcompleted, it will reduce the general appearance and esthetics of the neighborhood beachfor tourist and locals alike. Due to traffic, trash and and loitering. which normally accompany all low income housingprojects*

As the undevelopedparcel in question is very near a large attvactive beach and tourist area. the community needs additional parking and recreation area, rather than udditional housing in this outstanding beach area. A communitypark, with beachparking would be most beneficialfor locals and tourist alike.

We ask your careful consideration of thisproposal, as it will degrade our community. Please decline this request.

Sincerely,

January 30, 2004

EXHIBIT I 8

County of Santa Cruz Planning Commission
County Government Center
701 Ocean Street, Room 400
Santa Cruz, CA. 95060

Regarding – South Co. Housing/RJA & Associates
APN: 038-081-34,-35, & -36 in the City of Aptos, CA.
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Sincerely,

Husband

January 30, 2004

EXHIBIT I

County of Santa Cruz Planning Commission
County Government Center
701 Oceun Street, Room 400
Sunta Cruz. CA. 95060

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Sincerely,

Gail R Pitts

January 30, 2004

EXHIBIT I

County of Santa Cruz Planning Commission
County Government Center
701 Ocean Street, Room 400
Santa Cruz, CA. 95060

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We ask your careful consideration of this proposal, as it will degrade our community. Please decline this request.

Sincerely,

Justine Pitts

January 30, 2004

EXHIBIT 1

County of Santa Cruz Planning Commission
County Government Center
701 Oceun Street, Room 400
Santu Cruz, CA. 95060

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APN: ***038-081-34,-35,*** *& -36 in the City of Aptos, CA.*
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January 30, 2004

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