



Staff Report to the Planning Commission

Application Number: **04-0440**

Applicant: Scott Mommer for Home Depot USA Agenda Date: November 9, 2005
Owner: McNellis Partners Agenda Item #: 9
APN: 030-192-03, 04; 030-401-01 to 04 Time: After 9:00 a.m.
(formerly 030-131-37, 42, 44, 45, & 030-192-01, 02)

Project Description: Proposal to Amend Commercial Development Permit 00-0127 (CDP 00-0127) to remove the existing 84,143 square foot retail building and 10,500 square foot garden center (formerly occupied by K-Mart), delete a planned 8,000 square foot building, and construct a new 82,735 square foot retail building to include an 11,741 square foot display mezzanine, 15,110 square foot garden center, and 800 square feet of outside display of stock-in-trade, for a net increase in commercial area of 7,743 square feet.

Location: The Project is located on the east side of 41st Avenue, between Soquel Drive and State Highway 1.

Supervisory District: 1st District (District Supervisor: Jan Beautz)

Permits Required: Amendment to Commercial Development Permit 00-0127

Staff Recommendation:

- Approval of Application 04-0440, based on the attached findings and conditions
- Certification of the mitigated Negative Declaration in accordance with the California Environmental Quality Act

Exhibits

- | | |
|---|-------------------------------|
| A. Project plans | E. Assessor's Parcel Map |
| B. Findings | F. Zoning & General Plan Maps |
| C. Conditions | G. Comments & Correspondence |
| D. Mitigated Negative Declaration and Initial Study | H. Noise Study Addendum |

Parcel Information

Parcel Size:	17.93 acres
Existing Land Use - Parcel:	Commercial
Existing Land Use - Surrounding:	Commercial and Residential
Project Access:	Soquel Drive and 41 st Avenue
Planning Area:	Soquel
Land Use Designation:	C-C (Community Commercial)
Zone District:	C-2 (Community Commercial)

Environmental Information

Geologic Hazards:	None mapped
Soils:	Soils Report reviewed and accepted by the County Senior Civil Engineer
Fire Hazard:	Not a mapped constraint
Slopes:	0 to 5 percent
Env. Sen. Habitat:	Not mapped/no physical evidence on site
Grading:	No change
Tree Removal:	No trees proposed for removal
Scenic:	Highway 1 corridor
Drainage:	Existing drainage patterns to remain
Traffic:	Plan conforms to 41 st Avenue plan line; see Initial Study completed for this project.
Roads:	Existing roads adequate
Parks:	Existing park facilities adequate
Archeology:	Not mapped/no physical evidence on site

Services Information

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

HISTORY

Commercial Development Permit (CDP) 00-0127 was approved by your Commission in January of 2003, authorizing the renovation and expansion of an existing 17-acre commercial center anchored by Safeway and K-Mart on 41st Avenue. The CDP included demolishing three existing commercial buildings (approximately 13,000 square feet), renovating three existing commercial buildings for occupancy by other commercial uses (approximately 12,000 square feet), and constructing four new buildings of approximately 66,160 square feet (the new Safeway structure), 10,000 square feet, 8,000 square feet, and 5,000 square feet for future commercial use. This development permit also involved reconfiguring, renovating and expanding the parking lots, providing new frontage improvements

along 41st Avenue and Soquel Drive, and renovating and expanding the site's landscaping. Under the CDP, the K-Mart building would undergo cosmetic changes to the existing ~~façade~~ and install trees within the parking lot. After the approval of 00-0127, K-Mart closed its store at the 41st Avenue location. Representatives for Home Depot submitted application 04-0440 on September 16, 2004 to amend CDP 00-0127 in order to demolish the commercial space formerly occupied by K-Mart and construct a new commercial building. Also, during the intervening time, the building and grading permits for the new Safeway have been issued, and construction is currently underway.

PROJECT SETTING

The 17-acre shopping center containing Safeway and the former K-Mart is bounded on the south by State Highway 1; on the west by 41st Avenue; on the north by Soquel Drive; and on the east by existing residential uses. The former ~~K-Mart~~ building is located on the southernmost parcel (030-192-02) in the shopping center and is adjacent to State Highway 1. The shopping center is part of a larger commercial area that has developed along the 41st Avenue corridor both north and south of State Highway 1. The focal point of this area is the Capitola Mall, just south of the State Highway 1/41st Avenue interchange. Soquel Village, the traditional downtown of the Soquel Planning Area, is about 1,700 feet east of the shopping center. The Soquel Village Plan, adopted by the Board of Supervisors in 1990, does not include the 41st Avenue commercial corridor.

This application proposes to amend CDP 00-0127 to allow the demolition of the existing 84,143 square foot retail building and 10,500 square foot garden center (formerly occupied by K-Mart) and construction of a new 82,735 square foot retail building with an 11,741 square foot display mezzanine, a 15,110 square foot garden center and 800 square feet of outside display of stock-in-trade (all to be occupied and operated by Home Depot USA). This proposed amendment would eliminate a previously approved 8,000 square foot retail building and would modify the parking area and circulation plan in the vicinity of the former K-Mart/new Home Depot building. This application proposes a net increase of 7,743 square feet of commercial area. All other improvements required as conditions of approval for 00-0127 including frontage improvements along 41st Avenue will remain unchanged.

Due to the increase in commercial square footage, this project was subject to Environmental review per the requirements of the California Environmental Quality Act (CEQA). The project was reviewed by the County's Environmental Coordinator on August 10, 2005. The mandatory public comment period ended on September 19, 2005. The environmental review process focused on the primarily on traffic, noise and the Highway One viewshed, evaluating the proposed changes to the previously approved development. The environmental review process generated mitigation measures that will reduce potential impacts from the proposed development and adequately address these issues and a preliminary determination to issue a Negative Declaration with Mitigations (Exhibit D) was made on August 16, 2005.

ANALYSIS AND DISCUSSION

Zoning & General Plan Consistency

The project is located in the C-2 (Community Commercial) zone district and *the* C-C (Community Commercial) General Plan land use designation. The purpose of the C-C designation is to provide

areas for a mix of shopping, service, and office uses that serve a community-wide market area. This 17-acre site has adequate access and is large enough to accommodate larger stores and service establishments that would be inappropriate if sited in areas other than the C-C designation. The proposed Home Depot commercial use is consistent with the zoning, General Plan designation and site. Furthermore, Home Depot could occupy the existing K-Mart building with a Level 1 Change of Use (over the counter) use approval under the conditions of Commercial Development Permit 00-0127. The existing K-Mart building, however, is outdated, energy inefficient and does not lend itself to the modern loading facilities used by Home Depot, hence, Home Depot has decided to demolish and replace the K-Mart building. The proposed demolition and construction of a replacement structure with about 7,743 square feet of additional commercial area triggered the requirement to amend CDP 00-0127 for the Home Depot commercial use.

The Home Depot store will occupy the same location with a slightly smaller footprint than the existing K-Mart building. This location is adjacent to an existing residential development. County Code Section 13.10.333(b)(4) requires a 30-foot setback from the eastern residentially zoned parcels. The replacement structure will maintain the same setback from the existing residential development, which exceeds the required 30 feet.

The replacement structure will have an additional 11,741 square foot display mezzanine that will be used solely as a display area for bulky merchandise (e.g. appliances, cabinetry, flooring samples displays). In addition, Home Depot proposes to increase the garden center area by 4,610 square feet. The required additional parking for the mezzanine is one space per 300 square feet (39 spaces) and one space per 200 square feet for the additional outdoor garden center (23 spaces) and 800 square feet of outdoor stock-in-trade (4 spaces). The total new parking demand for the proposed Home Depot is 66 spaces. As part of this proposed amendment, a new 8,000 square foot retail building that was approved under 00-0127 will be deleted. Thirty-four (34) parking spaces had been allocated to the 8,000 square foot building. Thus, the net increase in parking needed for the proposed Home Depot is 32 spaces. The parking area will be reconfigured to provide an additional 32 parking spaces to accommodate the net increase in Commercial area. Nevertheless, there will be no net increase in impervious area, since all of the areas designated as parking are currently paved. Overall, the required parking for the shopping center and Home Depot with the permitted 15 percent reduction (allowed when several businesses with non-coinciding peak parking demands share a common parking area) is 866 on site parking spaces. The project plans shows 871 spaces, a number of which will be oversized to accommodate larger vehicles associated with a lumber and hardware business.

The applicant proposes to utilize an 800 square foot area along the front of the Home Depot store to display merchandise. Staff does not recommend approval of this aspect of the project. Merchandise arrayed along the frontage and entrance tends to clutter its appearance. More importantly, merchandise on the walkways in front of the building can interfere with pedestrian access and circulation presenting a potential health and safety hazard. Therefore, the net increase in retail space for Home Depot, after deleting 800 square feet of outdoor sales area, is 6,943 square feet.

Design Review

The project approved under CDP 00-0127 constitutes an improvement to the visual character of the site and surroundings. Formerly, the site was characterized by a deteriorated commercial shopping center with fragmented landscaping, and a lack of architectural cohesion. The proposed design of the

Home Depot building is compatible with the architectural concept of CDP 00-0127, and will further enhance the shopping center. Specifically, the proposed façade incorporates the design elements of the new Safeway complex (gables with a combination of split face block with horizontal wood siding above). Thus, the proposed structure will be integrated with the new shopping center.

The proposed Home Depot building will be constructed as a single-story tilt-up structure with a maximum height of 32 feet (35 feet is maximum height allowed in the C-2 zone district). The loading bays at the existing K-Mart building are located at the rear of the building. The replacement structure is designed with 3 loading bays that will be located at the south side of the building behind the garden center. The expanded garden center will be constructed in the general location of the original garden center on the south (Highway 1) side of the building. An auxiliary generator will be installed in an underground vault at about the midpoint at the back of the new building, and an overhead door for lumber loading will be located north of the generator vault at the rear of the building in the vicinity of the original K-Mart loading docks. As discussed above: outdoor sales and merchandise displays, other than that within the garden center, will not be allowed, due to visual impacts and potential conflicts with pedestrian traffic. A new 10-foot wide landscape buffer is proposed adjacent to the rear property line between the structure and the residential development. In addition, a masonry sound wall ranging from 9 feet to 13 feet high will be constructed along the rear property line to mitigate noise impacts related to deliveries.

Portions of the project are visible from State Highway 1, a designated scenic corridor in the County General Plan. This portion of the corridor is dominated by older commercial and industrial structures, constructed prior to the adoption of scenic protection in the General Plan. As a result, the quality of the scenic resource at this location is poor. CDP 00-0127 prohibits new signage that is oriented toward the highway, and requires that any new sign at the K-Mart location be limited to 4 feet in height and 300 square feet in area. The proposed amendment shows a new Home Depot sign that is consistent with the specific sign conditions of CDP 00-0127. This is a reduction from the existing 9-foot high foot K-Mart sign.

The proposed sound wall, and the majority of the new building itself, will be lower than the Highway 1 ramp. This ramp actually blocks the views of this shopping complex from Highway 1. This change in grade largely screens the existing K-Mart and proposed Home Depot buildings from Highway 1. The new building itself will block the view of the new sound wall. Finally, an 8,000 square foot building approved under CDP 00-0127, which ~~was~~ located adjacent to and potentially visible from the Highway will be deleted as part of this amendment, further reducing a potentially negative affect on the Highway 1 scenic corridor.

Overall, the architectural style, materials, and color for the Safeway store and the Home Depot are consistent with one another and with the adjacent residential neighborhood.

Drainage and Water Quality

An extensive set of retention and storage systems was approved as part infrastructure improvements under CDP 00-0127. The amended project, which proposes a slightly smaller building within the foot print of the existing K-Mart building, an expanded garden center within an existing paved area and the reconfigured parking lot in an area which is currently completely paved, will not increase impervious surfaces above existing conditions. Therefore, the drainage patterns and planned

drainage facilities remain as previously approved.

No commercial or industrial activities are proposed that would generate a significant increase of contaminants to a public or private water supply. The project will not result in an increase in the area of parking and driveways, and therefore will not contribute any additional urban pollutants to the environment beyond that described in CDP 00-0127. Erosion Control Best Management Practices (BMPs), silt and grease traps, storm drain inlet protection and drop inlet sediment filter measures were included as Conditions of Approval for CDP 00-0127 and are applicable to this amendment.

Noise

A supplemental acoustic study was submitted specific to the proposed Home Depot commercial use. The report concluded that the main sources of additional noise from the project would be truck deliveries at the lumber loading area at the north end of the rear of the reconstructed building, the proposed 3-bay truck dock at the Highway 1 side of the building and truck movements around the back of the structure. The study recommended that the existing chain link fence be replaced with a sound barrier wall. The sound wall is recommended to be 9 feet tall from Highway 1 to within 50 feet of the lumber loading area. Because the proposed loading bays along the side of the building utilize a sealed system, similar to the enclosed jetways used at airplane terminals, the noise levels are substantially reduced. It is not possible to use this system for the lumber loading area, thus a 13-foot high sound wall is recommended to reduce noise levels to meet the limits specified in the General Plan. Specifically, the maximum sound levels at the property line are 60 dBA overall with a maximum LEQ (average noise level) of 45 dBA at night. In addition, truck access for deliveries to and from the site will be restricted to the 41st Avenue entrance and exit. This will reduce noise impacts to the nearby residents that have resulted in the past from the delivery trucks using Cottontail Lane.

An additional acoustical analysis was conducted to evaluate the potential noise impacts of the vaulted generator located behind the proposed building. This analysis was required as a mitigation measure during the CEQA process. The Acoustical Consultant found that the use of the vaulted generator could result in sound levels of 78 dBA on the east side of the sound wall. The consultant has recommended sound reduction methods for the generator vault to dampen the sound levels to meet the maximum sound levels established in the General Plan. These recommendations have been incorporated into the project conditions.

A 10-foot wide landscape strip is proposed on the commercial side of the sound wall. This landscaping will serve as a buffer and contribute to dampening the sound. Staff had discussed that landscaping also be provided on the residential side of the sound wall, and raised this item at a neighborhood meeting. The neighbors present at the meeting did not show an interest in this issue at the time, and the Home Depot representatives voiced liability concerns with adding improvements on private property. Nevertheless, your Commission could consider provisions for landscaping on the residential side of the sound wall where Home Depot could set aside a fund to reimburse the Homeowners Association(s) for the cost of any trees planted on the residential property adjacent to the sound wall.

Traffic

The applicant submitted supplemental information to the Safeway project traffic study as a basis to determine if additional traffic generated by the Home Depot proposal would create traffic impacts beyond those reviewed and mitigated under CDP 00-0127. The analysis looked specifically at the weekday AM and PM peak period volumes, and the Saturday afternoon peak period volumes. The analysis does not take into consideration the elimination of the 8,000 square foot retail building approved as part of CDP 00-0127, and used traffic count data from the 00-0127 traffic report, which is much higher than more recent count data in this area (due to the closure of the K-Mart and other economical factors). Therefore, the analysis is conservative in projection of estimated impacts. According to the analysis by Fehr and Peers Associates Inc. dated January 11, 2005, the weekday daily trips are expected to increase by a net 738 trips per day, but only 44 additional AM peak hour trips and 13 additional PM peak hour trips will be generated. These are the volumes used for the intersection impact analysis.

The only intersection location expected to operate at or near an unacceptable level of service (LOS) in the AM peak hour as a result of CDP 00-0127 is the Soquel Drive/Porter Street intersection, projected to operate at LOS E. A right turn lane from westbound Soquel Drive to Porter Drive was constructed as the accepted mitigation for that impact. The proposed Home Depot will exacerbate the LOS E operations during the AM peak hour according to the Fehr and Peers memo dated January 11, 2005. However, also according to Fehr and Peers, this contribution will not equal or exceed 1% of the capacity of the intersection, which is the threshold that must be exceeded for mitigations to be required, pursuant to the County General Plan significance criteria. The addition of 44 AM peak hour trips is not expected to significantly affect any other locations as the remaining intersections are operating at LOS C or better during the AM peak hour. The additional 13 PM peak hour trips are not expected to create impacts to the surrounding street network.

In *summary*, although the project is expected to generate a 29% increase in the total daily trips in comparison with the former use (K-Mart), the differences in weekday peak hour trip generation are negligible due to the distribution of the trips throughout the day. Further, the trip generation data used was conservative and the trips from an 8,000 square foot retail building that was already approved but will not be constructed were included in the trip generation count data. Overall, additional trips would not result in any new significant impacts beyond those identified for CDP 00-0127.

Regarding Saturday trips, according to the analyses by Fehr and Peers Associates Inc. dated April 20, 2005, the Saturday afternoon peak hour trip rate is expected to result in a net increase of 192 additional peak hour trips. The analysis concluded that the additional Saturday peak hour trips would not result in any new significant impacts beyond those identified in the January 2001 traffic study prepared for CDP 00-0127.

The Transportation and Road Planning Engineering Section of the Department of Public Works has thoroughly reviewed and accepted the methodology of the traffic analyses performed by Fehr and Peers Associates Inc. These studies are included in Attachments 9 and 10 of the Initial Study (Exhibit D).

Environmental Review

Environmental review has been required for the proposed project per the requirements of the California Environmental Quality Act (CEQA). The project was reviewed by the County's Environmental Coordinator on August 10, 2005. A preliminary determination to issue a Negative Declaration with Mitigations (Exhibit D) was made on August 16, 2005. The mandatory public comment period expired on September 19, 2005, with five comments having been received. A complete list of the required mitigations for the project is included with Exhibit D.

During the review period, comments were received from the following agencies: Santa Cruz County Regional Transportation Commission, City of Capitola and CALTRANS. These comments are included as additional attachments to Exhibit D. The Caltrans and City of Capitola comments focused on the traffic, which is generated almost entirely by the commercial development that was approved three years ago under CDP 00-0127. As discussed above, the project proposes a negligible increase of traffic over that already reviewed and approved under the Safeway redevelopment project (CDP 00-0127). Moreover, Caltrans and the City of Capitola did not voice concerns over increased traffic resulting from the renovated and enlarged shopping center during the Environmental Review period for CDP 00-0127. The Santa Cruz County Regional Transportation Commission (SCCRTC) and Caltrans both requested the County insure the project provides for the use of park and ride parking spaces, citing the existing past use of the property as a park and ride lot. Apparently, K-Mart had agreed to allow use of a portion of their lot for the Park and Ride program. Unfortunately, this was not an agreement authorized by the property owner and was never authorized by any of the County use permits for this development. There are not sufficient parking spaces available to accommodate the Park and Ride use at this site. In addition, the Park and Ride use was never analyzed in the Traffic Studies for CDP 00-0127 and the updates for this proposal.

SUMMARY

The project is well designed; represents a net increase of only 6,943 square feet beyond that approved under CDP 00-0127 and would bolster an underutilized shopping area. The proposed amendment has been reviewed for potential environmental impacts and it has been determined that all potentially significant impacts can be adequately mitigated. Furthermore, the project, subject to the conditions of approval, is consistent with all applicable codes and policies of the Zoning Ordinance and General Plan/LCP, and other applicable County ordinances and policies. Please see Exhibit "B" ("Findings") for a complete listing of findings and evidence related to the above discussion.

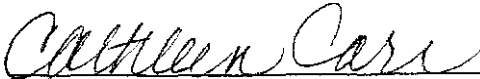
Staff Recommendation

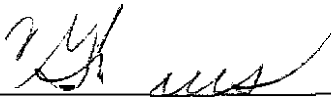
- **APPROVAL** of Application Number **04-0440**, based on the attached findings and conditions.
- Certification of the Negative Declaration with Mitigations in accordance with the California Environmental Quality Act.

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

the administrative record for the proposed project

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

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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 amendment of Commercial Development Permit 00-0127 to allow the replacement of an existing commercial building with a slightly smaller footprint at the location of a former K-Mart with an additional 11,741 square foot display mezzanine, an expanded garden center, reconfigured parking and access and the elimination of a previously approved 8,000 square foot commercial structure, and the conditions under which these structures 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 be materially injurious to properties or improvements in the vicinity. Specifically, the project is located in an area designated for commercial uses and is not encumbered by physical constraints to development and is within the footprint and same height as the K-Mart structure it replaces. Further, the net increase of less than 7,000 square feet of new commercial space represents a minimal increase in traffic, and no increase in new impervious surfaces. Moreover, the proposed replacement building will be more energy efficient than the existing outdated K-Mart structure. Construction will comply with prevailing building technology, the Uniform Building Code, and the County Building ordinance to ensure the optimum in safety and the conservation of energy and resources. Since, the new commercial building in the same location and will be the same height of the structure it will replace, it will not deprive adjacent properties or the neighborhood of light, air, or open space.

A sound wall will be constructed at the rear property between the commercial development and the adjacent residential properties. In addition, commercial delivery hours will be restricted to further reduce noise impacts. These measures will result in an operation with noise levels that will be less than that of the previous K-Mart operation.

CDP 00-0127 provided for a considerable increase in safety to motorists, bicyclists and pedestrians through the installation of dedicated walkways through the parking area, frontage improvements to include bike lanes and dedicated vehicular right turn lanes, and a reduction in the number of driveways serving the site. These improvements will be maintained in this amendment. In addition, under this amendment two pedestrian walkways connecting 41st Avenue to the shopping centers will be moved. This change will reduce the potential conflict with motorists, as the former location required two driveway crossings while the new location requires only one. Both walkways remain within 200 feet of the bus stop on 41st Avenue, while the overall number of drive crossings is reduced.

2. THAT THE PROPOSED LOCATION OF THE PROJECT AND THE CONDITIONS UNDER WHICH IT WOULD BE OPERATED OR MAINTAINED WILL BE

EXHIBIT B

**CONSISTENT WITH ALL PERTINENT COUNTY ORDINANCES AND THE PURPOSE
OF THE ZONE DISTRICT IN WHICH THE SITE IS LOCATED**

The project is located in the C-2 (Community Commercial) zone district. The proposed Home Depot commercial use is consistent with the zoning, General Plan designation and site. Furthermore, Home Depot could occupy the existing K-Mart building with a Level 1 Change of Use (over the counter) use approval under the conditions of Commercial Development Permit 00-0127. The replacement of the outmoded K-Mart building with a new structure with a smaller footprint and additional display area on a mezzanine level at the location of the original commercial building, the expansion of an existing garden center and the elimination of an 8,000 square foot commercial building approved under CDP 00-0127 will provide the 32 additional parking spaces required by the net increase of commercial space by reconfiguring the existing parking and circulation and utilizing the area where the deleted 8,000 square foot structure had been proposed. The replacement structure meets the site development standards for the C-2 zone district with respect to the front and side yard setbacks and for the increased setback of 30 feet from residential uses at the rear yard, and is less than the height maximum of 35 feet.

The proposed sign is consistent with the size and dimensions approved under CDP 00-0127.

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 within the C-C (Community Commercial) General Plan land use designation. The purpose of the C-C designation is to provide areas for a mix of shopping, service, and office uses that serve a community-wide market area. The 17-acre shopping center has adequate access and is large enough to accommodate larger stores and service establishments that would be inappropriate if sited in areas other than the C-C designation. The proposed commercial use is consistent with the General Plan in that the use is large enough to serve a regional market and meets current County regulations for developments of this size. The replacement commercial building and expanded garden center will not adversely impact the light, solar opportunities, air, and/or open space available to other structure or properties, in that the height and footprint of the building is the same or smaller than the building it replaces.

A sound wall ranging in height from 9 feet up to 13 feet will be constructed along the rear property line, based on acoustic studies to minimize noise impacts to the adjacent residential properties. With the sound wall and the condition limiting the hours of commercial deliveries, the Home Depot will not exceed the noise levels at the property line specified in the General Plan of 60 dB overall with a maximum LEQ (average noise level) of 45 dB at night. An additional acoustical analysis was conducted to evaluate the potential noise impacts of the vaulted generator located behind the proposed building. This analysis was required as a mitigation measure during the CEQA process. The Acoustical Consultant found that the use of the vaulted generator could result in sound levels of 78 dBA on the east side of the sound wall. The consultant has recommended sound reduction methods for the generator vault to dampen the sound levels to meet the maximum sound levels established in the General Plan. These recommendations have been incorporated into the project conditions. The truck access for deliveries to and from the site will be restricted to the 41" Avenue

entrance and exit in order to reduce noise impacts to the nearby residents that have resulted in the past from the delivery trucks using Cottontail Lane.

Traffic studies were completed and approved for Commercial Development Permit (CDP) 00-0127, and supplemental traffic studies have been completed for the additional traffic generated by the Home Depot use. These reports were conservative in their estimates in that the higher traffic counts from CDP 00-0127 were used rather than the recent lower counts, and that the supplemental studies included the expected traffic generated by an 8,000 square foot commercial building analyzed and approved under CDP 00-0127 and that will be deleted as part of this project. The Soquel Drive/Porter Street intersection was expected to operate at or near an unacceptable level of service (LOS) in the AM peak hour as a result of CDP 00-0127, and projected to operate at LOS E. The accepted mitigation for this impact of CDP 00-0127 was the construction of a right turn lane from westbound Soquel Drive to Porter Drive. The proposed Home Depot will exacerbate the LOS E operations during the AM peak hour, however, this contribution will not equal or exceed 1% of the capacity of the intersection, which is the threshold that must be exceeded for mitigations to be required, pursuant to the County General Plan significance criteria.

Highway 1 is designated as a scenic road in the General Plan, and the project is mapped within the scenic resource designation. This portion of the Highway 1 corridor is dominated by older commercial and industrial structures, constructed prior to the adoption of scenic protection in the General Plan. As a result, the quality of the scenic resource at this location is poor. The proposed sound wall, and the majority of the new building itself will be lower than the Highway 1 ramp. This ramp actually blocks the views of this shopping complex from Highway 1. This change in grade largely screens the existing K-Mart and proposed Home Depot buildings from Highway 1. The new building itself will block the view of the new sound wall. Finally, an 8,000 square foot building approved under CDP 00-0127, which was located adjacent to and potentially visible from the Highway will be deleted as part of this amendment, further reducing a potentially negative affect on the Highway 1 scenic corridor. In addition, CDP 00-0127 prohibits new signage that is oriented toward the highway, and requires that any new sign at the K-Mart location be limited to 4 feet in height and 300 square feet in area. The proposed Home Depot sign is consistent with the specific *sign* conditions of CDP 00-0127 and will have less visual impact than existing 9-foot high K-Mart sign. Thus, the project is consistent with the General Plan policies for development within a scenic resource.

A specific plan has not been adopted for this portion of the County, however the proposed improvements are consistent with the adopted plan line for upper 41st Avenue.

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.

According to the traffic analysis that has been accepted by the Department of Public Works, the project is expect to increase the **weekday daily** trips by a net 738 trips per day, but only 44 additional AM peak hour trips and 13 additional PM peak hour trips will be generated. The Saturday afternoon **peak** hour **trip** rate is expected to result in a net increase of 192 additional peak hour trips. These are the volumes used for the intersection impact analysis.

The only intersection location expected to operate at or near an unacceptable level of service (LOS) in the AM peak hour as a result of CDP 00-0127 is the Soquel Drive/Porter Street intersection, projected to operate at LOS E. The accepted mitigation for that impact was the construction of a westbound right turn lane on Soquel Drive. While the proposed Home Depot will increase traffic at the LOS E intersection during the AM peak hour, this contribution will not equal or exceed 1% of the capacity of the intersection, which is the threshold that must be exceeded for mitigations to be required, pursuant to the County General Plan significance criteria. The addition of 44 AM peak hour trips is not expected to significantly affect any other locations as the remaining intersections are operating at LOS C or better during the AM peak hour. The additional 13 PM peak hour trips are not expected to create impacts to the surrounding street network. The analysis also concluded that the additional Saturday peak hour trips do not result in any new significant impacts beyond those identified in the January 2001 traffic study prepared for CDP 00-0127.

In summary, although the project is expected to generate a 29% increase in daily trips in comparison with the former use (K-Mart), the differences in weekday peak hour trip generation are negligible due to the distribution of the trips throughout the day. Further, the trip generation data used was conservative in that the trips from an 5,000 square foot retail building that was already approved (under 00-0127), but will not be built, were included in the trip generation count data. Overall, additional trips would not result in any new significant impacts beyond those identified for CDP 00-0127, and the increase of 6,943 square feet of commercial space above that approved by CDP 00-0127 will not overload utilities or produce an unacceptable level of traffic in the vicinity.

As stated in the Initial Study and Finding #3, the project will not degrade any intersection Level of Service (LOS) or contribute a 1 percent or greater increase in critical movements at the intersection currently operating at LOS E. General Policy 3.12.1 establishes the 1 percent increase as a threshold for mitigation. Because the traffic analysis indicates that traffic impacts will not exceed the adopted threshold of significant, an EIR would not be appropriate.

Additionally as part of CDP 00-0127, the applicant was required to pay \$850,000 in traffic impact fees to the County, to be used for future road improvements within the Soquel road planning area.

5. THAT THE PROPOSED PROJECT WILL COMPLEMENT AND HARMONIZE WITH THE EXISTING AND PROPOSED LAND USES IN THE VICINITY AND WILL BE COMPATIBLE WITH THE PHYSICAL DESIGN ASPECTS, LAND USE INTENSITIES, AND DWELLING UNIT DENSITIES OF THE NEIGHBORHOOD.

The proposed commercial building 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 of the 41st Avenue area in that the proposed structure will be consistent with the purpose and function of the upper 41st Avenue shopping district. Additionally, the project will renovate existing vehicular and pedestrian areas on site to more efficiently connect the project area with surrounding transportation facilities such as Soquel Drive and 41st Avenue and the sidewalks and bus shelters adjacent to them.

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 commercial building will be of an appropriate scale and type of design that will enhance the aesthetic qualities of the surrounding properties. The project approved under CDP 00-0127 constitutes a significant improvement to the visual character of the site and surroundings. Formerly, the site was characterized by a deteriorated commercial shopping center with fragmented landscaping, and a lack of architectural cohesion. The proposed design of the Home Depot building is compatible with the architectural concept of CDP 00-0127, and will contribute to the enhancement of the surroundings. Specifically, the proposed façade incorporates the design elements of the new Safeway complex (gables with a combination of split face block with horizontal wood siding above). Thus, the proposed structure will be integrated with the new shopping center.

CDP 00-0127 and this proposed amended project to include a Home Depot in the former K-Mart area will provide adequate parking and circulation and increased landscaping within the configured parking lots, along the southern (near Highway 1) property boundary and a landscaping strip ranging from 10 to 15 feet wide along the rear (eastern) property line.

Conditions of Approval

Exhibit A: Site Plan and Architectural Plans by Scott A. Mommer Consulting (Lars Andersen & Associates, Inc.) dated 6/27/05
Color board and Visual Simulations prepared by WD Partners

- I. This permit amends Commercial Development Permit 00-0127, authorizing the removal of an existing 84,143 square foot retail building and a 10,500 square foot garden center (formerly occupied by K-Mart), deleting a planned 8,000 square foot building, and constructing an 82,735 square foot retail building to include an 11,741 square foot display mezzanine and a 15,110 square foot garden center for a net increase of 6,943 square feet of new commercial area, and the construction of a 9 to 13-foot high concrete or masonry sound wall along the eastern (rear) property line. **All conditions of approval for 00-0127 remain in effect except as amended by the following:**

Prior to exercising any rights granted by this permit including, without limitation, any construction or site disturbance, the applicant/owner shall:

- A. Sign, date, and return to the Planning Department one copy of the approval to indicate acceptance and agreement with the conditions thereof.
- B. Obtain a Demolition Permit from the Santa Cruz County Building Official.
- C. Obtain a Building Permit from the Santa Cruz County Building Official.
- D. Obtain a Grading Permit from Santa Cruz County Planning Department, if required.
- E. Obtain an Encroachment Permit from the Department of Public Works for all off-site work performed in the County road right of way.
- F. Submit proof that these conditions have been recorded in the official records of the County of Santa Cruz (Office of the County Recorder) within 30 days of the approval date on this permit.

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

- A. Submit Final Architectural Plans for review and approval by the Planning Department. The final plans shall be in substantial compliance with the plans marked Exhibit "A" on file with the Planning Department. The final plans shall include the following additional information:
 - 1. Identify finish of exterior materials and color of roof covering for Planning Department approval. Colors shall substantially conform to the submitted color board prepared by WD Partners.

2. Submit a final signage program that is consistent with the submitted preliminary sign program.
 - a. The plan shall include dimensions and coloration. A sample of the color and sign material shall be submitted for review and approval. The coloration of the sign shall be deep, burnt-orange range. Bright orange, tangerine or similar coloration is prohibited.
 - b. The sign shall be limited to 4 feet in height and 300 square feet in area.
 - c. All signs shall consists of individual channel letters, or have light letters on dark backgrounds with low intensity internal lighting, if a one-piece "box" sign is used.
3. Detailed erosion control plans. The plans must be reviewed and approved by Environmental Planning Staff.
4. Submit final engineered drainage plans consistent with the final drainage plans approved under CDP 00-0127.
5. Submit a final landscape plan for review and approval by the Urban Designer and Project Planner. The final landscape plan shall include, but is not limited to, the following:
 - a. The plan must show the locations of all trees along the property boundary behind the Home Depot loading area and adjacent to the Highway 1 ramp and must verify that the trees are compatible with the existing and proposed sound walls required in those locations.
 - b. One out of every three trees to be planted within the landscape area between Highway 1 and the proposed Home Depot building shall be a minimum 24-inch box size. The locations of the 24-inch box trees shall be specified on the plans.
 - c. Trees shall be planted within the parking area at a minimum of one tree per every five (5) parking spaces and shall be distributed evenly over the parking area. Twenty-five percent of parking lot trees must be 24-inch box in size.
6. All outdoor areas, parking and circulation *areas* shall be lighted with low-rise lighting fixtures that do not exceed 15 feet in height. The construction plans must indicate the location, intensity, and variety of all exterior lighting fixtures. All lighting must be consistent with Title 24, Part 6, California Code of Regulations, Energy Efficiency Standards for Residential and Non-Residential Buildings. All lighting shall be directed onto the site and away

from adjacent properties.

7. Details showing compliance with the Central Fire Department requirements contained in their letter dated September 28, 2005.
 8. The height of the new structure shall not exceed 32 feet measured from existing or from finished grade, whichever is the greater height. The building plans must include a roof plan and a surveyed contour map of the ground surface, superimposed and extended to allow height measurement of all features. Spot elevations shall be provided at points on the structure that have the greatest difference between ground surface and the highest portion of the structure above. This requirement is in addition to the standard requirement of detailed elevations and cross-sections and the topography of the project site, which clearly depict the total height of the proposed structure.
 9. Final plans shall include details for an operable gate that will block access to the driveway behind the new Home Depot building consistent with Conditions V.H. and V.I. of this permit. A Knox box shall be provided for Fire Agency access.
 10. The final plans shall detail the sound enclosure and/or silencer to be used for the generator vault.
- B. Meet all requirements and pay any applicable plan check fee of the Central Fire Protection District.
- C. Submit a plan review letter from the project acoustical engineer verifying that the recommendations made in their report for this project are properly reflected on the building plans.
- D. Submit four copies of a soils engineering report and pay the applicable report review fees.
1. The final plans shall reference the soils engineer and report.
 2. The final plans must incorporate the recommendations of the soils report with respect to site preparation and foundation design.
- E. Submit four copies of a plan review and approval letter prepared by the project soils engineer. The plan review letter shall reference the page numbers and dates on the plans reviewed and shall state that the plans are in conformance with the soil report recommendations.
- F. Pay the current fees for Parks and Child Care mitigation. Currently, these fees are \$0.23 per square foot for the net increase in commercial floor area, but are subject to change without notice.

- G. Pay the current fees for Roadside and Transportation improvements for estimated new trip ends. Currently, these fees are \$200 each per trip end. The project is expected to generate 468 trips per day. The estimated Soquel TIA fee is \$187,200.
 - H. Provide required off-street parking for 866 cars. Parking spaces shall meet County standards for the dimensions and numbers of compact, regular, oversized truck spaces and ADA accessible parking set forth in County Code section 13.10.550. **All** parking must be located entirely outside vehicular rights-of way. Parking must be clearly **designated** on the plot plan. The plan must comply with all provisions of the ADA and State law regarding the number and size of accessible parking spaces.
 - I. Submit a written statement signed by an authorized representative of the school district in which the project is located confirming payment in full of all applicable developer fees and other requirements lawfully imposed by the school district.
- III. Prior site disturbance and during construction:
- A. The applicant shall organize a pre-construction meeting to review the mitigation measures listed in Section VII of the conditions of approval for CDP 00-0127. The contractor, the grading contractor supervisor, and Environmental Planning Staff must attend the meeting.
 - B. To minimize noise, dust, and nuisance impacts on surrounding properties to insignificant levels during construction, the owner/applicant shall, or shall have the project contractor, comply with the following measures during all construction work:
 - 1. Limit all construction-related activities to the time between 8:00 AM and 5:00 PM weekdays, unless a temporary exemption to this time restriction is approved in advance by the Planning Department to address an emergency situation. The owner/developer shall designate a disturbance coordinator to respond to citizen complaints and inquiries from area residents during construction. A 24-hour contact number shall be conspicuously posted on the job site; on a sign that shall be a minimum of two feet high and four feet wide. This shall be separate from any other signs on site, and shall include the language "for construction noise and dust problems call the 24-hour contact number." The disturbance coordinator shall record the name, phone number, and nature of the disturbance. The disturbance coordinator shall investigate complaints and take remedial action, if necessary, within 24 hours of receipt of the complaint or inquiry. Unresolved complaints received by the County staff from area residents may result in the inclusion of additional operational conditions.
 - 2. Each day it does not rain, wet all exposed soils frequently enough to prevent significant amounts of dust from leaving the site. Street sweeping on adjacent or nearby streets may be required to control the export of excess dust

and dirt.

- C. During demolition and construction, a temporary barrier shall be placed along the eastern property line to minimize dust; noise and trespass issues onto the adjacent residential properties.
 - D. The sound wall shall be completed prior to or in conjunction with commencing construction on the replacement building.
 - E. All foundation excavations shall be observed and approved in writing by the project soils engineer prior to foundation pour. A copy of the letter shall be kept on file with the Planning Department.
 - F. Erosion shall be controlled at all times. Erosion control measures shall be monitored, maintained and replaced as needed. No turbid runoff shall be allowed to leave the immediate construction site.
 - G. 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.
- IV. All construction shall be performed according to the approved plans for the Building Permit. Prior to final building inspection, the applicant/owner must meet the following conditions:
- A. All site improvements shown on the final approved Building Permit plans shall be installed.
 - B. The construction and grading must comply with all recommendations of the approved soils reports.
 - C. All inspections required by the building permit shall be completed to the satisfaction of the County Building Official.
 - D. The project must comply with all recommendations of the approved soils reports. The soils engineer must inspect the completed project and certify in writing that the improvements have been constructed in conformance with the reports prepared for the site.
 - E. The acoustical consultant shall conduct acoustical tests on the operation of the generator. The applicant shall modify the generator vault, if sound levels at the property line exceed 60 dB overall with hourly LEQ (average noise level) of 50 dBA.

The acoustical consultant shall certify in writing that the noise levels at the property line does not exceed 60 dB overall with hourly LEQ (average noise level) of 50 dBA during the operation of the generator.

V. Operational Conditions

- A. 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.
- B. Outdoor display of stock-in-trade and/or merchandise is prohibited, except for that contained entirely within the garden center fence.
- C. One small food vendor booth or cart (144 square feet or less) is allowed at the front of the Home Depot store.
- D. The use of the mezzanine area is for the display purposes only and limited to bulky items such as appliances, cabinet examples, flooring samples, and similar display items. Actual stock shall not be kept in this area.
- E. Outdoor supplemental advertising such as banners, streamers or balloons is prohibited.
- F. The hours of business for the Home Depot shall be between 6 AM and 10 PM. Internal stocking of shelves and displays are allowed during non-business hours. All external doors are to remain closed during non-business hours.
- G. Outdoor operation of forklifts is limited to the hours of 7 AM to 10 PM. Outdoor forklifts shall be electric, "smart" forklifts equipped with sensors and beacons (no backup beepers).
- H. Unauthorized access to the truck lane behind the Home Depot, the existing Safeway store and the new Safeway store or at loading docks in the same area shall be prohibited between 10:00 P.M. and 7:00 A.M. Truck activity shall include trash removal, deliveries, idling, staging, and parking lot vacuuming.
- I. If deliveries and truck access is determined to create excessive noise impacts to the adjacent residents during certain hours or if truck traffic is occurring outside of the allowed delivery hours, then the operator will be required to close and lock the access gates during the required hours.
- J. Delivery trucks shall only enter and exit the shopping center from 41st Avenue. The use of Soquel Drive, Cottontail Lane and other access roads through the Soquel Village by delivery trucks is prohibited.

- K. Temporary use permits for the parking area shall not be granted unless an amendment to this use permit is obtained.
 - L. Security guard(s) shall be on-site at a minimum of 6 AM until 5 PM to minimize day laborers from congregating on the site. The hours shall be extended, as needed.
 - M. Should trespass across the 41st Avenue landscaped area cause substantial damage to the plantings, the owner/operator may erect a barrier fence with the approval of a Minor Variation to this permit. Any fencing shall be open in design, shall not exceed 4 feet in height, shall not provide a smooth top rail and must be integrated and compatible with the shopping center architecture and landscaping.
 - N. All landscaped areas and related irrigation systems shall be maintained. A drip irrigation system shall be installed in all landscape areas shown on Exhibit A. All irrigation shall conform to the required water conservation measures as regulated by the Soquel Creek Water District. Dead plant material shall be removed and replaced consistent with the approved Exhibit A. The owner is responsible for the ongoing health and care of all landscaping on the site.
 - O. All runoff shall be filtered through silt and grease traps prior to leaving the site. The traps shall be maintained according to the following monitoring and maintenance procedures:
 - 1. The traps shall be inspected to determine if they need cleaning or repair prior to October 15 of each year at a minimum.
 - 2. A brief annual report shall be prepared by the trap inspector at the conclusion of each October inspection and submitted to the Drainage Section of the Department of Public Works within 5 days of inspection. This monitoring report shall specify any repairs that have been done or that *are* needed to allow the trap to function adequately.
 - P. All uses allowed the "Home Depot" building shall consist of general retail/commercial uses as permitted in the C-2 commercial zone district. Changes in use shall be processed at Level 1 review provided that:
 - 1. The use is permitted in the C-2 zone district.
 - 2. The use complies with the limitations and conditions of Condition IV.C. of CDP 00-0127.
- VI. As a condition of this development approval, the holder of this development approval ("Development Approval Holder"), is required to defend, indemnify, and hold harmless the COUNTY, its officers, employees, and agents, from and against any claim (including attorneys' fees), against the COUNTY, its officers, employees, and agents to attack, set aside,

void, or annul this development approval of the COUNTY or any subsequent amendment of this development approval which is requested by the Development Approval Holder.

- A. COUNTY shall promptly notify the Development Approval Holder of any claim, action, or proceeding against which the COUNTY seeks to be defended, indemnified, or held harmless. COUNTY shall cooperate fully in such defense. If COUNTY fails to notify the Development Approval Holder within sixty (60) days of any such claim, action, or proceeding, or fails to cooperate fully in the defense thereof, the Development Approval Holder shall not thereafter be responsible to defend, indemnify, or hold harmless the COUNTY if such failure to notify or cooperate was significantly prejudicial to the Development Approval Holder.
 - B. Nothing contained herein shall prohibit the COUNTY from participating in the defense of any claim, action, or proceeding if both of the following occur:
 - 1. COUNTY bears its own attorney's fees and costs; and
 - 2. COUNTY defends the action in good faith.
 - C. Settlement. The Development Approval Holder shall not be required to pay or perform any settlement unless such Development Approval Holder has approved the settlement. When representing the County, the Development Approval Holder shall not enter into any stipulation or settlement modifying or affecting the interpretation or validity of any of the terms or conditions of the development approval without the prior written consent of the County.
 - D. Successors Bound. "Development Approval Holder" shall include the applicant and the successor(s) in interest, transferee(s), and assign(s) of the applicant.
 - E. Within 30 days of the issuance of this development approval, the Development Approval Holder shall record in the office of the Santa Cruz County Recorder an agreement that incorporates the provision of this condition, or this development approval shall become null and void.
- VII. Mitigation Monitoring. The mitigation measures listed under ~~this~~ heading have been incorporated in the conditions of approval for this project in order to mitigate or avoid significant effect on the environment. As required by Section 21081.6 of the California Public Resource Code, a monitoring and reporting program for the above mitigation is hereby adopted as a condition of approval for this project. This program is specifically described following each mitigation measure listed below. The purpose of this monitoring is to ensure compliance with the environmental mitigations during project implementation and operation. Failure to comply with the conditions of approval, including the terms of the adopted monitoring program, may result in permit revocation pursuant to Section 18.10.462 of the Santa ~~Cruz~~ county Code.
- A. Mitigation Measure: Noise (Conditions II.E and IV.B)

Monitoring Program: The applicant has submitted an addendum to the noise study which indicates that additional sound dampening measures are required to prevent the vaulted generator from exceeding the noise standards established by the General Plan and provided options for achieving these limits. The project planner and building plan check staff will review the building plans prior to approval to ensure that sound dampening methods have been incorporated into the plans. Prior to building permit final, the generator must be run and tested to ensure that the dampening methods have achieved the required sound levels. These results of this test must be submitted to the project planner. The project planner will not release the zoning hold on the building permit until the acoustical consultant certifies in writing that the operation of the generator will not result in sound levels exceeding the General Plan thresholds at the eastern property line.

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 the effective date unless you obtain the required permits and commence construction.

Approval Date: _____

Effective Date: _____

Expiration Date: _____

Cathy Graves
Principal Planner

Cathleen Carr
Project Planner

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

CALIFORNIA DEPARTMENT OF FISH AND GAME

CERTIFICATE OF FEE EXEMPTION

De minimis Impact Finding

Project Title/Location (Santa Crus County):

Application Number: 04-0440

Home Depot USA, for McNellis Partners, Inc.

The project is a proposed Amendment to Commercial Development Permit 00-0127. The proposal consists of removing an 84,143 square foot retail building and a 10,500 square foot garden center (formerly occupied by K-Mart), deleting a planned 8,000 square foot building, and construction of an 82,735 square foot retail building to include an 11,741 square foot display mezzanine, 15,110 square foot garden center, and 800 square feet of outside display of stock-in-trade, for a net increase in commercial area of 7,743 square feet over that proposed in CDP 00-0127. The project is located on the east side of 41st Avenue, between Soquel Drive & State Highway 1 in Soquel, California.

APN: 030-131-37, -42, -44, -45, & 030-192-01, -02

Robin Bolster-Grant & John Schlagheck, Staff Planners

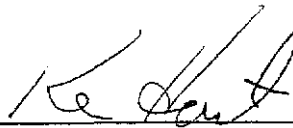
Zone District: Community Commercial (C-2)

Findings of Exemption (attach as necessary):

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

Certification:

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



KEN HART

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

Date: 10/6/05



COUNTY OF SANTA CRUZ

PLANNING DEPARTMENT

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

NEGATIVE DECLARATION AND NOTICE OF DETERMINATION

Application Number: 04-0440

Home Depot USA, for McNellis Partners, Inc.

The project is a proposed Amendment to Commercial Development Permit 00-0127. The proposal consists of removing an 84,143 square foot retail building and a 10,500 square foot garden center (formerly occupied by K-Mart), deleting a planned 8,000 square foot building; and construction of an 82,735 square foot retail building to include an 11,741 square foot display mezzanine, 15,110 square foot garden center; and 800 square feet of outside display of stock-in-trade, for a net increase in commercial area of 7,743 square feet over that proposed in CDP 00-0127. The project is located on the east side of 41st Avenue, between Soquel Drive & State Highway 1 in Soquel, California.

APN: 030-131-37, -42, -44, -45, & 030-192-01, -02 Robin Bolster-Grant & John Schlagbeck, Staff Planners
Zone District: Community Commercial (C-2)

ACTION: Negative Declaration with Mitigations

REVIEW PERIOD ENDS: September 19, 2005

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

Findings:

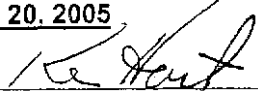
This project, if conditioned to comply with required mitigation measures or conditions shown below, will not have significant effect on the environment. The expected environmental impacts of the project are documented in the Initial Study on this project attached to the original of this notice on file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

Required Mitigation Measures or Conditions:

None
XX Are Attached

Review Period Ends September 19, 2005

Date Approved By Environmental Coordinator September 20, 2005


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: _____

NAME: Home Depot USA for McNellis Partners
APPLICATION: 04-0440
A.P.N: 030-131-37, 42, 44, 45, 030-192-01,02

NEGATIVE DECLARATION MITIGATIONS

Note: Mitigation measures identified for permit 00-0127, which is the permit that this project #04-0440 proposes to amend, also apply to activities described in 04-0440.

1. In order to ensure that impacts from noise are not significant, prior to public hearing, the applicant shall submit a letter from the project noise consultants verifying that they have reviewed the current plans and that the General Plan limits on daytime and night time noise will not be exceeded. The letter shall specify whether recommendations must be modified because of the revised location of the generator underground, and if so, the plans shall be revised to reflect those modified recommendations.



COUNTY OF SANTA CRUZ

PLANNING DEPARTMENT

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

TOM BURNS, PLANNING DIRECTOR

NOTICE OF ENVIRONMENTAL REVIEW PERIOD

SANTA CRUZ COUNTY

APPLICANT: Home Depot USA, for Mc Nellis Partners. Inc.

APPLICATION NO.: 04-0440

APN: 030-131-37, -42, -44, -45, 8 030-192-01, -02

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

XX Negative 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: **September 19, 2005**

Robin Bolster-Grant & John Schlagheck
Staff Planner

Phone: **454-5357/454-3012**

Date: **August 16, 2005**



Environmental Review Initial Study

Application Number: **04-0440**

Date: August 10, 2005 *Revised 10-03-05*

Staff Planners Robin Bolster-Grant and John Schlagheck

1. OVERVIEW AND ENVIRONMENTAL DETERMINATION

APPLICANT: Home Depot USA

APN: 030-131-37, 42, 44, 45,
030-192-01.02

OWNER: McNellis Partners, Inc.

SUPERVISORAL DISTRICT: 1st

LOCATION: The Project is located on the east side of 41st Avenue, between Soquel Drive and State Highway 1

SUMMARY PROJECT DESCRIPTION: The Project is a proposed Amendment to Commercial Development Permit 00-0127. The modifications consists of removing the existing 84,143 square foot retail building and 10,500 square foot garden center (formerly occupied by K-Mart), deleting a planned 8,000 square foot building, and constructing a new 82,735 square foot retail building to include an 11,741 square foot display mezzanine, 15,110 square foot garden center, and 800 square feet of outside display of stock-in-trade, for a net increase in commercial area of 7,743 square feet.

ALL OF THE FOLLOWING POTENTIAL ENVIRONMENTAL IMPACTS ARE EVALUATED IN THIS INITIAL STUDY. CATEGORIES THAT ARE MARKED HAVE BEEN ANALYZED IN GREATER DETAIL BASED ON PROJECT SPECIFIC INFORMATION.

<input checked="" type="checkbox"/> Geology/Soils	<input checked="" type="checkbox"/> Noise
<input checked="" type="checkbox"/> Hydrology/Water Supply/Water Quality	<input type="checkbox"/> Air Quality
<input type="checkbox"/> Energy & Natural Resources	<input checked="" type="checkbox"/> Public Services & Utilities
<input checked="" type="checkbox"/> Visual Resources & Aesthetics	<input checked="" type="checkbox"/> Land Use, Population & Housing
<input type="checkbox"/> Cultural Resources	<input type="checkbox"/> Cumulative Impacts
<input type="checkbox"/> Hazards & Hazardous Materials	<input type="checkbox"/> Growth Inducement
<input checked="" type="checkbox"/> Transportation/Traffic	<input type="checkbox"/> Mandatory Findings of Significance

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

DISCRETIONARY **APPROVAL(S)** BEING CONSIDERED

General Plan Amendment	Use Permit
Land Division	_____ Grading Permit
Rezoning	_____ Riparian Exception
X Development Permit	_____ Other:
Coastal Development Permit	

NON-LOCAL APPROVALS

No additional agencies must issue permits or authorizations

ENVIRONMENTAL REVIEW ACTION

On the basis of this Initial Study and supporting documents:

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

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

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



Paia Levine



Date

For: Ken Hart
Environmental Coordinator

II. BACKGROUND INFORMATION

EXISTING SITE CONDITIONS

Parcel Size: 17.93 acres

Existing Land Use: Shopping center containing two major retailers, several smaller retailers, vacant commercial, two restaurants, gas station and parking lot.

Vegetation: Landscaping in the parking lot and perimeter; large trees, bushes and shrubs in the undeveloped areas of the site.

Slope in area affected by project: x 0 - 30% 31 - 100%

Nearby Watercourse: Soquel Creek (perennial)

Distance To: Approximately 850 feet to the east

ENVIRONMENTAL RESOURCES AND CONSTRAINTS

Groundwater Supply: None Mapped

Water Supply Watershed: None Mapped

Groundwater Recharge: Yes (see 5.4)

Timber or Mineral: None Mapped

Agricultural Resource: None Mapped

Biologically Sensitive Habitat: None identified

Fire Hazard: None

Floodplain: None Mapped

Erosion: low to moderate

Landslide: None Mapped

Liquefaction: Low potential

Fault Zone: None Mapped

Scenic Corridor: Yes (State Hwy 1)

Historic: None Mapped

Archaeology: No Mapped Resources

Noise Constraint: None

Electric Power Lines: None

Solar Access: Adequate

Solar Orientation: Adequate

Hazardous Materials: None

SERVICES

Fire Protection: Central Fire Protection

School District: Soquel Elementary,
Santa Cruz High School

Drainage District: Zone 5

Project Access: 41st Avenue and Soquel Avenue

Sewage Disposal: Santa Cruz Sanitation District

Water Supply: City of Santa Cruz Water Department

PLANNING POLICIES

Zone District: Community Commercial (C-2)

General Plan: Community Commercial (CC)

Special Designation: None

Urban Services Line: X Inside Outside
Coastal Zone: inside X Outside

PROJECT SETTING AND BACKGROUND:

This proposal is an Amendment to Commercial Development Permit (CDP) 00-0127, a permit to renovate and expand an existing 17-acre commercial site hereinafter referred to as CDP 00-0127. CDP 00-0127 permitted the demolition of three existing commercial buildings (approximately 13,000 square feet), the renovation of three existing commercial buildings for occupancy by other commercial uses (approximately 112,000 square feet), and the construction of four new buildings of approximately 66,160 square feet, 10,000 square feet, 8,000 square feet, and 5,000 square feet for future commercial use and approximately 9,000 cubic yards of earthwork. In addition CDP 00-0127 authorized the reconfiguration, renovation and expansion of the existing parking lot, frontage improvements along 41st Avenue and Soquel Drive, and the renovation and expansion of site landscaping. A figure is attached that highlights the difference between the approved project 00-0127 and this amendment (Attachment 15).

CDP 00-0127 was subject to Environmental Review and the issued Mitigated Negative Declaration is attached to this Initial Study as Attachment 6. It is proposed that all mitigations of the Mitigated Negative Declaration and all permit conditions of CDP 00-0127 shall apply to this amendment.

A building permit has been issued for improvements authorized by CDP 00-0127 and construction may begin at any time,

DETAILED PROJECT DESCRIPTION:

This description of the Project is based on plans prepared by Scott A. Mommer Consulting, dated August 27, 2005 (Attachment 5 2nd Attachment 14).

The modifications to CDP 00-0127 consists of removing the existing 84,143 square foot retail building and 10,500 square foot garden center (formerly occupied by K-Mart), deleting a planned 8,000 square foot building, and constructing an 82,735 square foot retail building to include an 11,741 square foot display mezzanine, 15,110 square foot garden center, and 800 square feet of outside display of stock-in-trade (all to be occupied and operated by Home Depot USA), for a net increase in commercial area of 7,743 square feet.

Following the demolition of the existing structure, the site will be prepared for the construction of the new building and the renovation of the parking lot. As the new structure will have the same footprint as the old structure no significant increase in grading beyond that reviewed under CDP 00-0127 will occur. Erosion control will be implemented during construction to include various Best Management Practices (BMPs). The project requires a soils report review, which will be submitted with building plans.

The new 82,735 square-foot commercial building will be constructed as a single-story tilt-up concrete structure with a maximum height of 32 feet. The building will be fitted with an 11,741 square-foot display mezzanine. The structure is designed with 3 loading bays that will be located on the east end of the south side of the building. The loading bays at the existing building are located at the rear. The exterior of the structure will be a combination of split face block and horizontal wood siding. The roof will be asphalt composition shingle, slate gray in color. The 15,110 square-foot garden center will be constructed at the west end of the south side of the new building. An auxiliary generator will be installed in an underground vault at about the midpoint of the east side of the new building, and an overhead door for lumber loading will be located near the north end of the east side of the building.

Primary access to the site will continue to be from 41st Avenue and through the renovated parking area. While the parking area will be expanded by 32 parking spaces to account for the net increase in commercial area, all areas designated as parking have been previously paved for parking and there is no net increase in the area of impervious area.

A 9 to 13-foot sound wall will be constructed between the new building and the adjacent residences to the east. The wall will be within a new 10 to 15-foot landscape buffer that will run from the State Highway 1 right of way to the north end of the new building.

Drainage patterns and planned drainage facilities remain as previously approved.

PROJECT SETTING:

This Project is located in the western portion of the Soquel Planning Area in the County of Santa Cruz, California. The project site is located within an existing shopping center on one of six contiguous parcels entitled by CDP 00-0127 as described above. The project site is on the southern most parcel (030-192-02) adjacent to State Highway 1.

The 17-acre shopping center is bounded on the south by State Highway 1; on the west by 41st Avenue; on the north by Soquel Drive; and on the east by existing residential uses.

The shopping center is part of a larger commercial area that has developed along the 41st Avenue corridor both north and south of State Highway 1. The focal point of this area is the Capitola Mall, just south of the State Highway 1/41st Avenue interchange.

Soquel Village, the traditional downtown of the Soquel Planning Area, is about 1,700 feet east of the shopping center. The Soquel Village Plan, adopted by the Board of Supervisors in 1990, does not include the 41st Avenue commercial corridor, but does include the Soquel Drive right of way west of the Village to 41st Avenue. This right of way was included to provide for an approach to the planned west entryway to Soquel Village at Robertson.

BASELINE FOR EVALUATION:

It is important to note that pursuant to CEQA the potential environmental impacts of this project have been evaluated relative to the baseline of existing development. The development proposed in CDP 00-0127 is underway and is considered to be existing and part of the baseline for the purpose of Environmental Review. Therefore, it is the differences between the subject project and the previously approved application that are evaluated in this Initial Study. A figure is attached that highlights the difference between the approved project 00-0127 and this amendment (Attachment 15).

Significant Or Potentially Significant Impact	Less than Significant with Mitigation Incorporation	Less than Significant Or No Impact	Not Applicable
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III. ENVIRONMENTAL REVIEW CHECKLIST

A. Geology and Soils

Does the project have the potential to:

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

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

X

- B. *Seismic ground shaking?*

X

- C. *Seismic-related ground failure, including liquefaction?*

X

- D. *Landslide:*

X

All of Santa Cruz County is subject to some hazard from earthquakes. However, the project site is not located within or adjacent to a county or State mapped fault zone. A Geotechnical Investigation was performed by Harza Consulting Engineers, dated September 2000 (Attachment 6). The report concluded that the potential hazards posed by ground rupture, seismic shaking, liquefaction and landsliding are low.

Prior to building permit issuance an update to the investigation must be submitted and accepted by the County. Any design issues, including issues having to do with tilt up construction, shall be addressed. An updated plan review letter will be required, which states that the final grading, drainage, and building plans are in conformance with the recommendations made in the original investigation and the update information.

2. *Subject people or improvements to*

X

Significant Or Potentially Significant Impact	Less than Significant with Mitigation Incorporation	Less than Significant Or No Impact	Not Applicable
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damage from soil instability as a result of on- or off-site landslide, lateral spreading, subsidence, liquefaction, or structural collapse?

The geotechnical investigation cited above did not identify a significant potential for damage caused by any of these hazards. The Project does not propose new structures other than the reconstruction of one building within the same footprint. and therefore will not affect the determination.

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

X

The building envelopes and proposed road improvements are located on slopes less than 30%.

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

X

The Project does not represent a significant increase in ground disturbance. Conditions of Approval of CDP 00-0127 imposed standard requirements that will be adequate to provide erosion and sedimentation control on the site.

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

X

The geotechnical investigation did not identify any elevated risk associated with expansive soils. The Project does not propose new structures other than the reconstruction of one building within the same footprint, and therefore will not affect the determination.

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

X

The Project will be connected to a sewer system master plan within the shopping center as required and regulated by the Sanitation District. Each participating property owner has been required to enter into a joint sewer maintenance agreement. Changes to the systems, including new hook-ups or disconnections, will require the submission of an updated sewer system master plan. (Attachment 8)

7. *Result in coastal cliff erosion?*

X

Significant Or Potentially Significant Impact	Less than Significant with Mitigation Incorporation	Less than Significant Or No Impact	Not Applicable
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The project site is inland of the Monterey Bay and will not result in or be subject to coastal cliff erosion.

B. Hvdrolsoy, Water Supply and Water Quality

Does the project have the potential to:

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

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

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

According to County GIS information, no portion of the project site lies within a floodway.

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 is located in a mapped groundwater recharge area. No additional impervious surface is proposed by the Project above existing conditions. The projected increase in water use represented by the net increase of 7,743 square feet of retail space and garden center is comparable to the addition of one or two single-family dwellings. This is not a significant increase in water use at this site. Additionally, the City of Santa Cruz Water Department has indicated that adequate supplies are available to serve the project (Attachment 7).

5. *Degrade a public or private water* _____ X

Significant Or Potentially Significant Impact	Less than significant with Mitigation Incorporation	Less than Significant Or No Impact	Not Applicable
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supply? (Including the contribution of urban contaminants, nutrient enrichments, or other agricultural chemicals or seawater intrusion).

The project is the replacement of an older retail store with a new home improvement store. No commercial or industrial activities are proposed that would generate a significant increase of contaminants to a public or private water supply. The Project will not result in an increase in the area of parking and driveways, and therefore there will be no additional contribution of urban pollutants to the environment over that described in CDP 00-0127.

Erosion Control Best Management Practices (BMPs), silt and grease traps, storm drain inlet protection and drop inlet sediment filter measures have been included as Conditions of Approval for CDP 00-0127

6. Degrade septic system functioning? _____ X

No septic systems are proposed as part of the Project and there are no other septic systems in the site vicinity that could be affected by the project.

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 site is part of a larger watershed, which drains to Soquel Creek. According to a Hydrology Report prepared by CMF Consultants, dated January 2002, CDP 00-0127 maintains the historic drainage patterns at the site and represented an increase of 7 cubic feet per second (CFS) for storm runoff rates. An extensive set of retention and storage systems was required as part of CDP 00-0127. The report determined this would have no effect on the flood pattern, erosion, or siltation (Attachment 6).

The Project will not contribute a significant amount of storm water runoff or alter drainage patterns, as there is no increase in impervious surface over that described in CDP 00-0127.

8. Create or contribute runoff which would exceed the capacity of existing or planned storm water drainage _____ X

Significant Or Potentially Significant Impact	Less than Significant with Mitigation Incorporation	Lots than Significant Or No Impact	Not Applicable
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systems, or create additional source(s)
of polluted runoff?

Drainage Calculations prepared by Sandis Humber Jones, dated February 6, 2001, were reviewed for potential drainage impacts and accepted by the Department of Public Works (DPW) Drainage Section staff. An extensive set of retention and storage systems was required as a part of the approval of CDP 00-0127. The Project will not increase runoff compared to 00-0127, as there is no increase in impervious surface.

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

X

As discussed in B7 and B8 above, the Project will not result in an increase in runoff or the rate of stormwater runoff leaving the site. Therefore, the Project will not result in increased downstream flooding or sedimentation in Soquel Creek.

10. Otherwise substantially degrade water supply or quality?

X

As discussed in items B5 through B9, the Project will not result in water quality impacts.

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

GI

According to the California Natural Diversity Data Base (CNDDB), maintained by the California Department of Fish and Game, there are no known special status plant or animal species in the site vicinity, and there were no special status species observed in the area.

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

2. Have an adverse effect on a sensitive biotic community (riparian corridor),

X

Significant Or Potentially significant Impact	Less than Significant with Mitigation Incorporation	Less than Significant Or No impact	Not Applicable
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wetland, native grassland, special forests, intertidal zone, etc.)?

The Project does not propose new structures or new parking area other than the reconstruction of one building within the same footprint and the renovation of previously developed parking area, therefore the Project will not affect any sensitive biotic communities.

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

See C2 and B above.

4. *Produce nighttime lighting that will illuminate animal habitats?*

X

Conditions of Approval of CDP 00-0127 required the replacement of tail, unshielded light standards. Conforming shielded light standards (15 feet maximum height) will result in a substantial decrease in the amount of light leaving the site in all directions. The Project does not proposed a change to this requirement.

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

X

The Project does not propose new structures or new parking area other than the reconstruction of one building within the same footprint and the renovation of previously developed parking area, therefore the Project will not contribute to the reduction of the number of species of plants or animals.

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

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

Significant Or Potentially Significant Impact	Less than Significant with Mitigation Incorporation	Less than Significant Or No Impact	Not Applicable
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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 conservation plans or biotic conservation easements in effect or planned in the project vicinity.

D. Energy and Natural Resources

Does the project have the potential to:

1. *Affect or be affected by land designated as "Timber Resources" by the General Plan?*

X

The project site does not contain any designated timber resources, nor are timber resources present in the area surrounding the project site.

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

X

The project site is not currently being used for agriculture and no agricultural uses are proposed for the site or surrounding vicinity.

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

X

The Project does not propose new structures or new parking area other than the reconstruction of one building within the same footprint and the renovation of previously developed parking area. The Project will further result in a use (retail) that is similar to the prior use of the property. Therefore the Project will not encourage activities that result in the use of large amounts of fuel, wafer, or energy, or use of these in a wasteful manner.

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 will not entail the extraction or substantial consumption of minerals, energy resources, or other natural resources.

Significant Or Potentially Significant Impact	Less than Significant with Mitigation Incorporation	Less than Significant Or No Impact	Not Applicable
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E. Visual Resources and Aesthetics

Does the project have the potential to:

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

X

Portions of the subject properties are visible from State Highway 1, a designated scenic corridor in the County General Plan. This portion of the corridor is dominated by older commercial and industrial structures which were constructed prior to the adoption of scenic protection in the General Plan, and the quality of the scenic resource at this location poor.

Conditions of Approval of CDP 00-0127 prohibit new signage at the shopping center from being oriented toward the highway, and require that any new sign be limited to 4 feet in height and 200 square feet in area. This is a considerable reduction from the existing 9-foot, 300-square-foot Kmart sign. The amendment does not propose changes to the specific sign conditions of CDP 00-0127, or relief from those conditions by an exception or Variance. Further the new 8,000 square-foot building in CDP 00-0127, which was to be located adjacent to and potentially visual from the Highway. is proposed to be deleted. These two factors reduce any potential negative affect on the Highwys 1 scenic corridor. See Attachment 5.

The project does include a new sound wall behind the new building, up to 13 feet high . This wall, and most of the building, is lower than the ramp of the Highway, which blocks views from the Highway itself. See Attachment 15 for cross sections and location of the wall. The change in grade largely screens the building from the Highway, and the building largely screens the wall.

The smaller signs: change in grade, and landscaping together will either improve the visual conditions over CDP 00-0127 or, at minimum, create no change.

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

X

The project site contains no additional scenic resources such as trees, rock outcroppings, historic buildings or similar resources.

3. Degrade the existing visual character or quality of the site and its surroundings, including substantial change in topography or ground

X

Significant Or Potentially Significant Impact	Less than Significant with Mitigation Incorporation	Less than Significant Or No Impact	Not Applicable
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surface relief features, and/or
development on a ridgeline?

CDP 00-0127 was designed to be a significant improvement to the visual character of the site and surroundings. Formerly the site was characterized by a deteriorated commercial shopping center with fragmented landscaping and a lack of architectural cohesion. The Project design is compatible with the architectural concept of CEP 00-0127, and will contribute to the enhancement of the surroundings.

The proposed sound wall along the eastern edge of the property creates an acoustic and visual barrier between the loading area at the rear of the store and the adjacent residential neighborhood. Eased on discussions with the residents in the area, trees have been proposed by the developer on the eastern (residential) side of the wall to reduce the visual impact to the neighborhood. Overall, the architectural style, materials, and color for the Safeway store and the Home Depot are consistent with one another and with the adjacent residential neighborhood. [Attachment 13]

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

_____ X _____

Conditions of Approval of CDP 00-0127 required the replacement of tall, unshielded light standards. Conforming shielded light standards (15 feet maximum height) will result in a substantial decrease in the amount of light leaving the site in all directions.

The Project does not proposed a change to this requirement.

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

_____ X _____

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

F. Cultural Resources

Does the project have the potential to:

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

_____ X _____

No existing structure on the property is designated as a historic resource on any federal, State or local inventory, nor is any existing structure deemed by the County to be historically significant or Significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California.

Significant Or Potentially Significant Impact	Less than Significant with Mitigation Incorporation	Less than Significant Or No Impact	Not Applicable
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2. Cause an adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines 15064.5?

X

According to the Santa Cruz County Archeological Society site assessment, dated April 14, 2000 (Attachment 6), there is no evidence of pre-historic cultural resources. However, pursuant to Section 16.40.040 of the Santa Cruz County Code, if archeological resources are uncovered during construction, the responsible persons shall immediately cease and desist from all further site excavation and comply with the notification procedures given in County Code Chapter 16.40.040.

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

X

Pursuant to Section 16.40.040 of the Santa Cruz County Code, if at any time during site preparation, excavation, or other ground disturbance associated with this project, human remains are discovered, the responsible persons shall immediately cease and desist from all further site excavation and notify the Sheriff-Coroner and the Planning Director. If the coroner determines that the remains are not of recent origin, a full archeological report shall be prepared and representatives of the local Native California Indian group shall be contacted. Disturbance shall not resume until the significance of the archeological resource is determined and appropriate mitigations to preserve the resource on the site are established.

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

X

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

Conditions of Approval of CDP 00-0127 permit retail businesses that sell materials that may be considered hazardous as defined by County Environmental Health Services. If such materials require regulation, the operator will be required to obtain a Hazardous Materials Management Permit from County Environmental Health Services, and to

organisms or chemical agents.

H. Transportation/Traffic

Does the project have the potential to:

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

X

A Traffic Impact Analysis and two addenda were prepared by Fehr and Peers Associates Inc. dated January 12, 2001 for CDP 00-0127 (Attachment 6), which evaluated 10 key intersections in the vicinity of the shopping center. The analysis concluded that CDP 00-0127 would result in impacts to three signalized intersections (Soquel Drive/Porter Street, 41st Avenue/Gross Road/SR I Southbound Ramps, and 41st Avenue/Clares Street), and one unsignalized intersection (Soquel Drive/Robertson Street). Impacts to these four intersections were either mitigated or the impact was found not to exceed the adopted threshold of significance (less than one percent increase in the critical movement for intersections at LOS E or F).

To determine if the traffic generated by the replacement of the Kmart with the Home Depot creates additional impacts, Fehr and Peers Associates Inc. have prepared two supplemental analyses. (Those analyses do not take into consideration the elimination of the 8,000 square foot retail building approved as part of CDP 00-0127 and they use traffic count data from 00-0127 which is much higher than more recent count data in this area. Therefore the analyses are conservative in projection of impact.) They have evaluated weekday as well as Saturday afternoon traffic conditions. Regarding weekday trips, according to the analysis by Fehr and Peers Associates Inc. dated January 11, 2005 (Attachment 9), the weekday daily trip rate is expected to increase by a net 738 additional daily trips, including 44 additional AM peak hour trips and 13 additional PM peak hour trips.

The only location expected to operate at or near an unacceptable level of service (LOS) in the AM peak hours as a result of CDP 00-0127 is the Soquel Drive/Porter Street intersection, projected to operate at LOS E. That impact was shown to be mitigated by construction of a westbound right turn lane on Soquel Drive. The proposed Home Depot will exacerbate the LOS E operations during the AM peak hour according to the Fehr & Peers memo dated January 11, 2005. However, also according to Fehr and Peers, this contribution will not equal or exceed 1% of the capacity of the intersection, which is the threshold that must be exceeded for mitigation to be required, pursuant to the County General Plan. The addition of 44 AM peak hour trips is not expected to significantly affect any other locations as the remaining

Significant Or Potentially Significant Impact	Less than Significant with Mitigation Incorporation	Less than Significant Or No Impact	Not Applicable
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prepare and implement a Hazardous Materials Management Plan

The Project does not propose any changes to the kind of uses permitted, nor does it propose any uses that would be more likely to have materials that would be a significant hazard to the public.

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 _____

A review of federal and state environmental databases for CUP 00-0127 included the California Department of Toxic Substance Control (DTSC) and the Substances Site List, which lists two entries for businesses previously operating on the site of the shopping center. but not in the portion of the site where the Project is proposed.

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 within two miles of the project site, and no airport use plan applies to the site.

4. Expose people to electro-magnetic 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 incorporates all applicable fire safety code requirements and will include fire protection devices as required by the Central Fire Protection District. The site is in the urban area of the County and is not near areas of high fire hazard.

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

_____ X _____

The Project will not involve processes that could result in the release of bioengineered

Significant Or Potentially Significant Impact	Less than Significant with Mitigation Incorporation	Less than Significant Or No Impact	Not Applicable
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*intersections are operating at **LOS C** or better during the AM peak hour.
The 13 additional PM peak hour trips are not expected to create impacts.*

In summary, although the project is expected to generate an increase of approximately 29% daily trips then the former use (K-Mart), the differences in weekday peak hour trip generation are negligible due to the distribution of the trips throughout the day. Further, the trip generation data used was conservative and the trips from a retail building that was already approved but will not be constructed were included in the data. Overall, additional trips would not result in any new significant impacts beyond those identified for COP 00-0127.

Regarding Saturday trips, according to the analysis by Fehr and Peers Associates Inc. dated April 20, 2005 (Attachment IO), the Saturday daily trip rate is expected to result in a net increase of 192 additional peak hour trips. The analysis concluded that the additional Saturday peak hour trips would not result in any new significant impacts beyond those identified in the January 2001 traffic study prepared for CDP 00-0127.

The Road Engineering Section of the Department of Public Works has accepted the methodology of the traffic analyses performed by Fehr and Peers Associates.

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

X

Based on the uses and floor areas proposed, a total of 839 on-site parking spaces were required for CDP 00-0127. The Project results in a net increase in commercial space of 7,743 square feet, which increases the parking requirement by 27 spaces for a total of 866 required spaces. The submitted plans indicate that the parking area will be expanded to 871 spaces —five spaces in excess of the required amount. In addition, a percentage of spaces will be oversized to accommodate larger vehicles associated with a lumber and hardware business.

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

X

COP 00-0127 provided for a considerable increase in safety to motorists, bicyclists and, pedestrians through the installation of dedicated walkways through the parking area, frontage improvements to include bike lanes and dedicated vehicular right turn lanes, and a reduction in the number of driveways serving the site.

The Project includes minor changes to the site layout that will affect some pedestrian movements. Specifically, The two pedestrian walkways connecting 41st Avenue to the shopping centers will be moved. The southern walkway will be moved from just north of the planned commercial pad to the extreme south end of the parking lot (Attachment 5). This change will actually reduce the potential conflict with motorists, as the former location required two driveway crossings while the new location requires only one. The

Significant Or Potentially Significant Impact	Less than Significant with Mitigation Incorporation	Less than Significant Or No Impact	Not Applicable
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other walkway will be moved from a point about midway between the south boundary of the site and the main vehicular entrance, to a point just south of the main vehicular entrance. This move will allow pedestrian to walk directly to the midpoint of the shopping center. Since both walkways remain within 200 feet of the bus stop on 41st Avenue, and since the number of drive crossings is reduced, the impact of these changes is considered to be positive.

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 section H-1.

1. 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

An Acoustical Study was prepared by Wilson, Ihrig & Associates, dated September 4, 2002, to evaluate noise impacts of CDP 00-0127 on the residential units in the vicinity of the project (Attachment 6). According to the report trucks and rooftop equipment "will tend to increase" the ambient noise. Implementing noise control provisions such as the installation of noise control packages for rooftop equipment, restrictions on delivery trucks using the rear drive aisle and loading dock area between 9PM and 7AM, construction of a sound barrier and no trucks left idling overnight, will enable the project to meet the limits specified in the General Plan. Those limits are, a maximum level of 60dB overall with a maximum LEQ (average noise level) of 45 dB at night.

In order to determine if additional noise attenuation is needed as a result of the Project, an additional Acoustical Analysis of Noise Impact was prepared by Wilson, Ihrig & Associates, dated November 16, 2004 (Attachment I1). The analysis determined that the main sources of additional noise from the Project would be truck deliveries at the lumber loading area at the north end of the east side of the reconstructed building, the proposed 3-bay truck dock at the east end of the south side of the building, and truck movements around the east side of the site.

The analysis concludes that the chain-link fence located adjacent to the residential

Significant Or Potentially Significant Impact	Less than Significant with Mitigation Incorporation	Less than Significant Or No Impact	Not Applicable
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neighborhood should be replaced with a sound barrier wall at least 13 feet high from the northern end of the reconstructed building to approximately 50 feet south of the lumber loading area, and 9 feet high from that point south to the Highway 1 off-ramp

With the implementation of these noise mitigations, in conjunction with the truck delivery time and idling restrictions already imposed on CDP 00-0127, the Project will be in compliance with the requirements of the General Plan and will not generate any significant noise impacts.

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

X

The Project has been design to meet county standards for separation of new commercial/activities from adjacent residential uses. Specifically a new 10 to 15 foot landscape buffer and sound wall along the eastern edge of the Project that will act to buffer sound between the delivery area/loading bays and adjacent residential uses (Attachment 5). These protections are consistent with Zoning Ordinance 13.11.075(a)(1)(ii) requirements, which are intended to reduce impacts between new commercial development and existing residential areas.

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

X

Noise generated during construction will increase the ambient noise levels for adjoining areas. The potential noise impacts associated with site preparations are controlled by limiting the hours of construction activity to between 8:00 AM and 5:00 PM on weekday, and ensuring that equipment is properly maintained and muffled. Given the standard limitations above, the impact is considered to be less than significant.

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 does not meet State standards for ozone and particulate matter (PM10). Therefore, the regional pollutants of concern that would be emitted as a result of the project are ozone precursors (Volatile Organic Compounds

Significant Or Potentially Significant Impact	Less than Significant with Mitigation Incorporation	Less than Significant Or No Impact	Not Applicable
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[VOCs] and nitrogen oxides [NOx]], and dust.

738 additional daily trips are unlikely to emit greater than 100 pounds of both VOCs and Nox, and therefore the Project will not exceed Monterey Bay Unified Air Pollution Control District (MBUAPCD) thresholds for these pollutants and there will not be a significant contribution to an existing air quality violation.

Construction will result in a short-term: localized decrease in air quality due to generation of dust. However, standard BMP's, which are part of the Project, such as periodic watering, will be implemented during construction to reduce impacts to a less than significant level.

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

X

The Project will not conflict with or obstruct implementation of the regional air quality plan.

3. Expose sensitive receptors to substantial pollutant concentrations?

X

Dust generation may occur during construction, however the increase in grading volume attributed to the Project is negligible.

4. Create objectionable odors affecting a substantial number of people?

X

The Project will not generate any 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:

- a. Fire protection?

X

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

While the Project represents an incremental contribution to the need for services, the increase will be minimal. Moreover, the Project meets all of the standards and requirements identified by the Central Fire Protection District, as applicable, and school, park, and transportation fees to be paid by the applicant will be used to offset the incremental increase in demand for school and recreational facilities and public roads.

In addition to fees paid for road maintenance, CDP 00-0127 resulted in the development of a Plan Line for 41st Avenue between Highway 1 and Soquel Drive. The Board of Supervisors adopted the Plan on June 4, 2002. The Plan Line will include the dedication of approximately 10 feet of right-of-way along 41st Avenue, the construction of improvements including two right turn lanes, a bus pullout, a bus shelter, curb, gutter, 6-foot separated sidewalk, pedestrian paths across four driveways, and a 4-foot planting strip the entire length of 41st Avenue from Soquel Drive to Highway 1. Installation of all improvements, except those on the west side of 41st Avenue, is required to be completed before occupancy of any new building in the shopping center.

The Project, as a result of the additional trip ends attributable to the Project, will pay additional road maintenance fees at a rate of \$400 per trip end.

- | | |
|---|----------|
| 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? | <u>X</u> |
|---|----------|

On-site storm water detention will maintain post-development runoff rates at pre-development rates. Downstream capacity of existing infrastructure has been

Significant Or Potentially Significant Impact	Less than Significant with Mitigation Incorporation	Less than Significant Or No Impact	Not Applicable
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demonstrated to be adequate

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

X

The project will not require additions to existing water and sanitary sewer mains. Wastewater treatment facilities and public sewer facilities are adequate to accommodate the incremental increase in demand created by the Project.

4. *Cause a violation of wastewater treatment standards of the Regional Water Quality Control Board?*

X

The Project will not cause a violation of any wastewater treatment standards

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

X

The water mains serving the project site provide adequate flows and pressure for fire suppression. Additionally, the Central Fire Protection District has reviewed and approved the project plans (Attachment 12), assuring conformity with fire protection standards that include minimum requirements for water supply for fire protection.

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

X

Access to the Project meets County standards and the Central Fire Protection District has approved the preliminary plans. The final site plan and construction plans will also be subject to review and approval of the Central Fire Protection District.

During construction one lane around the building will remain open at all times. Fire trucks, ambulances and other emergency vehicles will not be blocked from using the road at any time.

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

X

The Project will make an incremental contribution to the reduced capacity of regional

Significant Or Potentially Significant Impact	Less than Significant with Mitigation Incorporation	Less than Significant Or No impact	Nut Applicable
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landfills. However, this contribution will be relatively small and will be of similar magnitude to that created by the former use of the property (K-Mart).

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

X

The Project will make an incremental contribution to the production of solid waste. However, this contribution will be relatively small and will be of similar magnitude to that created by the former use of the property (K-Mart).

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 conformance with policies directly applicable to the Project. Those policy areas that are germane to this project are noted below:

Land Use Element – The proposed project is consistent with the C-C Community Commercial land use designation covering the proposed development area.

Circulation Element – The Level of Service policy (3.12.1) establishes LOS D as the minimum acceptable LOS, and requires that projects provide mitigation for traffic generation which results in service levels falling below D, or which results in a 1 percent or greater increase in volume for critical movements where LOS is already below D. As detailed in section H7, LOS reductions will be addressed/mitigated to a less than significant level. ~~there are no that must be~~

Community Design Element – As detailed in section E, CDP 00-0127 represents a major improvement to the area. The site will be designed to be more functionally integrated into the 41st Avenue commercial corridor, and the proposed modernization will be more harmonious with surrounding land uses. The Project is an extension of the modernization of the site and introduces a vital anchor to the center.

Conservation and Open Space Element – As detailed in section B, the Project represents a small increase over current water demand. The Project will not create additional runoff or loss of recharge. While the project is not located within a Primary Groundwater Recharge Area, the retention and storage systems that are proposed provide an additional mechanism to convey a portion of the increased runoff into recharge.

2. Conflict with any County Code

X

Significant Or Potentially Significant Impact	Less than Significant with Mitigation Incorporation	Less than Significant Or No Impact	Not Applicable
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regulation adopted for the purpose of
avoiding or mitigating an
environmental effect?

The Project does not conflict with any regulations adopted for the purpose of avoiding or mitigating an environmental effect.

3. Physically divide an established
community?

X

The land uses surrounding the project site include predominantly commercial uses north, west and south of the site, with residential uses to the east. Since the project site is on the border between these land uses, the Project would not introduce 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

The Project is designed at the density and intensity of development indicated by the General Plan and Zoning designations of the subject parcel. The applicant has not requested exceptions or variances that would result in an increase in intensity that would otherwise be prohibited by County policy. The Project does not involve substantial extensions of utilities such as water, sewer, or new road systems into areas previously not served, and is therefore consistent with the County General Plan. The project site is in an existing commercial area that is nearly built out, and therefore the Project will not induce significant growth.

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

X

The Project will not result in the loss of housing units and will not involve demolitions of any existing housing units.

M. Non-Local Approvals

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

Yes

No

X

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Or
No Impact

Nor
Applicable

N. Mandatory Findings of Significance

- | | | | | |
|----|--|-----------|----|-------|
| 1. | Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant, animal, or natural community, or eliminate important examples of the major periods of California history or prehistory? | Yes | No | X |
| 2. | Does the project have the potential to achieve short term, to the disadvantage of long term environmental goals? (A short term impact on the environment is one which occurs in a relatively brief, definitive period of time while long term impacts endure well into the future) | Yes _____ | No | __X__ |
| 3. | Does the project have impacts that are individually limited, but cumulatively considerable ("cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, and the effects of reasonably foreseeable future projects which have entered the Environmental Review stage)? | Yes | No | X |
| 4. | Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? | Yes | No | X |

Significant or Potentially Significant Impact	Less than Significant with Mitigation Incorporation	Less than Significant Or No Impact	Not Applicable
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TECHNICAL REVIEW CHECKLIST

	<u>REQUIRED</u>	<u>COMPLETED*</u>	<u>NIA</u>
Agricultural Policy Advisory Commission (APAC) Review			
Archaeological Review	X	4114100	
Biotic Report/Assessment			
Geologic Hazards Assessment (GHA)			
Geologic Report			
Geotechnical (Soils) Report	X	12120101	
Riparian Pre-Site			
Septic Lot Check			
Other:			
Traffic Study	X	01/12/01	
Supplemental Traffic Study	X	09/04/02	
Supplemental Traffic Study (41 st /Gross)	X	07/08/03	
Trip Generation Memo for Home Depot	X	01/11/05	
Trip Generation Memo (Saturday Trips)	X	04/20/05	
Noise Study	X	09/04/02	
Supplemental Noise Study	X	11/16/04	

ATTACHMENTS:

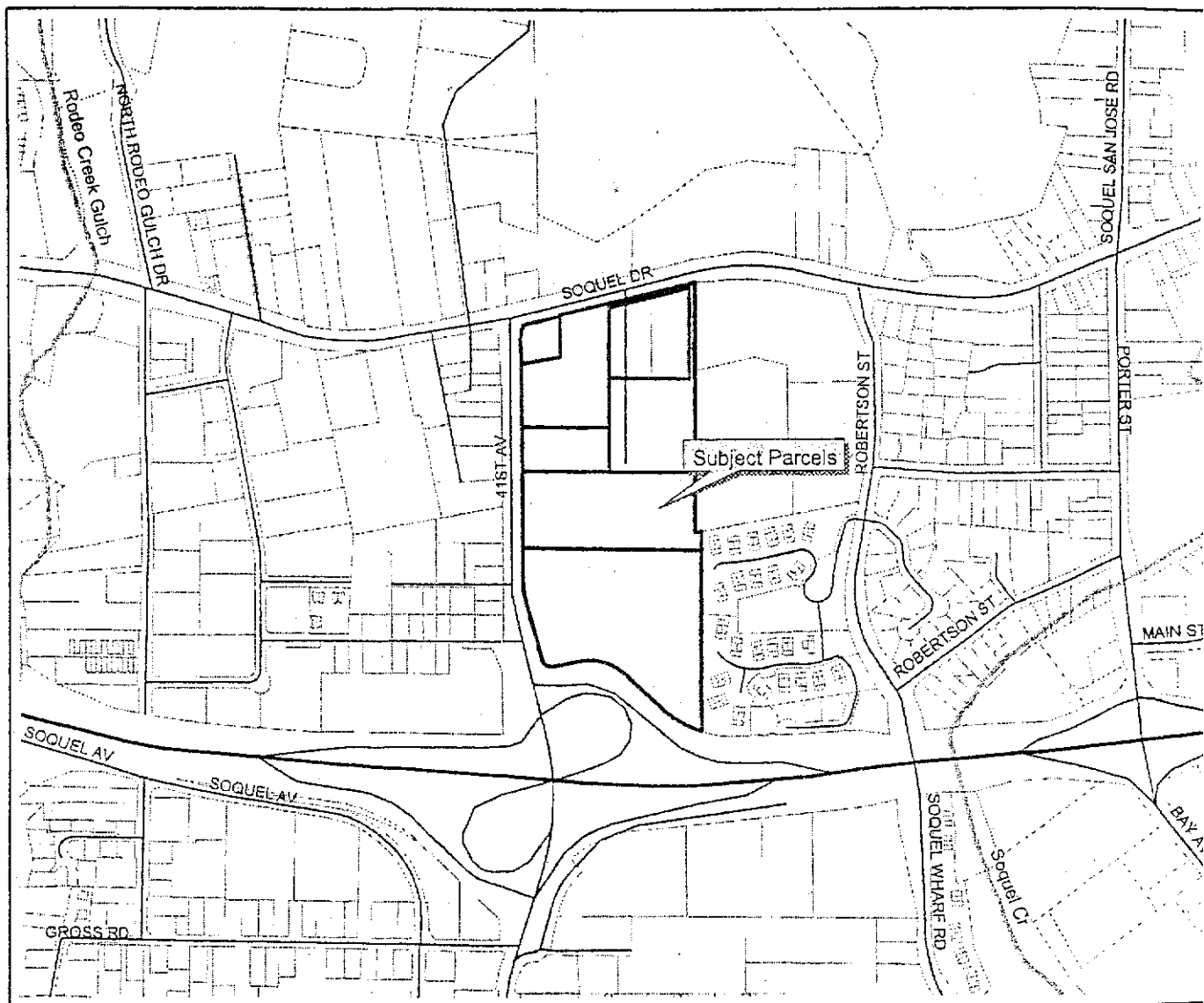
1. Vicinity Map
2. Zoning Map
3. General Plan Map
4. Parcel Map
5. Project Plans by Scott A. Mommer Consulting, Inc. dated May 2, 2005
6. Mitigated Negative Declaration for CDP 00-0127
7. Information/Comment Sheet from City of Santa Cruz Water Dept., dated September 14, 2005
8. Memo from Santa Cruz County Sanitation District, dated June 30, 2005
9. Trip Generation Analysis —Home Depot by Fehr and Peers, dated January 11, 2005
10. Trip Generation Analysis (Saturday)—Home Depot by Fehr and Peers, dated April 20, 2005
11. Acoustical Analysis—Home Depot by Wilson, Ihrig & Associates, dated November 16, 2004
12. Letter from the Central Fire Protection District, dated September 28, 2005
13. Visual Simulation of Safeway and Home Depot store front and parking area.

Significant Or Potentially Significant Impact	Less than Significant with Mitigation Incorporation	Less than Significant Or No Impact	Not Applicable
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14. Cross sections showing proposed sound wall at rear of building.
15. Overlay drawings showing differences in site plan and front elevation between CDP 00-0127 and 04-0440. (Color versions of these figures are on file at the Planning Department).

No comments received during review period.

Location Map



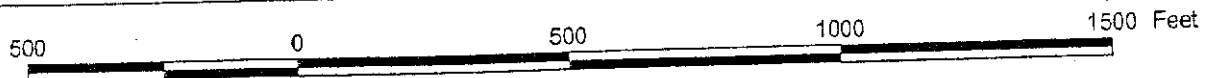
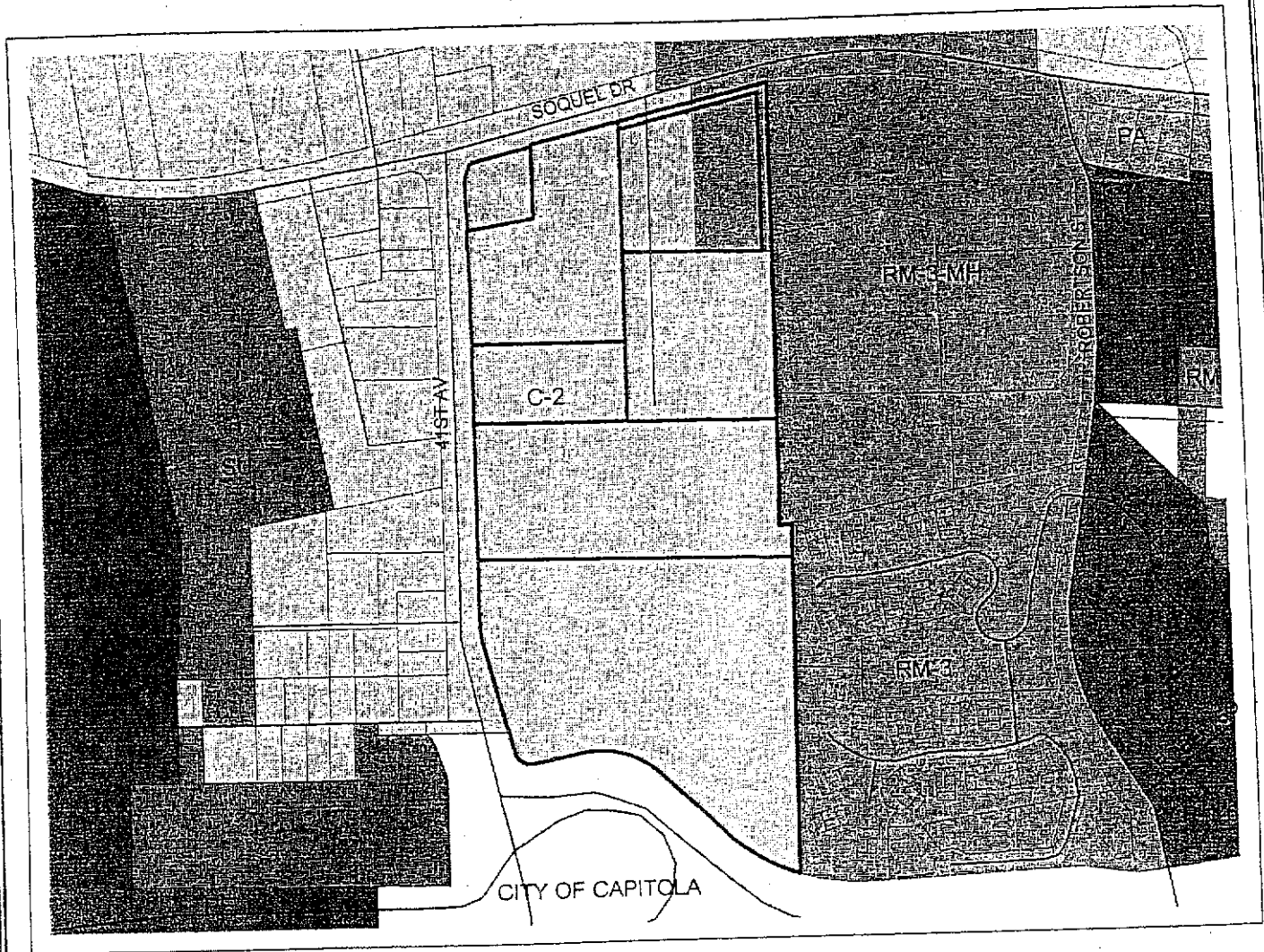
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Environmental Review Initial Study
ATTACHMENT 1
APPLICATION 04-0440

Map created by Santa Cruz County
Planning Department:
September 2004



Zoning Map



Legend

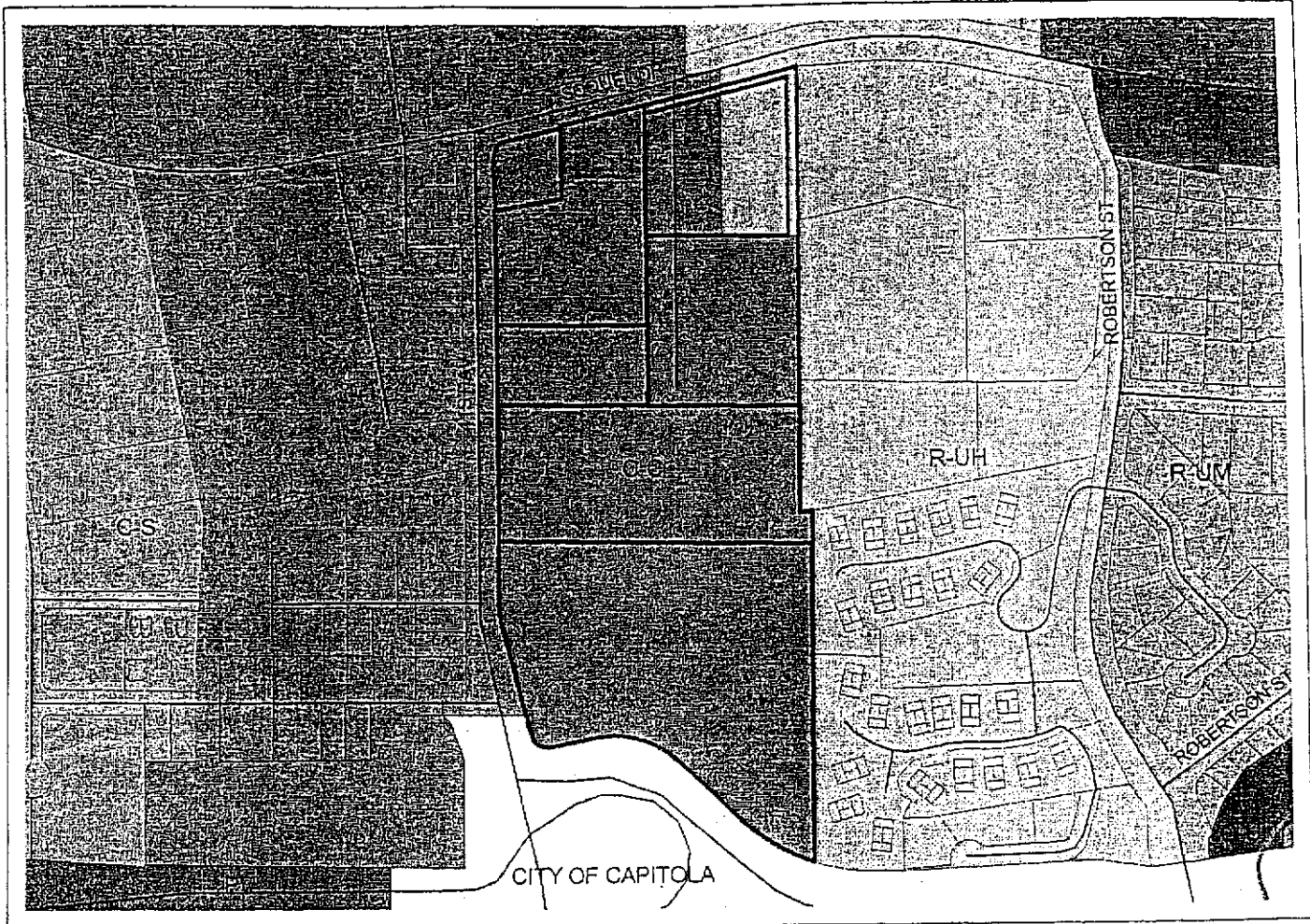
	Subject parcels
	Streets
	C-2
	PA
	RM
	SU
	PF
	R-1-X
	M-1

Environmental Review Initial Study
 ATTACHMENT 2
 APPLICATION 04-0440



Map created by Santa Cruz County
 Planning Department:
 September 2004

General Plan Map



500 0 500 1000 1500 Feet

Legend

- Subject parcels
- Streets
- Urban Open Space
- Public, Facilities
- Office Commercial
- Community Commercial
- Service Commercial
- Residential - Urban Medium Density
- Residential - Urban High Density

Environmental Review Initial Study
 ATTACHMENT 3
 APPLICATION 04-0440



Map created by Santa Cruz County
 Planning Department:
 September 2004

59MB45
2/14/74

12

EXHIBIT D

PDR. RANCHO ARROYO DEL RODEO
SEC. 10, T.11S., R.1W., M.D.B. &M. 32A

75RS30
2/27/86

30-13

Tax Area Code
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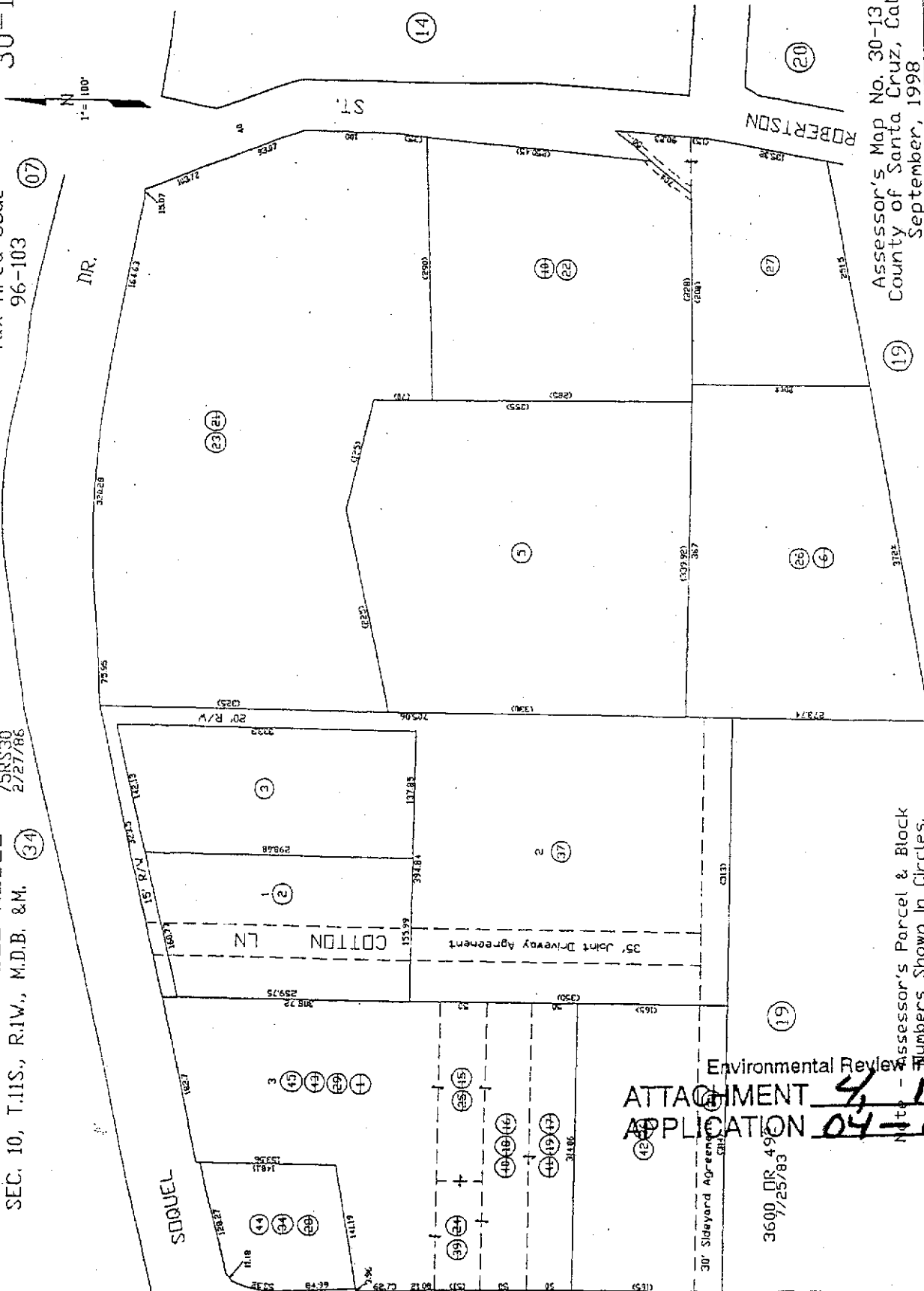
Environmental Review Initial Study

ATTACHMENT
APPLICATION

3600 PR 49
7/25/83

to - Assessor's Parcel & Block
Numbers Shown In Circles.

Assessor's Map No. 30-13
County of Santa Cruz, Calif.
September, 1998



FOR TAX PURPOSES ONLY

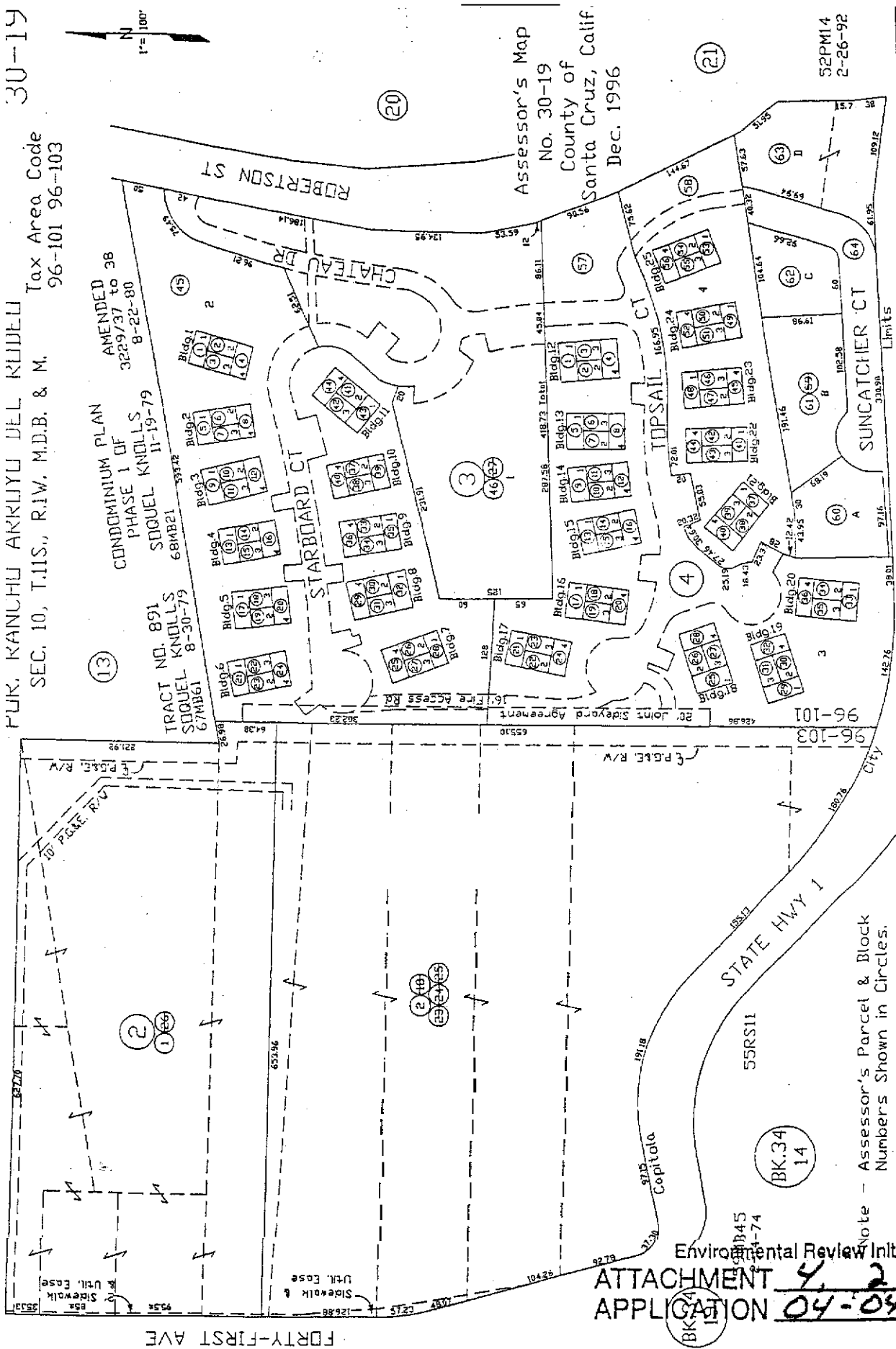
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Electronically drawn 12/23/96 KSA
Rev. 10/27/97 CS (added 4-42)
Rev. 5/6/98 CS (CA consultation)
Rev. 2/17/99 CS (CA, APN 4-1-234 1-25)
Rev. 4/10/01 mm (changed page ref.)
Rev. 11/10/04 CS (for Lot 2 & 3 Bldg 4)

ATTACHMENT 4. 2012
APPLICATION 0450-40
Environmental Review Initial Study

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



PUR. KANUHU AKUUYU DEL KUDU
SEC. 10, T.11S., R.1W, M.D.B. & M.
Tax Area Code
96-101 96-103

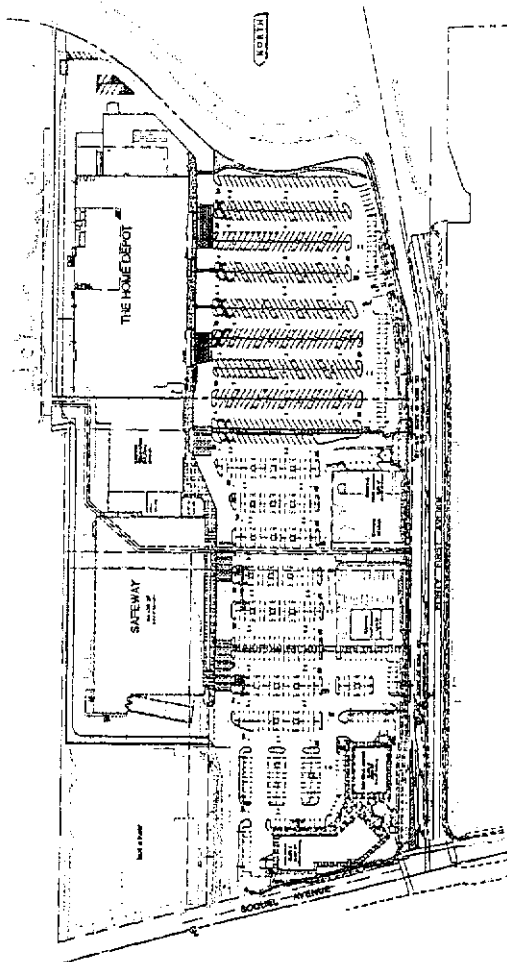
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8-22-80
SOQUEL KNOLLS
11-19-79
68MB21
TRACT NO. 891
SOQUEL
8-30-79
67MB61

Assessor's Map
No. 30-19
County of
Santa Cruz, Calif.
Dec. 1996

52PM14
2-26-92

REDWOOD SQUARE SHOPPING CENTER

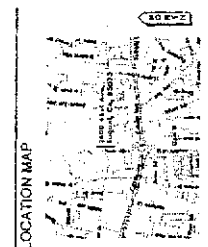
AMENDMENT TO PERMIT 00-0127



ABBREVIATIONS:

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SHEET INDEX	
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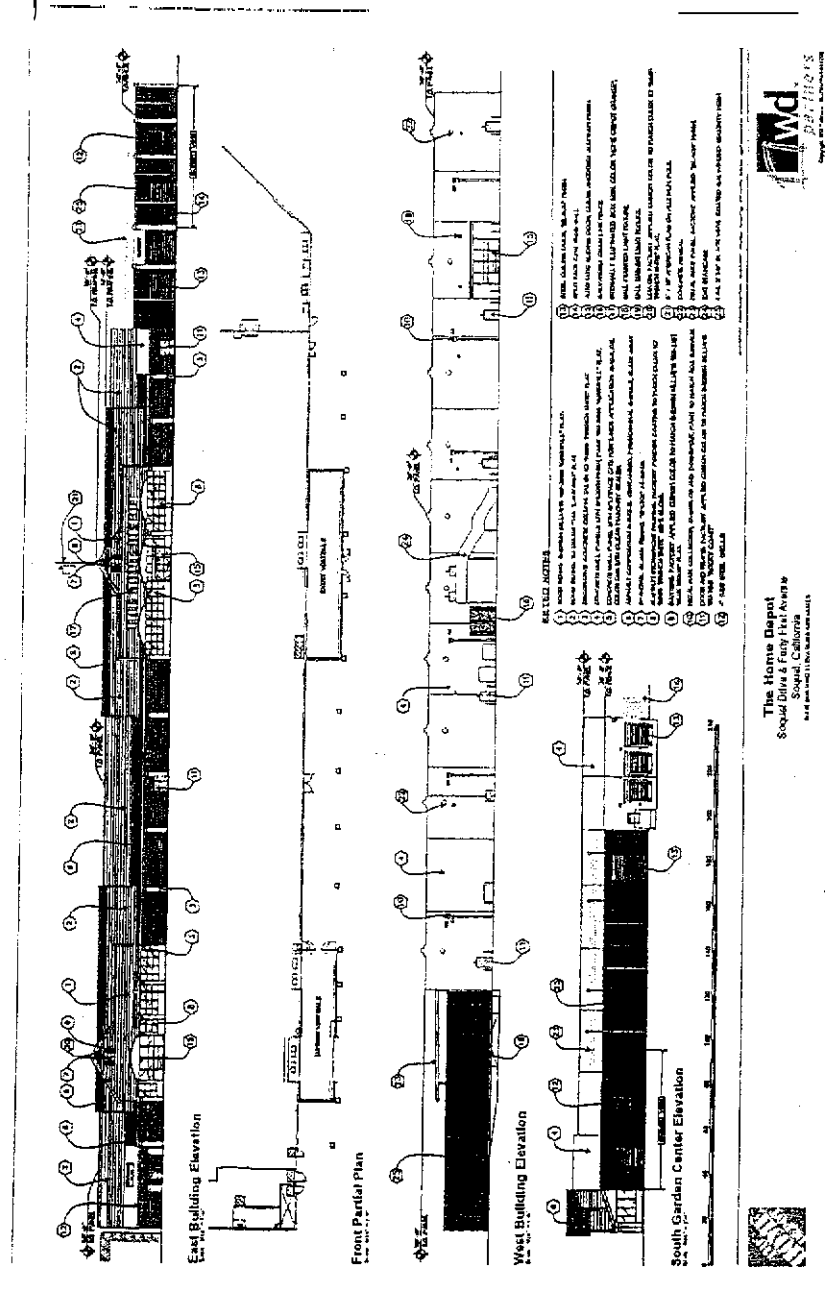
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SCOTT A. MUMFORD CONSULTING
LMS ASSOCIATES & ASSOCIATES, INC.
701 8th Street, Suite 100
San Francisco, CA 94103
Tel: 415.398.1234
Fax: 415.398.1235
Email: info@scottamumford.com

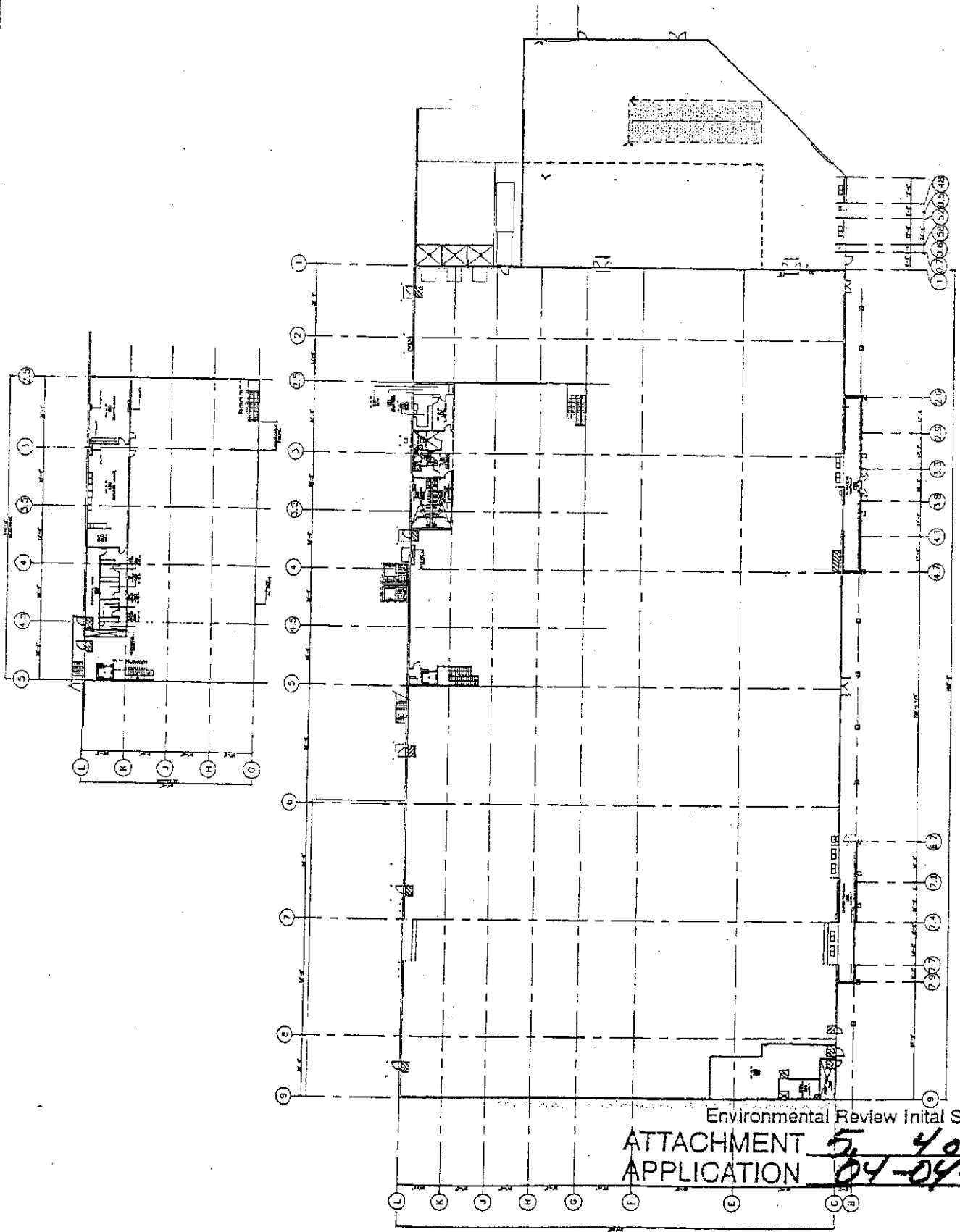
REDWOOD SQUARE SHOPPING CENTER
AMENDMENT TO PERMIT 00-0127
PRELIMINARY PLANS - NOT FOR CONSTRUCTION
COVER SHEET

THE HOME DEPOT
41ST AVENUE AND SCOTT AVENUE
SQUAW VALLEY, CA
1
DATE: 10/1/14
BY: [Signature]

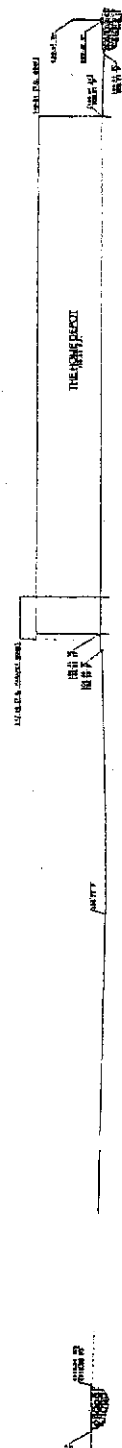
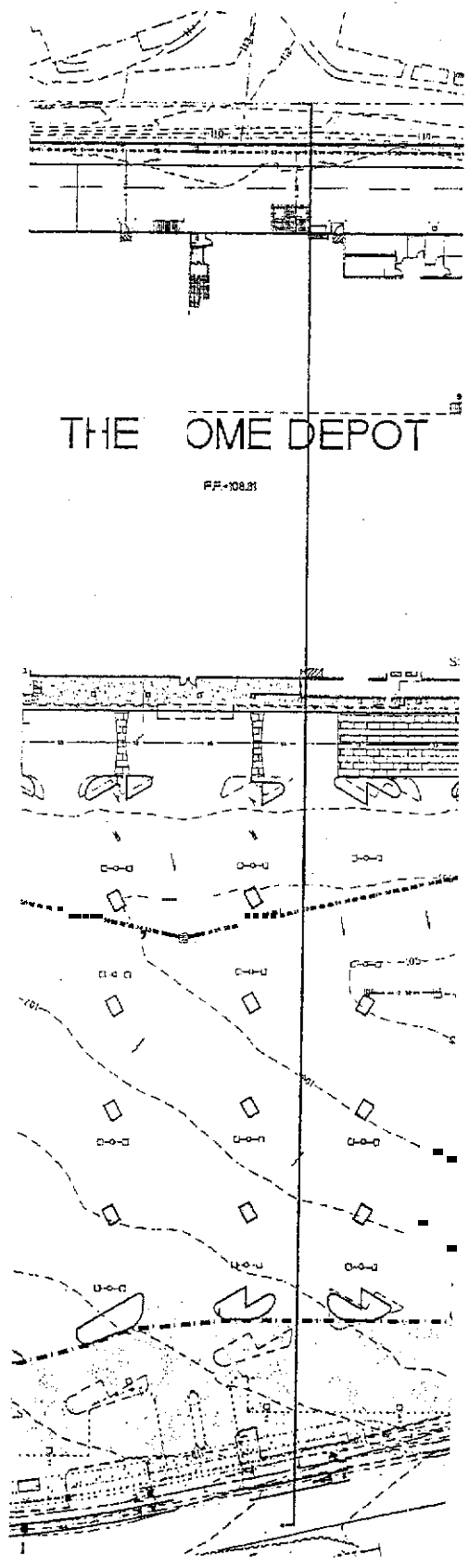
Environmental Review Initial Study
ATTACHMENT 5, 10/1/14
APPLICATION 04-0440



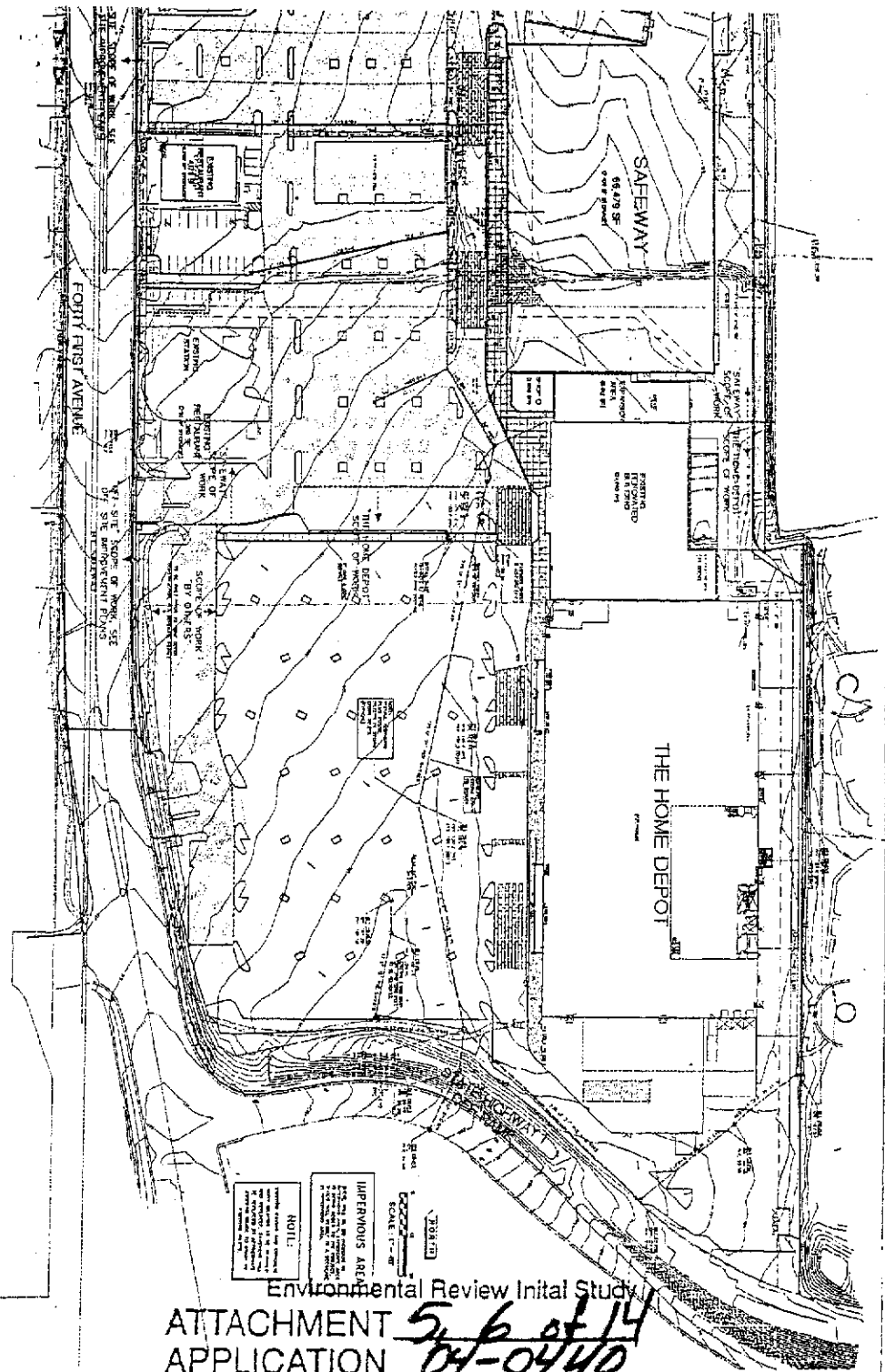
Environmental Review Initial Study
ATTACHMENT 5.3 of 14
APPLICATION 04-0440



Environmental Review Initial Study
 ATTACHMENT 5
 APPLICATION 04-0940
 5 of 14



Environmental Review Initial Study
 ATTACHMENT 5, 5 of 14
 APPLICATION 04-0440



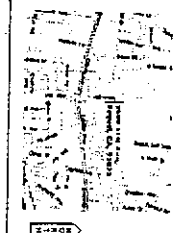
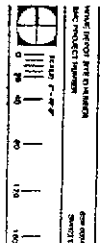
Environmental Review Initial Study
 ATTACHMENT 5.6 of 14
 APPLICATION 01-0440

1. EXISTING AND PROPOSED GRADING AND DRAINAGE PLAN	1. EXISTING AND PROPOSED GRADING AND DRAINAGE PLAN
2. EXISTING AND PROPOSED GRADING AND DRAINAGE PLAN	2. EXISTING AND PROPOSED GRADING AND DRAINAGE PLAN
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6 THE HOME DEPOT SOQUEL, CA
 41ST AVENUE AND SOQUEL AVENUE
 SHEET 01

REDWOOD SQUARE SHOPPING CENTER
 AMENDMENT TO PERMIT 00-0127
 PRELIMINARY PLANS - NOT FOR CONSTRUCTION
 PRELIMINARY GRADING & DRAINAGE PLAN

SCOTT A. MOMMER CONSULTING
 LARS ANDERSEN & ASSOCIATES, INC.
 401 WEST JACOB BLVD. SUITE 100 FRESNO, CALIFORNIA 93726
 TEL: 202-764-7776 FAX: 202-764-7776



LOCATION MAP

LEGEND:

- Existing street layout to be retained
- Proposed street layout to be retained
- Proposed street layout to be removed
- Proposed street layout to be added
- Proposed street layout to be widened
- Proposed street layout to be narrowed
- Proposed street layout to be relocated
- Proposed street layout to be closed
- Proposed street layout to be opened
- Proposed street layout to be improved
- Proposed street layout to be replaced
- Proposed street layout to be reconstructed
- Proposed street layout to be resurfaced
- Proposed street layout to be repaved
- Proposed street layout to be repainted
- Proposed street layout to be repaired
- Proposed street layout to be maintained
- Proposed street layout to be monitored
- Proposed street layout to be managed
- Proposed street layout to be maintained
- Proposed street layout to be monitored
- Proposed street layout to be managed

UTILITY NOTES

1. All utility lines shown on this plan are based on the latest available records and field surveys. The location and depth of all utility lines shall be verified prior to construction.

2. All utility lines shall be protected and maintained throughout the construction process. Any damage to utility lines shall be repaired immediately.

3. All utility lines shall be marked with reflective paint or flags prior to construction.

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9. All utility lines shall be marked with reflective paint or flags prior to construction.

10. All utility lines shall be marked with reflective paint or flags prior to construction.

COUNTY SANITATION DISTRICTS

GENERAL NOTES:

1. The project is located within the jurisdiction of the County of Santa Clara. The project shall comply with all applicable local, state, and federal laws and regulations.

2. The project shall be designed and constructed to meet the highest standards of quality and safety.

3. The project shall be designed and constructed to meet the highest standards of quality and safety.

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5. The project shall be designed and constructed to meet the highest standards of quality and safety.

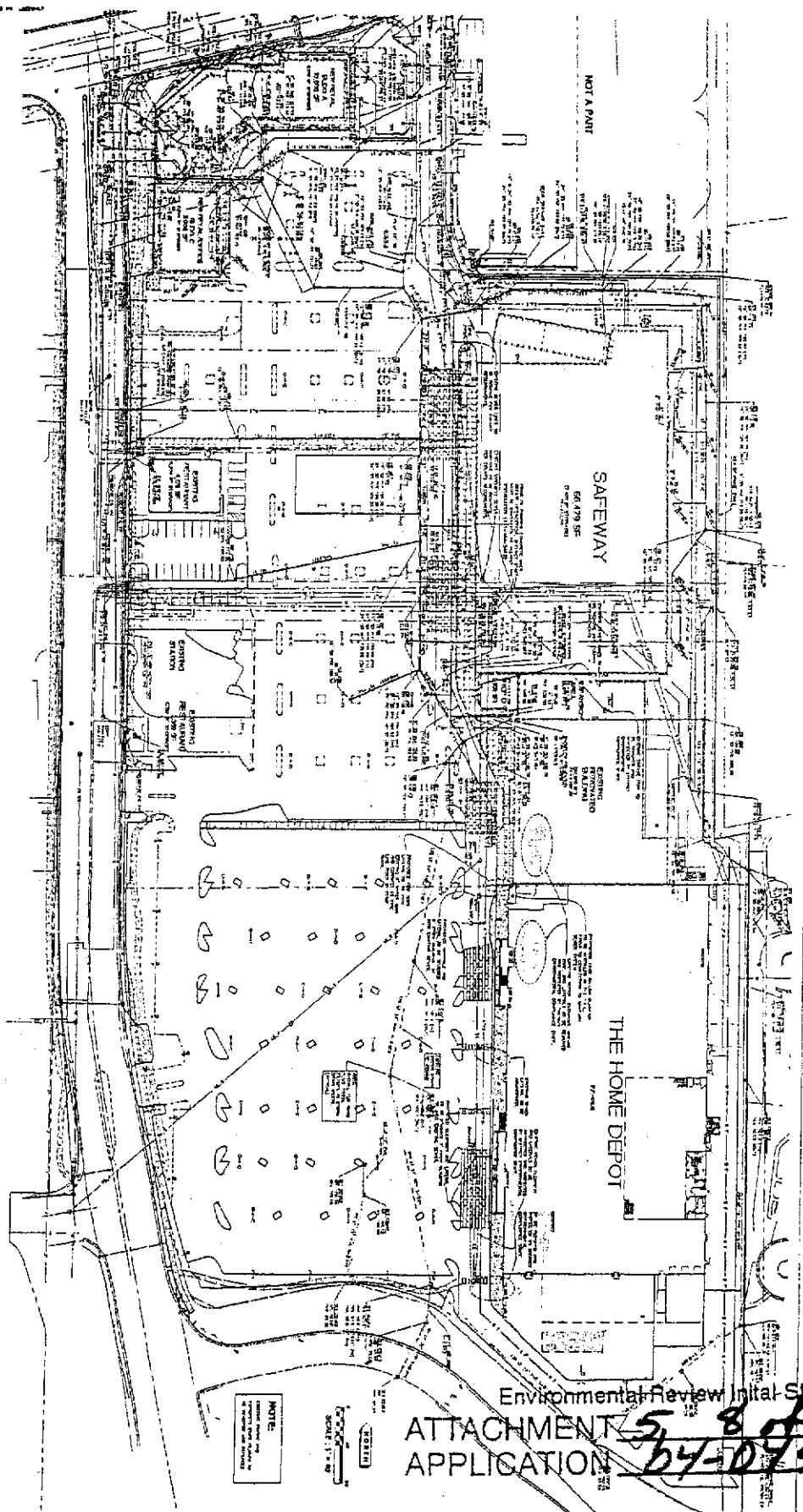
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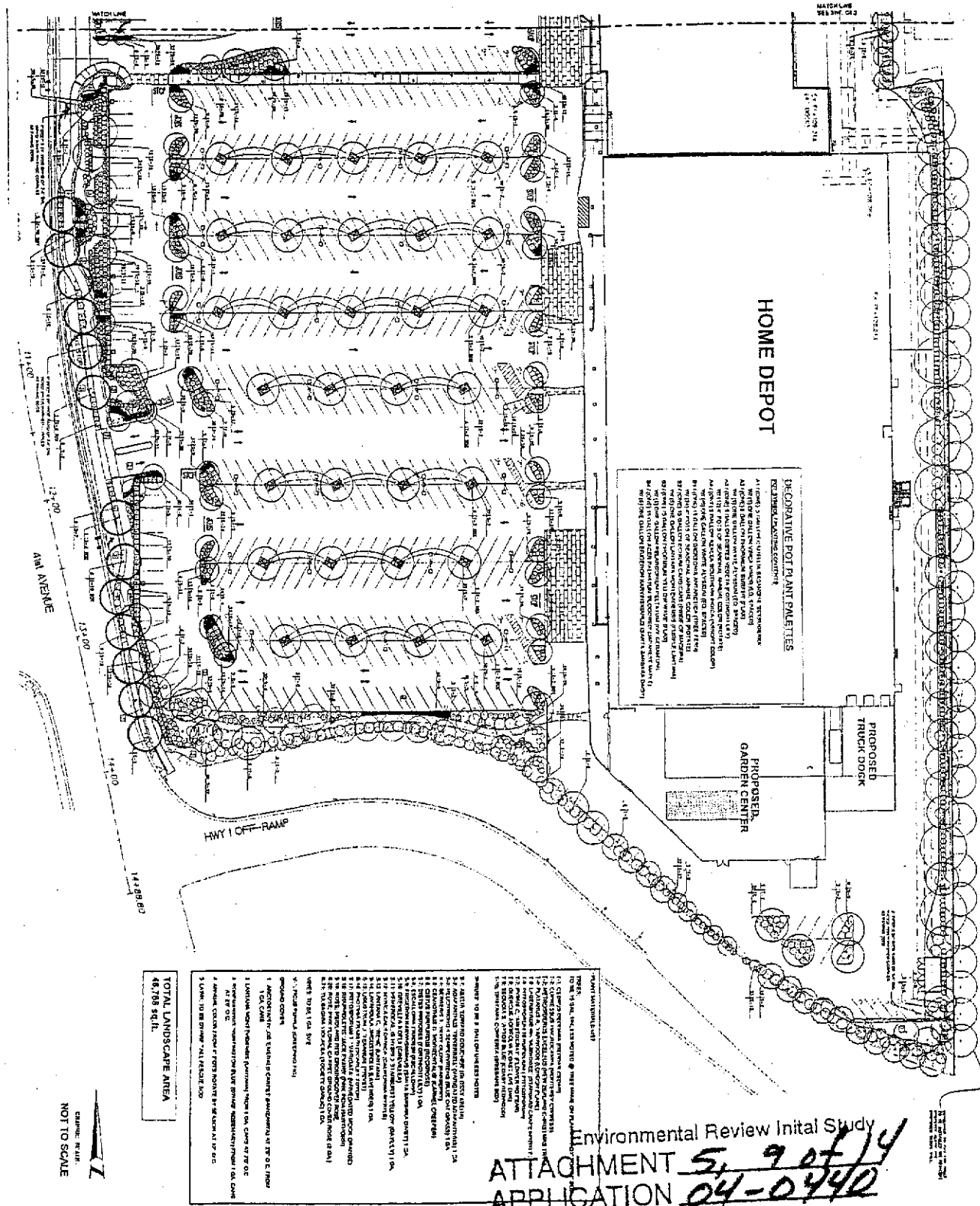


Environmental Review Initial Study
ATTACHMENT 5
APPLICATION
5 of 14
64-0940

DATE: 02/08/2008
 8
THE HOME DEPOT
 SOQUEL, CA
 41ST AVENUE AND SOQUEL AVENUE
 SAN PROJECT NUMBER: 040722-08

REDWOOD SQUARE SHOPPING CENTER
AMENDMENT TO PERMIT 00057
PRELIMINARY PLANS - NOT FOR CONSTRUCTION
PRELIMINARY SITE IMPROVEMENT PLAN

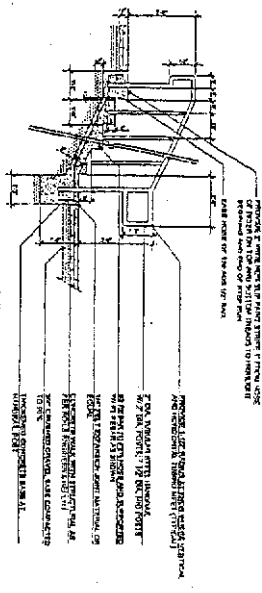
SCOTT A. MOMMER CONSULTING
 LARS ANDERSEN & ASSOCIATES, INC.
 4000 WEST HOLLAND AVENUE - SUITE 110
 TEL: 949 229-2776 FAX: 949 229-0885 BUCKHART@SCOTTAMOMMER.COM



ATTACHMENT 5, 9 of 14
APPLICATION 04-0442

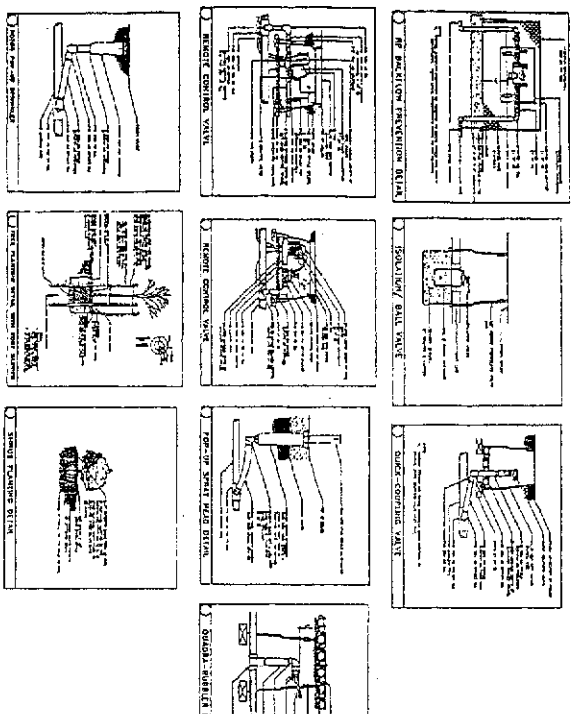
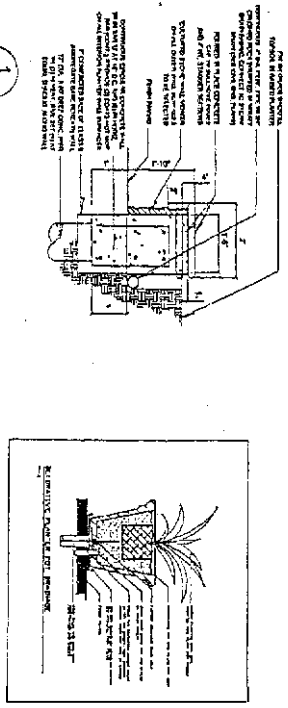
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C6.5

STEP AND HANDRAIL DETAIL



1
C6.5

LOW WALL W/ STONE VENEER



ITEM NO.	DESCRIPTION	QUANTITY	UNIT
1	CONCRETE	100	CU YD
2	GRAVEL	50	CU YD
3	STONE VENEER	100	SQ YD
4	FINISH	100	SQ YD
5	HANDRAIL	100	LINEAL FT
6	STEP	100	SQ YD
7	WINDOW SILL	100	SQ YD
8	DOOR THRESHOLD	100	SQ YD
9	WINDOW CASE	100	SQ YD
10	DOOR CASE	100	SQ YD
11	LOW WALL	100	SQ YD
12	STONE VENEER	100	SQ YD

ITEM NO.	DESCRIPTION	QUANTITY	UNIT
1	CONCRETE	100	CU YD
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9	WINDOW CASE	100	SQ YD
10	DOOR CASE	100	SQ YD
11	LOW WALL	100	SQ YD
12	STONE VENEER	100	SQ YD

REMARKS:

1. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE CALIFORNIA BUILDING CODES AND ALL APPLICABLE LOCAL ORDINANCES.

2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND INSURANCE.

3. THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL ADJACENT PROPERTIES AT ALL TIMES.

4. THE CONTRACTOR SHALL PROTECT ALL EXISTING UTILITIES AND STRUCTURES.

5. THE CONTRACTOR SHALL MAINTAIN A SAFE WORKING ENVIRONMENT AT ALL TIMES.

6. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL NEIGHBORHOODS AND THE ENVIRONMENT.

7. THE CONTRACTOR SHALL MAINTAIN A CLEAN WORK SITE AT ALL TIMES.

8. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL NEIGHBORHOODS AND THE ENVIRONMENT.

9. THE CONTRACTOR SHALL MAINTAIN A CLEAN WORK SITE AT ALL TIMES.

10. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL NEIGHBORHOODS AND THE ENVIRONMENT.

EXHIBIT:

1. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE CALIFORNIA BUILDING CODES AND ALL APPLICABLE LOCAL ORDINANCES.

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Environmental Review Initial Study
 ATTACHMENT 5, 11 of 14
 APPLICATION 04-0940

DATE: 10/10/04
 PROJECT NO: 04-0940
 10 THE HOME DEPOT
 SCQUEL, CA
 41ST AVENUE AND SCQUEL AVENUE
 SHEET NO: 04-0940-10

REDWOOD SQUARE SHOPPING CENTER
 AMENDMENT TO PERMIT 00-0127
 PRELIMINARY PLANS - NOT FOR CONSTRUCTION
 IRRIGATION AND PLANTING
 DETAILS AND NOTES

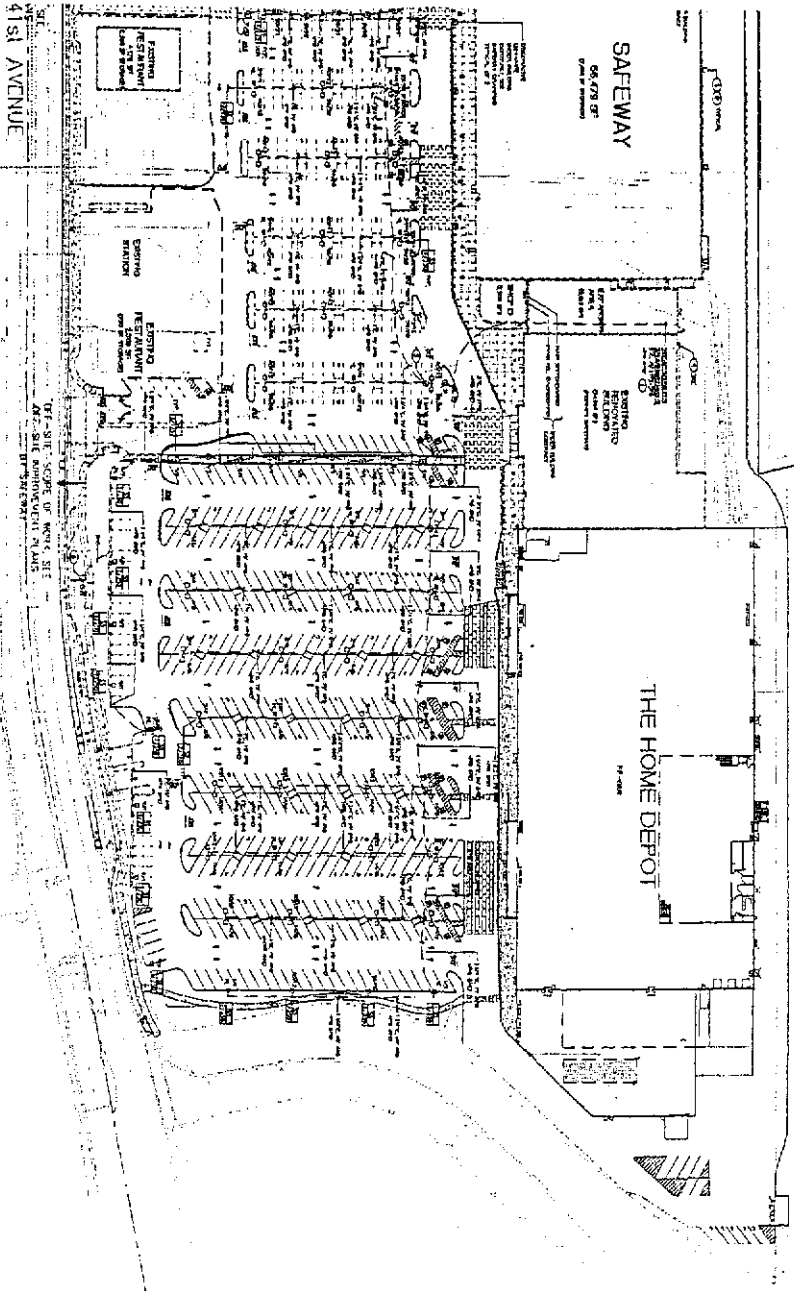
SCOTT A. MOMMER CONSULTING
 LARS ANDERSEN & ASSOCIATES, INC.
 401 WEST HARBOR AVENUE - SUITE 111
 PLEASANTON, CALIFORNIA 94566
 TEL: 408.796.7274 FAX: 408.796.7288

4. FIXTURE SCHEDULE

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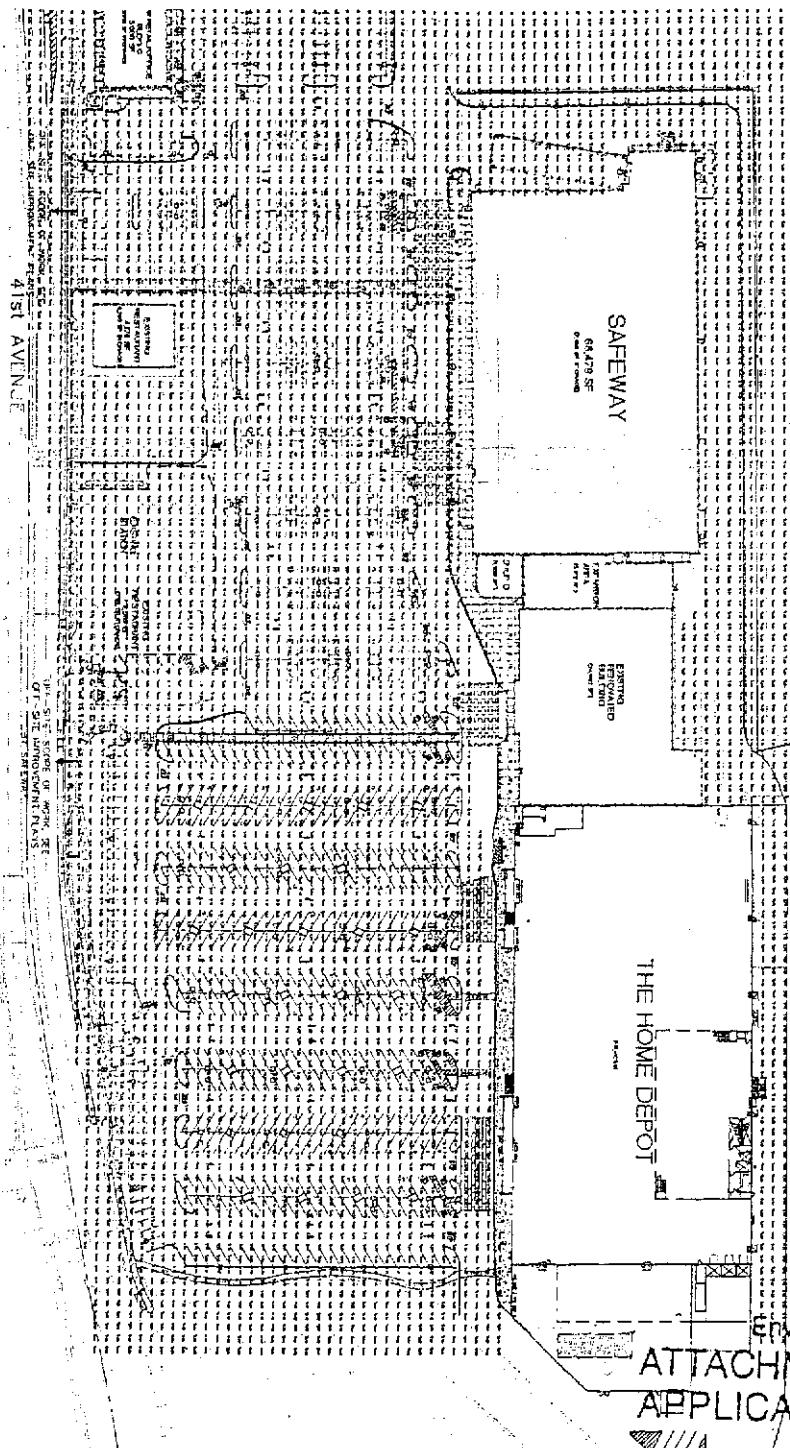
- ① to a full 100 per cent, but he predicted that by the year 2000, some 80 per cent of the population would be employed in the service sector.
- ② The OECD, by providing the most reliable and detailed data on the world economy, has been a major catalyst in the development of the service sector.
- ③ In the 1970s, the Organisation for Economic Co-operation and Development (OECD) was the first to publish a report on the importance of the service sector in the world economy.
- ④ The report was published in 1974, and it was the first of a series of reports on the service sector.
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Environmental Review Initial Study
ATTACHMENT 5, 12 of 14
APPLICATION 04-0442



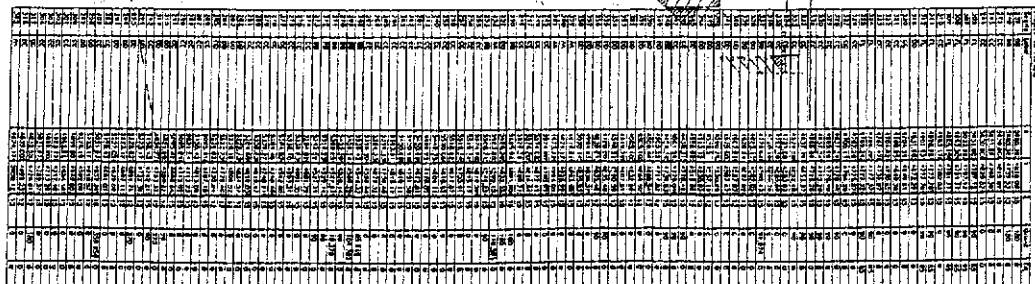
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PROJECT INFORMATION	
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Client	The Home Depot
Location	41st Avenue and Soquel Avenue, Santa Cruz, CA
Map Scale	1" = 100'
Map Date	5/13/14
Map By	Scott A. Mommer Consulting
Map No.	04-0440
Map Title	Environmental Review Initial Study
Map Status	Preliminary
Map Notes	See attached map for details.

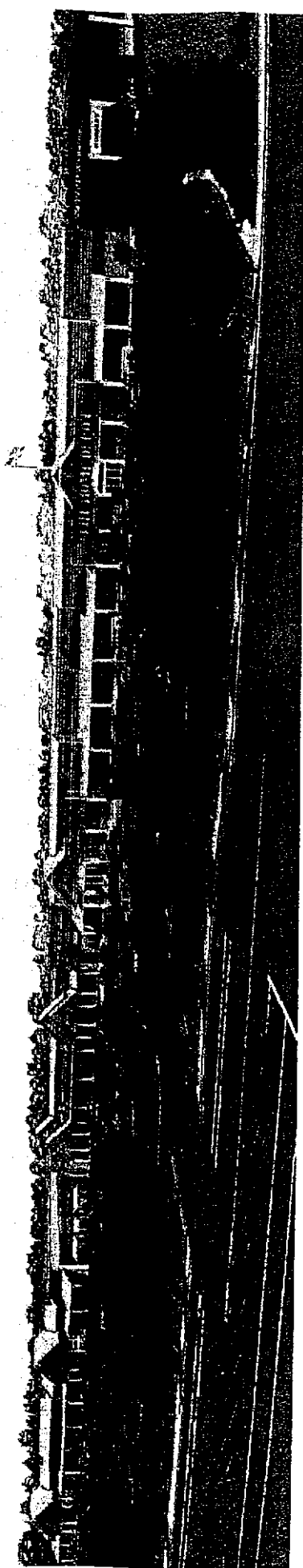
Environmental Review Initial Study
 ATTACHMENT 5, 13 of 14
 APPLICATION 04-0440



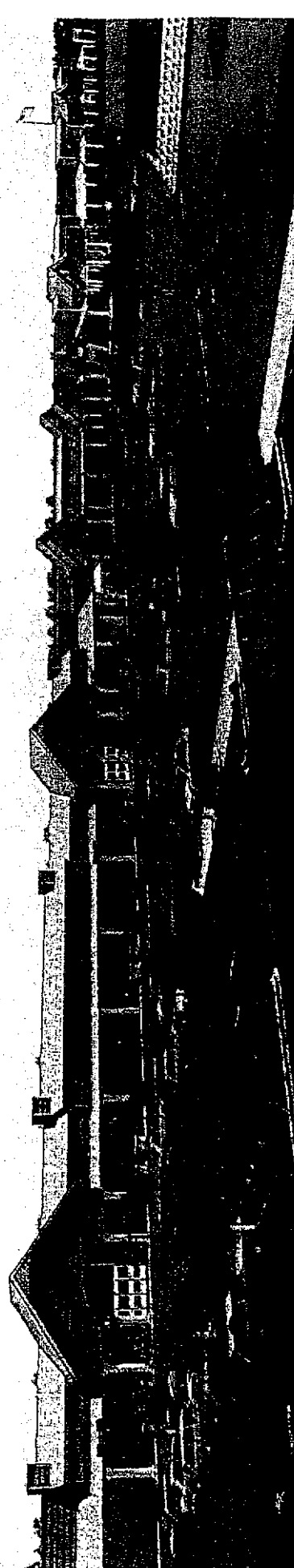
DATE: 5/13/14
 12 THE HOME DEPOT
 SOQUEL, CA
 41ST AVENUE AND SOQUEL AVENUE
 MAX PROJECT NUMBER: 04-0440

REDWOOD SQUARE SHOPPING CENTER
 AMENDMENT TO PERMIT 00-4121
 PRELIMINARY PLANS - NOT FOR CONSTRUCTION
 PRELIMINARY PHOTOMETRIC STUDY

SCOTT A. MOMMER CONSULTING
 LARS ANDERSEN & ASSOCIATES, INC.
 405 WEST HICKORY AVENUE - SUITE 100
 FRESNO, CALIFORNIA 93701
 TEL: 509 794-2700 FAX: 509 794-0001



7G



Environmental Review Initial Study

PROJECT 5, 14 OF 14
 SHEET 04-0440



The Home Depot
 41st Ave. and Soquel Ave.
 Soquel, CA



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EXHIBIT D

NAME : Dave Johnson, for Johnson-Lyman
APPLICATION: 00-0127
A.P.N: 30-131-37,42,44,45 and 30-192-01,02

NEGATIVE DECLARATION MITIGATIONS

- A. in order to ensure that mitigation measures B through G are communicated to the various parties responsible for constructing the project and are properly implemented, the applicant shall organize a pre-construction meeting on the site to review the mitigation measures. The following parties shall attend: contractor, grading contractor supervisor, and Environmental Planning staff. The tree protection fencing will be inspected and the destination for the excess fill shall be identified at that time.
- B. In order to prevent erosion during earthmoving operations and construction, prior to issuance of grading or building permits the applicant shall:
1. Submit a detailed erosion control plan for review and approval by Environmental Planning staff. The plan shall include the following elements: A 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 and erosion protection at the outlets of pipes, and specifications for revegetation of bare areas, both temporary cover during construction and permanent planting;
 2. Identify the receiving site for the approximately 5000 yards of excess fill. The fill shall be exported only to the municipal landfill or a site(s), which has a valid grading permit.
- C. In order to mitigate impacts associated with increased traffic, the applicant shall, prior to public hearing, revise Sheet A2 of the project plans so that the frontage improvements on 41st Avenue conform to the approved plan line.
- D. In order to mitigate impacts from noise generated by the project the recommendations of the noise study as listed on page 12 of "Acoustical Study", Wilson, Ihrig and Associates, Inc., September 4, 2002, shall be implemented. To ensure implementation, prior to public hearing the applicant shall submit revised project plans that show the recommended sound wall and enclosure of the rooftop equipment and a revised project statement that implements the recommendations, including prohibition of truck activity in the truck lane and at the loading dock between 10 PM and 7:00 AM. Further, prior to issuance of permits, the applicant shall submit a plan review letter from the project acoustical engineer verifying that the recommendations are properly reflected on the plans.
- E. In order to minimize the loss of groundwater recharge caused by installation of impervious surface to a less than significant level, prior to issuance of building or grading permits the applicant shall revise the plans to show specific methods to collect and convey runoff into a retention system. The system shall be designed to retain runoff associated with up to a 10-year storm event, Parking lot runoff shall be filtered prior to introduction into the ground.
- F. In order to prevent degradation of water quality as a result of urban pollutants in runoff, the applicant shall install a silt and grease trap(s) that filter runoff before it leaves the site. The trap(s) shall be maintained according to the following monitoring and maintenance procedures:
1. The traps shall be inspected to determine if they need cleaning or repair prior to October 15 each year at a minimum;
 2. A brief annual report shall be prepared by the trap inspector at the conclusion of each

Environmental Review Initial Study
ATTACHMENT 6, 1 of 161
APPLICATION 04-0440

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.

- G. In order to mitigate impacts from the **loss** of mature trees that were removed from the site, the applicant shall implement the landscape plan (Soquel Retail Center, Sheets L1 and L2, dated 6-15-02). However, prior to public hearing the project landscape designer and project engineer shall verify that the proposed placement of **72** cedar and redwood trees along the property boundary behind and north of the Safeway building is compatible with the existing retaining wall and with the proposed retaining wall and **sound** walls. If the placement is not compatible, prior to public hearing the landscape plan shall be revised to show the same number of cedar and redwood trees accommodated elsewhere on the property.

Environmental Review Initial Study
ATTACHMENT 6, 2 of 16
APPLICATION 04-0440

PLANNING POLICIES

Zone District: Community Commercial (C-2);
Special Designation: None
General Plan: Community Commercial (CC)
Special Community: Soquel Village
Coastal Zone: No
Within USL: Yes

PROJECT SUMMARY DESCRIPTION:

The applicant proposes to demolish three existing commercial buildings (approximately 13,000 square feet total), remodel three existing commercial buildings (approximately 112,000 square feet total), and construct four new commercial buildings of approximately 66,160 square feet, 10,000 square feet, 8,000 square feet, and 5,000 square feet. Additionally, the applicant proposes to reconfigure the existing parking lot and landscaping for the 41st Avenue Safeway/Kmart shopping center. The project requires a Commercial Development Permit, Preliminary Grading Approval for approximately 9,000 cubic yards of earthwork, and a Soils Report Review.

DETAILED PROJECT DESCRIPTION:

This project description is based on the plans by Johnson Lyman Architects, dated January 15, 2002, and conceptual grading and drainage plans prepared by SLS Associates, Inc., dated September 1, 2001.

The project consists of the demolition of 12,971 square feet of existing commercial retail space or pads, the renovation of 112,138 square feet of existing commercial shopping space, and the new construction of a 66,160 square foot, 10,000 square foot, 8,000 square foot, and 5,000 square foot commercial building. The project results in an increase from the current 131,676 square feet of commercial space to a proposed 207,866 square feet of commercial space. The proposed shopping center will consist of a new Safeway grocery store, a Kmart store with a 10,500 square foot garden center, two restaurants, one gas station, and an unknown number of small retail/commercial spaces in the remaining area of the center. Parking will be provided for 843 cars.

The shopping center will be constructed or renovated as coordinated, single-story masonry development with hardboard siding and tile roofs. The height of the buildings will vary between 20 and 38 feet.

Primary access to the site will be from 41st Ave at a point approximately half way between Soquel Drive and Highway 1, with three secondary access points also from 41st Ave. Additional site access will be available from Soquel Drive, approximately 280 feet east of the intersection of Soquel Drive and 41st Ave.

Environmental Review Initial Study
ATTACHMENT 6, 4 of 16
APPLICATION 04-0440

Grading is required to prepare the site and to process undocumented fill which covers portions of the site at depths generally ranging from one to two feet. Undocumented fill will be screened to remove debris (e.g. roots, building materials, etc.) and reused if appropriate. Based on the conceptual grading plan, earthwork quantities for site grading are estimated to be approximately 9,113 cubic yards of cut and 3,405 cubic yards of fill, with the excess 5,708 cubic yards of excavated material to be exported from the site. Approximately 1220 cubic yard of asphalt will be demolished, ground, and reused as base material if appropriate, with the remaining asphalt to be exported to landfill sites. (These estimates are preliminary).

The applicant will dedicate approximately 10 feet of right of way along 41st Ave and construct improvements including two right turn lanes, a bus pullout, curb, Gutter, 6-foot separated sidewalk, and a 4 foot planting strip the entire length of 41st Ave from Soquel Drive to Highway 1. Improvements will also be made to the median area of 41st Ave to facilitate any additional traffic changes as required by the County.

Erosion control will be implemented during construction, to include various Best Management Practices (BMPs).

Storm water flows will run from north to south, with all runoff passing under and along the CALTRANS right-of-way into Soquel Creek as it does currently. Detention and recharge of storm water will be designed into the plan to meet policies of the County General Plan and to insure that the post-development runoff rate will not exceed pre-development levels at the entrance to the CALTRANS culvert under Highway 1.

Extensive new landscaping is proposed throughout the project site. Over 300 new trees are included in the plan that also includes several thousand new shrubs, vines and perennials. The street frontage of the site (41st Avenue and Soquel Drive) will be planted in accordance with the County street tree program. The southeast corner of 41st Avenue and Soquel Drive will be designed and constructed as a decorative landscape accent featuring coast redwoods and Cape Myrtle trees. Thick tree plantings are planned for the eastern portion of the site adjacent to the existing residential areas. 122 trees have been removed from the site.

Lighting for the project parking areas will consist of approximately 125 metal halide standards and approximately 25 decorative lights adjacent to pedestrian areas. All metal halide light standards are planned to be 15 feet high in order to reduce off-site illumination. In addition, cut-off shields are planned on the light fixtures nearest the site perimeter to prevent direct illumination of adjacent off-site areas.

The application is for a Commercial Development Permit. The project also requires a preliminary grading approval, site, architectural and landscape design review, and a soils report review.

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PROJECT SETTING:

The project site is located in the western portion of the Soquel Planning Area. The site consists of six contiguous parcels with a total land area of approximately 17.93 acres. The site is bounded on the south by Highway 1; on the west by 41st Ave; on the north by Soquel Drive and existing commercial and residential uses; and on the east by existing residential uses.

The Safeway/K-Mart Center is part of a larger commercial area that has developed on the 41st Ave corridor, both north and south from the interchange at Highway 1. The focal point of this area is the Capitola Mall, just south of the interchange. While the Safeway/K-Mart center is technically within the Soquel Village Planning Area, the center has a much stronger relationship, in both form and function, to the 41st Ave commercial corridor than it does to Soquel Village. The Soquel Village Plan, adopted by the Board of Supervisors in 1990, does not include the property involved in the project, but does include the Soquel Drive right of way to 41st Ave. The main focus of the Soquel Village Plan is the intersection of Porter Street and Soquel Drive and the older commercial area of Soquel Village within about a 600-foot radius of that intersection. The Safeway/K-Mart Center is not within this area.

The majority of the site is currently developed with a variety of commercial and retail uses including large and small retail uses, restaurants, office uses and a gas station. The vacant northwest portion of the site had been previously developed with similar uses, including a dry cleaning business.

Land uses surrounding the project site include a mixture of small retail and residential uses. Generally, the surrounding retail/ commercial is south and west of the site, while the surrounding residential is north and east of the site.

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Significant Or Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
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ONMEL REVIEW K1

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 —

The project site is not located in a fault zone mapped by the State or the County. The nearest fault zone is the Zayante-Vergeles, located 5 miles to the northeast of the project. Since there is no evidence of active faulting in the immediate vicinity of the site, potential for ground rupture at the site is low. (See Attachment 7)

- b. Seismic ground shaking?

— — — X —

The project will likely be subject to seismic shaking during the life of the structures. The structures shall be designed in accordance with the Uniform Building Code as well as additional requirements dictated in the Geotechnical investigation prepared by Harza Consulting Engineers, dated September 2000, (Attachment 7) such that the hazard presented by seismic shaking is reduced to a less than significant level.

- c. Seismic-related ground failure, including liquefaction?

— — — — X

According to the "Map Showing Geology and Liquefaction Potential of Quaternary Deposits in Santa Cruz County, CA" (Dupre, W.R., 1975), the project is located in an area of low liquefaction potential. Additionally, the Harza Geotechnical investigation found the clay and clayey soils of the site to be relatively dense and cohesive. Considering the absence of groundwater within the upper soil strata and the character of the soils, the potential for ground failure due to liquefaction is considered low.

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d. *Laridslides?*

— — X —

The project site does not lie within a landslide area mapped by the County. The site topography is essentially level. There are no indications on the project site that the parcel will be subject to an elevated risk from landsliding.

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

— — X —

As discussed above, the site is not subject to landslides or liquefaction. The site is also not subject to lateral spreading or subsidence, which are phenomena typically associated with particular soil types and groundwater conditions. Due to the cohesive nature of the underlying clay and clayey sand soils, significant impact due to differential settlement is not anticipated.

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

— — — X

The building envelopes and proposed road improvements are located on slopes less than 30%.

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

— X — —

The Watsonville loam soils underlying the site possess slight to moderate erosion hazard, although erosion potential is generally reduced because the site is relatively level. Potential for erosion is greatest when exposed soils are subject to rainfall and concentrated stormwater runoff. Thus, erosion potential will be minimized by confining site clearing, grading and excavation activity to the dry season, as generally required by the County. Prior to the onset of the rainy season, any exposed soils will be protected by permanent vegetation in accordance with the project landscaping plan. Prior to approval of a grading permit, the project must have an approved Erosion Control Plan, which will specify detailed erosion and sedimentation control measures. (See also B. Hydrology, Water Supply and Water Quality below).

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

— — X —

According to the Geotechnical Investigation prepared by Harza, dated September 2000, portions of the project site are underlain by soils of high expansion potential. Potential impacts due to soils expansion will be mitigated through overexcavation of the upper native soils and their replacement with non-expansive engineered fill. Additional preventive measures can be found in the foundation design parameters, also specified in the Harza report. Exported material (Est. 5000 cy) will be reused as base material or deposited in approved landfills or sites.

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

The project will be served by sanitary sewers maintained by the County Sanitation District, and will not include individual septic and leachfield systems.

7. Result in Coastal cliff erosion?

— — — X

The project site is inland of the Monterey Bay and therefore will not result in or be subject to coastal cliff erosion.

B. Hydrology, Water Supply and Water Quality

Does the project have the potential to:

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

— — — X

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

2. Place development within the floodway results in impedence or redirection of flood flows?

— — — X

According to the FEMA National Flood Insurance rate map, dated April 15, 1986, no portion of the project site lies within a floodway.

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	Significant Or Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	NO Impact
3. Be inundated by a seiche or tsunami?	—	—	—	<u>X</u>
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?	—	—	—	—

The project's water usage is projected to increase over existing use by 4,838,708 gallons per year (GPY) or 14.85 Acre Feet per Year (AFY) (Attachment 19). The City Water Department has issued a *wii serve letter* (Attachment 18) and has stated that the existing water meters are adequate to handle the additional demand.

The 'watersupply for the project comes from multiple sources within the City of Santa Cruz 'Water District jurisdiction, including a relatively small contribution from wells that pump from the aquifer in which the project is located. Given the relatively small increase in use and the fact that the source is outside the basin, the impact of increases water use on local groundwater levels will be less than significant.

The project will result in a loss of approximately 5.5 acres of permeable ground, which corresponds to a 40 percent increase in the amount of impervious surface on the property. This new impermeable area will contribute to a decrease in recharge of the underlying aquifer. The applicant has proposed a combination of retention and storage techniques that will convey some of the new runoff into a recharge system (Attachment 19). The retention/storage system will be required to be designed to recapture the amount of water that would ordinarily runoff into the storm drain system up to the 10 year storm. With this partial recharge, the loss of recharge due to additional impervious surface is considered to be less than significant.

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

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— X — —

Silt in storm water runoff from the project site during grading operations could contribute to siltation in Soquel Creek. The potential for erosion and downstream sedimentation will be minimized by confining site clearing, grading, and excavation for the project to the dry season, and by implementing the provisions of the County-required Erosion Control Plan and the state-mandated Storm Water pollution Prevention (SWPPP) to be prepared for the project.

Upon project completion, urban pollutants such as oil, grease, heavy metals, sediments

Significant Or Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
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and debris can be carried off-site in runoff from project parking areas resulting in potential pollution of downstream water bodies, and ultimately groundwater supplies. According to the project grading and drainage plan, and the Hydrology Report, prepared by CMF Consultants, dated January 2002 (Attachment 10), the off-site transport of these non-point source pollutants would be minimized by the installation of an additional silt and grease trap manhole (SDMH-1) located on-site and downstream of manhole 14-MH. Silt and grease filtering will also be necessary for water being directed into the recharge system. Additionally, the property owner will submit a silt and grease trap maintenance agreement to assure annual maintenance of the silt and grease trap.

6. Degrade septic system functioning? X

No septic systems are proposed as part of the project and there are no other septic systems in the site vicinity that could be affected by the project.

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?

The site is part of a larger watershed, which drains to Soquel Creek. According to the Hydrology Report prepared by CMF Consultants, dated January 2002, the proposed project would maintain the historic drainage patterns at the site. Further, the total increase of 7 cubic feet per second (CFS) (Attachment 10) is small compared to the 100-year discharge of Soquel Creek, and is projected to enter the creek ahead of peak storm discharges. There should therefore be no effect on the flood pattern (Attachment 10).

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

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According to the Drainage Report prepared by Sandis Humber Jones, dated February 6, 2001 (Attachment 9), the project will add approximately 5.5 acres of impervious surface to the existing 12.47 acres of impervious area on the site. In order to prevent increases in downstream flooding resulting from the intensification of development at the site, the project stormwater drainage system will be designed to result in no increase in the rate of storm water flows leaving the site relative to pre-development conditions. This will be accomplished through a combination of retention and storage techniques sufficient to reduce the additional post-development runoff rate (29 CFS) to pre-development runoff rates (22 CFS) (Attachment 19).

Significant Or Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	NO Impact
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These techniques will be required to be installed as a condition of the permit. Any proposed drainage facilities will be subject to approval by Department of Public Works Drainage Section.

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

— — X —

As discussed in 8.7 and 5.8 above: the project will not result in an increase in the rate of stormwater runoff leaving the site once a retention/storage system is implemented. Therefore, the project will not result in increased downstream flooding or erosion in Soquel Creek.

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

— — — X

As discussed in item 8.5 and E. 8 above, any potential water quality impacts resulting from the project will be mitigated by measures incorporated into the project to minimize erosion and siltation during grading (Final Erosion Control Plans), and to minimize contamination by urban pollutants during project operation (Silt and grease traps with maintenance agreements).

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 —

According to the California Natural Diversity Data Base (CNDDB), maintained by the California Department of Fish and Game, there are no known special-status plant or wildlife species in the site vicinity.

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 resource mapping and CNDDB mapping, an approximately 2-acre Portion of the project site is designated as native grassland, a sensitive biotic community.

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This area is completely surrounded by existing deveiopment. The County Environmental Planning Staff has not noted any good quality grassland habitat, and that this area is infested with non-native pampas grass. The latter species should be eradicated as a condition of the project.

According io the' reports submitted by the applicant: Mitigation for Trees 'Removed at Soquel Viilage, prepared by Plant HealthDiagnostics, dated June 3, 2001 (Attachment 11), Soquel Village Tree Inventory, updated 1/13/02 (Attachment IIB), 122 trees have been removed from the site to facilitate the development. Whiie this report states, "Many of the trees removed provided little or no value to the site due io poor structure or health." the County'Environmental Planning Section noted that many of the trees had "significant habitat value for urban wildlife" and further, that the loss must be mitigated.

To mitigate the loss of the trees the applicant has proposed replacement trees at a rate of 3 to 1, or 375 new trees including 74 natives. In addition, both the redwood trees at tile east end of the project and the redwood in the northwest corner of the property will be retained (Attachment 5, Landscape Plan). Specifically, the new trees will include: 48 cedar, 8 cypress, 91 pittosporum, 34 planetree, 28 plum, 69 pear, 51 coast redwood, 28 brisbane box. 18 coast iive oak.

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 —

See C.2 and 5 above

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

— — X —

While the project does involve an increase in commercial space and parking area, it is essentially a renovation of an existing deveiopment that has existing at this iocation for several years. The renovation includes replacement of nonconforming light standards (overheightandunshielded)with conforming light standards (15 feet maximum height and shielded from adjacent properties) throughout the project site area. This will result in a substantial decrease in the amount oflight ieaving the site area in all directions.

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

— — — X

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As discussed above, there is no indication that any rare or threatened plants or animals

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occur on the site.

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 —

The County Design Review Ordinance does require that, where feasible, mature trees should be incorporated into the design of the project. Given the form and function of the existing development, and the form and anticipated function of the proposed development the retention of the majority of existing trees was not practical. However, some of the mature native trees were in good condition and there was a loss associated with their removal. The loss is required to be mitigated by replanting of 70+ native trees, with a commitment to permanent maintenance.

High priority has been given to retaining the mature vegetation between the project site and adjacent residential areas, as is intended by the County General Plan. On balance, although native trees were lost (including 6 mature redwoods), the retention of the remaining mature redwoods and the planting of 51 new redwoods, reduces the loss of the trees to less than significant impact.

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 conservation plans or biotic conservation easements in effect or planned in the project vicinity.

D. Energy and Natural Resources

Does the project have the potential to:

1. Affect or be affected by land designated as Timber Resources by the General Plan?

— — — X

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Significant Or Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
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2. *Affect or be affected by lands currently utilized for agriculture, or designated in the General Plan for agricultural use?*

— — — X

The project site is not currently being used for agricultural resources and no agricultural uses are proposed for the site. The site is not zoned for agricultural use and contains no Williamson Act lands. Therefore no conflicts will occur.

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 site is currently developed with a large shopping center. As a result of the Project, water use will increase by 4,638,708 GPY, or 14.85 AFY (See B4). No other resource use will be significantly increased by the project.

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

— — — X

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Significant Or Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	NO Impact
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instituted dominate this section of the highway.

Of the four new structures planned for the site, three will be in the north portion of the project and out of sight from Highway 1. The fourth structure (Building B, see Attachment 5) will be located in the south portion of the site 10 feet north of the CALTRANS right of way. In accordance with the County General Plan, the project design will include landscaping to reduce the visual impact of Building B on views from State Highway; to a less than significant level. The proposed location of Building B is favorable for screening from Highway 1 due to the presence existing mature trees, and the existing exit ramp that is higher than Highway 1, which blocks the view of Building B from the highway. Additionally, site inspections have confirmed that the CALTRANS right of way (approximately 45 feet of open space) adjacent to Building 5 has been planted (summer/fall 2001) with new landscaping in accordance with ongoing highway beautification efforts.

The renovations will include the incorporation of pitched roofs and pitched roof accents to more visually integrate with adjacent residential areas. The tops of the pitched roofs will be a maximum of 35 feet from grade. Currently the height of the flat roof structures is about 25 feet. The proposed exterior finishes will be horizontal wood siding with much greater window detail compared to the very simple commercial style that currently exists. The colors will be pale blue with white trim.

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 —

As discussed in E.1 above, the project area is within a scenic corridor. The submitted sign program proposes two signs on the south elevation that may be visible from the corridor. These signs will be conditioned to be low enough so as not to be visible from the highway. The project site contains no additional scenic resources such as trees, rock outcroppings, historic buildings or similar resources.

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?

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— — — X —

Generally, the current site can be characterized as an uncoordinated group of dated commercial structures, circa 1970. The existing landscaping is fragmented and far below modern standards. The proposed renovation will architecturally join all the structures on site with common detailing, building materials and colors. The proposed landscape

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renovation will add 375 trees to the site, along with thousands of smaller plants and shrubs to effectively reduce the impact of the entire development on the surrounding area. The plan is in conformance with County requirements for perimeter and street tree plantings.

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

— — X —

The project includes the replacement of the existing parking area lighting system, circa 1970, which features tall, unshielded light standards. Lighting for the project parking areas will consist of metal halide standards, which have a relatively low intensity. All standards are required to be no higher than 15-feet in order to reduce off-site illumination. In addition, cut-off shields are planned on the light fixtures nearest the site perimeter to prevent direct illumination of adjacent off-site areas. Thus, although the project will result in an increase in commercial floor area, the planned lighting system will not result in excessive illumination of the site or surrounding areas. The project design does not include reflective windows or metal detailing that could produce glare, and enough parking lot trees have been planted to meet the General Plan requirement of one tree per 5 parking spaces. Thus the project will not include sources of light and glare that would adversely affect day and nighttime views of the area.

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.

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?

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— — — X

According to the Santa Cruz County Survey of Historic Resources the project site area is not in the vicinity of 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

X

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 X

EXHIBIT D

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additional hazardous materials will require regulation other than the continuation of the existing regulatory program that implements Chapter 7.100 of the County Code "Hazardous Materials and Underground Storage Tanks".

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 —

A review of federal and state environmental databases revealed two entries for businesses previously operating on the site. 'Master Cleaners', formerly located at the southwest portion of the site, was noted only as a hazardous waste generator. No hazardous waste has been identified on the site.

A second business, Shell Service Station No. 88, now USA Gas, operates at 2700 41st Avenue and is listed with the State Water Resources Control Board as the site of a formerly leaking underground storage. EHS also stated that monitoring wells on site have confirmed levels of petroleum hydrocarbons at the site are below significant level. The local oversight agency, Environmental Health Services (EHS) indicated that no documentation exists for these sites, but that no unsafe conditions exist at this time. A closure letter for assessment and remediation has been issued by the County Environmental Health Services Department (Attachment 21).

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 within two miles of the project site.

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4. Expose people to electro-magnetic 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

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

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

— — — X

The proposed 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 —

The project is required to pay standard development fees intended to mitigate the impact of new development on the County roads. These fees, Transportation Improvement Area (TIA) fees, are calculated by using an estimate of the increase in trip-ends generated by the project. According to the Supplemental Analysis for the project as it is now proposed prepared by Fehr & Peers Associates, Inc., dated July 8, 2002 (Attachment 22), the proposed project is estimated to generate approximately 82 net new AM peak-hour trips, 226 net new PM peak-hour trips, 225 net new Saturday midday trips. Based on these numbers, TIA fees would equal \$986,000.

In addition to payment of TIA fees and in accordance with County policy, the applicant has been required to sponsor the development of a plan line for 41st Ave Highway 1 to Soquel Drive. The results of this study, a detailed engineering plan for both sides of the road, median improvements and future signalization, was adopted by the Board of Supervisors on June 4, 2002 (Attachment 6). The applicant will be responsible for the installation of all improvements except those on the west side of the street. According to the plan line this will include the dedication of approximately 10 feet of right of way along 41st Ave, the construction of improvements including two right turn lanes, a bus pullout, a bus shelter, curb, gutter, 6-foot separated sidewalk, pedestrian paths across 4 driveway, and a 4 foot planting strip the entire length of 41st Ave from Soquel Drive to Highway 1. Improvements will also be made to the median area of 41st Ave as shown on the approved plan line.

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Significant Or Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	NO Impact
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While the traffic report indicated a traffic signal at the intersection of the main shopping center entrance and 41st Ave would improve the turning movements at the entrance to the center, it is not needed to mitigate an unacceptable level of service. The approved plan line area the main driveway entrance to the site were designed to function with or without the proposed new signal, allowing the County the option of installing of the signal at a later date without the need for additional improvements.

On Soquel Drive the applicant will add a bus shelter to the existing bus turnout and pedestrian a path across the existing driveway to the project.

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

Based on the uses and floor areas proposed, a total of 970 on-site parking spaces would be required per the parking requirements found in Section 13.10.552 of the Santa Cruz County Zoning Ordinance. County parking regulations allow a 15 percent reduction for shared uses when five to seven uses with non-corresponding peak business hours exist on the same site. With a 15 percent reduction, 825 spaces are required. The project site plan shows a total of 843 parking spaces provided. Therefore, the project provides the required on-site parking.

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

The project as proposed will increase pedestrian safety by providing additional pedestrian pathways and by more clearly defining existing pedestrian crosswalks at intersections with vehicular lanes. Specifically, a continuous sidewalk will be provided along the entire 41st Avenue frontage from the Northbound SR I off-ramp to Soquel Drive, and along Soquel Drive from 41st Ave to the eastern extent of the project. Three dedicated pedestrian paths will be provided through the parking lot between 41st Avenue and the new Safeway and K-mart stores. These paths provide cross walks through vehicular lanes and will be clearly marked with striping and decorative stamped concrete. Two of the paths are coordinated to function with the locations of the two adjacent public transit bus pullouts on Soquel and 41st Ave.

Bicycle lanes along the Soquel Drive and 41st Avenue frontages already serve the site. All existing bicycle facilities will be maintained and on-site parking for bicycles will be provided.

The locations of the vehicular access to the site will not differ from the existing site configuration, however, each driveway, with its associated pedestrian crossing will be brought up to County standards. In three of the five driveways this will include the

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installation of driveway medians to separate incoming and outgoing traffic. At the main entrance two exist lanes will replace one to facilitate easy left exiting and right exiting movements. This three-lane driveway will also coordinate with the future installation of new traffic signal at the main entrance.

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 — —

The submitted traffic analysis (Attachment 12) evaluated 10 key intersections in the vicinity of the project and stated that the project would result in significant cumulative impacts to three signalized intersections (Soquel Drive/Porter Street, 41st Avenue/Gross Road-SR 1 Southbound Ramps, and 41st Avenue/Clares Street) and one unsignalized intersection (Soquel Drive/Robertson Street). All other intersections operate at an acceptable level of service under project conditions and therefore are not significantly impacted by the project. The traffic study was updated by Fehr and Peers, (Attachments 22 and 23) to include revised traffic counts that reflect the methodology that was requested by Caltrans staff and to reflect the change in the plans that eliminates the gas station, which generated a large portion of the expected new trips. The updated analysis established that two of the problem intersections, 41st Avenue/Gross Road-SR 1 Southbound Ramps and 41st Avenue/Clares Street, will be affected by a less than one percent increase in the critical movement. The impact therefore does not exceed the adopted threshold for significance, which is an increase that exceeds 1%. The pertinent analysis for these intersections and recommended mitigations, taken from the traffic studies, are detailed below:

Intersection of Soquel Drive and Porter Street: This intersection functions at LOS E for AM peak hour under background conditions. The project is expected to have a significant impact during AM peak hour delay (from 67.7 seconds [LOS E] to 69.5 seconds [LOS E]). The recommended mitigation is to provide a separate westbound right turn lane. This improvement is in the County CIP, and will be completed in the summer of 2002. This mitigation would reduce the AM peak hour delay from 69.5 (LOS E) to 55.0 (LOS E). The TIA fees paid by the project are sufficient to cover the cost of this improvement.

Intersection of 41st Ave/Gross Road/SR 1 Southbound ramps: Regional Transportation Improvement Program for Fiscal Years 2002/03-2006/06, published by the Santa Cruz County Regional Transportation Commission the City of Capitola has access to programmed funds totaling \$200,000 to widen the Gross Road intersection, install a left turn lane, bike lane, and sidewalk, and re-phase signal on Gross Road at 41st Avenue. This work is expected to be underway by Spring 2003 (Personal communication, Mr. Steve Jessburg, City of Capitola Director of Public Works). With this improvement assumed for

Environmental Review Initial Study
 ATTACHMENT 6
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Significant Or Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	NO Impact
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the project conditions, the proposed project would have a less than 1 percent impact on the intersection critical movement.

Specifically, this intersection functions at LOS F for Saturday mid-day hour (41st and SR 1 SB Ramp), and LOS C for AM, PM, and LOS D for Saturday mid-day peak hour (41st and Gross) under background conditions. The percent increase in critical movement volumes for these parameters under project conditions is 0.7 (LOS F), and 0.2, 0.7, and 0.7 percent (LOS C, C, and D). Therefore the project would have a less than significant impact on this intersection. (See Attachment 23, page 5, Table 1)

Intersection of 41st Ave and Clares Street: This intersection functions at LOS D for PM and Saturday mid-day peak hours under background conditions. Respectively, the percent increase in delay for these times under project conditions is 0.64 (LOS E), and 0.53 (LOS E). Therefore the project would have a less than significant impact on this intersection. (See Attachment 22, page 2, Table 1)

Intersection of Soquel and Robertson: This intersection functions at LOS E for PM peak hour under background conditions. The project is expected to have a significant impact during PM peak hour delay (from 44.9 seconds [LOS E] to 52.1 seconds [LOS E]). The recommended mitigation is the installation of a traffic signal. This improvement is in the County CIP, a five-year plan. The TIA fees paid by the project are sufficient to cover the cost of this improvement. The final decision to install the signal will be made by the Board of Supervisors, based on the recommendation of the Department of Public Works Traffic Staff

I. Noise

Does the project have the potential to:

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

Environmental Review Initial Study
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APPLICATION 04-0440
_____ X _____

There are residential units 17 the vicinity of the project. These homes are considered sensitive receptors, and the noise associated with the project was analyzed for impacts on these homes. According to the Acoustical Study prepared by Wilson, Ihrig & Associates, Inc., dated September 4, 2002, (Attachment 25) "the introduction of nearby sources, such as trucks and rooftop equipment, will tend to increase the ambient noise." The study also states that implementing noise control provisions such as the installation of an eight-foot high architectural screen, a noise control package for rooftop equipment, restrictions on delivery trucks using the rear drive isle and loading dock area to the hours of 7AM and 10PM, implementation of a sound barrier parallel to and higher than the rear retaining wall, and no trucks left idling overnight, will enable the project to meet the County of Santa Cruz

Significant Or Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
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noise impact limits given in the General Plan, which is a maximum level of 60 dbL overall, with a maximum LEQ of 45 at night due to HVAC equipment. The highest noise level, with mitigations in place will be an LEQ of approximately 54 decibels at homes adjacent to the truck route (points 1, 2, and 3 on map, page 13 of Attachment 25, Table 3 page 9).

Additionally, the truck loading area, currently east of the existing Safeway store and adjacent to existing residential areas, will be moved to the northwest corner of the new Safeway store. This will cause a reduction in noise impact to the residential areas relative to the existing configuration.

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

— X — —

See I-1. In addition to the structural and operations mitigation measures given in the noise report, the project site plan shows a 15 to 20 foot buffer and a E-foot retaining wall along the eastern and northern edge of the project that will act to buffer sound between the mobile home park and the delivery area for the new Safeway store. These protections are consistent with Zoning Ordinance 13.11.075(a)(1)(ii) requirements, which are intended to reduce impacts between new commercial development and existing residential areas.

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

— — —

Noise levels at the project site will be temporarily elevated during site clearing, grading and construction. Noise will be generated by demolition equipment, excavators, earth-moving equipment, dump trucks, paving machines, and other equipment and activity associated with construction of a commercial project. The noise generated during construction will be particularly noticeable to the residents adjacent to the site on the east, as well as to the commercial users in the immediate area. The potential noise impacts associated with the site preparations and construction will be mitigated by limiting the hours of construction activity to between 8:00 AM and 5:00 PM, and ensuring that equipment is properly maintained and muffled to reduce engine noise. Approximately 9,113 cubic yards of grading is anticipated, which will take place in phases.

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).

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APPLICATION 04-0440

Significant Or Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	NO Impact
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1. Violate any air quality standard or contribute substantially to an existing or projected air quality violation? _____ X _____

The North Central Coast Air Basin as a whole currently meets federal ozone standards, but does not meet state ozone standards or particulate matter standards (PM₁₀). Therefore, the regional pollutants of concern that would be emitted by the project are the ozone precursors (Volatile Organic Compounds and Nitrogen Oxides) and particulate matter (PM₁₀).

The Monterey Bay Unified Air Pollution Control District (MBUAPCD) applies a significance threshold of 137 pounds per day for both Volatile Organic Compounds (VOCs) and Nitrogen Oxides (NO_x), and a threshold of 82 pounds per day for PM₁₀. It is estimated that the traffic generated by the project, plus minor on-site emission from the natural gas combustion, would emit less than 100 pounds per day of both VOCs and NO_x. Therefore, the project would not exceed the MBUAPCD emissions thresholds for these pollutants, and thus would not be considered to contribute substantially to the regional emissions of these pollutants.

In calculating PM₁₀ emissions, the Air District applies an emission rate of 10 to 38 pounds of PM₁₀ per day per acre of grading, with the actual rate depending on whether the activity involves minimal grading or earthmoving and excavation. Based on the level of grading activity for the proposed project, PM₁₀ emissions will constitute a less than significant impact to air quality standards.

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

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 during project construction. Final grading and erosion control plans will include methods to control dust, and should be submitted to the Department of Public Works and Environmental Planning for review prior to issuance of any permit.

4. Create objectionable odors affecting a substantial number of people? _____ X _____

The proposed project includes 5,000 square feet of new restaurant space. This space will be located in the portion of the project that is adjacent to 41st Ave and away from nearby residences.

Environmental Review Initial Study
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APPLICATION 04-0440

Does the project have the potential to:

- a. Fire protection? X

b. Police protection? X

c. Schools? X

d. Parks or other recreational facilities? X

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

APPLICATION 04-0
X

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APPLICATION 04-0490
X

Significant Or Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
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The project will not create demand for other public facilities or services usually associated with residential uses such as libraries or social services.

The project will be responsible for frontage improvements along Soquel Drive and 41st Ave

The applicant has participated in the development of a Plan Line for 41st Ave between Highway 1 and Soquel Drive. The Board of Supervisors adopted the Plan on June 4, 2002 (Attachment 6). The applicant will be responsible for the installation of all improvements except those on the west side of the street. According to the plan line this will include the dedication of approximately 10 feet of right of way along 41st Ave, the construction of improvements including two right turn lanes, a bus pullout, a bus shelter, curb, gutter, 6-foot separated sidewalk, pedestrian paths across 4 driveway, and a 4 foot planting strip the entire length of 41st Ave from Soquel Drive to Highway 1. Improvements will also be made to the median area of 41st Ave as shown on the approved plan line.

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 —

As discussed in item E. 8, on site storm water detention will maintain post-development runoff rates at pre-development rates. Downstream capacity of existing infrastructure has been demonstrated to be adequate. As such, no off-site drainage improvements are needed, and the Department of Public Works Drainage Division has requested none.

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

— — — X

The project will not require additions to existing water and sanitary sewer mains, which are adequate to accommodate the demands of this project. The project will not necessitate expansion of wastewater treatment facilities.

4. Cause a violation of wastewater treatment standards of the Regional Water Quality Control Board?

— — — X

The allowed uses for the project as proposed are not different than current uses and will

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

6. Result in inadequate access for fire protection? _____ X

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

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

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APPLICATION 04-0440

EXHIBIT D

Significant Or Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
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recycling and/or reuse in the form of landfill cover, landfill road material, and winter pad construction. Therefore, the project will not result in a breach of federal, state and local regulations related to solid waste management.

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. Those policy areas that are germane to this project are noted below:

Land Use Element-The proposed project is consistent with the C-C Community Commercial land use designation covering the proposed development area.

Circulation Element-The level of Service policy (3.12.1) establishes LOS D as the minimum acceptable LOS, and requires that projects provide mitigation for traffic generation which results in service levels falling below D, or which results in a 1 percent or greater increase in volume for critical movements where LOS is already below D. As detailed in section H-I, LOS reductions will be addressed/mitigated to a less than significant level.

Community Design Element-As detailed in section E, the renovation of the shopping center will be a major improvement to the area. Specifically, the site will be redesigned to be more functionally integrated into the 41st Ave commercial corridor, and, by virtue of the resulting modernization, will be more harmonious with surrounding land uses.

Conservation and Open Space Element - As detailed in section B, the project represents and small increase over current water demand. The project will create additional runoff with a correspondent loss of recharge. While the project is not located within a Primary Groundwater Recharge Area, the applicant has proposed to install a combination of retention and storage systems, which will convey some of the runoff into recharge (Attachment 19).

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

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APPLICATION 04-0440

The project does not involve any requests that would represent a diversion from County

Significant Or Potentially Significant Impact	Less Than Significant Mitigation Incorporation	Less Than Significant Impact	NO Impact
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environmental policy.

3. *Physically divide an established community?*

— — — X

The land uses surrounding the project site include predominately commercial uses. Under current conditions, 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

The proposed project is designed at the density and intensity of development indicated by the General Plan and Zoning designations of the parcel. The applicant has not requested exceptions or variances that would result in an increase in intensity that would otherwise be prohibited by County policy. The proposed project does not involve substantial extensions of utilities such as water, sewer, or new road systems into areas previously not served, and is therefore consistent with the County General Plan. The project will not induce substantial growth that is not consistent with County planning goals.

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

— — — X

The proposed project will entail no loss of housing units and will not involve demolition of any existing housing units.

M. Non-Local Approvals

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

Yes X No —

Which agencies? Regional water quality control board

Environmental Review Initial Study
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APPLICATION 04-0440

N. Mandatory Findings of Significance

1. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, 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

Environmental Review Initial Study
ATTACHMENT 6 of 16
APPLICATION 04-0440

TECHNICAL REVIEW CHECKLIST

REQUIRED COMPLETED* N/A

APAC REVIEW

ARCHAEOLOGIC REVIEW

X 4/14/00 _____

BIOTIC ASSESSMENT

GEOLOGIC HAZARD ASSESSMENT

GEOLOGIC REPORT

RIPARIAN PRE-SITE

SEPTIC LOT CHECK

SOILS REPORT

X 12/20/01 _____

OTHER:

Traffic Study

✓ 1/12/01 _____

Supplemental Traffic Study

X 9/4/02 _____

Noise Study

X 9/4/02 _____

*Attach summary and recommendation from completed reviews

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

Environmental Review Initial Study
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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.


Signature

10/11/02
Date

For: Ken Hart
Environmental Coordinator

Attachments:

1. Vicinity Map
2. Map of Zoning Districts
3. Map of General Plan Designations
4. Assessor's Parcel Map
5. Site Plan by Johnson Lyman Architects, dated 1/15/02, Elevations by Johnson Lyman, dated 1/15/02, Landscape Plan by Thomas Baak, dated 1/15/02, Preliminary Grading Plan by SLS Associates, dated 9/1/01, Erosion Control by SLS Associates, dated 1/28/01
6. Board letter for 41st Ave Plan Line, Approved by BOS on June 4, 2002 *(on file at Planning Dept.)*
7. Geotechnical Investigation, Harza Consulting Engineers, dated September 2000 *(on file at Planning)*
8. Letter from Rachel Lather, Senior Civil Engineer, dated March 28, 2001
9. Drainage Report prepared by Sandis Humber Jones, dated February 6, 2001
10. Hydrology Report prepared by CMF Consultant &, dated January 2002
11. Mitigation of Trees Removed at Safeway/K-mart by Plan: Health Diagnostics, dated June 3, 2001, and 11B Updated Tree Inventory for Soquel Village Project, dated 11/3/02
12. Summary and Conclusion, Transportation Impact Analysis prepared by Fehr & Peers Associates, Inc., dated 1/12/01 *(on file at Planning Dept.)*
13. Letter from Daniel Chance, City of Capitola, dated March 13, 2001
14. Letter from Chris Shaeffer, CALTRANS, dated May 31, 2001
15. Letter from Central Fire District, dated September 28, 2001
16. Letter from Chris Shaeffer, CALTRANS, dated March 8, 2002
17. Letter from John Schlagheck, Santa Cruz County Planning Department, dated March 22, 2002
18. Will-serve letter from City of Santa Cruz Water Department, dated April 3, 2001
19. Letter from Chris Long, SLS Associates, dated July 15, 2002 (revised 9/4/02)
20. Signage Plan by JSJ Electrical Display, dated February 28, 2002
21. Closure letter from Environmental Services regarding 4100 Soquel Drive, dated January 25, 2002
22. Supplemental Traffic Analysis for Project, by Fehr and Peers, dated July 8, 2002 (revised 9/4/02)
23. Supplemental Traffic Analysis for 41st Ave and Gross Rd, by Fehr and Peers, dated July 8, 2002
24. Letter from Chris Long, SLS Associates to Project Planner dated August 5, 2002
25. Acoustical Study, Wilson, Ihrig & Associates, Inc., dated July 16, 2002 (revised 9/4/02)
- 25(b) Memo from Jack Sohriakoff, Department of Public Works Traffic Engineer, dated 10-02-02

Environmental Review Initial Study
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APPLICATION 04-0440

VICINITY MAP

SOQUEL DRIVE

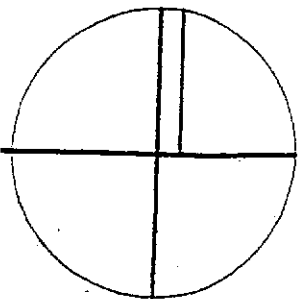
SITE

41ST AVENUE

HWY 1

Environmental Review Initial Study
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APPLICATION 04-0440

N



DEPTH IN FEET = 2,491.31



33 ASSESSOR PARCELS
33 PLANNING ZONES

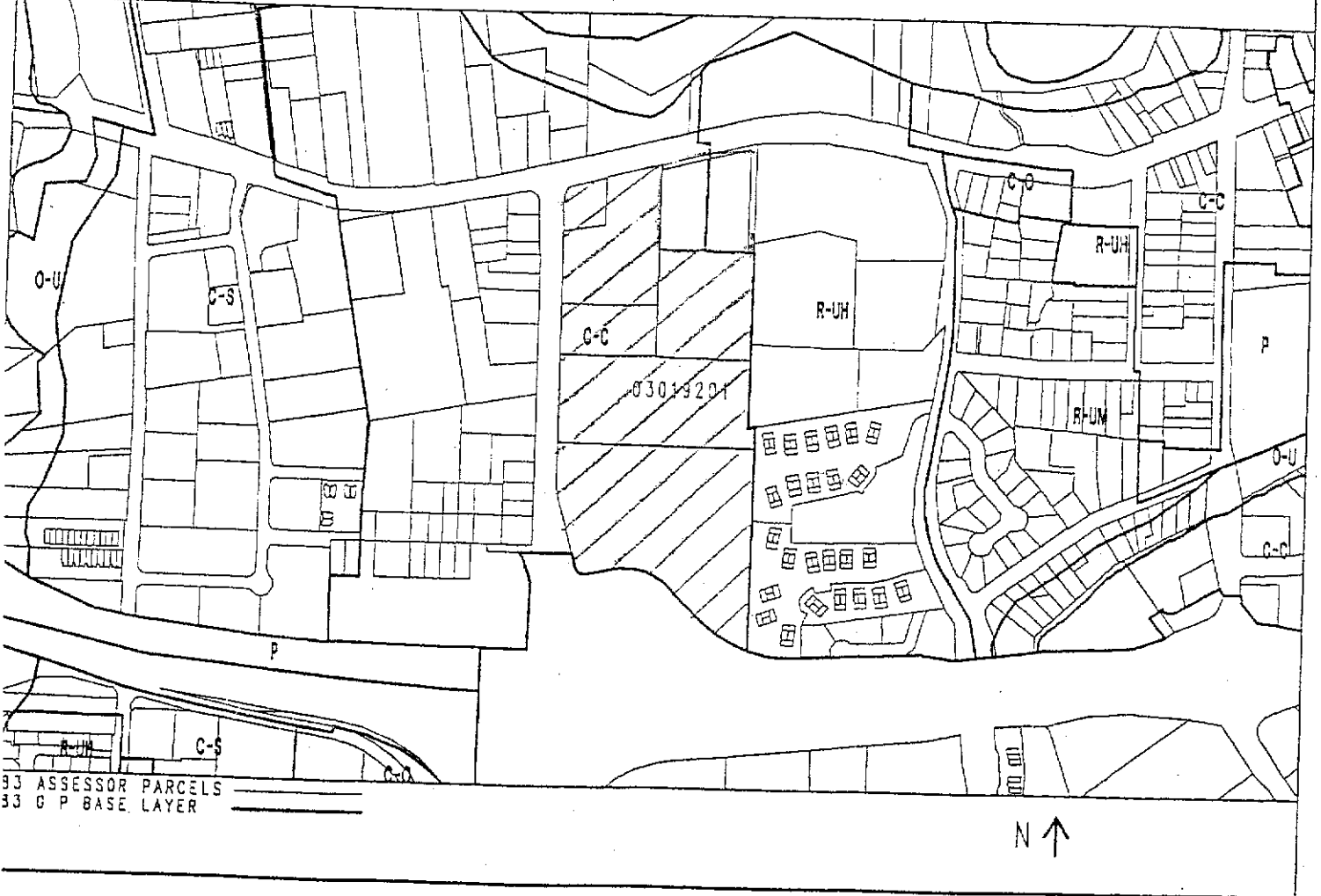


Environmental Review Initial Study
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General Plan Designation

SCALE (FT/INCH) = 540
WIDTH IN FEET = 4,287.63
DEPTH IN FEET = 2,491.31

REQUEST ID: GP Map



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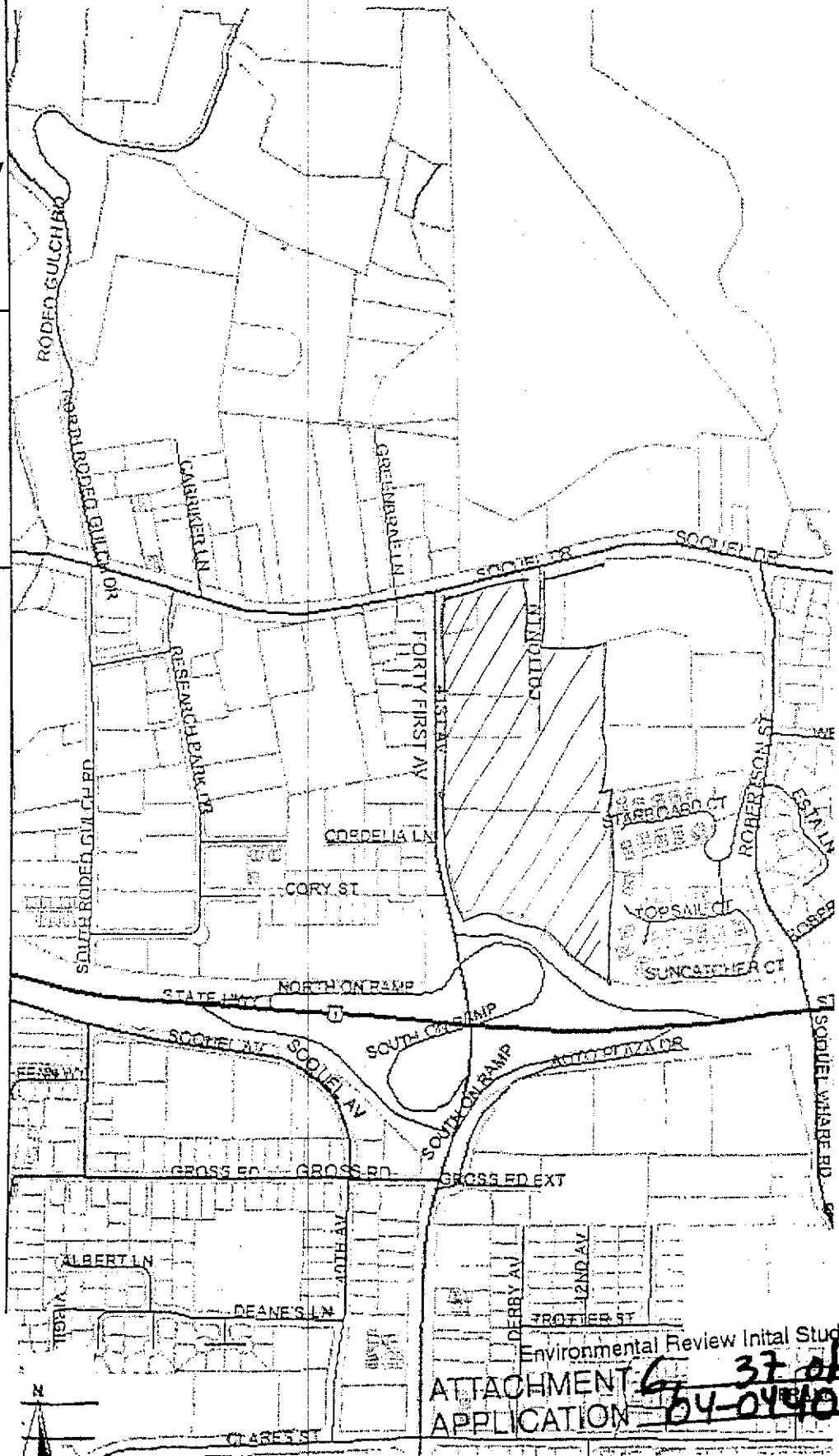
Santa Cruz County GIS



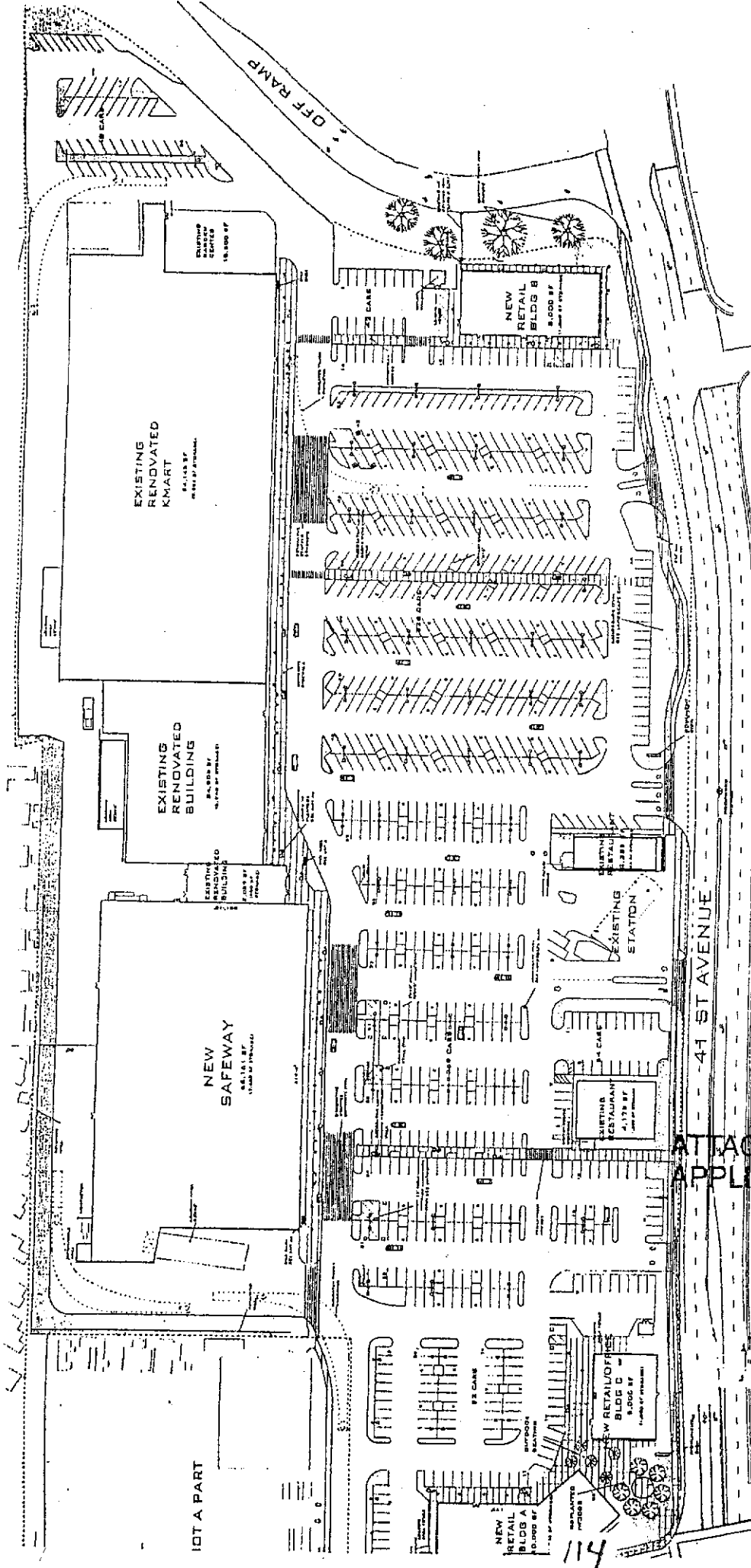
Legend

Legend Selected Features

- Parcel (Assessor) Light Lines
- State Highways
- County Streets
- Major Streets
- Streams
- Intersect
- I-5
- Portals
- Lakes
- Santa Cruz County Boundary
- parcels

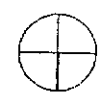


Environmental Review Initial Study
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 APPLICATION **64-0440**



SUMMARY

EXISTING RETAIL BLDG AREA TO REMAIN	112,126 SF
NEW RETAIL BLDG AREA	16,000 SF
SUBTRACT STORAGE AREA	23,453 SF
TOTAL PROPOSED RETAIL BLDG AREA	107,673 SF
PARKING REQUIRED (1500 SF/CAR)	988 CARS
EXISTING HARDEN DRIVE	10,200 SF
PARKING REQUIRED (1000 SF/CAR)	10 CARS
EXISTING SERVICE STATION	2 CARS
EXISTING RESTAURANT BLDG AREA TO REMAIN	4,347 SF
SUBTRACT STORAGE AREA	1,000 SF
TOTAL PROPOSED RESTAURANT BLDG AREA	3,347 SF
PARKING REQUIRED (1100 SF/CAR)	3 CARS
TOTAL RESTAURANT EMPLOYEES	16 CARS
40 EMPLOYEES @ 0.4	16 CARS
PARKING REQUIRED	16 CARS
184 PHASED USE REDUCTION	145 CARS
TOTAL PARKING REQUIRED	953 CARS
PARKING PROVIDED	953 CARS
SITE AREA	17.98 AC



SITE PLAN

Environmental Review Initial Study
 ATTACHMENT 6, 38 of 16
 APPLICATION 04-0440

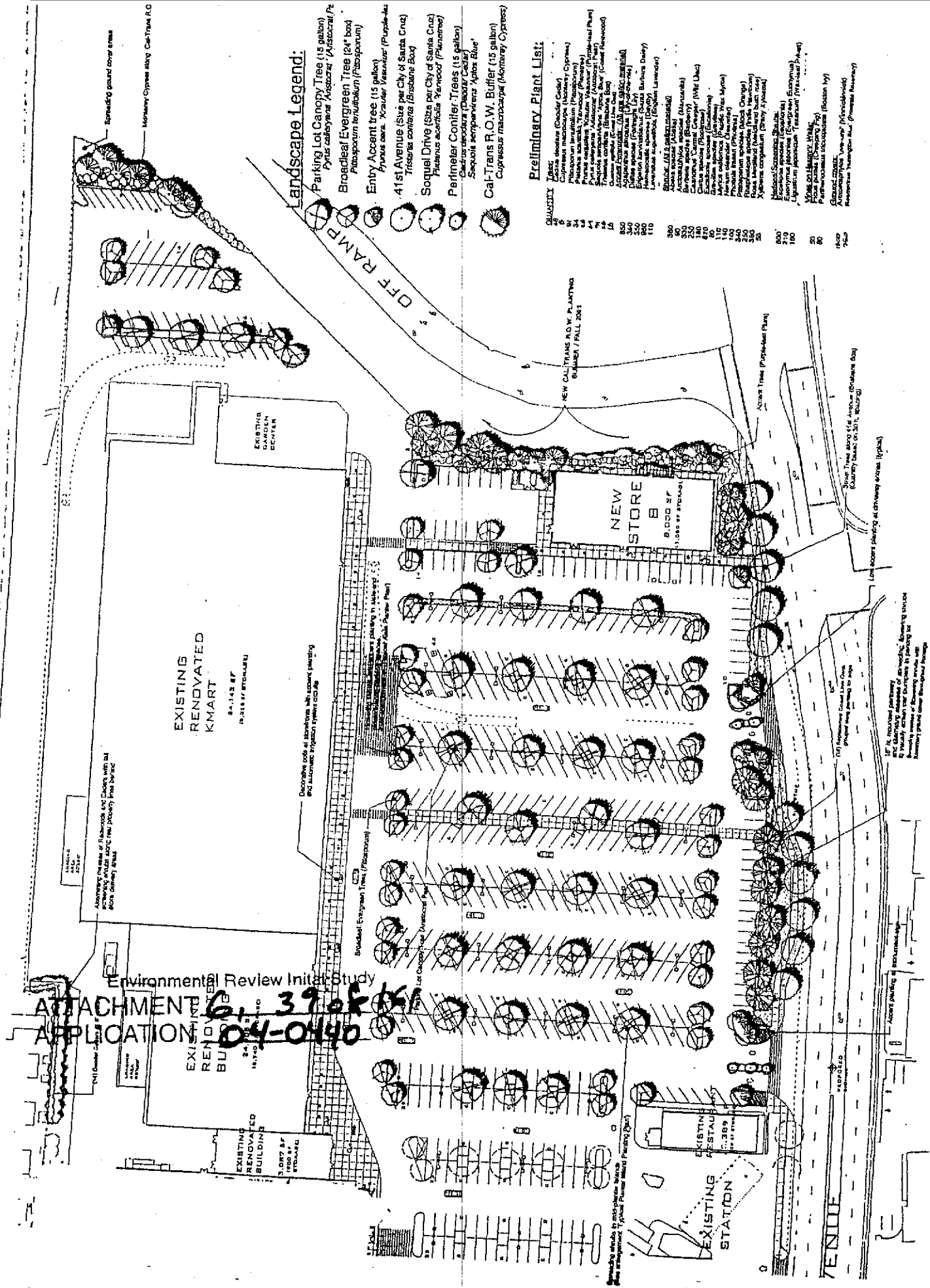
REDWOOD SQUARE

EXHIBIT D

TELEPHONE

EXHIBIT D

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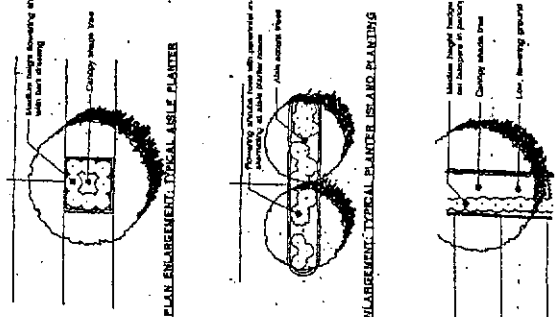
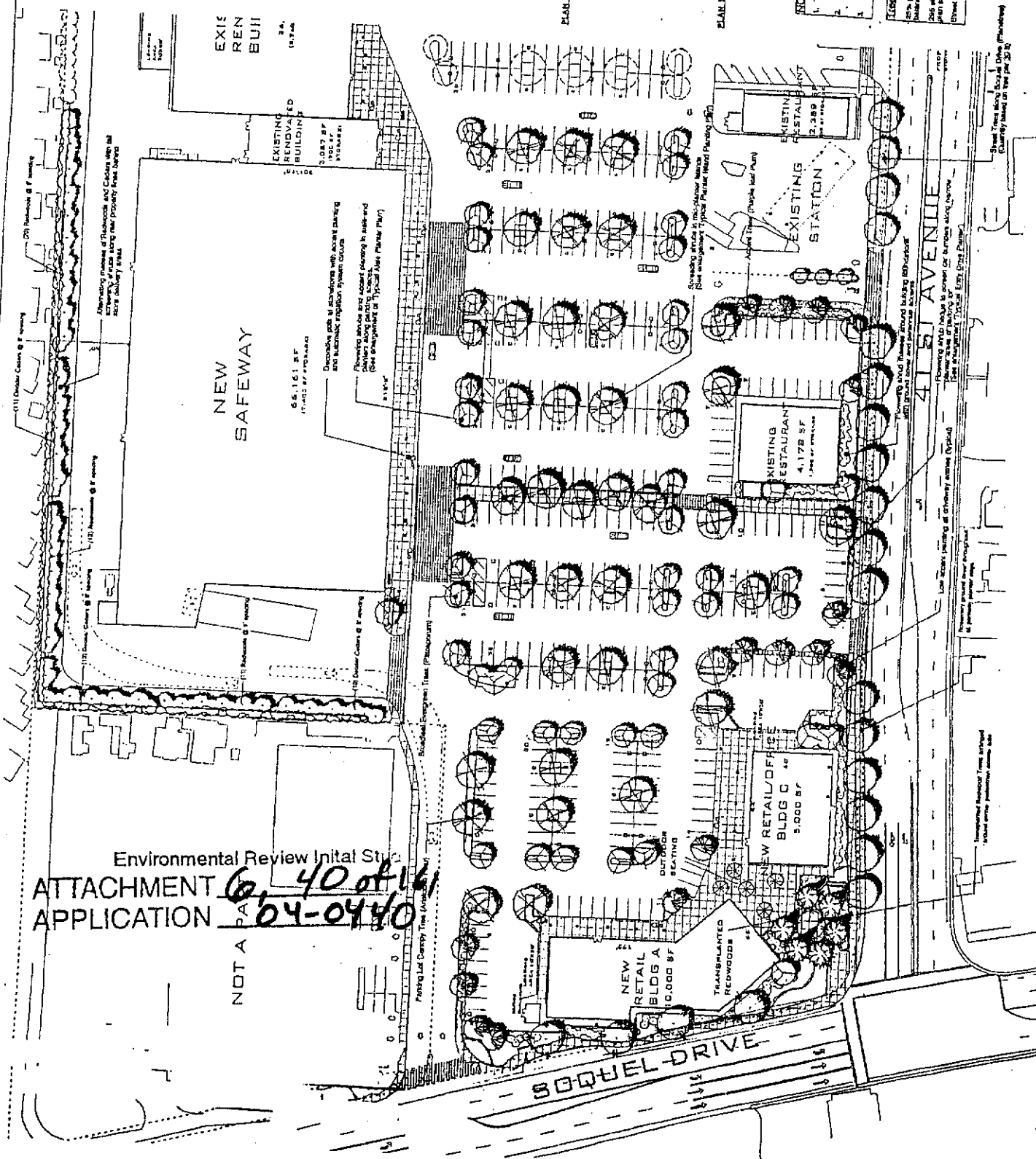
Preliminary Plant List:

[illegible]

Environmental Review Initial Study
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 APPLICATION 04-0440

NOT A

SOQUEL RETAIL CENTER



- NOTES:**
1. ALL PLANTING SHALL BE WATERED BY A NURSERY CONTRACTOR FOR A PERIOD OF 12 MONTHS FOLLOWING INSTALLATION.
 2. ALL NEW PLANTING AREAS SHALL RECEIVE AT LEAST ONE YEAR OF MAINTENANCE.
 3. A MINIMUM OF 25% OF THE PROPOSED TREES SHALL BE 2" DBH OR LARGER.
- 11600 SITE REQUIREMENTS:**
- All plantings shall be 15' apart or more.
 - All plantings shall be 15' from the curb.
 - All plantings shall be 15' from the building.
 - All plantings shall be 15' from the parking lot.
 - All plantings shall be 15' from the street.

Street Trees along Soquel Drive (Planting Density based on tree per 30 ft)



County of Santa Cruz

PLANNING DEPARTMENT

701 OCEAN STREET, SUITE 400, SANTA CRUZ, CA 95060-4073

(831)454-2580 FAX: (831) 454-2131 TDD: (831)454-2123

ALVIN D. JAMES, DIRECTOR

March 28, 2001

Dave Johnson
1375 Locust Street, Suite 202
Walnut Creek, CA 94596

SUEJECT: Review of soil report by Harza Consulting Engineers and Scientists,
dated 9/15/00. PROJECT NUMBER: 17622-CA.
APPLICATION NUMBER: 00-0127
APN: 030-131-37,42,44,45|030-192-01,02

Dear Mr. Johnson,

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, hydro logic, etc.). The purpose of this letter is to inform you that the Planning Department has accepted the report and the following recommendations become permit conditions:

1. All report recommendations must be followed.
2. An engineered foundation plan is required. This plan must incorporate the design recommendations as detailed for each proposed structure in the soils report
3. Final plans shall show the drainage system as detailed in the soils engineering report including outlet locations and appropriate energy dissipation devices.
4. Final plans shall reference the approved soils engineering report and state that all development shall conform to the report recommendations.
5. Prior to building permit issuance, the soil engineer *must* submit a brief building, grading and drainage plan review letter to Environmental Planning stating that the plans and foundation design are in general compliance with the report recommendations. If, upon plan review, the engineer requires revisions or additions, the applicant shall submit to Environmental Planning two copies of revised plans and a final plan review letter stating that the plans, as revised, conform to the report recommendations.
6. The soil engineer must inspect all foundation excavations and a letter of inspection must be submitted to Environmental Planning and your building inspector prior to pour of concrete,

Environmental Review Initial Study

ATTACHMENT
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EXHIBIT D /

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

The soil report acceptance is only limited to the technical adequacy of the report. Other issues, like planning, building design, 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 454-3210 if we can be of any assistance

Sincerely,

Rachael Lather

Rachael Lather
Senior Civil Engineer

cc: John Schlagheck, Project Planner
Beth Dyer, *Resource planner*
Senta Cruz Shoas
Harza Consulting Engineers and Scientist

Environmental Review Initial Study
ATTACHMENT 6, 42 of 161
APPLICATION 04-0446

Drainage Report

for the

Soquel Center

County of Santa Cruz

February 6, 2001

Prepared by:

Environmental Review Initial Study

ATTACHMENT 6, 43 of 161
APPLICATION 04-0440

Sandis Humber Jones
Civil Engineers-Surveyors-Planners
134 Central Avenue
Salinas, CA 93901
831/757-2927 Tel
831/757-6876 Fax

The purpose of this report is to present the results of a drainage analysis which meets the objectives of policies as set forth in the County of Santa Cruz Design Criteria. This analysis is to determine the adequacy of the existing on-site and state highway drainage system to convey the increased runoff associated with the proposed development of the project site. Storm water calculations were performed for 10 year and 25 year storm events.

The Soquel Center project site is located at the southwest intersection of 41st Avenue and Soquel Drive. Based on Santa Cruz County Public Works Department Orthophoto Maps, the project site encompasses an area of approximately 25.76 acres as shown on Exhibit A and is part of a larger water-shed which drains to Soquel Creek. The existing on-site area was determined to have a total impervious area of 543,386 SF or approximately 12.47 Acres.

The proposed project depicted on Exhibit B is to remodel and expand the existing Safeway and Kmart Shopping Center, to include construction of 2 new Safeway Store, conversion of the existing Safeway Store to another retail use, and construction of two new retail stores of 8,010 and 11,250 square feet. The total proposed construction encompasses an area of 9.2 acres as shown on Exhibit B.

It has been estimated that the proposed project will add approximately 5.5 acres of impervious area to the Soquel Center site.

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EXHIBIT D

The on-site water Shed Map for the 10-year return period is indicated on Exhibit C and the 25-year return period is indicated on Exhibit D. The total site area of 25.76 acres was broken down into the appropriate sub-sheds accordingly for the determination of this study. The off-site storm system across and adjacent to Highway 1 is indicated in Exhibit E.

The post-development flows for 10-year storm event were calculated for this area utilizing a "C" value of 0.80 and a rainfall intensity of 2.2 inches per hour as outlined on Exhibit C for the 10-Year Return Period. A "C" value of 0.85 and a rainfall intensity of 2.64 inches per hour used for the 25-year return period as outlined on Exhibit D. Drainage system calculations and corresponding full flow pipe capacity calculations are also included. The storm system modeling was performed using StormCAD by Haestad Methods Inc.

Eased on the results of the "on-site" calculations for the 10-year and 25-year storm events, the "on-site" system is adequate to accommodate the future flow

Storm water is conveyed from the "on-site" system to Soquel Creek via an existing State of California storm drain system. Our analysis of 10-year and 25-year storm events indicate; that the existing State of California storm drain system is adequate to accommodate the future flow.

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CMF

1.0 INTRODUCTION

At the request of SLS Associates, CMF Consultants has performed an hydrologic analysis and storm drain review of the 41st Avenue Safeway project ("project") located in Santa Cruz County, CA. Information about the site and/or project was provided by SLS Associates; Santa Cruz County Public Works; State of California Transportation Department; Sandis, Humber, & Jones, Civil Engineers; and the United States Federal Emergency Management Agency (FEMA). Geoffrey Casburn, C. E., made an inspection of the site and surrounding properties for CMF.

The results of the field and engineering investigation, related work and the engineering designs are contained in this report. Our conclusions and recommendations stated herein are based on the results of our work, as described in this report and our experience as civil engineers. See the full report for supporting data and limitations regarding the scope of our work.

2.0 SITE AND PROPOSED PROJECT

The existing Safeway and K-Mart commercial property located at 41st Avenue and Highway 1 is to be improved by the proposed project. The project will include, without limit, a new Safeway store building, the conversion of the existing Safeway store to other uses, the construction of additional parking areas and the construction of improved storm drains. The site is roughly rectangular in shape. The average width of the site is about 600 feet. The average length is about 1,400 feet. The long axis of the Site runs parallel to 41st Avenue.

The site is bordered by Soquel Drive on the north, residential development on the east, Highway 1 on the south and a commercial area on the west. Storm water flow runs from north to south, with all runoff passing under and along the CalTrans right-of-way into Soquel Creek. An area map is shown in Figure 1.

Current Land Use:

K-Mart, Safeway and other tenants now occupy the shopping center. A portion of the site is open and undeveloped. The existing site is shown in Figure 1.

Proposed Land Use:

The current Project Plan calls for substantial improvements. The project plan is contained in Appendix A.

3.0 SCOPE OF WORK

CMF Consultants will provide professional services to your firm as defined in the following Scope of Work:

1. Provide hydrology map(s).
2. Provide design calculations for storm drain system layout developed by SLS
3. Provide report containing the results of our work, with calculations attached

4.0 LIMITATIONS

Findings, observations and conclusions have been made using that degree of care and skill ordinarily exercised, under similar circumstances, by reputable civil engineers practicing in Northern California. No other warranty, expressed or implied, is made. Our opinions stated herein are based on the results of our work, as described in this report, and our experience as civil engineers. See the full report for supporting data and limitations regarding the scope of our work.

Exclusions from Basic Services:

1. Water quality analysis and related submittals

5.0 FINDINGS

A. Hydrologic Description of the Site and Adjacent Properties:

General:

The hydrology standard applied to a development is determined, in part, by the size of the project watershed. For this project, a 10-year design flow was used for the sizing of the on-site storm drains and to determine the adequacy of the off-site storm drains. The operation of the storm drains was also checked for the 25-year storm to determine the magnitude and location of overflow, if any.

The 100-year flows were also determined for the project for use in determining the impact of the project on Soquel Creek. The 10-year and 100-year flows in Soquel Creek were taken from a FEMA publication, as discussed later in this report.

Hydrologic and hydraulic calculations for this analysis were made using Hydraflow 2000 modeling software. Environmental Review/Initial Study

Rainfall:

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The site is located in the Soquel area of Santa Cruz County. The 100-year 60-min rainfall depth is 1.5 inches. Design Rainfall information is contained in **Appendix 5**.

Historic drainage patterns:

Prior to development of the existing shopping center, the site was developed as low density residential. Drainage was generally from north to south. Construction of the current project maintained the historic drainage patterns. The proposed project would also maintain the historic drainage patterns at the project site.

Watershed locations, points of discharge and sizes:

The project site and adjacent properties have been divided into several watersheds. Four of these watersheds define areas that drain into Soquel Creek through existing storm drains that also drain the project site. Each watershed has been evaluated to determine its size, and the location and point of discharge for the storm drains serving the watershed.

A summary of watersheds is shown in **Table 1**. The first four watersheds listed in Table 1 are shown in **Figure 2**. The Soquel Creek watershed is shown in **Appendix C**. Due to the great difference in size between the Soquel Creek watershed and the other watersheds, a separate plot was provided for the Soquel Creek Watershed.

Portions of the properties located to the east of the project site drain onto the site. These areas have been included as part of the on-site watersheds.

Table 1 – Watersheds

Watershed	Location	Size (ac)	Point of Discharge
Project Site	-	21	Manhole 14-MH
41 st Ave. & Highway 1	At intersection	2	Inlet 12-I
West Area	Across 41 st Ave.	21	Headwall-45
Highway 1	West of 41 st Ave. Intersection	9.6	Headwall-42
Soquel Creek	At Highway 1 Bridge	25,600(±)	CalTrans Outfall

B. Existing Storm Drain Facilities:

General:

The existing storm drain system is shown on **Figures 3 & 4**. On-site sub-watershed areas are shown on **Figure 4**.

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Off-Site Facilities:

Soquel Creek:

The FEMA Flood Insurance Study for the City of Capitola was reviewed as part of our work. This study was completed in June 1996. Data for Soquel Creek was taken from this report.

The project watershed discharges to Soquel Creek just downstream of the Highway 1 Bridge. The project watershed is about 21 acres in area. The Soquel Creek watershed at the Highway 1 Bridge is about 26,500 acres in area. Information on Soquel Creek, including a watershed map, is contained in **Appendix C**.

The 100-yearflow in Soquel Creek at the Highway 1 Bridge is 14,700 cfs. Water depth in the channel at peak flow is about 20 feet. The 100-year flow from the CalTrans discharge for pre-project conditions is approximately 114 cfs. This 114-cfs flow is included in the Soquel Creek flow of 14,700 cfs.

CalTrans Storm Drain System:

Storm water runoff is currently conveyed under and along the Highway 1 to Soquel Creek in underground storm drains. The system is shown in **Figure 3**. The hydrologic and hydraulic analysis of this system is included in the on-site analysis contained elsewhere in this report.

The three off-site watersheds drain into the CalTrans system in the vicinity of the project, as discussed below:

41st Ave. and Highway 1 Intersection:

Runoff from the paved area at this intersection is collected in the roadway gutter and then conveyed to the CalTrans storm drain system at point **12-1**.

Highway 1 west of 41st Avenue:

A portion of the Highway 1 right-of-way located west of the intersection with 41st Ave drains easterly and is conveyed to point **HW-42**. The runoff is then collected at **HW-42** and conveyed to Soquel Creek in the CalTrans storm drains.

West Area:

The commercial area located across 41st Avenue from the project is fully developed. This watershed is drained through a combination of overland

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flow, storm drains and open ditches. Runoff from this area collects at the northwest corner of Highway 1 and 41st Ave. Runoff is collected by the CalTrans storm drain system at point HW-45 and then conveyed to Soquel Creek in the CalTrans storm drains.

East Area:

The area located to the east of the project is fully developed. Land uses are a trailer park and an attached-residential development. A portion of the trailer park and residential property drains into the project site across the common boundary. These areas are shown on Figure 2 and they have been included in the on-site watershed area calculations.

On-Site facilities:

The existing on-site storm drain pipes and sub-watershed areas are shown in Figure 4,

The existing on-site drain system is not suitable for use in the final development due to location and/or size. The system would be modified during construction. The point of discharge from the property would not be changed.

Pre-Project Hydrology:

Peak pre-project flows at selected points are shown in Table 2. A summary of the pre-project hydrology for a 10-year storm and detailed computer generated analysis for the 10-year, 25-year and 100-year storms are contained in Appendix D.

Pre-Project Hydraulics:

A summary of the pre-project storm drain system performance during a 10-year storm and detailed computer generated hydraulic analysis for the 10-year, 25-year and 100-year storms are contained in Appendix D.

The summary is modeled after County Form SD-2. An indicator of adequate storm drain performance is the value of freeboard, as discussed below:

- The first column contains the Line ID numbers, as shown on Figures 3 & 4.
- The last column in the summary shows the freeboard calculated for each structure. Freeboard is the distance between the water surface in the structure and the top of the grate at the structure. A positive value means that the runoff is contained in the structure, A negative value means the runoff is overflowing at the structure.

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Watershed	Location	Watershed Size (ac)	Combined Flow at Junction		
			10-Year Flow	25-Year Flow	100-Year Flow
site	14-MH	21	22	29	42
41 st Ave Highway 1	At intersection	2	25	33	47
West Area	Across 41 st Ave.	21	50	66	93
Highway 1	West of 41 st Ave. Intersection	9.6	61	81	114
Combined at Sequel Creek	At Highway 1 Bridge	53	61	81	114
Sequel Creek	At Highway 1 Bridge	25,600±	8,200	--	14,700

C. New On-Site Storm Drain Facilities

New on-site facilities and sub-watershed areas are shown on **Figure 5**.

Hydrology:

Peak post-project flows at selected points are shown in **Table 3**. A summary of the post-project hydrology for the 10-year and 25-year storms and the detailed computer generated analysis for the 20-year, 25-year and 100-year storms are contained in **Appendix E**.

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Table 3 – Post-project Flows in CFS

Watershed	Location	Watershed Size (ac)	Combined Flow at Junction		
			10-Year Flow	25-Year Flow	100-Year Flow
Site	14-MH	21	29	39	55
41 st Ave. & Highway 1	At intersection	2	31	42	60
West Area	Across 41 st Ave.	21	54	71	99
Highway 1	West of 41 st Ave. Intersection	9.6	E5	86	121
Soquel Creek	Bridge				121

Post-Project Hydraulics:

Off-Site:

Soquel Creek:

No change would be made to Soquel Creek by the project.

The post-project 100-year flow in the CalTrans system at Soquel Creek exceeds the pre-project flow by 7 cfs. Following is a discussion of Soquel Creek during a 100-year event:

Magnitude of peak flows:

The increase in flow in Soquel Creek due to the project is 7 cfs or 0.05 percent of the peak flow in Soquel Creek. By any measure, this magnitude of change in the peak flow would not cause any change in the flow depth in Soquel Creek. There is no way to quantify the effect of such a small change in flow using generally accepted engineering practices.

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Timing of peakflows:

The Soquel Creek watershed is 26,500 acres. The total watershed draining through the CalTrans system from the project site and vicinity is 53 acres. The peak flow from the CalTrans system would reach Soquel Creek much earlier than the peak flow from the Soquel Creek watershed would reach the Highway 1 Bridge. Accordingly, the peak flow from the CalTrans system would have "come and gone" prior to the peak flow in Soquel Creek reaching the Highway 1 Bridge.

CalTrans Storm Drains:

The CalTrans storm Drain system, as shown on **Figure 3**, would convey the 10-year, 25-year and 100-year post-project peak flow from the site and the other three tributary areas. The results of the hydraulic calculations for this system were included with the on-site calculations.

West Area:

No change to the drainage system for the West Area would be made by the project.

On-Site Storm Drain System:

System Performance during a 10-Year Storm:

The on-site storm drain system would be modified as part of the project. The proposed system is shown in **Figure 5**.

A summary of the post-project storm drain system performance during the 10-year storm and the detailed computer generated hydraulic analysis for the 10-year and 100-year storms are contained **Appendix E**.

The summary shows that for a 10-year storm all values of freeboard for the on-site system are positive and exceed the County standard of 0.67 feet.

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25-year Project Operation:

A summary of the post-project storm drain system performance during the 25-year storm and detailed computer generated hydraulic analysis for the 25-year storm are contained **Appendix F**.

The 25-year hydraulic summary shows that:

- An overflow would occur behind K-Mart. The runoff from this area (apprx. 1 *cfs*) would accumulate at inlet ~~52-I~~ and would then be collected ~~at~~ that point.
- Ponding would occur at inlet ~~50-I~~ to a depth of 0.2 feet.
- At all other structures, including the CalTrans system, the water surface would be at or below the grate for a 25-year event.

Water Quality:

A silt and grease trap manhole (County Standard: SD-15) would be installed. It would be located on-site and downstream of manhole ~~14-MH~~. The location of this new manhole (~~SDMH 1~~) is shown on Figure 5.

6.0 SUMMARY OF ENGINEERING OPINIONS

It is our professional opinion, to a reasonable degree of engineering certainty, that:

- The proposed project would maintain *the historic drainage patterns* at the project site.
- The proposed project would not have adverse hydrologic impacts on adjacent properties.
- The proposed project is *feasible from* a hydrologic and hydraulic engineering standpoint.
- The proposed storm drain system would meet the requirements of Santa Cruz County.

These opinions are based on the results of our work, as described in this report, and our experience as civil engineers. See the full report for supporting data and limitations regarding the scope of our work.

Thank you for the opportunity to provide this report and analysis. Please call Mr. Casburn if you have questions or require additional information.

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PLANT HEALTH DIAGNOSTICS

327 Nancy Lane Pleasant Hill, CA 94523-2824

Office:(925) 825-8793 FAX:(925) 825-8795

E-mail to: PHDAbeyta@juno.com

June 3, 2001

Mr. Dave Johnson
Johnson **Lyman** Architects
1375 Locust Street #202
Walnut Creek, CA 94596

Re: Mitigation for Trees Removed at **Soquel Village**
Safeway/K-Mart project

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Assignment

Since that time the majority of trees on the site were removed. The county has now asked for a mitigation **plan** to attempt to replace the tree canopy at this site, in particular the mature blue gum trees that were to be retained.

Background

My initial reports contained the following information as requested by the county planning department:

- 1) a complete inventory of the trees by location, *size* and species,
- 2) comments on the potential for transplanting or revitalizing *oak* trees as mitigation,
- 3) comments on retaining redwood trees
- 4) comments regarding the possible modification of the construction **plans** to include retention of eucalyptus (blue gum) trees and
- 5) tree inventory corresponding to the accurate survey **map** of tree locations.

Trees included in **this mitigation report**

I reviewed the site recently and found only a handful of the trees remaining. The remaining trees are shown on the inventory sheets in ***bold italics*** while the removed trees are indicated by ~~strikeout~~. Trees removed that were recommended for retention is indicated by **large bold** font.

Many of the trees removed provided little or no value to the project or site due to poor structure or health. I recommended these trees for removal after my last site review in July 2000. These trees *are* not included in *this* mitigation **plan**

The trees I recommended for retention or transplanting are those for which I ~~am~~ submitting plans for mitigation. **These** trees which have been removed include:

1. Live *oak* trees suggested *being* transplanted - 218, 219, 220, **221, 222, 223, 224, 225, 226, 227, 234, 235.**
2. The blue *gum* trees ~~to be retained~~ by creating two larger **parking** lot islands to provide adequate root zone space. On the west end of the commercial driveway it **was** recommended to retain tree **#269 and 270**. On the east end of the commercial driveway a cluster of ~~three trees~~ (**#248, #249, #250**) were recommended for retention.

Discussion of mitigation procedure

Twenty-three of the original one hundred forty-five trees in the inventory still remain. Only the six redwood trees at the east end of the site remain of the original trees with any value. These redwood trees should be retained. To recreate the tree canopy provided by the blue gum I suggest using native trees that grow rapidly and will eventually attain the size and stature of the blue gum. The coast live should be replaced with the same species.

Although methods are now available to transplant specimen size trees to create an "instant tree canopy," I believe it is not practical or ecologically sound to do so in this setting. Commercial sites are typically too harsh an environment for large specimen transplanted trees to thrive. In my opinion it is better to initially plant small trees that can easily adapt to this environment and survive well.

My proposal for mitigation involves planting *large canopy trees* singly and in clusters where possible. Large canopy trees will eventually provide the valuable tree presence on this site that was once provided by the removed blue gum and live oak trees. Large canopy trees include coast live oak, redwood, sycamore, ash, some of the new American elm varieties, etc. Examples of smaller canopy trees are pistache, celtis, flowering pear and crape myrtle. Smaller canopy trees are better suited to the *small parking lot cutouts* in front of K-Mart.

To achieve large canopy development there must be adequate root zone and air space. Spacing is critical to developing larger tree canopies. A minimum of 20' between each tree is needed for these larger canopy trees. The trees should be no more than 15-gallon size when installed since it is well documented that 15-gallon size or smaller establish and grow large more rapidly than box-sue trees.

The same size tree canopy created by the blue gum can be restored in several years time by utilizing the large: planting islands in the parking lot for clustered plantings and the 10' x 10' islands for single large canopy trees. These larger parking lot islands are reflected in the latest drawing you provided to me. I have marked up that drawing with suggested locations for the clustered tree plantings. In addition to these new plantings, I suggest an attempt be made to retain the existing redwoods

Recommendations

1. Attempt to retain the existing redwood trees at the east end of the project.
2. Remove the last two remaining coast live oak trees. The structure of these two small trees is very poor.
3. Remove the acacia at the corner next to the bus stop because of its poor structure.
4. Remove the willow next to the Goodwill Station. It is in very poor condition.
5. Remove the two Raywood ash trees and two liquidambar trees planted between the existing redwood trees. These trees are in poor condition.

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Plant Health Diagnostics

June 3, 2001

6. Plant ~~single~~ redwood trees (or other large canopy ~~tree~~) at the driveway entry on 41st Avenue. Since these ~~are~~ narrow planters only ~~one~~ large tree can be accommodated in each. If these trees are to eventually be focal point trees for ~~the~~ project, do not over plant these ~~small~~ planter islands or ~~the~~ trees will not develop properly.
7. Plant three redwood trees (or other large canopy tree) in each of the larger islands proposed for the location nearest Beverly's.
8. Plant a single large canopy tree in each of the 10' x 10' parking lot islands.
9. Use the large planter ~~strip~~ along 41st Avenue to replace the coast live oak trees that were removed. There is adequate space for development of live oak trees in this larger island.

Conclusion

I believe that using large canopy trees in a *setting* of adequate root and air space will eventually create a canopy cover ~~similar~~ to that lost by the removal of the blue gum and oaks on this site.

I would be happy to review the landscape drawings once they are available if you need more input for this mitigation plan.

Sincerely,



Dorothy Abeyta, M.S.

Plant Pathologist

Registered Consulting Arborist #303

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SOQUEL VILLAGE TREE REMOVAL INVENTORY for Johnson Lyman Architects
prepared by Plant Health Diagnostics

Tree no.	Survey I.D.	Common name	Size	Recommendation	Comments
200	108.86 14Willow	Willow	14	1,2 remove	Failing health and poor structure.
201	112.43 10Walnut	Walnut	8	1,2 remove	Tree is nearly dead.
202	112.08 12Oak, 112.28 8Oak	Live oak	7 + 7 @ 2'	1,2 remove	Poor branch structure
203	112.67 15Pine	Coulter pine	20 @ 3'	1,2 remove	No branches for 25 feet, dying.
204	113.33 26 Pine	Coulter pine	26	1,2 remove	
205	113.88 8Oak	Live oak	8	1,2 remove	Tree was stub-cut at 3' and then resprouted. Heart rot at 2'.
206	115.11 24Elm	Siberian elm	24	1,2 remove	Tree is dying.
207	114.07 30Pine	Pine	30	1,2 remove	Topped at five feet
208	112.95 36RDWD	Coast redwood	30	2 - remove	Branching is suppressed on one side.
209	112.07 36RDWD	Coast redwood	54	2 - remove	Two trunks
210	114.38 12Walnut	Walnut	9	1,2 remove	Tree is dying.
211	113.39 10 Tree	Siberian elm	7	1,2 remove	Tree is dying.
212	113.82 14Tree	Siberian elm	42	1,2 remove	Tree is dying.
213	114.43 10Tree	Siberian elm	40	1,2 remove	Not a tree, but a branch arising from trunk of failed tree.
214	none	Norfolk pine	12	1,2 remove	No branches for 25 feet, declining.
215	none	Coast redwood	26 + 26 + 30	2 - remove	Three trunks from base
216	115.16 26Elm	Siberian elm	26	1,2 remove	Nearly dead
217	none	Walnut		1,2 remove	Sprouts from a stump
218	none	Live oak	6	2, 3 - remove	
219	none	Live oak	8	2, 3 - remove	
220	none	Live oak	8	2, 3 - remove	
221	115.63 10Oak	Live oak	10	2, 3 - remove	
222	115.91 8Oak	Live oak	6	2, 3 - remove	Leaning, suppressed
223	115.93 10Oak	Live oak	8	2, 3 - remove	Leaning, suppressed
224	115.51 12Oak	Live oak	42	2, 3 - remove	
225	116.24 18Oak	Live oak	18	2, 3 - remove	
226	116.74 3/Oak	Live oak	5	2, 3 - remove	Leaning, suppressed
227	116.74 3/Oak	Live oak	5	2, 3 - remove	Leaning, suppressed
228	117.78 24RDWD	Coast redwood	20	2 - remove	
229	118.56 26RDWD	Coast redwood	26	2 - remove	
230	118.08 24RDWD	Coast redwood	24	2 - remove	
231	118.23 8RDWD	Coast redwood	8	2 - remove	Suppressed
232	118.23 24RDWD	Coast redwood	24	2 - remove	
233	118.01 6Elm	Plum	6	2 - remove	
234	118.71 24Oak	Live oak	24	2, 3 - remove	Branch cracked and broken by trailer
235	117.98 6Oak	Live oak	10	2, 3 - remove	
236	119.23 24Tree	Plum	24	4 - retain	
237	none	Live oak	5	2 - remove	In canopy of failed elm tree
238	114.22 38Eug	Blue gum	38	2 - remove	Branches on upper 1/3 of trunk - In building pad.

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SOQUEL VILLAGE TREE REMOVAL INVENTORY for Johnson Lyman Architects
prepared by Plant Health Diagnostics

Tree no.	Survey I.D.	Common name	Size	Recommendation	Comments
239	115-02-18-36Eug	Blue gum	16-36	2 - remove	
240	114-48-18Eug	Blue gum	18	2 - remove	Part of a stand
241	15-4"-14"Eug	Blue gum	20	2 - remove	Part of a stand
242	114-63-10-16-18Eug	Blue gum	10+16+18,	2 - remove	Part of a stand
243	none	Live oak	3+3,	1, 2 - remove	
244	115-14-3-10Eug	Blue gum	3-10"	2 - remove	Structure poor
245	115-05-36Eug	Blue gum	36	2 - remove	
246	none	Blue gum	10	2 - remove	Part of a stand
247	114-98-6-8-10Eug	Blue gum	10	2 - remove	Part of a stand
248	116-30-72Eug	Blue gum	48	5 - retain	Part of a stand
249	117-07-66Eug	Blue gum	45	5 - retain	Part of a stand
250	115-84-60Eug	Blue gum	33	5 - retain	Part of a stand
251	115-74-24-18-8Eug	Blue gum	12+18+22,	2 - remove	Poor structure
252	116-77-60Eug	Blue gum	53	2 - remove	
253	116-40-14Acacia	Acacia	12	1, 2 - remove	Poor health and structure
254	116-50-14Acacia	Acacia	14	1, 2 - remove	Poor health and structure
255	116-02-12-18Acacia	Acacia	10	1, 2 - remove	Poor health and structure
256	116-02-12-18Acacia	Acacia	10	1, 2 - remove	Poor health and structure
257	116-33-18Acacia	Acacia	44	1, 2 - remove	Poor health and structure
258	116-68-16Acacia	Acacia	11	1, 2 - remove	Poor health and structure
259	116-73-24Acacia	Acacia	24	1, 2 - remove	Poor health and structure
260	118-06-46Eug	Blue gum	40	2 - remove	Poor health and structure
261	117-71-30Eug	Blue gum	23	2 - remove	
262	116-73-116-79-117-03	Acacia	42 stems-2 to 12	1, 2 - remove	Poor health and structure
263	118-40-5-6-18Acacia	Acacia	8+8+12+4,	1, 2 - remove	Poor structure
264	119-93-38Eug	Blue gum	38	2 - remove	
265	120-39-8-12-14Acacia	Acacia	8+12+14,	1, 2 - remove	Poor health and structure
266	120-30-48Eug	Blue gum	24	2 - remove	
267	120-57-30-16-18Eug	Blue gum	30+16+18,	2 - remove	
268	121-09-60Eug	Blue gum	60	2 - remove	
269	121-02-20Eug	Blue gum	10+10@2'	5 - retain	Part of a stand
270	121-71-48-60-24Eug	Blue gum	18+48+58,	5 - retain	Part of a stand
271	119-83-6-6-12Acacia	Acacia	5+8+6+8,	1, 2 - remove	Poor health and structure
272	119-73-4-24-48Eug	Blue gum	3 stems-36@3'	2 - remove	Part of a stand
273	119-04-3-4-6Acacia	Acacia	4+6,	1, 2 - remove	
274	119-28-3-8-12Eug	Blue gum	8+9+12,	1, 2 - remove	Poor structure
275	118-84-2-10-12Acacia	Acacia	10	1, 2 - remove	Poor structure
276	118-84-2-10-12Acacia	Acacia	8	1, 2 - remove	Poor structure
277	123-93-8Maple	Sweet gum	8	1, 2 - remove	Pruned badly
278	123-13-4Maple	Sweet gum	4	1, 2 - remove	Poor health and structure
279	123-14-4Maple	Sweet gum	4	1, 2 - remove	Poor health and structure
280	123-19-16RDWD	Coast redwood	16	2 - remove	

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Tree no.	Survey I.D.	Common name	Size	Recommendation	Comments
281	122.91 18RDWD	Coast redwood	15	2 - remove	
282	122.67 10RDWD	Coast redwood	14	2 - remove	
283	122.44 4Maple	Raywood ash	4	1, 2 - remove	Poor health and structure
284	122.53 6Maple	Raywood ash	4	1, 2 - remove	Poor health and structure
285	119.13 20Acacia	Acacia	45	1, 2 - remove	Poor branch structure
286	119.00 2-10Acacia	Acacia	40	1, 2 - remove	Poor branch structure
287	119.00 2-10Acacia	Acacia	40	1, 2 - remove	Poor branch structure
288	119.48 30DEGOR	Gamphor	30	1, 2 - remove	Poor branch structure
289	none	Coast redwood	12	2 - remove	
290	none	Coast redwood	12	2 - remove	
291	none	Coast redwood	12	2 - remove	
292	none	Sweet gum	3	1, 2 - remove	
293	N island E	Gamphor	11	1, 2 - remove	Poor branch structure
294	N island W	Gamphor	10	1, 2 - remove	
295	Mid island E	Gamphor	6	1, 2 - remove	Lost main branch
296	Mid island W	Gamphor	7	1, 2 - remove	
297	S island E	Gamphor	8	1, 2 - remove	Poor branch structure
298	S island W	Gamphor	7	1, 2 - remove	
Survey Identification points not used					
	112.72 8Oak				Tree cut to stump
	113.98 8 Walnut				Tree cut to stump
	112.22 20Pine				Tree cut to stump
	114.92 30Pine				Tree cut to stump
	115.44 26Oak				Tree off property
	114.31 12Tree				Tree cut to stump
	118.16 48Stump				Stump
	116.78 12Oak				Missing
	116.74 12Oak				Missing
	119.45 Stump				Stump
	117.48 Tree				Missing
	118.92 Tree				Missing
	118.49 24Tree				Could not locate
	119.52 12 tree			4 - retain	Not accessible
	119.52 24Tree			4 - retain	Not accessible
	119.53 12 Tree			4 - retain	Not accessible
	119.66 12Tree			4 - retain	Not accessible
	117.06 12 Tree			4 - retain	Not accessible
	119.93 12 Tree			4 - retain	Not accessible
	120.10 12Tree			4 - retain	Not accessible
	120.19 12Tree			4 - retain	Not accessible
	120.66 24Tree			4 - retain	Not accessible

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SOQUEL VILLAGE TREE REMOVAL INVENTORY for Johnson Lyman Architects
prepared by Plant Health Diagnostics

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Tree no.	Survey I.D.	Common name	Size	Recommendation	Comments
	116.89 12,18Acacia				Removed
	116.50 14Acacia				Removed
	117.04 8-10Acacia				Removed
	116.83 10Acacia				Removed
	115.29 3,10-12Euc				Removed
	115.41 3-8Euc				Removed
	114.63 2-4Euc				Removed
	117.45 2,4-14Acacia				Removed
	116.58 15,4-8Acacia				Removed
	116.53 6Acacia				Removed
	116.89 4,12,18Acacia				Removed
	118.51 6,4-6Acacia				Removed
	119.38 3,4-6Acacia				Removed
	120.27 6,8Acacia				Removed
	119.01 6,4-10Acacia				Removed
	117.72 8,12,14Acacia				Removed
	117.43 14Acacia				Removed
	117.61 6,8-16Acacia				Removed
	117.37 8,4-16Acacia				Removed
	117.15 4-8Acacia				Removed

Remove: 1 - Due to poor health/structure; 2 - Due to construction constraints; 3 - Possible to remove and transplant elsewhere.

Retain: 4 - Outside construction area. Should be retained. 5 - May be possible to retain if proposed construction is altered.

Tree no. - refers to tree locations on site plans pages 1 - 7 attached to report.

Size: trunk diameter (inches) 4.5' above grade unless otherwise indicated.

STRIKEOUT = TREE REMOVED.

ROI IN LARGE FONT = TREE WAS TO BE DETAINED

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APPLICATION 04-0440

Drainage Report

for the

Soquel Center

County of Santa Cruz

February 6, 2001

Prepared by:

Sandis Humber Jones
Civil Engineers-Surveyors-Planners
134 Central Avenue
Salinas, CA 93901
831/757-2927 Tel
831/757-6876 Fax

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The purpose of this report is to present the results of a drainage analysis which meets the objectives of policies as set forth in the County of Santa Cruz Design Criteria. This analysis is to determine the adequacy of the existing on-site and state highway drainage system to convey the increased runoff associated with the proposed development of the project site. Storm water calculations were performed for 10 year and 25 year storm events.

The Soquel Center project site is located at the southwest intersection of 41st Avenue and Soquel Drive. Based on Santa Cruz County Public Works Department Orthophoto Maps, the project site encompasses an area of approximately 25.75 acres as shown on Exhibit A and is part of a larger water-shed which drains to Soquel Creek. The existing on-site area was determined to have a total impervious area of 543,386 SF or approximately 12.47 Acres.

The proposed project depicted on Exhibit B is to remodel and expand the existing Safeway and Kmart Shopping Center, to include construction of a new Safeway Store, conversion of the existing Safeway Store to another retail use, and construction of two new retail stores of 8,010 and 11,253 square feet. The total proposed construction encompasses an area of 9.2 acres as shown on Exhibit B.

It has been estimated that the proposed project will add approximately 5.5 acres of impervious area to the Soquel Center site.

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EXHIBIT D

The on-site water Shed Map for the 10-year return period is indicated on Exhibit C and the 25-year return period is indicated on Exhibit D. The total site area of 25.76 acres was broken down into the appropriate sub-sheds accordingly for the determination of this study. The off-site storm system across and adjacent to Highway 1 is indicated in Exhibit E.

The post-development flows for 10-year storm event were calculated for this area utilizing a "C" value of 0.80 and a rainfall intensity of 2.2 inches per hour as outlined on Exhibit C for the 10-Year Return Period. A "C" value of 0.85 and a rainfall intensity of 2.64 inches per hour use for the 25-year return period as outlined on Exhibit D. Drainage system calculations and corresponding full flow pipe capacity calculations are also included. The storm system modeling was performed using StormCAD by Haestad Methods Inc.

Eased on the results of the "on-site" calculations for the 10-year and 25-year storm events, the "on-site" system is adequate to accommodate the future flow.

Storm water is conveyed from the "on-site" system to Soquel Creek via an existing State of California storm drain system. Our analysis of 10-year and 25-year storm events indicates that the existing State of California storm drain system is adequate to accommodate the future flow.

CMF

1.0 INTRODUCTION

At the request of SLS Associates, CMF Consultants has performed an hydrologic analysis and storm drain review of the 41st Avenue Safeway project ("project") located in Santa Cruz County, CA. Information about the site and/or project was provided by SLS Associates; Santa Cruz County Public Works; State of California Transportation Department; Sandis, Humber, & Jones, Civil Engineers; and the United States Federal Emergency Management Agency (FEMA). Geoffrey Casburn, C. E., made an inspection of the site and surrounding properties for CMF.

The results of the field and engineering investigation, related work and the engineering designs are contained in this report. Our conclusions and recommendations stated herein are based on the results of our work, as described in this report, and our experience as civil engineers. See the full report for supporting data and limitations regarding the scope of our work.

2.0 SITE AND PROPOSED PROJECT

The existing Safeway and K-Mart commercial property located at 41st Avenue and Highway 1 is to be improved by the proposed project. The project will include, without limit! a new Safeway store building, the conversion of the existing Safeway store to other uses, the construction of additional parking areas and the construction of improved storm drains. The site is roughly rectangular in shape. The average width of the site is about 600 feet. The average length is about 1,400 feet. The long axis of the site runs parallel to 41st Avenue.

The site is bordered by Soquel Drive on the north, residential development on the east, Highway 1 on the south and a commercial area on the west. Storm water flow runs from north to south, with all runoff passing under and along the CalTrans right-of-way into Soquel Creek. An area map is shown in Figure 1.

Current Land Use:

K-Mart, Safeway and other tenants now occupy the shopping center. A portion of the site is open and undeveloped. The existing site is shown in Figure 1.

Proposed Land Use:

The current Project Plan calls for substantial improvements. The project plan is contained in **Appendix A**,

3.0 SCOPE OF WORK

CMF Consultants will provide professional services to your firm as defined in the following Scope of Work:

1. Provide hydrology map(s).
2. Provide design calculations for storm drain system layout developed by SLS
3. Provide report containing the results of our work, with calculations attached

4.0 LIMITATIONS

Findings, observations and conclusions have been made using that degree of care and skill ordinarily exercised, under similar circumstances, by reputable civil engineers practicing in Northern California. No other warranty, expressed or implied, is made. Our opinions stated herein are based on the results of our work, as described in this report, and our experience as civil engineers. See the full report for supporting data and limitations regarding the scope of our work.

Exclusions from Bask Services:

1. Water quality analysis and related submittals

5.0 FINDINGS

A. Hydrologic Description of the Site and Adjacent Properties:

General:

The hydrology standard applied to a development is determined, in part, by the size of the project watershed. For this project, a 10-year design flow was used for the sizing of the on-site storm drains and to determine the adequacy of the off-site storm drains. The operation of the storm drains was also checked for the 25-year storm to determine the magnitude and location of overflow, if any.

The 100-year flows were also determined for the project for use in determining the impact of the project on Soquel Creek. The 10-year and 100-year flows in Soquel Creek were taken from a FEMA publication, as discussed later in this report.

Hydrologic and hydraulic calculations for this analysis were made using Hydraflow 2000 modeling software, Environmental Review Initial Study

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Rainfall:

The site is located in the Soquel area of Santa Cruz County. The 100-year 60-rnin rainfall depth is 1.5 inches. Design Rainfall information is contained in Appendix B.

Historic drainage patterns:

Prior to development of the existing shopping center, the site was developed as low density residential. Drainage was generally from north to south. Construction of the current project maintained the historic drainage patterns. The proposed project would also maintain the historic drainage patterns at the project site.

Project Site	-	21	Manhole 14-MH
41 st Ave. & Highway 1	At intersection	2	Inlet 12-I
West Area	Across 41 st Ave.	21	Headwall-45
Highway 1	West of 41 st Ave. Intersection	9.6	Headwall-42
Soquel Creek	At Highway 1 Bridge	25,600(±)	CalTrans Outfall

B. Existing Storm Drain Facilities:

General:

The existing storm drain system is shown on **Figures 3 & 4**. On-site sub-watershed areas are shown on **Figure 4**.

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Off-Site Facilities:

Soquel Creek:

The FEMA Flood Insurance Study for the City of Capitola was reviewed as part of our work. This study was completed in June 1986. Data for Soquel Creek was taken from this report.

The project watershed discharges to Soquel Creek just downstream of the Highway 1 Bridge. The project watershed is about 21 acres in area. The Soquel Creek watershed at the Highway 1 Bridge is about 26,500 acres in area. Information on Soquel Creek, including a watershed map, is contained in **Appendix C**.

The 100-year flow in Soquel Creek at the Highway 1 Bridge is 14,700 cfs. Water depth in the channel at peak flow is about 20 feet. The 100-year flow from the CalTrans discharge for pre-project conditions is approximately 114 cfs. This 114-cfs flow is included in the Soquel Creek flow of 14,700 cfs.

CalTrans Storm Drain System:

Storm water runoff is currently conveyed under and along the Highway 1 to Soquel Creek in underground storm drains. The system is shown in **Figure 3**. The hydrologic and hydraulic analysis of this system is included in the on-site analysis contained elsewhere in this report.

The three off-site watersheds drain into the CalTrans system in the vicinity of the project, as discussed below:

41st Ave. and Highway 1 Intersection:

Runoff from the paved area at this intersection is collected in the roadway gutter and then conveyed to the CalTrans storm drain system at point **12-1**.

Highway 1 west of 41st Avenue:

A portion of the Highway 1 right-of-way located west of the intersection with 41st Ave drains easterly and is conveyed to point **HW-42**. The runoff is then collected at **HW-42** and conveyed to Soquel Creek in the CalTrans storm drains.

West Area:

The commercial area located across 41st Avenue from the project is fully developed. This watershed is drained through a combination of overland

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flow, storm drains and open ditches. Runoff from this area collects at the northwest corner of Highway 1 and 41st Ave. Runoff is collected by the CalTrans storm drain system at point HW-45 and then conveyed to Soquel Creek in the CalTrans storm drains.

East Area:

The area located to the east of the project is fully developed. Land uses are a trailer park and an attached-residential development. A portion of the trailer park and residential property drains into the project site across the common boundary. These areas are shown on Figure 2 and they have been included in the on-site watershed area calculations.

On-Site Facilities:

The existing on-site storm drain pipes and sub-watershed areas are shown in Figure 4.

The existing on-site drain system is not suitable for use in the final development due to location and/or size. The system would be modified during construction. The point of discharge from the property would not be changed.

Pre-Project Hydrology:

Peak pre-project flows at selected points are shown in Table 2. A summary of the pre-project hydrology for a 10-year storm and detailed computer generated analysis for the 10-year, 25-year and 100-year storms are contained in Appendix D.

Pre-Project Hydraulics:

A summary of the pre-project storm drain system performance during a 10-year storm and detailed computer generated hydraulic analysis for the 10-year, 25-year and 100-year storms are contained in Appendix D.

The summary is modeled after County Form SD-2. An indicator of adequate storm drain performance is the value of freeboard, as discussed below:

- The first column contains the Line ID numbers, as shown on Figures 3 & 4.
- The last column in the summary shows the freeboard calculated for each structure. Freeboard is the distance between the water surface in the structure and the top of the grate at the structure. A positive value means that the runoff is contained in the structure. A negative value means the runoff is overflowing at the structure.

Watershed	Location	Watershed Size (ac)	Combined Flow at Junction		
			10-Year Flow	25-Year Flow	100-Year Flow
Site	14-MH	21	22	29	42
41 st Ave. & Highway 1	At intersection	2	25	33	47
Highway 1	West of 41 st Ave			81	114
Combined at Soquel Creek	At Highway 1 Bridge	53	61	ai	114
Socquel Creek	At Highway 1 Bridge	25,600±	8,200	=	14,700

C. New On-Site Storm Drain Facilities

New on-site facilities and sub-watershed areas are shown on Figure 5.

Hydrology:

Peak post-project flows at selected points are shown in **Table 3**. A summary of the post-project hydrology for the 10-year and 25-year storms and the detailed computer generated analysis for the 10-year, 25-year and 100-year storms are contained in **Appendix E**.

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CMF

Watershed	Location'	Watershed Size (ac)	Combined Flow at Junction		
			10-Year Flow	25-Year Flow	100-Year Flow
Site	14-MH	21	29	39	55
41 st Ave. & Highway 1	At intersection	2	31	42	60
West Area	Across 41 st Ave.	21	54	71	99
Highway 1	West of 41 st Ave. Intersection	9.6	65	86	121
Combined at Soquel Creek	At Highway 1 Bridge	53	65	86	121
Soquel Creek	At Highway 1 Bridge	25,600±	8,200	--	14,700

Post-Project Hydraulics:

OR-Site:

Soquel Creek:

No change would be made to Soquel Creek by the project.

The post-project 100-year *flow* in the CalTrans system at Soquel Creek exceeds the pre-project flow by 7 cfs. Following is a discussion of Soquel Creek during a 100-year event:

Magnitude of peak flows:

The increase in *flow* in Soquel Creek due to the project is 7 cfs or 0.05 percent of the peak flow in Soquel Creek. By any measure, this magnitude of change in the peak flow would not cause any change in the flowdepth in Soquel Creek. There is no way to quantify the effect of such a small change in flow using generally accepted engineering practices.

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CMF

Timing of peak flows:

The Soquel Creek watershed is 26,500 acres. The total watershed draining through the CalTrans system from the project site and vicinity is 53 acres. The peak flow from the CalTrans system would reach Soquel Creek much earlier than the peak flow from the Soquel Creek watershed would reach the Highway 1 Bridge. Accordingly, the peak flow from the CalTrans system would have "come and gone" prior to the peak flow in Soquel Creek reaching the Highway 1 Bridge.

CalTrans Storm Drains:

The CalTrans storm drain system, as shown on **Figure 3**, would convey the 10-year, 25-year and 100-year post-project peak flow from the site and the other three tributary areas. The results of the hydraulic calculations for this system were included with the on-site calculations.

West Area:

No change to the drainage system for the West Area would be made by the project

On-Site Storm Drain System:

System Performance during a 10-Year Storm:

The on-site storm drain system would be modified as part of the project. The proposed system is shown in **Figure 5**.

A summary of the post-project storm drain system performance during the 10-year storm and the detailed computer generated hydraulic analysis for the 10-year and 100-year storms are contained **Appendix E**.

The summary shows that for a 10-year storm all values of freeboard for the on-site system are positive and exceed the County standard of 0.67 feet.

25-year Project Operation:

A summary of the post-project storm drain system performance during the 25-year storm and detailed computer generated hydraulic analysis for the 25-year storm are contained **Appendix F**.

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The 25-year hydraulic summary shows that:

- An overflow would occur behind K-Mart. The runoff from this area (approx. 1 cfs) would accumulate at inlet **52-1** and would then be collected at that point.
- Ponding would occur at inlet **50-1** to a depth of 0.2 feet.
- At all other structures, including the CalTrans system, the water surface would be at or below the grate for a 25-year event.

Water Quality:

A silt and grease trap manhole (County Standard: SO-15) would be installed. It would be located on-site and downstream of manhole 14-MH. The location of this new manhole (SDMH **1**) is shown on Figure **5**

6.0 SUMMARY OF ENGINEERING OPINIONS

It is our professional opinion, to a reasonable degree of engineering certainty, that:

- The proposed project would maintain the historic drainage patterns at the project site.
- The proposed project would not have adverse hydrologic impacts on adjacent properties.
- The proposed project is feasible from a hydrologic and hydraulic engineering standpoint.
- The proposed storm drain system would meet the requirements of Santa Cruz County.

These opinions are based on the results of our work, as described in this report, and our experience as civil engineers. See the full report for supporting data and limitations regarding the scope of our work.

Thank you for the opportunity to provide this report and analysis. Please call Mr. Casburn if you have questions or require additional information.

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PLANT HEALTH DIAGNOSTICS

327 Nancy Lane Pleasant Hill, CA 94523-2824

Office:(925) 609-9712 FAX:(925) 687-2009

E-mail to: PHDAbeyta@jiiio.com

January 13,2002

Mr. Dave Johnson
Johnson **Lyman Architects**
1375 Locust Street #202
Walnut Creek, CA 94596

Re: **Soquel Village Tree Inventory Updated January 2002**
Safeway/K-Mart project

Tree removals

In January 2000 there were one hundred forty-five (145) tree locations on the project site. These locations were a combination of trees inventoried by Sandis Humber Jones and trees identified by Plant Health Diagnostics. All of the 141 tree locations on the original site map from January 2000 are include with this report.

The vast majority of the trees identified in January 2000 were recommended for removal either due to poor health and structure **or** because of severe construction consrraints. The trees recommended for retention included five blue gum, six live *oak* (to be transplanted, if possible) and a few trees offsite next to the Beveriy's property,

Number of trees	Original recommendation	Disposition	APPLICATION
30	n/a	Removed before January 2000	
46	Remove - tree in poor condition	Removed between 1/00 and 1/02	
33	Remove - construction constraints	Removed between 1/00 and 1/02	
6	Retain - potential transplant	Removed between 1/00 and 1/02	
5	Re-design to retain blue gum	Removed between 1/00 and 1/02	
2	Retain - outside construction zone	Removed between 1/00 and 1/02	
8	Remove - construction constraints	Trees in poor condition that <i>remain</i>	
9	Retain - off-site	Trees in fair condition that <i>remain</i>	
6	Remove - construction constraints	Redwood trees in good condition that <i>remain</i>	

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The bottom line is that there are now no trees remaining on-site which are recommended for retention either because the trees are very small and in poor condition or, in the case of the redwood trees, the trees are in the middle of a building envelope. If the design can be modified to retain the redwood trees, these are the only trees that qualify for retention as outlined in the mitigation report submitted June 2, 2001 (*see report section attached*).

The modified inventory spreadsheets attached are sorted into the following three categories to help aid in understanding the tree losses at this site:

- 1) Trees remaining on the site as of January 7, 2002
- 2) Trees removed from the site prior to January 7, 2002
- 3) Trees removed from the site that were originally recommended to be retained

The original site map showing the tree locations of the 141 trees on the project site is included with this report. The tree inventory on the attached spreadsheets includes every tree from the Sandis Huber Jones inventory that was located on the original marked site map plus those located in the field by our staff

Mitigation of tree losses

The major loss is the removal of the five large-Blue gum trees - tree #269, #270, #248, #249, #250. A possible way to quickly mitigate the loss of these large trees is to 1) retain the final remaining redwood tree or 2) plant native coast redwoods that will rapidly grow to a size sufficient to provide wildlife habitat and screening.

The loss of the small California coast live oak are not as significant as the loss of the blue gums because they were small trees. Planted coast live oak from nursery stock will achieve the same size in a matter of a few years. The loss of these trees can be mitigated by planting fifteen gallon size trees of this species.

Section on mitigation from Report 6/2/2001

Discussion of mitigation procedure

Twenty-three of the original one hundred forty-five trees in the inventory still remain. Only the six redwood trees at the east end of the site remain of the original trees with any value. These redwood trees should be retained. To recreate the tree canopy provided by the blue gum I suggest using native trees that grow rapidly and will eventually attain the size and stature of the blue gum. The coast live should be replaced with the same species.

Although methods are now available to transplant specimen size trees to create an "instant tree canopy," I believe it is not practical or ecologically sound to do so in this setting. Commercial sites are typically too harsh an environment for large specimen transplanted trees to thrive. In my opinion it is better to initially plant small trees that can easily adapt to this environment and survive well.

My proposal for mitigation involves planting large canopy trees singly and in clusters where possible. Large canopy trees will eventually provide the valuable tree presence on this site that was once provided by the removed blue gum and live oak trees. Large canopy trees include coast live oak, redwood, sycamore, ash, some of the new American elm varieties, etc. Examples of smaller canopy trees are pistache, celtis, flowering pear and crape myrtle. Smaller canopy trees are better suited to the small parking lot cutouts in front of K-Mart

To achieve large canopy development there must be adequate root zone and air space. Spacing is critical to

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developing larger tree Canopies. A minimum of 20' between each tree is needed for these larger canopy trees. The trees should be no more than 15-gallon size when installed since it is well documented that 15-gallon size or smaller establish and grow large more rapidly than box-size trees.

The same size tree canopy created by the blue gum can be restored in several years time by utilizing the larger planting islands in the parking lot for clustered planting and the 10' x 10' islands for single large canopy trees. These larger parking lot islands are reflected in the latest drawing you provided to me. I have marked up that drawing with suggested locations for the clustered tree plantings. In addition to these new plantings, I suggest an attempt be made to retain the existing redwoods.

Recommendations

1. Attempt to retain the existing redwood trees at the east end of the project.
2. Remove the last two remaining coast live oak trees. The structure of these two small trees is very poor.
3. Remove the acacia at the corner next to the bus stop because of its poor structure.
4. Remove the willow next to the Goodwill Station. It is in very poor condition.
5. Remove the two Raywood ash trees and two liquidambar trees planted between the existing redwood trees. These trees are in poor condition.
6. Plant single redwood trees (or other large canopy tree) at the driveway entry on 41st Avenue. Since these are narrow planters only one large tree can be accommodated in each. If these trees are to eventually be focal point trees for the project, do not over plant these small planter islands or the trees will not develop properly.
7. Plant three redwood trees (or other large canopy tree) in each of the larger islands proposed for the location nearest Beverly's.
8. Plant a single large canopy tree in each of the 10' x 10' parking lot islands.
9. Use the large planter strip along 41st Avenue to replace the coast live oak trees that were removed. There is adequate space for development of live oak trees in this larger island.

Landscape Design

The landscape design is being provided by the landscape architect's office. The London Plane trees included are fast growing and provide some mitigation for loss of habitat on this site. Habitat mitigation should also include some clustered tree planting, such as with the purple leaf plum, but with larger canopy trees, if possible.



Dorothy Abeyta, M.S.

Plant Pathologist

Registered Consulting Arborist #303

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SOQUEL VILLAGE TREE INVENTORY for Johnson Lyman Architects
TREES REMOVED BEFORE 17/02 ORIGINALLY RECOMMENDED FOR RETENTION

Tree tag no.	Survey Map Identification SandisHuberJones 1/7/00	Common name	Botanical name	Trunk Size Diameter @ 4.5' (inches)	Health & structure	Original Recommendation Tree Survey 1/6/00	Reason for retention
218	none	Live oak	Quercus agrifolia	6	Fair	Transplant	Possible transplant.
219	none	Live oak	Quercus agrifolia	8	Fair	Transplant	Possible transplant.
220	none	Live oak	Quercus agrifolia	8	Fair	Transplant	Possible transplant.
221	115.63 10Oak	Live oak	Quercus agrifolia	10	Fair	Transplant	Possible transplant.
234	118.71 24Oak	Live oak	Quercus agrifolia	24	Fair	Transplant	Possible transplant.
235	117.98 6Oak	Live oak	Quercus agrifolia	10	Fair	Transplant	Possible transplant.
236	119.23 24Tree	Plum.	Prunus sp.	24	Fair	Retain	Outside construction zone.
248	116.30 72Euc	Blue gum	Eucalyptus globulus	48	Fair	Retain	Part of a stand. May be possible to retain if design is altered.
249	117.07 66Euc	Blue gum	Eucalyptus globulus	45	Fair	Retain	Part of a stand. May be possible to retain if design is altered.
250	115.84 60Euc	Blue gum	Eucalyptus globulus	33	Fair	Retain	Part of a stand. May be possible to retain if design is altered.
269	121.02 20Euc	Blue gum	Eucalyptus globulus	10, 10@2'	Poor	Retain	Part of a stand. May be possible to retain if design is altered.
270	121.71 48, 60, 24Euc	Blue gum	Eucalyptus globulus	18, 48, 58	Fair	Retain	Part of a stand. May be possible to retain if design is altered.
NO TAG	115.44 26Oak					Retain	Outside construction zone.

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Environmental Review Initials

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04-0490

Tree tag no.	Survey Map Identification SandisHuberJones 1/7/00	Common name	Botanical name	Trunk Size Diameter @ 4.5' (inches)	Health & structure	Original Recommendation Tree Survey 1/6/00	Reason for removal
200	108.86 14Willow	Willow	Salix	14	Poor	Remove	Failing health, poor structure. Construction constraint. Tree in building pad or driveway.
243	none	Live oak	Quercus agrifolia	3, 3	Fair	Remove	Failing health, poor structure. Construction constraint. Tree in building pad or driveway.
263	118.40 5,6-18Acacia	Acacia	Acacia melanoxylon	8, 8, 12, 4	Poor	Remove	Failing health, poor structure. Construction constraint. Tree in building pad or driveway.
277	123.93 8Maple	Sweet gum	Liquidambar styraciflua	8	Fair	Remove	Failing health, poor structure. Construction constraint. Tree in building pad or driveway.
278	123.13 4Maple	Sweet gum	Liquidambar styraciflua	4	Poor	Remove	Failing health, poor structure. Construction constraint. Tree in building pad or driveway.
279	123.14 4Maple	Sweet gum	Liquidambar styraciflua	4	Poor	Remove	Failing health, poor structure. Construction constraint. Tree in building pad or driveway.
280	123.19 18RDWD	Coast redwood	Sequoia sempervirens	16	Good	Remove	Construction constraint. Tree in building pad or driveway.
281	122.91 18RDWD	Coast redwood	Sequoia sempervirens	15	Good	Remove	Construction constraint. Tree in building pad or driveway.
282	122.67 10RDWD	Coast redwood	Sequoia sempervirens	14	Good	Remove	Construction constraint. Tree in building pad or driveway.
283	122.44 4Maple	Raywood ash	Fraxinus 'Raywoodi'	4	Poor	Remove	Failing health, poor structure. Construction constraint. Tree in building pad or driveway.
284	122.53 6Maple	Raywood ash	Fraxinus 'Raywoodi'	4	Poor	Remove	Failing health, poor structure. Construction constraint. Tree in building pad or driveway.
289	none	Coast redwood	Sequoia sempervirens	12	Good	Remove	Construction constraint. Tree in building pad or driveway.

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SOQUEL VILLAGE TREE INVENTORY for Johnson Lyman Architects

Tree tag no.	Survey Map Identification SandisHuberJones s 1/7/00	Common name	Botanical name	Trunk Size Diameter @ 4.5' (inches)	Health & structure	Original Recommendation Tree Survey 1/6/00	Reason for removal
290	none	Coast redwood	<i>Sequoia sempervirens</i>	12	Good	Remove	Construction constraint. Tree in building pad or driveway.
291	none	Coast redwood	<i>Sequoia sempervirens</i>	12	Good	Remove	Construction constraint. Tree in building pad or driveway.
no tag	119.52 12 Tree					Retain	Mass of trees/shrubs outside construction zone; Not accessible to place tree tag
no tag	119.52 22 Tree					Retain	Mass of trees/shrubs outside construction zone; Not accessible to place tree tag
no tag	119.53 12 Tree					Retain	Mass of trees/shrubs outside construction zone; Not accessible to place tree tag
no tag	119.66 12 Tree					Retain	Mass of trees/shrubs outside construction zone; Not accessible to place tree tag
no tag	117.06 12 Tree					Retain	Mass of trees/shrubs outside construction zone; Not accessible to place tree tag
no tag	119.93 12 Tree					Retain	Mass of trees/shrubs outside construction zone; Not accessible to place tree tag
no tag	120.10 12 Tree					Retain	Mass of trees/shrubs outside construction zone; Not accessible to place tree tag
no tag	120.19 12 Tree					Retain	Mass of trees/shrubs outside construction zone; Not accessible to place tree tag
no tag	120.66 24 Tree					Retain	Mass of trees/shrubs outside construction zone; Not accessible to place tree tag

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Tree tag no.	Survey Map Identification SandisHuberJones 1/7/00	Common name	Botanical name	Trunk Size Diameter @ 4.5' (inches)	Health & structure	Original Recommendation	Reasons for removal
201	112.43 10Walnut	Walnut	<i>Juglans regia</i>	8	Poor	Remove	Tree is nearly dead. Construction constraint.
202	112.08 12Oak, 112.28 8Oak	Live oak	<i>Quercus agrifolia</i>	7 + 7 @ 2'	Poor	Remove	Poor branch structure. Construction constraint.
203	112.67 15Pine	Coulter pine	<i>Pinus</i>	20 @ 3'	Poor	Remove	No branches for 25 feet, dying. Construction constraint.
204	113.33 26 Pine	Coulter pine	<i>Pinus</i>	26	Dead	Remove	Poor health. Construction constraint.
205	113.88 8Oak	Live oak	<i>Quercus agrifolia</i>	8	Poor	Remove	resprouted. Heart rot at 2'. Construction constraint.
206	115.11 24Elm	Siberian elm	<i>Ulmus parvifolia</i>	24	Poor	Remove	Tree is dying.
207	114.07 30Pine	Pine	<i>Pinus</i>	30	Poor	Remove	Topped at five feet. Construction constraint.
208	112.95 36RDWD	Coast redwood	<i>Sequoia sempervirens</i>	30	Fair	Remove	Branching is suppressed on one side. Construction constraint.
209	112.97 36RDWD	Coast redwood	<i>Sequoia sempervirens</i>	54	Fair	Remove	Two trunks. Construction constraint.
210	114.38 12Walnut	Walnut	<i>Juglans regia</i>	9	Poor	Remove	Tree is dying. Construction constraint.
211	113.39 10 Tree	Siberian elm	<i>Ulmus parvifolia</i>	7	Poor	Remove	Tree is dying. Construction constraint.
212	113.82 14Tree	Siberian elm	<i>Ulmus parvifolia</i>	12	Poor	Remove	Tree is dying. Construction constraint.
213	114.43 10Tree	Siberian elm	<i>Ulmus parvifolia</i>	10	Poor	Remove	from trunk of failed tree. Construction constraint.
214	none	Norfolk pine		12	Poor	Remove	No branches for 25 feet, declining. Construction constraint.
215	none	Coast redwood	<i>Sequoia sempervirens</i>	26 + 26 + 30,	Poor	Remove	Three trunks from base. Construction constraint.
216	115.15 26Elm	Siberian elm	<i>Ulmus parvifolia</i>	26	Poor	Remove	Nearly dead. Construction constraint.

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SOQUEL VILLAGE TREE INVENTORY for Johnson Lyman Architects

Tree tag no.	Survey Map Identification SandisHuber Jones 1/7/00	Common name	Botanical name	Trunk Size Diameter @ 4.5' (inches)	Health & structure	Original Recommendation	Reasons for removal
217	none	Walnut	Juglans regia		Poor	Remove	Spouts from a slump.
218	none	Live oak	Quercus agrifolia	6	Fair	Transplant	Construction constraint. Possible transplant.
219	none	Live oak	Quercus agrifolia	8	Fair	Transplant	Construction constraint. Possible transplant.
220	none	Live oak	Quercus agrifolia	8	Fair	Transplant	Construction constraint. Possible transplant.
221	115.63 10Oak	Live oak	Quercus agrifolia	10	Fair	Transplant	Leaning, suppressed. Construction constraint. Possible transplant.
222	115.91 8Oak	Live oak	Quercus agrifolia	6	Fair	Remove	Leaning, suppressed. Construction constraint. Possible transplant.
223	115.93 10Oak	Live oak	Quercus agrifolia	8	Fair	Remove	Leaning, suppressed. Construction constraint. Possible transplant.
224	115.51 12Oak	Live oak	Quercus agrifolia	12	Fair	Remove	Leaning, suppressed. Construction constraint. Possible transplant.
225	116.24 18Oak	Live oak	Quercus agrifolia	18	Fair	Remove	Leaning, suppressed. Construction constraint. Possible transplant.
226	116.74 3/Oak	Live oak	Quercus agrifolia	5	Fair	Remove	Leaning, suppressed. Construction constraint. Possible transplant.
227	116.74 3/Oak	Live oak	Quercus agrifolia	5	Fair	Remove	Leaning, suppressed. Construction constraint. Possible transplant.
228	117.78 24RDWD	Coast redwood	Sequoia sempervirens	20	Good	Remove	Construction constraints.
229	118.56 26RDWD	Coast redwood	Sequoia sempervirens	26	Good	Remove	Construction constraints.
230	118.08 24RDWD	Coast redwood	Sequoia sempervirens	24	Good	Remove	Suppressed. Construction constraints.
231	118.23 8RDWD	Coast redwood	Sequoia sempervirens	8	Fair	Remove	Construction constraints.
232	118.23 24RDWD	Coast redwood	Sequoia sempervirens	24	Good	Remove	Construction constraints.

Tree tag no.	Survey Map Identification SandisHuber Jones 1/7/00	Common name	Botanical name	Trunk Size Diameter @ 4.5' (inches)	Health & structure	Original Recommendation	Reasons for removal
233	118.01 6Elm	Plum	Prunus sp.	6	Fair	Remove	Construction constraints.
234	118.71 24Oak	Live oak	Quercus agrifolia	24	Fair	Transplant	Trailer. Construction constraints. Possible transplant.
235	117.98 6Oak	Live oak	Quercus agrifolia	10	Fair	Transplant	Construction constraints. Possible transplant.
236	119.23 24Tree	Plum	Prunus sp.	24	Fair	Retain	Outside construction zone.
237	none	Live oak	Quercus agrifolia	5	Fair	Remove	In canopy of failed elm tree. Construction constraints.
238	114.00 28Euc	Blue gum	Eucalyptus globulus	28	Fair	Remove	building pad. Construction constraints.
239	115.02 18, 36Euc	Blue gum	Eucalyptus globulus	16, 36	Fair	Remove	Construction constraints. Part of a stand. Construction
241	15.4"-14"Euc	Blue gum	Eucalyptus globulus	20	Fair	Remove	Part of a stand. Construction constraints.
242	114.53 10, 16, 18Euc	Blue gum	Eucalyptus globulus	10+16+18	Fair	Remove	Part of a stand. Construction constraints.
244	115.14 3-10Euc	Blue gum	Eucalyptus globulus	3-10"	Poor	Remove	Structure poor. Construction constraints.
245	115.05 36Euc	Blue gum	Eucalyptus globulus	36	Fair	Remove	Construction constraints.
246	none	Blue gum	Eucalyptus globulus	19	Fair	Remove	Part of a stand. Construction constraints.
247	114.99 6, 8, 10Euc	Blue gum	Eucalyptus globulus	10	Poor	Remove	Part of a stand. Construction constraints.
248	116.30 72Euc	Blue gum	Eucalyptus globulus	48	Fair	Retain	Part of a stand. May be possible to retain if design is altered.
249	117.07 66Euc	Blue gum	Eucalyptus globulus	45	Fair	Retain	Part of a stand. May be possible to retain if design is altered.

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Tree tag no.	Survey Map Identification SandisHuberJones 1/7/00	Common name	Botanical name	Trunk Size Diameter @ 4.5' (inches)	Health & structure	Original Recommendation	Reasons for removal
250	115.84 60Euc	Blue gum	Eucalyptus globulus	33	Fair	Retain	Part of a stand. May be possible to retain if design is altered.
251	115.74 24, 18, 8Euc	Blue gum	Eucalyptus globulus	12+18+22	Poor	Remove	Poor structure. Construction constraints.
252	116.77 60Euc	Blue gum	Eucalyptus globulus	53	Fair	Remove	Construction constraints.
253	116.40 14Acacia	Acacia	Acacia melanoxylon	12	Poor	Remove	Poor health and structure. Construction constraints.
254	116.50 14Acacia	Acacia	Acacia melanoxylon	11	Poor	Remove	Poor health and structure. Construction constraints.
255	116.02 12-18Acacia	Acacia	Acacia melanoxylon	10	Poor	Remove	Poor health and structure. Construction constraints.
256	116.02 12-18Acacia	Acacia	Acacia melanoxylon	10	Poor	Remove	Poor health and structure. Construction constraints.
257	116.33 18Acacia	Acacia	Acacia melanoxylon	14	Poor	Remove	Poor health and structure. Construction constraints.
258	116.68 16Acacia	Acacia	Acacia melanoxylon	11	Poor	Remove	Poor health and structure. Construction constraints.
259	116.73 24Acacia	Acacia	Acacia melanoxylon	21	Poor	Remove	Poor health and structure. Construction constraints.
260	118.06 46Euc	Blue gum	Eucalyptus globulus	40	Fair	Remove	Construction constraints.
261	117.71 30Euc	Blue gum	Eucalyptus globulus	23	Fair	Remove	Construction constraints.
262	116.73 116.79 117.03	Acacia	Acacia melanoxylon	12 stems 2 to 12	Poor	Remove	Poor health and structure. Construction constraints.
264	119.93 38Euc	Blue gum	Eucalyptus globulus	38	Fair	Remove	Construction constraints.
265	120.39 8, 12, 14Acacia	Acacia	Acacia melanoxylon	8+12+14	Poor	Remove	Poor health and structure. Construction constraints.
266	120.30 48Euc	Blue gum	Eucalyptus globulus	24	Fair	Remove	Construction constraints.

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Tree tag no.	Survey Map Identification SandisHuberJones 1/7/00	Common name	Botanical name	Trunk Size Diameter @ 4.5' (inches)	Health & structure	Original Recommendation	Reasons for removal
267	120.57 30,16,18Euc	Blue gum	Eucalyptus globulus	30+16+18,	Fair	Remove	Construction constraints.
268	121.09 60Euc	Blue gum	Eucalyptus globulus	60	Fair	Remove	Construction constraints.
269	121.02 20Euc	Blue gum	Eucalyptus globulus	10+10@2'	Poor	Retain	Part of a stand. Construction constraints.
270	121.71 48,60,24Euc	Blue gum	Eucalyptus globulus	18+48+58,	Fair	Retain	Part of a stand. Construction constraints.
271	119.83 6,6-12Acacia	Acacia	Acacia melanoxylon	5+8+6+8,	Poor	Remove	Poor health and structure. Construction constraints.
272	119.73 4,24-48Euc	Blue gum	Eucalyptus globulus	3 stems 36@3'	Fair	Remove	Part of a stand. Construction constraints.
273	119.04 3,4-6Acacia	Acacia	Acacia melanoxylon	4+6,	Poor	Remove	Poor health and structure. Construction constraints.
274	119.28 3,8-12Euc	Blue gum	Eucalyptus globulus	8+9+12,	Poor	Remove	Poor health and structure. Construction constraints.
275	118.84 2,10-12Acacia	Acacia	Acacia melanoxylon	10	Poor	Remove	Poor health and structure. Construction constraints.
276	118.84 2,10-12Acacia	Acacia	Acacia melanoxylon	8	Poor	Remove	Poor health and structure. Construction constraints.
285	119.13 20Acacia	Acacia	Acacia melanoxylon	15	Poor	Remove	Poor health and structure. Construction constraints.
286	119.00 2-10Acacia	Acacia	Acacia melanoxylon	10	Poor	Remove	Poor health and structure. Construction constraints.
287	119.00 2-10Acacia	Acacia	Acacia melanoxylon	10	Poor	Remove	Poor health and structure. Construction constraints.
288	119.46 30DECOR	Camphor		30	Poor	Remove	Poor health and structure. Construction constraints.
292	none	Sweet gum	Liquidambar styraciflua	3	Fair	Remove	Poor health and structure. Construction constraints.
293	N Island E	Camphor		11	Poor	Remove	Poor health and structure. Construction constraints.

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Tree tag no.	Survey Map Identification SandisHuberJones 1/7/00	Common name	Botanical name	Trunk Size Diameter @ 4.5' (inches)	Health & structure	Original Recommendation	Reasons for removal
294	N island W	Camphor		10		Remove	Poor health and structure. Construction constraints.
295	Mid island E	Camphor		6	Poor	Remove	Lost main branch. Construction constraints.
296	Mid island W	Camphor		7	Fair	Remove	Poor health and structure. Construction constraints.
297	S island E	Camphor		8	Poor	Remove	Poor branch structure. Construction constraint.
298	S island W	Camphor		7	Poor	Remove	Poor health and structure. Construction constraints.
Survey Identification points not used - no tree at these locations or outside construction zone and not accessible for tagging trees							
NO TAG	112.72 8Oak					Remove	Tree cut to stump
NO TAG	113.98 8 Walnut					Remove	Tree cut to stump
NO TAG	112.22 20Pine					Remove	Tree cut to stump
NO TAG	114.92 30Pine					Remove	Tree cut to stump
NO TAG	115.44 26Oak					Retain	Tree off property
NO TAG	114.31 12Tree					Remove	Tree cut to stump
NO TAG	118.16 48Stump					Remove	Stump
NO TAG	116.78 12Oak					n/a	Missing
NO TAG	116.74 12Oak					n/a	Missing
NO TAG	119.45 Stump					n/a	Stump
NO TAG	117.48 Tree					n/a	Missing

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Tree tag no.	Survey Map Identification SandisHuberJones 1/7/00	Common name	Botanical name	Trunk Size Diameter @ 4.5' (inches)	Health & structure	Original Recommendation	Reasons for removal
NO TAG	118.92 Tree					n/a	Missing
NO TAG	118.49 24Tree					n/a	Could not locate
NO TAG	116.89 12,18Acacia					n/a	Tree was removed prior to 2000 tree inventory
NO TAG	116.50 14Acacia					n/a	Tree was removed prior to 2000 tree inventory
NO TAG	117.04 8-10Acacia					n/a	Tree was removed prior to 2000 tree inventory
NO TAG	116.83 10Acacia					n/a	Tree was removed prior to 2000 tree inventory
NO TAG	115.29 3,10-12Euc					n/a	Tree was removed prior to 2000 tree inventory
NO TAG	115.41 3-8Euc					n/a	Tree was removed prior to 2000 tree inventory
NO TAG	114.63 2-4Euc					n/a	Tree was removed prior to 2000 tree inventory
NO TAG	117.45 2,4-14Acacia					n/a	Tree was removed prior to 2000 tree inventory
NO TAG	116.58 15,4-8Acacia					n/a	Tree was removed prior to 2000 tree inventory
NO TAG	116.53 6Acacia					n/a	Tree was removed prior to 2000 tree inventory
NO TAG	116.89 4,12,18Acacia					n/a	Tree was removed prior to 2000 tree inventory
NO TAG	118.51 6,4-6Acacia					n/a	Tree was removed prior to 2000 tree inventory
NO TAG	119.38 3,4-6Acacia					n/a	Tree was removed prior to 2000 tree inventory
NO TAG	120.27 6,8Acacia					n/a	Tree was removed prior to 2000 tree inventory
NO TAG	119.01 6,4-10Acacia					n/a	Tree was removed prior to 2000 tree inventory

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Tree tag no.	Survey Map Identification SandisHuber.Jones 1/7/00	Common name	Botanical name	Trunk Size Diameter @ 4.5' (inches)	Health & structure	Original Recommendation	Reasons for removal
NO TAG	117.72 8,12,14Acacia					n/a	Tree was removed prior to 2000 tree inventory
NO TAG	117.43 14Acacia					n/a	Tree was removed prior to 2000 tree inventory
NO TAG	117.61 6,8-16Acacia					n/a	Tree was removed prior to 2000 tree inventory
NO TAG	117.37 8,4-16Acacia					n/a	Tree was removed prior to 2000 tree inventory
NO TAG	117.15 4-8Acacia					n/a	Tree was removed prior to 2000 tree inventory

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DRAFT REPORT

TRANSPORTATION IMPACT ANALYSIS

for the

41ST AVENUE SAFEWAY SHOPPING CENTER
(Santa Cruz County, California)

Prepared for:
Safeway, Inc

January 12, 2001

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Transportation Consultants

235 North Market Street
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Draft Report

TRANSPORTATION IMPACT ANALYSIS

for the

41ST AVENUE SAFEWAY SHOPPING CENTER
(Santa Cruz County, California)

Prepared for:
Safeway, Inc.

Prepared by:
Fehr & Peers Associates, Inc.

January 12, 2001

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EXECUTIVE SUMMARY

This report presents the results of the transportation impact analysis (TIA) conducted for the proposed expansion and renovation of the existing shopping center at the southeast corner of the Soquel Drive/41st Avenue intersection in an unincorporated area of Santa Cruz County, California. The existing center includes a total of 131,786 square feet (s.f.) of retail space and a gas station. The primary tenants include Safeway (24,908 s.f.), K-mart (84,000 s.f.), Taco Bell and Round Table Pizza. The proposed project includes the addition of 72,197 s.f. of space for a total of 203,983 s.f. plus a second gas station. The purpose of the analysis is to evaluate the impacts of the proposed development on the surrounding transportation system and to identify measures to reduce or eliminate any projected deficiencies.

The project site is bounded by Soquel Drive to the north, 41st Avenue to the west, the SR 1 northbound off-ramp to the south, and residential uses to the east. Access to the site will be provided by four driveways: four on 41st Avenue and one on Soquel Drive (i.e., Cotton Lane). As part of the proposed development, the existing median on 41st Avenue will be extended south and the driveway adjacent to the Taco Bell restaurant will be closed.

Analysis Scenarios

Project impacts were estimated following the guidelines of the Santa Cruz County Public Works Department, Santa Cruz County Regional Transportation Commission (SCCRTC), City of Capitola, and California Department of Transportation (Caltrans). The analysis focused on the operations of ten (10) key intersections during the weekday morning (AM), weekday evening (PM), and Saturday midday peak hours for the following scenarios: Existing, Background, Project, Near-Term Cumulative, and Year 2010 Cumulative Conditions.

Project impacts to SR 1 2nd local roadway segments were also evaluated for the scenarios described above. The peak hours represent the one-hour timeframe when traffic volumes are highest during the following two-hour periods: 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM on weekdays, and 11:30 AM to 1:30 PM on Saturdays.

Project Traffic

The amount of traffic generated by the proposed project was estimated based on existing counts conducted at all of the existing driveways, transaction data provided by Safeway, and trip generation data published by the Institute of Transportation Engineers (ITE). The three components of new trips are: 1) the net new shopping center area (excluding the new Safeway store), 2) the new Safeway store, and 3) the new Safeway gas station. The number of new trips generated by the expanded Safeway store was estimated based on actual transaction data from previously expanded stores. This data showed that although stores these stores approximately doubled in floor area, the resulting increase in the total number of

transactions was only 50 percent. Thus, the new store and services do attract some new customers and vehicle trips, but also provides more shopping opportunities for existing customers without an increase in vehicle traffic.

The proposed project included in the technical analysis for this report is estimated to generate approximately 3,054 net new weekday daily trips, 3,612 net new Saturday daily trips, 135 net new weekday AM peak-hour trips, 282 net new PM peak-hour trips, and 308 net new Saturday midday peak-hour trips. It is important to note that this trip generation used in the traffic analysis includes four more fueling positions than are currently proposed and slightly different sizes for some of the existing building areas. Thus, the traffic analysis is considered conservative. The current project included as part of the development application is expected to generate 218 fewer daily trips, and between 19 and 30 fewer peak hour trips.

Intersection Levels of Service

Using existing count data and lane configurations, a list of approved and pending developments, future traffic volumes supplied by County of Santa Cruz staff, and the project-generated trips, intersection level of service (LOS) calculations were conducted for the five study scenarios using the SYNCHRO analysis program. SYNCHRO is based on the methodology described in the *1997 Highway Capacity Manual* (Special Report 209, Transportation Research Board) for signalized intersections. Unsignalized intersections were also evaluated using methodologies presented in the *1997 Highway Capacity Manual*. To more accurately reflect traffic operations at closely-spaced intersections on 41st Avenue, a more detailed analysis of signal operations was conducted using the CORSIM software analysis tool. The results of the intersection LOS calculations are presented in Table ES-1.

As shown in Table ES-1, the signalized intersection of Soquel Drive/Porter Street is projected to operate at LOS E during the AM peak hour under Project Conditions. The remaining study intersections are projected to operate at LOS D or better under all peak hours for Project Conditions,

Two roadway improvements are assumed to be in place with opening of the proposed project. The City of Capitola will be re-constructing the west leg of the 41st Avenue/Gross Road intersection to include two left-turns and a shared through right-turn lane. This improvement will also include modification of the traffic signal to provide split phasing on east-west approaches. The proposed project will include extension of the existing median on 41st Avenue to the south to minimize the number of conflicting turning movements across this street segment.

Intersection Levels of Service Summary

Intersection	Peak Hour	Existing Conditions		Background Conditions		Project Conditions			Near-Term Cumulative Conditions		Year 20+ Cumulative Conditions
		Delay ¹	LOS ²	Delay	LOS ²	Delay	LOS	Change in Critical V/C Ratio ³	Delay	LOS	
Soquel Drive/ Rowley Gulch Road Initial Study	AM	4.7	A	4.8	A	4.8	A	0.00	5.0	A	7.6
	PM	4.6	A	4.6	A	4.5	A	+0.01	4.4	A	6.0
	Sat. Mid	3.1	A	3.1	A	3.7	A	+0.01	3.9	A	4.5
Soquel Drive/ 41 st Avenue*	AM	11.5	B	11.7	B	12.3	B	+0.02	17.0	B	23.8
	PM	17.7	B	17.9	B	19.9	B	+0.03	24.4	C	32.5
	Sat. Mid	18.2	B	18.4	B	23.1	C	+0.06	38.0	D	40.2
Soquel Drive/ Cotton Lane	AM	9.4	A	9.5	A	9.6	A		9.7	A	10.1
	PM	13.1	B	13.2	B	14.5	B	N/A	15.1	C	19.4
	Sat. Mid	12.4	B	12.5	B	13.7	B		14.5	B	18.0
Soquel Drive/ Robertson Street ⁴ (unsignalized)	AM	21.4	C	21.8	C	22.9	C		24.1	C	19.7
	PM	43.1	E	44.9	E	52.1	F	N/A	62.0	F	28.7
	Sat. Mid	22.9	C	23.9	C	27.0	D		35.2	E	21.6
Soquel Drive/ Daubenbiss Street	AM	3.3	A	3.4	A	3.4	A	+0.01	3.2	A	5.5
	PM	2.7	A	2.7	A	2.8	A	+0.03	2.9	A	2.6
	Sat. Mid	2.6	A	2.9	A	3.7	A	+0.02	6.3	A	7.5
Soquel Drive/ Porter Street ⁴	AM	67.0	E	67.7	E	69.5	E	+0.01	56.1	E	58.5
	PM	44.3	D	44.5	D	45.8	D	+0.02	44.0	D	58.9
	Sat. Mid	45.6	D	47.5	D	50.4	D	+0.02	48.9	E	68.8
41 st Avenue/ SR 1 NB Ramps*	AM	7.6	A	7.9	A	8.3	A	+0.02	9.7	A	13.0
	PM	8.5	A	8.7	A	9.1	A	+0.02	9.2	B	12.1
	Sat. Mid	12.8	B	12.7	B	13.7	B	+0.05	15.9	B	27.2
41 st Avenue/ Gross Road/SR 1 Ramps (Combined) ⁵	AM	24.6	C	25.6	C	25.7	C	+0.01	26.6	C	31.4
	PM	37.2	D	33.7	C	35.0	C	+0.02	34.8	C	46.3
	Sat. Mid	56.8	E	70.1	E	71.3	E	+0.02	74.7	E	96.1
41 st Avenue/ Clares Street	AM	21.5	C	23.8	C	24.1	C	+0.01	28.1	C	61.5
	PM	34.4	C	35.9	D	35.9	D	+0.01	37.2	D	51.5
	Sat. Mid	46.3	D	49.4	D	51.7	D	+0.01	52.3	D	120.5

Notes: ¹ Average control delay per vehicle in seconds.

² LOS = Level of service.

³ Increase in critical volume-to-capacity ratio from Background to Project Conditions.

⁴ Includes planned improvement under near-term or cumulative conditions (e.g., additional turn lane, traffic signal installation).

⁵ Delay for movements at these intersections were calculated using CORSIM. Level of Service based on weighted delay from critical movements.

* Designated Congestion Management Program Intersection

ATTACHMENT
APPLICATION

EXHIBIT

The unsignalized intersection of Soquel Drive/Robertson Street is projected to operate at LGS F during the PM peak hour. This location warrants a traffic signal under Existing Conditions based on the Peak Hour Volume Warrant published by Caltrans. This signal is planned as part of the County's Capital improvement Program, but has not been scheduled for implementation. The unsignalized intersection of Soquel Drive/Cotton Lane is projected to operate at acceptable levels.

Intersection Impacts and Proposed Improvements

Impacts at intersections were identified based on the operating standards for each applicable jurisdiction: County of Santa Cruz, City of Capitola, and Caltrans. All of these jurisdictions maintain a LOS C goal for traffic operations; however, both the County and Caltrans will accept LOS D depending on right-of-way constraints, physical constraints, and overall development intensity. County and Capitola operating standards were used for freeway ramp intersections maintained by Caltrans. Since the County and Capitola are opting out of the Congestion Management Program (CMP), CMP operating standards for intersections were not used in this analysis.

Local Intersections

A significant impact is identified for signalized County intersections if the proposed project causes:

- 1) Intersection operations to degrade from LOS D or better under Background Conditions to LOS E or F under Project Conditions; or
- 2) An increase of one percent in the critical volume-to-capacity ratio between Background to Project Conditions for intersections already operating at LOS E or F under Background Conditions.

A significant impact is identified for signalized Capitola intersections if the proposed project causes:

- 1) Intersection operations to *degrade* from LOS C or better under Background Conditions to LOS D, E, or F under Project Conditions; or
- 2) An increase of one percent in the critical volume-to-capacity ratio between Background to Project Conditions for intersections already operating at LOS D, E, or F under Background Conditions.

For all unsignalized intersections, the project results in a significant impact if

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- 1) The addition of project traffic causes operations to degrade from LOS D or better under Background Conditions to LOS E or F under Project Conditions; or
- 2) Project traffic is added to an intersection already operating at LOS E or F under Background Conditions; and
- 3) The Caltrans Peak Hour Volume Warrant is satisfied.

Based on the impact criteria listed above, the proposed project would have a significant impact on the signalized intersection of Soquel Drive/Porter Street during the AM peak hour. The recommended mitigation measure is to provide a separate westbound right-turn lane. The proposed delay would reduce the AM peak hour delay from 69.5 seconds (LOSE) to 55.0 seconds (LOSE). This improvement is included in the County's Capital Improvement Plan (CIP) and is assumed to be in place under Near-Term Cumulative Conditions.

project traffic would exacerbate LOS E operations during the PM peak hour at the Soquel Drive/Robertson Street intersection. As noted above, the Caltrans Peak Hour Signal Warrant is *met* at this location under Project Conditions. Thus, the proposed project is considered to have a significant impact at this location during the PM peak hour. The improvement required to mitigate these impacts is the installation of a traffic signal. Santa Cruz County staff will evaluate the need for a signal based on additional criteria (delay, driver confusion, accident data) and make the final determination on installation of this improvement.

The proposed project would also have a significant impact at the 41st Avenue/Clares Street intersection during the PM and Saturday peak hours. The addition of an exclusive southbound right-turn lane would improve PM operations from LOS D to LOS C. The delay during the Saturday peak hour would be reduced from 51.7 (LOS D) seconds to 41.7 (LOS D) seconds. It should be noted that this improvement could have right-of-way impacts.

The proposed project would also have a significant impact at the combined 41st Avenue/SR 1 SB Ramp-Gross Road intersection, which is controlled by the City of Capitola and Caltrans. The project would exacerbate LOS E operations during the Saturday midday peak hour. The improvement required to mitigate this impact is to re-stripe center lane on the SB 1 off-ramp approach to 41st Avenue as a shared left-turn/right-turn lane (This lane is currently an exclusive right-turn lane). The proposed improvement would reduce the overall intersection delay from 71.3 seconds to 48.1 seconds during the Saturday peak hour, which would be substantially less than the 70.1 seconds of delay under Background Conditions.

Freeway Impacts

The California Department of Transportation (Caltrans) has a goal of LOS C operations for state-maintained facilities, but accepts LOS D as a goal in more developed areas like the Cruz/Capitola area. Further, some freeway segments in the Santa Cruz area are currently

operate at LOS E or F during the AM and/or PM peak hours. Significant freeway impacts for this analysis were identified if the addition of project traffic is expected to degrade ramp junction or weaving section operations from LOS D or better under Background Conditions to LOS E or F under Project Conditions, or if the project is expected to add more than one percent of the freeway capacity to segments where a ramp or weaving section operates at LOS E or F under Background Conditions.

The results of the freeway analysis are presented in Table ES-2a for merge/diverge areas and Table ES-2b for weaving sections. This analysis shows that the addition of proposed project to selected ramps is expected to exacerbate unacceptable (i.e., LOS E or F) operations. Since the project is not expected to add more than one percent of the freeway capacity to the mainline segment, the ramp impacts are considered less than significant.

Mitigation for the existing operational deficiencies is the addition of a third lane in each direction and would provide acceptable levels of service under Project Conditions. Caltrans staff has indicated that, since individual development projects cannot be expected to provide such improvements, financial contributions for freeway improvements must be coordinated by local jurisdictions. An improvement project to add a high occupancy toll lane in each direction is currently being evaluated by the Santa Cruz County Regional Transportation Commission, but this project is not programmed or funded.

It is important to note that the project trip generation does not assume any reduction for trips made to the site by vehicles that are currently traveling on SR 1 during each peak hour. Up to 10 percent of the gross project trips could be generated from existing traffic on SR 1; however, no detailed studies are available to support such a reduction. Since some vehicles would divert to the site once the project opens, the freeway analysis is considered conservative and the project freeway impacts are likely overstated to some degree.

Roadway Segment Impacts

As part of previous traffic studies, County of Santa Cruz has used daily volume criteria to identify the need for additional travel lanes on arterial roadway segments. This information is used to develop plan lines for roadway segments and is an additional tool to help assess overall traffic operations. The results of the roadway segment analysis are summarized in Table ES-3.

The proposed project is considered to have a significant impact to the roadway segments if it causes a roadway segment to degrade from LOS C under Background Conditions to LOS D, E, or F under Project Conditions, or adds volume to segments already operating at unacceptable levels (LOS D, E, or F). Based on these criteria, the proposed project would have a significant impact on 41st Avenue north of Clares Street. However, widening of this segment is not considered feasible due to the proximity of existing development.

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Table ES-2a

State Route 1/41st Avenue Ramp Merge and Diverge Levels of Service

Location and Direction	Peak Hour	Existing Conditions		Background Conditions		Project Conditions		Near Term Cumulative Conditions		Year 2010 Cumulative Conditions	
		Density ¹	LOS ²	Density	LOS	Density	LOS	Density	LOS	Density	LOS
Northbound Loop Onramp	AM	36	E	36	E	36	E	36	E	43	F
	PM	32	D	33	D	33	D	33	D	39	E
	Sat. Midday	32	D	32	D	32	D	32	D	39	E
Northbound Slip Onramp	AM	35	D	36	E	36	E	36	E	43	F
	PM	33	D	33	D	33	D	34	D	40	F
	Sat. Midday	33	D	33	D	34	D	34	D	41	F
Southbound Slip Off-ramp	AM	35	D	36	E	36	E	36	E	43	F
	PM	34	D	34	D	34	D	35	E	42	F
	Sat. Midday	41	F	42	F	42	F	43	F	52	F
Southbound Loop Onramp	AM	30	D	30	D	30	D	30	D	36	E
	PM	30	D	30	D	30	D	31	D	37	E
	Sat. Midday	30	D	30	D	30	D	31	D	37	E

¹ Density = passenger cars per lane mile per hour (pc/mi/hr).² LOS = Level of service.

Table ES-2b

State Route 1 Weaving Section (Porter Street to 41st Avenue) Level of Service

Segment	Peak Hour	Existing Conditions		Background Conditions		Project Conditions		Near Term Cumulative Conditions		Year 2010 Cumulative Conditions	
		LOS ¹		LOS ¹		LOS ¹		LOS ¹		LOS ¹	
Northbound (Bay Avenue-Porter Street to 41 st Avenue)	AM	F		F		F		F		F	
	PM	E		E		E		E		F	
	Sat. Midday	E		E		E		E		F	
Southbound (41 st Avenue to Bay Avenue- Porter Street)	AM	C		C		C		C		D	
	PM	E		E		E		E		F	
	Sat. Midday	E		E		E		F		F	

Notes: ¹ Levels of Service calculated using the diagram from Figure 504.7A of the California Department of Transportation Highway Design Manual

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Table ES-3

Roadway Segment Average Daily Traffic (ADT) Volumes

Roadway Segment	Roadway Type	Existing Conditions		Background Conditions		Project Conditions		Near Term Cumulative Conditions		Year 2010 Cumulative Conditions	
		ADT	LOS ¹	ADT	LOS	ADT	LOS	ADT	LOS	ADT	LOS
41 st Avenue north of Clares Street	6L divided arterial (with LT lane)	45,140	D	45,710	D	46,475	D	46,900	D	56,780	F
41 st Avenue south of Soquel Drive	4L divided arterial (with LT lane)	19,050	A	19,185	A	20,865	A	23,120	B	27,290	C
Soquel Drive east of 41 st Avenue	4L divided arterial (with LT lane)	15,720	A	15,880	A	16,645	A	17,685	A	20,970	A
Soquel Drive west of 41 st Avenue	4L divided arterial (with LT lane)	23,840	B	23,950	B	24,565	B	25,200	C	30,310	D

¹ LOS = Level of service.

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Site Access and On-Site Circulation

An assessment of site access, on-site circulation, and parking was conducted using the most recent site plan prepared by JohnsonLyman Architects dated October 4, 2000. The proposed site plan would close the Taco Bell driveway and restrict the gas station driveway to right-turns in and out with a raised median island. Acceleration and deceleration lanes are proposed at the two southern driveways on 41st Avenue.

The site access and on-site circulation system will adequately serve the projected peak hour traffic volumes.

Assessment of New Traffic Signal on 41st Avenue

The feasibility of providing signalized driveway access on 41st Avenue was evaluated. The purpose of signalization would be to consolidate turning movements into and out of the site and reduce the number of vehicle conflicts on 41st Avenue. The proposed traffic signal would be located at the full access driveway immediately south of the existing Round Table Pizza restaurant.

The projected peak hour volumes at the signalized driveway were evaluated with level of service calculations. The results indicate that the signal would operate at acceptable levels. Based on the projected volumes, two outbound lanes would be required to reduce on-site queuing. Thus, the existing driveway and the adjacent portion of the parking lot may have to be reconfigured to accommodate two outbound lanes and one inbound lane. The existing median striping south of the proposed signal would have to be modified to accommodate the proposed signal.

Provision of a signal at the proposed location would improve pedestrian access in the area by providing a designated crossing location between the shopping center and the existing apartment complex at the northwest corner of the 41st Avenue/Cory Street intersection.

Transit, Bicycle, and Pedestrian Issues

According to the site plan, acceleration and deceleration lanes will be provided between the two southernmost driveways on 41st Avenue. To accommodate the existing bus stop located between these driveways and improve flow on 41st Avenue, the curb should allow a bus to completely exit the northbound lane and park while passengers board or depart the bus. This modification would essentially provide a continuous lane between the driveways. The bus stop parking area could be painted with striping to identify the appropriate acceleration and deceleration areas. In addition, a shelter should be installed at this stop to encourage ridership by providing a protected waiting area. Modification of the bus stop and the shelter design will be reviewed in detail by Santa Cruz Metropolitan Transit District staff.

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The proposed project is not expected to result in any negative off-site pedestrian or bicycle impacts. A continuous sidewalk will be provided along the entire 41st Avenue project frontage from the Northbound SR 1 off-ramp to Soquel Drive. A pedestrian path will be provided through the parking lot between 41st Avenue and the new Safeway marker just north of the existing Taco Bell building. To further encourage transit use and enhance pedestrian travel, a pedestrian path between 41st Avenue and the Kmart building should be considered. The site will be developed so as to maintain the existing bicycle lanes on 41st Avenue and to provide bicycle racks for use by shopping center employees and patrons.

Cumulative Conditions

An analysis of cumulative traffic conditions was conducted based on future traffic volume projections and planned roadway improvements included in the County's Capital Improvement Program (CIP). Cumulative traffic volumes were analyzed for near-term conditions (including pending developments) and for far-term conditions in 2010 using an annual growth factor based on forecasts from the County's General Plan Circulation Element based on Land Use Alternative 2.

Near-Term Conditions

This scenario includes other projects in the study area expected to develop in the next several years including Home Depot at the Soquel Drive/41st Avenue intersection and the Live Oak R&D development near Soquel Avenue and Chanticleer Avenue).

Intersections

Under Near-Term Cumulative Conditions, all but one of the signalized intersections under Santa Cruz County control are projected to operate at acceptable levels during the weekday and weekend peak hours. The Soquel Drive/Porter Street intersection is projected to operate at LOS E during the AM peak hour under this scenario.

The unsignalized intersection of Soquel Drive/Robertson Street is projected to continue to operate at LOS F during the PM peak hour. LOS F operations at this intersection would be further exacerbated by the addition of traffic from near-term developments. As noted under Project Conditions, a signal is required to provide acceptable operations at this intersection.

In the City of Capitola, the combined Gross Road/SR 1 Southbound Ramps intersection on 41st Avenue is projected to operate at LOS E during the Saturday peak hour with near-term cumulative development and no new roadway improvements. Re-striping of the SR 1 Ramp approach to include a left-turn lane, shared left-turn/right-turn lane, and right-turn lane and mitigate the project impact would reduce overall delay, but would still provide LOS E operation.

The intersection of 41st Avenue/Clares Street is projected to operate at LOS D during the PM and Saturday peak hours. The addition of an exclusive southbound right turn lane (identified as a mitigation measure under Project Conditions) would improve the level of service rating from LOS D to LOS C during the PM peak hour. The level of service rating would remain at LOS D during the Saturday peak hour with the improvement.

Freeway Ramp Junctions and Weaving Areas

The addition of traffic from near-term development will exacerbate unacceptable traffic operations on SR 1 at all of the ramp junctions or merging sections during at least one of the peak hours. The only improvement to eliminate these deficiencies is the addition of a third mixed-flow lane in each direction.

Roadway Segment Levels of Service

All segments will continue to operate at the same levels of service as Project Conditions with the addition of near-term development traffic. In the immediate vicinity of the project site, all segments would operate at LOS D or better on a daily basis.

2010 Conditions

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Intersection Operations and Potential Improvements

With expected additional development in Santa Cruz County and the Cities of Santa Cruz and Capitola plus other regional growth, three of the signalized intersections (one in the County and two in Capitola) are projected to operate at an unacceptable level during one or more peak hours. Each intersection is listed below followed by potential measures to improve traffic operations.

- Soquel Drive/Porter Street (AM, PM, and Saturday peak hours)-Given the physical constraints at this intersection in the Soquel Village, no feasible roadway improvements were identified. In addition, modified signal timings did not substantially improve operations.
- 41st Avenue/SR 1 SB Ramps-Gross Road in Capitola (Saturday peak hour)-The proposed project improvement (restriping the SR 1 southbound off-ramp) would not improve operations under 2010 conditions. Projected demand under this scenario will exceed capacity and major interchange improvements (including possible widening of the overcrossing) would be required to provide acceptable operations. In lieu of those improvements, signal timing modifications would be the primary method of managing traffic flow.

- 41st Avenue/Clares Street in Capitola (AM and Saturday peak hours)-The addition of an exclusive southbound right turn lane would improve the level of service rating from LOS F to LOS E during the Saturday peak hour (also recommended as a mitigation measure under Project Conditions). It should be noted that this improvement could have right-of-way impacts.

Freeway Ramp Junctions and Weaving Areas

All of the ramp junctions are projected to operate at LOS E or F under this scenario. The weaving section on State Route 1 between Porter Street and 41st Avenue is also projected to operate at LOS F. The addition of a third mixed-flow lane in each direction on State Route 1 would provide acceptable operations at all of the ramp junctions and weaving sections.

Roadway Segment Levels of Service

The roadway segment on 41st Avenue north of Clares Street is projected to operate at LOS F under 2010 conditions with an estimated daily volume of 56,780 vehicles. In order to improve roadway operations, an additional lane on 41st Avenue would be needed. However, widening of this segment is not considered feasible given the proximity of existing development.

The segment of Soquel Drive west of 41st Avenue is projected to operate at LOS D with an estimated daily volume of 30,310 vehicles. Widening of this segment is not considered feasible due to existing development.

The two remaining roadway segments are projected to operate at acceptable levels in 2010

Transportation Impact Fees

The County transportation Impact fees are \$400 per net new daily trip. Based on the current proposed project, the resulting fees are \$1,134,545 for the shopping center renovation and expansion.

7. CONCLUSIONS

The proposed shopping center expansion is estimated to generate approximately 3,054 net new weekday daily trips, 3,612 net new Saturday daily trips, 135 net new weekday AM peak-hour trips, 282 net new PM peak-hour trips, and 308 net new Saturday midday peak-hour +.

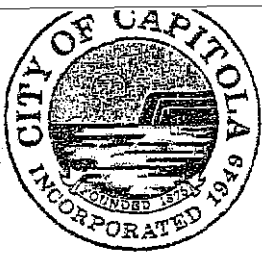
The analysis of peak hour traffic operations showed that the proposed would result in significant impacts to three signalized intersections (Soquel Drive/Porter Street, 41st Avenue/Gross Road-SR 1 SB Ramps, and 41st Avenue/Clares Street) and one unsignalized intersection (Soquel Drive/Robertson Street) under Project Conditions. These deficiencies could be eliminated by restriping, addition of a westbound or southbound right-turn lane, and signal installation improvements. All other intersections operate at an acceptable level or the addition of project traffic is not expected to significantly change traffic operations.

Several ramp junctions and weaving segments are projected to operate unacceptably during the all peak hours under Project Conditions. The project is expected to add less than one percent of the freeway capacity to these locations. Therefore, the project's impacts to the freeway segments are less than significant. To provide acceptable freeway operations, SR 1 should be widened to six lanes, which Caltrans does not expect individual developers to fund. Contributions to freeway improvement projects would have to be coordinated by local jurisdictions.

A review of the preliminary site plan showed that the proposed site access and on-site circulation system will adequately serve project traffic and will provide sufficient access to all site driveways. The feasibility of providing signalized driveway access on 41st Avenue evaluated. The results indicate that the signal would operate at acceptable levels and two outbound lanes would be required to reduce on-site queuing. The existing median striping south of the proposed signal would have to be modified to accommodate the proposed signal.

Under near-term and 2010 cumulative conditions, several intersections will operate at unacceptable levels even with planned or proposed improvements. At the 41st Avenue/Gross Road/SR 1 Southbound Ramps intersection, substantial reconstruction would be required to provide acceptable traffic operations. The addition of an exclusive southbound right-turn lane on 41st Avenue at Clares Street would provide acceptable operations but could result in potential right-of-way impacts.

An additional lane would be needed on the roadway segments of 41st Avenue north of Clares Street and on Soquel Drive west of 41st Avenue to provide acceptable operations under Year 2010 Condition. However, roadway widening on these two segments are not considered feasible given the proximity of existing developments.



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County of Santa Cruz
Planning Department
C/o John Schlagheck
701 Ocean Street, Suite 400
Santa Cruz, Ca. 95060-2123

DATE: March 13, 2001

RE: The City of Capitola's review of the application (#00-0127) for proposed improvements to the Safeway and K-mart at 2600 through 2730 41st Avenue.


Thank you for giving us the opportunity to review the proposed project. Public Works Director Fred Braun and I have reviewed the proposed improvements the Safeway and K-mart shopping center on 41st Avenue, and are concerned with the potential traffic impacts of the project on the City of Capitola. The City of Capitola has a Level Of Service (LOS) "C" for acceptable traffic conditions anticipated through the year 2010. The proposed project would add approximately 84,561 square feet of new commercial structures and remodel 112,000 square feet of existing commercial structures along 41st Avenue. The project would have a significant impact on existing traffic conditions on the Highway One/41st Avenue intersection and the 41st Avenue/Clares Street intersection. The Highway One southbound/41st Avenue northbound onramp and the 41st Avenue/Clares Street intersection operate at a substandard level of service. The Highway One/41st Avenue intersection will be at a substandard level of service prior to 2010. Currently there is a proposed project that includes widening of the overpass to provide three lanes in each direction, ramp improvements and ramp metering.

The traffic impact fees for the improvements at those two locations would be required to maintain the level of service "C" and consistency with the Capitola General Plan. The proposed expansion of commercial use would be required to pay a proportional cost of those improvements. Staff would request a copy of the traffic study for the proposed improvements, to evaluate the trip generation of the project on those identified intersections.

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If you have any questions feel free to contact me at (831) 475-7300

Sincerely,


Daniel D. Chance
Associate Planner

Cc: Caltrans
Richard Hill, City Manager
Fred Braun, Public Works Director

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DEPARTMENT OF TRANSPORTATION

50 HIGUERA STREET
SAN LUIS OBISPO, CA 95403-8114
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May 31, 2001

SCr-001-13.62

Safeway Project, Application 00-0127

John Schlagheck, Principal Planner
County of Santa Cruz
701 Ocean Street Room 400
Santa Cruz, CA 95050

Dear Mr. Schlagheck:

Caltrans District 5 Staff has completed review of the proposed project's Transportation Impact Analysis and concept plans. The following comments are provided for your consideration:

With respect to traffic:

1. Staff recommends that new traffic counts be taken for the 41st Ave/SR 1 interchange, to include the ramps. Staff has reviewed traffic studies relative to other projects that impact this interchange. For many of the reported movement counts, existing weekday traffic volumes from 1998 are higher than for those in this study. Existing weekend traffic volumes for this project are significantly higher than 1998 weekend volumes. Staff recommends reconciliation of count volumes. Near term cumulative conditions on the off-ramps indicate that volumes will be approaching thresholds for major improvements. Consideration must be given and provision made for ramp improvement as projects continue to be presented and approved which will increase traffic impacts on the State Highway. This cannot be overemphasized; both the County of Santa Cruz and the City of Capitola must work together in planning for projects that will affect all the "shared" interchanges along this segment of Highway 1.
2. On page xv, there is discussion about year 2010 conditions and mitigation for the SR 1 southbound off-ramp/41st Ave. Staff does not agree that striping and signal timing modifications are appropriate mitigation. As correctly discussed, demand will exceed capacity and major interchange improvements would be required for acceptable operations. The City of Capitola has foreseen the inevitability of such a scenario and has established a funding mechanism for interchange reconstruction. The City has established a cost of \$6380 per Saturday peak hour trip. For project trips (Figure 10, page 34 of the TIA) impacting the interchange, Caltrans staff recommends that the project pays a pro-rata share for this improvement based on the City's cost.
3. The adopted level of service for state facilities is "C". This is consistent with the City of Capitola's adopted LOS.
4. Signals within Caltrans control have timing plans available to consultants. Signal analyses should be performed with these plans. It is essential that the existing timing plans for the SR 1 southbound ramps/41st Ave and 41st Ave/Gross Road signals are used because they are controlled by single controller.

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5. Staff agrees and is supportive of the City of Capitola's correspondence dated March 13, 2001 to the County of Santa Cruz regarding this project.
6. It appears that the 41st Ave and SR 1 off-ramp (both SB & NB) analyses include the use of free right turning movements. This is not correct as this allows conflicts with pedestrian movements. The analysis presents an incorrect LOS based on this assumption.
7. The geometrics at the 41st Ave/Gross Road/SR 1 on-ramp include a shared through/right turn lane that becomes a "trap" right turn lane onto the on-ramp. This will affect the lane utilization factor within the analysis. Staff suggests a factor of .70 as opposed to .91 as currently presented. Staff recommends the analyst review all movements at the interchange for appropriate lane utilization.
8. The technical appendices did not provide a detailed queuing analysis for the intersection. In the state right of way nor were vehicle/capacity (V/C) ratios provided for in the Corsim© analysis.

With respect to landscaping and other issues:

9. Caltrans has a landscape project planned for this summer that is specific to plantings within the right-of-way adjacent to the proposed Safeway project. ~~Many~~ species will be included. Staff recommends the developer delete plantings within Caltrans right-of-way from the proposed plan.
10. Caltrans does not have setback requirements. Typically, the local jurisdiction has specific requirements and those should be adhered to. In conjunction with the City of Capitola's interchange reconstruction, staff does recommend the project proponent consider an irrevocable offer of right-of-way dedication adjacent the NB off-ramp.
11. In the event work is conducted within the Caltrans right-of-way, an encroachment permit must be obtained. Prior to obtaining an encroachment permit, all design plans must be reviewed by this office accompanied by an approved environmental document. This includes biological and archaeological surveys that must address impacts specific to the state right-of-way. Should you have further questions regarding encroachment permits, please contact Mr. Steve Senet, Permit Engineer, at (805) 549-3206.

Thank you for your consideration of our comments on this proposed project. Please contact me at (805) 542-4751.

Sincerely,


Chris Shaeffer

District 5, Development Review Coordinator

cc: L. Wilshusen, SCCRTC
N. Papadakis, AMBAG
D. Chance, City of Capitola
File, S. Chesebro, C. Sanchez, R. Barnes, D. Steiger, B. Parker

Environmental Review Initial Study
ATTACHMENT 6 110 & 111
APPLICATION 04-0440



CENTRAL
FIRE PROTECTION DISTRICT
of Santa Cruz County
Fire Prevention Division

930 17th Avenue, Santa Cruz, CA 95062
phone (831) 479-6843 fax (831) 479-6847

Date: September 28, 2001
To: SANTA CRUZ SHOPS
Applicant: JOHNSONLYMAN ARCHITECTS, ATTN: Dave Johnson
From: Eric Sitzenstaiter
Subject: 01-0127
Address: 2600 41st Avenue, Soquel
APN: 030-131-37
OCC 2416
Permit: 010374

APR 11 2002

We have reviewed plans for the above subject project. THE FOLLOWING ARE DISTRICT REQUIREMENTS:

The plans shall comply with California Building and Fire Codes (1998) as amended by the Central Fire Protection District,

The FIRE FLOW requirement for the subject property is 2000 gallons per minute

Public/private fire hydrants meeting the minimum required fire flow for the building(s), shall be within 150 feet of any portion of the exterior walls of the building(s).

Compliance with the District Access Requirements outlined on the enclosed handout is required.

Buildings shall be protected by an approved automatic sprinkler system complying with the edition of NFPA 13 currently adopted in Chapter 35 of the California Building Code.

NOTE: New/upgraded hydrants, water storage tanks, and/or upgraded roadways shall be installed PRIOR to and during time of construction (CFC 901.3).

Please have the DESIGNER add appropriate NOTES and DETAILS showing the information listed below to plans that will be submitted for Permit.

NOTE on the plans that these plans are in compliance with California Building and Fire Codes (1998) as amended by the Central Fire Protection District.

NOTE on the plans construction classification as determined by the building official and outlined in Part IV of the California Building Code,

NOTE on the plans the occupancy classification as determined by the building official and outlined in Part III of the California Building Code.

The FIRE FLOW requirement for the subject property is 2000 gallons per minute

Environmental Review Initial Study

ATTACHMENT 6, 11 of 161
APPLICATION 04-0440

Serving the communities of Capitola, Live Oak, and Soquel

NOTE, on the plans, the required FIRE FLOW and the available FIRE FLOW. This information can be obtained from the water company upon request.

SHOW on the plans public/private fire hydrant meeting the minimum required fire flow for the building, within 150 feet of any portion of the exterior walls of the building(s).

NOTE on the plans occupancy load of each area. Show where occupancy control signs will be posted.

NOTE on the plans that an UNDERGROUND FIRE PROTECTION SYSTEM WORKING DRAWING must be prepared by the designer/installer. NOTE that the WORKING DRAWINGS shall comply with the District UNDERGROUND FIRE PROTECTION SYSTEM INSTALLATION POLICY HANDOUT.

NOTE on the plans that the building shall be protected by an approved automatic sprinkler system complying with the edition of NFPA 13 currently adopted in Chapter 35 of the California Building Code.

Fire sprinkler density requirement for these buildings 1 ordinary Hazard Group 2 Occupancy (0.17/3000)

NOTE on the plans that the designer/installer shall submit three (3) sets of plans and one (1) set of calculations for the automatic sprinkler system to this agency for approval. Installation shall follow our guide sheet.

NOTE on the plans requirements for other fire extinguishing systems (range hoods, spray booths, etc.)

SHOW location of fire extinguishers.

SHOW Occupant Load(s) and an Exiting Plan

SHOW location of exit signs

SHOW where address numbers will be posted and maintained, plainly visible from the street. Numbers shall be a minimum of four (4) inches in height and of a color contrasting to their background.

SHOW location of Knox Box and key.

NOTE roofcoverings to be no less than Class "C" rated roof

The job copies of the building and fire systems plans and permits must be on-site during inspections

Submit a check in the amount of \$50.00 for this particular plan check, made payable to Central Fire Protection District. A \$35.00 Late Fee may be added to your plan check fees if payment is not received within 30 days of the date of this Discretionary Letter. INVOICE MAILED TO APPLICANT. Please contact the Fire Prevention Secretary at (831) 479-6843 for total fees due for your project

If you should have any questions or comments please page me at (415) 699-2624, or e-mail me at edsffe@sitz.net.

CC: File & County

Environmental Review Initial Study

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Note: As a condition of submittal of these plans, the submitter, designer and installer certify that these plans and details comply with applicable Specifications, Standards, Codes and Ordinances, agree that they are solely responsible for compliance with applicable Specifications, Standards, Codes and Ordinances, and further agree to correct any deficiencies noted by this review, subsequent review, inspection or other source, and, to hold harmless and without prejudice, the reviewer and reviewing agency.

Any order of the Fire Chief shall be appealable to the Fire Code Board of Appeals as established by any party beneficially interested, except for order affecting acts or conditions which, in the opinion of the Fire Chief, pose an immediate threat to life, property, or the environment as a result of panic, fire, explosion or release.

Any beneficially interested party has the right to appeal the order served by the Fire Chief by filing a written "NOTICE OF APPEAL" with the office of the Fire Chief within ten days after service of such written order. The

notice shall state the order appealed from, the identity and mailing address of the appellant, and the specific grounds upon which the appeal is taken.

2416-40

Environmental Review Initial Study
ATTACHMENT 6, 113 of 161
APPLICATION 04-0440

DEPARTMENT OF TRANSPORTATION

50 HIGUERA STREET
 SAN LUIS OBISPO, CA 93403-8114
 TELEPHONE: (805) 549-3111
 TDD: (805) 549-3259



, March 8, 2002

SCr-001-13.52

Safeway Project, Application 00-0127

John Schlagheck, Principal Planner
 County of Santa Cruz
 701 Ocean Street Room 400
 Santa Cruz, CA 95060

Dear Mr. Schlagheck:

Thank you for the opportunity to meet with you and County **staff** yesterday. I think the discussion was beneficial. Regarding the proposed Safeway expansion project on 41st Avenue, we had discussed revisiting the traffic analysis for the SR 1 southbound off-ramp at 41st Ave. With respect to traffic analysis, please incorporate the following assumptions 2nd methodology:

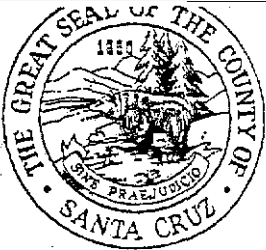
1. 2000 HCM methodology using Synchro® 5 software. We discussed that due to the special characteristics of the intersection that are involved, percentile delay reporting is appropriate.
2. The current signal timing plans are to be used for all conditions. However, the Gross Road/41st Avenue improvement project's geometric configuration will be used in background + project. Questions about potential signal re-phasing for that project should be directed to Roger Barnes at (805) 594-6190.
3. The **Right** turn on red variable can be uncertain due to the nuance caused by the close spacing between the off **ramp** and Gross Road. We request that: when the new counts are performed, that the analyst field verify this movement. If field verification is not done, then the analyst should contact Roger Barnes to discuss the appropriate computational method.
4. Actual truck percentages should be verified at the time of data collection. Environmental Review Initial Study
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APPLICATION 04-0440
5. The peak hour factor as presented in the hose count data sheets for the southbound ramp is .95 for the PM peak and .90 for the Saturday peak. The analyst should use this variable, or, calculate the actual peak hour factor on the day of the data collection.
6. Pedestrian calls (where signalized) or pedestrian **numbers** (unsignalized cross walks) must be accounted for.
7. The geometrics at the 41st Ave/Gross Road/SR 1 on-ramp include a shared through/right turn lane that becomes a "trap" right turn lane onto the on-ramp. This will affect the lane utilization factor within the analysis. Staff suggests a factor of .70 as opposed to .91 as currently presented. Staff recommends the analyst review all movements at the interchange for appropriate lane utilization.
8. The new report should include a complete queuing analysis for the intersection due to its complexity.

Thank you again for your willingness to revisit these issues. If you have any questions, please contact me at (805) 542-4751.

Sincerely,


 Chris Shaeffer

District 5, Development Review Coordinator



County of Santa Cruz

PLANNING DEPARTMENT

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

ALVIN D. JAMES, DIRECTOR

JOHN P. SCHLAGHECK, DEVELOPMENT REVIEW PLANNER

March 22, 2002

Chris Shaeffer
District 5, Development Review Coordinator
50 Higuera Street
San Luis Obispo, CA 93403-8114

Subject: Application # 00-0127; Assessor's Parcel #: 030-131-37 et al
Owner: Safeway Inc.

Dear Chris:

I have received your letter of March 8, 2002 regarding your preferred methodology for re-analyzing the SR 1 southbound off-ramp at 41st Ave. The original analysis is contained in the January 12, 2001 traffic report by Fehr & Peers Associates, Inc., which has been accepted by the County. As I mentioned, I will request the developer provide the County this analysis as supplemental information needed to complete the transportation impact sections of the required CEQA documents. After I receive the analysis I will forward it to Jack Sohriakoff, DPW Traffic Engineer, for review and comment. I will then forward both the analysis and Jack's review comments to your office.

As we agreed in our meeting, the re-analysis may support the original conclusions of the report. It is also possible the re-analysis may conclude more comprehensive improvements are needed to adequately mitigate the impact of the project on the ramp. In either case, I consider it our understanding, based on our conversation on March 7, that your office would determine the new conclusions and recommendations to be acceptable, provided the methodology and assumptions listed in your letter are incorporated into the re-analysis of the SR 1 southbound off-ramp.

Chris, I think this course of action will both insure that the County's CEQA documents for this project are accurate and complete, and allow CALTRANS to be "hyper-critical" with respect to the project's impact on the 41st Ave interchange. I hope also this is a positive step toward stronger communication between our two agencies, and a milestone for a project that is very important to the County of Santa Cruz.

Environmental Review Initial Study
ATTACHMENT 6, 115 of 161
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EXHIBIT D

Thank you again for your participation and cooperation. Please contact me if you have questions at 831-454-3012.

Sincerely,



John P. Schlagheck
Project Planner
Development Review

Cc Jan Beautz
Cathy Graves
Jack Sohriakoff
Alvin James

Environmental Review Initial Study
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W A T E R D E P A R T M E N T

Water Conservation Office
809 Center Street, Room 101
Santa Cruz, CA 95060
Phone: (831) 420-5230
FAX: (831) 420-5231

April 3, 2001

John Schlagheck, Project Planner
County of Santa Cruz
Planning Department
701 Ocean Street, Suite 400
Santa Cruz, CA 95060-4073

Subject: Development Review Application No. G0-0127
 APN: 030-131-37, 42, 44, 45 and 030-192-01, 02
 K-Mart Center, 41st and Soquel Avenues

Dear John Schlagheck;

Thank you for sending the above project to the Santa Cruz Water Department for our review. The Water Conservation Office has reviewed the proposed plan and has the following comments:

1. The City of Santa Cruz Water Conservation Office will need to review and approve the construction drawings for the landscape and irrigation plans at the time of the building permit application and prior to changes in water service at the site.
2. We recommend that low-lying shrubs be used in narrow areas between the sidewalk and street, in place of turf grass or other ground covers. The City's Landscape Water Conservation Ordinance requires landscape projects to be irrigated in a manner that is water efficient and minimizes water losses due to over-spray and run-off. Spray irrigation will not be approved for narrow areas less than eight feet in any direction.
3. Drip irrigation, or the use of bubblers, is required for irrigation of all planting areas in parking lot and around the perimeter of the site, including the entry drive planters.

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APPLICATION 04-0440

4. If spray irrigation is used in areas where there is more than eight feet of landscape in all directions, we will need to see a border of low shrubs surrounding the sprayed area. This will allow a buffer zone between sidewalk or pavement and the ground cover to be spray irrigated and eliminate water waste due to over-spray.
5. It is recommended that all landscape be irrigated from dedicated irrigation meters servicing the site.
6. Our ordinance specifies three inches of mulch in non-ground cover planting areas.

We would appreciate it if you would discuss the City of Santa Cruz's Landscape Water Conservation requirements with the applicant to ensure that the plan will be approved by our office when the applicant applies for water meters or changes in water service.

Please call me at (831) 420-5233 if I can be of assistance to you or the applicant. Thank you for your cooperation in creating a beautiful and water-efficient landscape at this location.

Sincerely,


Francesca Graziano
Water Conservation Assistant

cc: Dave Johnson, Johnson/Lyman Architects
Water Engineering

Environmental Review Initial Study
ATTACHMENT 6 116 of 117
APPLICATION 04-0440

NEW WATER SERVICE INFORMATION FORM

Multiple APN? ☐ N

APN #: 030-192-01

SANTA CRUZ MUNICIPAL UTILITIES

DATE: 5/20/98

Revision Date: 3/28/01

809 Center Street, Room 102

Santa Cruz, CA 95060

Telephone (831) 420-5210

Project Address K-Mart Center 41st & Soquel

SECTION 1 PROJECT INFORMATION

Applicant: Dave Johnson/Lyman A
 Phone: (925) 930-8680 Fax: _____
 Mail Street: 1375 Locust St. Ste 202
 City/State/Zip: Walnut Creek CA 94596

Project Description:

Dev Perm Appl to remodel & expand the Safeway/K-Mart Center. Includes partial demo of 3,313 bldg next to exist Safeway; demo real estate off at corner & replace w/Bldg A 10,500 sq ft & constr Bldg B 8,000 sq ft & new Safeway 56,161 sq ft. & remodel pk lot

SECTION 2 EXISTING MAIN AND SERVICES

Main Size/Type:

10" A-C

Elevation zone:

N

Sizes	Account #'s	Old SIO #'s	Status	Date Closed	Type

No connection fee credit(s) for services unused over 24 months

SECTION 3 FIREFLOWS

Hyd # 1289 Size/Type: 6" stmr Static 64 Res 52 Flow 1035 Flow w/20# Res. 2088 FF Date 10/94

Location: @ 2730 41st Ave

Hyd # Size/Type: Static Res Flow Flow w/20# Res. FF Date

Location: _____

SECTION 4 WATER SERVICE REQUIREMENTS AND FEES

Res. Size		Res Water Conn. Fee (per unit)	
Irrigation Size		Irr. Water Conn. Fee (plans required)	
Bus. Size	To Be Determined	Bus. Water Conn. Fee	
Fire Service Size	To Be Determined	Large Meter	
Zone Capacity Fee		Service Install Fee (if city installed)	
Front Foot Fee		Contractor Installation Pmt. Fee (ea.)	\$45.00
Land/Irr Plan Review	\$152.00	Backflow Permit Fee (ea.)	\$30.00
Eng. Plan Review		Res. Sewer Conn. Fee (per unit)	
Hydrant Req.		Bus. Sewer Conn. Fee	

BACKFLOW DEVICE RES. SERV. ☐ IRRIG. SRV. ☒ BUS. SRV. ☒ FIRE SRV. ☒ DCDA

ADDITIONAL COMMENTS

Service credits and new service requirements to be determined upon building permit application. List of existing services in file. Please provide civil utility site plans, complete apprd bldg perm plans, fire sprinkler plans & irrigation/landscape plans to the City of Santa Cruz Water Dept when available.

SECTION 5 QUALIFICATIONS

Service will be furnished upon:

- 1) payment of the required fees due at the time service is requested (a building permit is required), and;
- 2) installation of the adequately sized water services, water mains and fire hydrants as required for the project under the rules and regulations of the Santa Cruz Water Department and the appropriate Fire District and any restrictions that may be in effect at the time application for service is made.


Fees and charges noted above are accurate as of the date hereof, and are subject to change at any time without notice to applicant.

Environmental Review Initial Study

BP# ☐ PLAN APP # 00-0127 REVIEWED BY S. ReikerATTACHMENT 6, 118 of 161
APPLICATION 04-0440

NOTE: This form does not in any way obligate the City. It is provided only as an estimate to assist you in your planning and as a record for Water Department. The requirements set forth on this form may be changed or corrected at any time without prior notice.

Memorandum

Date: July 15, 2002 [Revised 9-4-02]
To: Mr. John McNellis
From: Chris Long 
Ref: Environmental Review Application No. 00-0127
SLS Project #: 01-1575

As requested, I submit the following comments in response to paragraphs 1.4, and 11.1 & 2 contained in the letter dated May 24th, 2002, from the County of Santa Cruz to Mr. Dave Johnson.

Paragraph 1.4 requests that the project impacts on pedestrian safety at the 'Main' driveway be assessed, with or without a traffic signal. The driveway referenced in the paragraph is the location the County of Santa Cruz prefers that a signalized driveway be installed in deference to circulation patterns on both sides of 41st Avenue. The location of this driveway actually serves the K-Mart portion of the project, which is undergoing little, if any, modification. Pedestrian safety is expected to increase at this driveway with or without a signal because the project includes installation of a detached sidewalk along the East side of 41st Avenue, which would separate the pedestrians from the travelway. A dedicated right turn lane is also proposed at this driveway which will allow a pedestrian to more easily determine if a vehicle intends to turn right into the shopping center. Customers who access the new project uses proposed at the northerly end of the site will generally enter via the next two driveways to the north from the driveway in question. A signal would increase pedestrian safety at the driveway it controls by allowing pedestrian crossing only during the through phase for north/south 41st Avenue traffic.

The following Hydrology and Drainage Comments address County comments listed in paragraphs 11.1 and 11.2 of the letter mentioned above.

We have refined our calculations for water usage based upon actual water meter readings at both the existing Safeway Store (obtained from the Soquel water district for the Period from 2/01 thru 6/02), and at a newer Safeway Store

PLANNING ENGINEERING SURVEYING LANDSCAPE ARCHITECTURE

500 Ygnacio Valley Road, Suite 190 • Walnut Creek • California 94696 925•943•5225 Fax 925•943•5718

Environm
al Review
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6/12/02
COMMUNICATION

Memorandum
Mr. John McNellis
Page Two

similar in ~~size~~ to the proposed Safeway Store (obtained from the East Bay Municipal Utilities District for the Alamo Store for the period from 11/01 thru 5/02).

We have also added a separate calculation for potential restaurant uses within the new project area. Based on meter readings, we calculated the water demand rates for retail and office uses. The rates are expressed in Gallons per Year (GPY) and Gallons Per Year per Square Foot (GPY/SF). Water usage rates for the restaurants are typically much higher than retail/office rates. For Restaurants, the water usage rate is estimated to be 200 GPY/SF, and for retail/office the rate is estimated to be 47 GPY/SF. The total net additional restaurant area is estimated to be 5,000 SF maximum and therefore the total net additional retail/office is estimated to be 73,164 SF.

As a result, the annual additional retail/office water usage would be 3,438,708 GPY, and the annual additional restaurant water usage would be 1,000,000 GPY.

Irrigation water would also increase due to the addition of new planting areas and due to new planting and irrigation proposed for the existing planting areas.

Currently, irrigation water usage is less than 50,000 GPY, but would increase to roughly 400,000 GPY with the proposed project.

In summary the total additional annual water demand for this project is estimated to be approximately 4,838,708 GPY, or 14.55 Acre Feet.

The County letter expresses a concern regarding lost recharge to underground water sources due to conversion of pervious existing site areas to impervious building and parking areas. The letter also indicated the County General Plan requires that post-development runoff rates shall not exceed the pre-development runoff rate. In my conversation with Paic Levine, Deputy Environmental Coordinator, I suggested that we could address both issues by incorporating a combination of retention and storage techniques sufficient to reduce the additional post-development runoff rate (indicated in the current hydrology report to be approximately 29 cfs) to pre-development rates (i.e., 22 cfs).

I recommend we do this by connecting a portion of the proposed parking lot storm system to an underground retention/storage system, which would convey some of the runoff into recharge and also temporarily store runoff to reduce the offsite peak discharge. This system would need to be designed with bypass components for use during high flow conditions.

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SLK

EXHIBIT D



County of Santa Cruz'

HEALTH SERVICES AGENCY

701 OCEAN STREET, ROOM 312, SANTA CRUZ, CA 95060-4073

(831) 454-2022 FAX: (831) 454-3123 TDD: (831) 454-4123

ENVIRONMENTAL HEALTH

January 25, 2001

RL. Easterwood
P.O. Box 94317
Las Vegas, NV 89193-4317

Re: Underground Storage Tank Closure for 4100 Soquel Drive, Santa Cruz.

Dear Mr. Easterwood:

I have reviewed the analytical soil sample results in the Report of Building Demolition, Sump Removal, and Soil Sampling for 4100 Soquel Drive, Santa Cruz, submitted by your consultants Augeas Corporation.

The results of soil samples taken on November 18, 2000 suggest that further assessment and remediation is not needed. Please note this determination does not relieve you of other agencies' requirements, nor does it relieve you or future owners of having to perform additional work, should future information indicate that a contamination problem exists or should assessment or cleanup standards change.

Also enclosed is our invoice for the final site remediation charges.

If you have questions or need additional assistance, please feel free to contact me at (831) 454-2738, any weekday morning from 8:00 a.m. to 9:30 a.m.

Rebecca Supplee, R.E.H.S.
Senior Environmental Health Specialist

RS:lv

Enclosure: Invoice # 2921

cc: Matthew Keeling, RWQCB
Augeas Corporation
Joel Hecht, Darrow, Talbert Realtors

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MEMORANDUM

Date: September 4, 2002

To: Jack Sohriakoff, County of Santa Cruz— Public Works Department

From; Sohrab Rashid, P.E.
Norman Wong

Subject: *Supplemental Analysis for 41st Avenue Safeway Shopping Center Expansion
With Year 2000 Count Data*

1005-269

Fehr & Peers Associates, Inc. has prepared a supplemental analysis of the expansion of the existing Safeway shopping center located at the southeast corner of the Soquel Drive/41st Avenue intersection in Santa Cruz County. Our July 8, 2002 memorandum to you evaluated the impacts of the revised project description with Year 2002 counts and more detailed information regarding the operations of the 41st Avenue/Gross Road and 41st Avenue/State Route (SR) 1 Southbound Ramps intersections.

Per your request, this memorandum evaluated impacts of the proposed project with older traffic volumes (Year 2000) which were used in the original traffic study that are higher than the 2002 data. The assumptions and the results of the supplemental analysis are presented below.

Year 2000 Volumes

A comparison of the May 2002 peak hour traffic volumes to those collected in July 2000 shows that some movements at the study intersections increased or decreased by as much as 100 vehicles. The greatest change was a decrease of roughly 400 vehicles in the eastbound left-turn lane from southbound SR 1 to northbound 41st Avenue during the Saturday midday peak hour between July 2000 and May 2002. Similarly, the eastbound right-turn movement from the ramp decreased by approximately 200 vehicles during the Saturday peak hour between 2000 and 2002.

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Assumptions

The July 8, 2002 memorandum addressed several issues including: the number of pedestrians, number of bicyclists, percentage of trucks, proportion of vehicles turning **right** on red from the SB off-ramp, and the lane utilization on approaches leading to southbound SR 1 from northbound 41st Avenue. Field data collected for the Year 2002 count data for the issues listed above were applied to the Year 2000 count data

The assumptions described above were used to re-calculate intersection operations and update the project's Impact analysis. The revised projected intersection operations are presented in the next section.

Intersection Levels of Service

The updated intersection level of service results for Existing Background, Project, Near-term Cumulative, and Year 2010 Cumulative Conditions based on Year 2000 volumes are presented in Table 1. The Gross Road and SR 1 southbound intersections on 41st Avenue are operated by one traffic signal controller that completely integrates their operation. Therefore, a combined weighted delay and level of service for both intersections is presented in Table 1.

The intersection capacity utilization (ICU) for each intersection is presented for Background and Project Conditions. The ICU method compares the sum of the critical movements in comparison to the saturation flow rates and is similar to an overall intersection volume-to-capacity ratio. The change in ICU between Background and Project Conditions is used to identify project-related impacts. The detailed LOS calculation sheets and SYNCHRO output are contained in Attachment A.

The intersection of 41st Avenue/SR 1 SB Ramps is projected to operate at LOS B during the AM and PM peak hours under Project Conditions. This intersection is projected to operate at LOS F during the Saturday peak hour. The 41st Avenue/Gross Road intersection is projected to operate at LOS C during the AM and PM peak hours and LOS D during the Saturday peak hour under Project Conditions. The combined level of service is LOS C during the AM peak hour; LOS C/D during the PM peak hour, and LOS F during the Saturday peak hour.

Under Near-Term Cumulative Conditions, the 41st Avenue/SR 1 SB Ramps intersection is projected to degrade to LOS C during the AM peak hour. The level of service is projected to degrade to LOS D during the PM peak hour for the combined LOS rating.

For Year 2010 Cumulative Conditions, the 41st Avenue/SR 1 SB Ramps is projected to operate at LOS D during the AM and PM peak hours. The projected combined level of service rating is LOS D, E, and F during the AM, PM, and Saturday peak hour, respectively.

Table 1

Intersection Levels of Service Summary

Intersection	Peak Hour	Existing Conditions		Background Conditions		Project Conditions		Near-Term Cumulative Conditions		Year 2010 Cumulative Conditions	
		Delay ¹	LOS ²	Delay	LOS ²	Delay	LOS	Delay	LOS	Delay	LOS
41 st Avenue/ SR 1 SB Ramps	AM	15.7	B	187	B	19.0	B	20.5	C	36.3	D
	PM	13.2	B	16.3	B	17.2	B	17.9	B	35.5	D
	Sat. Mid	67.5	E	83.3	F	85.8	F	93.4	F	129.2	F
41 st Avenue/ Gross Road ⁴	AM	18.5	B	21.3	C	21.4	C	21.5	C	27.1	C
	PM	33.7	C	24.2	C	24.7	C	24.8	C	30.7	C
	Sat. Mid	21.7	C	47.8	D	49.0	D	50.8	D	111.6	F
41 st Avenue/Gross Road-SR 1 SB Ramps (Combined) ⁵	AM	28.4	C	31.6	C	31.9	C	33.4	C	50.3	D
	PM	40.9	D	33.7	C	35.0	C/D	35.7	D	56.0	E
	Sat. Mid	75.9	E	103.3	F	106.0	F	114.7	F	179.3	F

Notes: ¹ Average control delay per vehicle in seconds calculated using SYNCHRO software analysis.² LOS = Level of service.³ Increase in intersection capacity utilization from Background to Project Conditions.⁴ Includes planned improvement under Background conditions (addition of eastbound left-turn lane).⁵ Single LOS based on the weighted NB, WB and EB approach delays at the Gross Road intersection and the weighted SB and EB approach delays at the SR 1 SB ramps intersection.

Significant impacts highlighted in bold.

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Projected Intersection Impacts

Because both of the study intersections are located in the City of Capitola, the city's guidelines for intersection impacts were applied. The City's maintains a minimum operating standard of LOS C for signalized intersections. Consistent with previous transportation analyses for the Safeway shopping center expansion, a significant impact is determined to occur if the proposed project causes:

- 1) Intersection operations to *degrade from LOS C or better under Background Conditions to LOS D, E, or F under Project Conditions*; or
- 2) An increase of one percent in the intersection capacity utilization between Background and Project Conditions for intersections already operating at LOS D, E, or F under Background Conditions.

The combined level of service rating during the PM peak hour is projected to operate at LOS C under Background Conditions and LOS C/D under Project Conditions. Since the change in ICU is less than one percent and the combined delay is at the threshold of LOS C/D, the project is estimated to have a less-than-significant impact. The combined LOS rating during the Saturday peak hour is LOS F, but, the increase in ICU is less than one percent. Therefore, the current project (with the Safeway gas station removed) is expected to have a less-than-significant impact at the 41st Avenue/SR 1 S 3 Ramps and 41st Avenue/Gross Road intersections. Thus, no mitigation measure is required at the 41st Avenue/SR 1 SB Ramps intersection.

However, the current project (with the Safeway gas station removed) would have a less-than-significant impact to the intersections of 41st Avenue/SR 1 SB Ramps and 41st Avenue/Gross Road based on the impact criteria presented above.

Travel Time Analysis

To further quantify the effect of project traffic in the 41st Avenue corridor, a travel time analysis was conducted for both directions of 41st Avenue north of Clares Street to south of the SR 1 northbound off-ramp. The increase in the travel time for vehicles on 41st Avenue with the proposed project is presented in Table 2. As shown in Table 2, the addition of project traffic is estimated to increase the northbound travel time by one second or less during all peak hours. The southbound travel time is projected to increase by 8.5 seconds with proposed development. The increase in travel time for the southbound direction is considered to be a less-than-significant impact.

Table 2 Table 2 Intersection Queue Analysis							
Intersection/Movement	Storage Length	Peak Hour	Maximum Queue Length				
			Background		Project		Change in Feet (Vehicles)
			Vehicles ¹	Feet	Vehicles	Feet	
41 st Avenue/SR 1 SB Ramps							
Eastbound Left-Turn	325	AM	6	150	7	175	25 (1)
		PM	6	150	7	175	25 (1)
		Sat.	37	925	38	950	25 (1)
Southbound Through	850	AM	22	550	23	575	25 (1)
		PM	26	650	27	675	25 (1)
		Sat.	36	900	37	925	25 (1)
Northbound Through	225	AM	1	25	1	25	0
		PM	1	25	1	25	0
		Sat.	n/a ³	n/a ³	n/a ³	n/a ³	0
41 st Avenue/Gross Road							
Eastbound Left-Turn	300	AM	8	200	8	200	0
		PM	20	500	21	525	25 (1)
		Sat.	7	175	7	175	0
Southbound Through/ Right-Turn ²	225	AM	n/a ³	n/a ³	n/a ³	n/a ³	n/a ³
		PM	17	425	18	450	25 (1)
		Sat.	n/a ³	n/a ³	n/a ³	n/a ³	n/a ³
Northbound Through	950	AM	11	275	11	275	0
		PM	18	450	19	475	25 (1)
		Sat.	32	800	32	800	0
Notes: ¹ Assuming an average vehicle spacing of 25 feet per vehicle. ² Volume for 95 th percentile queue are metered by upstream signal. ³ Synchro output does not provide 95 th percentile queue.							

Conclusions

Based on the findings described above, the proposed shopping center expansion is not expected to result in any significant traffic operations impacts based on the Year 2000 traffic count data and the current land use proposal. Thus, implementation of the project does not require improvements to provide acceptable LOS or to accommodate vehicle queues. Please let us know if you have any question or need additional information.

MEMORANDUM

Date: July 8, 2002

To: Jack Sohriakoff, County of Santa Cruz – Planning & Works Department

From: Sohrab Rashid, P.E.
Norman Wong

Subject: *Supplemental Analysis for 41st Avenue Safeway shopping Center Expansion*
1005-269

Fehr & Peers Associates, Inc. has completed a supplemental transportation analysis of the expansion of the existing Safeway shopping center located at the southeast corner of the Soquel Drive/41st Avenue intersection in Santa Cruz County. The traffic impacts of the proposed project were originally identified in a comprehensive transportation impact analysis (TIA) completed by Fehr & Peers Associates, Inc. and documented in a January 12, 2001 report.

Revised Project Description

The proposed project evaluated in the January 12, 2001 report included a new gas station operated by Safeway in addition to the existing USA station. The site plan has been revised to delete the proposed Safeway gas station and to slightly modify the square footage of two building pads. The trip generation estimates for the current project are contained in Attachment A.. Due to the elimination of the gas station, the revised project is estimated to generate far fewer trips. The project will generate only 82 net new AM peak-hour trips, 226 net new PM peak-hour trips, and 225 net new Saturday midday peak-hour trips. This is a decrease of 53 net new AM peak-hour trips, 56 net new PM peak-hour trips, and 83 net new Saturday midday peak-hour trips as compared to the previous project description used in the original TIA.

Updated Interchange Analysis

Subsequent to completion of the January 2001 TIA, California Department of Transportation (Caltrans) District 5 staff requested that additional and more detailed information regarding the operations of the 41st Avenue/Gross Road and 41st Avenue/State Route (SR) 1 Southbound Ramps intersections. To respond to this request, a supplemental analysis was conducted using

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new traffic counts, detailed signal timing information, and the revised project trip generation. This memorandum documents the methodology, assumptions and results of the supplemental analysis.

Technical Issues

In a March 8, 2002 letter from Chris Shaeffer to John Schlagheck (County of Santa Cruz Principal Planner), Caltrans-District 5 listed a series of comments on the January 2001 TIA and suggested modifications to the intersection analysis for the two intersections located on the south side of SR 1 at 41st Avenue. The letter requested that a supplemental traffic analysis be conducted to address several issues including: the number of pedestrians, number of bicyclists, percentage of trucks, proportion of vehicles turning right on red from the SB off-ramp, and the lane utilization on approaches leading to southbound SR 1 from northbound 41st Avenue. Each of the technical comments is listed below followed by an explanation of how they were addressed in the supplemental analysis of the project's traffic impacts:

- Use the SYNCHRO 5 software and Perter-tile Delay methodology to evaluate level of service. Fehr & Peers evaluated level of service (LOS) at the two study intersections using the requested methodology and *software*. The analysis was completed using new counts conducted in May 2002 for the weekday AM, weekday PM and Saturday midday peak hours. The raw count data is included as Attachment B. Volumes from approved and pending projects plus growth were obtained directly from the January 2001 TL4.

A comparison of the May 2002 peak hour traffic volumes to those collected in July 2000 shows that some movements at the study intersections increased or decreased by as much as 100 vehicles. The greatest change was a decrease of roughly 400 vehicles during the Saturday mid-day peak hour between July 2000 and May 2002 in the eastbound left-turn lane from southbound SR 1 to northbound 41st Avenue. Similarly, the eastbound right-turn movement decreased by approximately 200 vehicles during the Saturday peak hour between 2000 and 2002.

- Use the planned 41st Avenue/Gross Road improvement project's lane configurations for all scenarios except Existing Conditions and contact Caltrans staff regarding potential signal timing and phasing modifications. Fehr & Peers contacted Tona Drewes at Caltrans and agreed upon a potential signal phasing and timing plan for use with the proposed physical improvement. This improvement includes the addition of a third lane to provide an exclusive left-turn lane, one shared left-turn/through lane, and one right-turn lane on the eastbound Gross Road approach. The phasing for Gross Road and Auto Plaza Drive would be changed from permitted phasing to split phasing. Four seconds

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from eastbound Gross Road and seven seconds from 41st Avenue would be used to provide timing for the Auto Plaza Drive approach.

- Verify the number of vehicles turning right on red from the southbound SR 1 off-ramp. The number of vehicles turning right on red was verified at the time of data collection in May 2002. Approximately fifty percent (50%) of vehicles turned right on red during the AM and PM peak hours. The proportion was only 20% during the Saturday midday peak hour.
- Verify number of trucks. The number of trucks on 41st Avenue was obtained during observations conducted while turning movement volume data was collected. Trucks represented two (2) percent of the total traffic volume during the AM peak hour and one (1) percent during the other two peak hours. To be conservative, the percentage of trucks was assumed to be two (2) percent for all peak hours.
- Calculate peak hour factor. A weighted peak hour factor was applied to the study intersections based on the results of the new May 2002 traffic counts.
- Account for pedestrians. The maximum number of pedestrians counted during any one peak hour was 25. The majority of these pedestrians were traveling northbound and southbound on 41st Avenue. Very few pedestrians crossed eastbound and westbound on Gross Road. Pedestrian calls based on these volumes were coded into the SYNCHRO files.
- Use a lower lane utilization factor for the northbound through movement at Gross Road-Auto Plaza Drive because of the downstream "trap" lane at the southbound SR 1 ramps intersection. The origin of traffic using the on-ramp from northbound 41st Avenue was determined by counting vehicles from 1) the northbound shared through/right-turn lane on 41st Avenue south of Gross Road-Auto Plaza Drive, and 2) the eastbound shared left-turn/through lane from Gross Road. This information was used to calculate the lane utilization factor for both approaches.
- Include a detailed queuing report. Vehicle queues were presented for those movements to which the proposed project will add traffic.

The methodology and assumptions described above were applied to re-calculate intersection operations and update the project's impact analysis: The revised projected intersection operations are presented in the next section.

Intersection Levels of Service

The traffic volumes, lane configurations, right-turn on red factors, modified lane utilization factors, and detailed signal timings were inputted into the SYNCHRO analysis software to calculate the level of service for the two study intersections. The results for Existing, Background, Project, Near-term Cumulative, and Year 2010 Cumulative Conditions are presented in Table 1. This table includes the existing and anticipated LOS and delay for each scenario. The SYNCHRO software program calculates an intersection capacity utilization (ICU) for each intersection. The ICU method compares the sum of the critical movements in comparison to the saturation flow rates and is similar to an intersection wide volume-to-capacity ratio. The change in ICU between Background and Project Conditions is presented to identify project-related impacts. The detailed LOS calculation sheets and SYNCHRO output are contained in Attachment C. The electronic SYNCHRO files will be provided under separate cover.

The intersection of 41st Avenue/SR 1 SB Ramps is projected to operate at LOS C during the AM and PM peak hours under Project Conditions. This intersection is projected to operate at LOS D during the Saturday peak hour. The 41st Avenue/Gross Road intersection is projected to operate at LOS C during all peak hours under Project Conditions.

Under Near-Term Cumulative Conditions, the 41st Avenue/SR 1 SB Ramps intersection is projected to degrade to LOS D during the Saturday peak hour. The 41st Avenue/Gross Road intersection is projected to continue to operate at LOS C during all peak hours. Both study intersections are projected to operate at LOS E or F for at least one peak hour under Year 2010 Cumulative Conditions.

Projected Intersection Impacts

Because both of the study intersections are located in the City of Capitola, the city's guidelines for intersection impacts were applied in this analysis. The City maintains a minimum operating standard of LOS C for signalized intersections. Consistent with the previous transportation analysis for the Safeway shopping center expansion, a significant impact is determined to occur if the proposed project causes:

- 1) Intersection operations to degrade from LOS C or better under Background Conditions to LOS D, E, or F under Project Conditions; or

Table 1

Intersection Levels of Service Summary

Intersection	Peak Hour	Existing Conditions		Background Conditions		Project Conditions		Near-Term Cumulative Conditions		Year 2010 Cumulative Conditions	
		Delay ¹	LOS ²	Delay	LOS ²	Delay	LOS	Delay	LOS	Delay	LOS
41 st Avenue/ SR 1 SB Ramps	AM	15.1	B	21.1	C	21.4	C	22.9	C	41.1	D
	PM	16.4	B	25.4	C	27.4	C	28.7	C	54.3	D
	Sat. Mid	27.0	C	45.0	D	46.4	D	48.1	D	81.0	F
41 st Avenue/ Gross Road ⁴	AM	16.3	B	20.8	C	20.9	C	21.3	C	29.4	C
	PM	29.5	C	24.6	C	24.6	C	24.5	C	34.2	C
	Sat. Mid	17.3	B	26.7	C	28.0	C	30.0	C	66.4	E

Change in
ICU³Notes: ¹ Average control delay per vehicle in seconds calculated using SYNCHRO software analysis.² LOS = Level of service.³ Increase in intersection capacity utilization from Background to Project Conditions.⁴ Includes planned improvement under Background conditions (addition of eastbound left-turn lane).

Significant impacts highlighted in bold.

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- 2) An increase of one percent in the intersection capacity utilization between Background to Project Conditions for intersections already operating at LOS D, E, or F under Background Conditions.

In the January 2001 TIA, the project was expected to have a significant impact at the intersection of 41st Avenue and SR 1 SB Ramps. The proposed mitigation measure identified in the study **was** to re-stripe the center lane (right-turn lane) on the southbound SR 1 off-ramp approach to a shared left-Wright-turn lane.

However, the current project (with the Safeway gas station removed) would have a less-than-significant impact to the intersections of 41st Avenue/SR 1 SB Ramps and 41st Avenue/Gross Road based on the impact criteria presented above. Thus, no mitigation measure is required at the 41st Avenue/SR 1 SB Ramps intersection.

Queue Analysis

A queue analysis was conducted to determine if the addition of project traffic would substantially increase estimated *maximum* vehicle queues at the two study intersections. Specifically, only the movements to which the project would add traffic were evaluated. These movements include: both eastbound left-turns, all northbound and southbound through movements, and the southbound right-turn to Gross Road. Table 2 presents the maximum queue.

As shown in Table 2, the maximum queue for the southbound through movement on 41st Avenue would extend from Gross Road back onto the overpass to the intersection of the northbound SR off-ramp. In addition, queues on eastbound Gross Road are expected to exceed the available vehicle storage on that approach. However, the proposed project is not estimated to increase the maximum queue during all peak hours. The maximum queue for southbound through movement at the southbound SR 1 off-ramp intersection is estimated to increase by one vehicle during the PM and Saturday midday peak hours. Given this relatively slight change, the proposed project is not expected to substantially affect vehicle queues, and no physical improvements are recommended.

Conclusions

Based on the findings described above, the proposed shopping center expansion does not result in any significant traffic operations impacts. Thus, implementation of the project does not require improvements to provide acceptable LOS or to accommodate vehicle queues. Please let us know if you have any question or need additional information.

Table 2
Intersection Queue Analysis

Intersection/Movement	Storage Length	Peak Hour	Maximum Queue Length				
			Background		Project		Change in Feet (Vehicles)
			Vehicles ¹	Feet	Vehicles	Feet	
41 st Avenue/SR 1 SB Ramps							
Eastbound Left-Turn	325	AM	7	175	8	200	25 (1)
		PM	4	100	5	125	25 (1)
		Sat.	7	175	8	200	25 (1)
Southbound Through	850	AM	23	575	23	575	0
		PM	30	750	31	775	25 (1)
		Sat.	38	950	39	975	25 (1)
Northbound Through	225	AM	2	50	2	50	0
		PM	2	50	2	50	0
		Sat.	3	75	3	75	0
41 st Avenue/Gross Road							
Eastbound Left-Turn	300	AM	7	175	7	175	0
		PM	19	475	19	475	0
		Sat.	6	150	6	150	0
Southbound Through/ Right-Turn ²	225	AM	15	375	n/a ³	n/a ³	n/a ³
		PM	14	350	14	350	0
		Sat.	n/a ³	n/a ³	n/a ³	n/a ³	n/a ³
Northbound Through	950	AM	16	400	16	400	0
		PM	22	550	22	550	0
		Sat.	26	650	27	675	25 (1)
Note: ¹ Assuming an average vehicle spacing of 25 feet per vehicle. ² Volume for 95 th percentile queue are metered by upstream signal. ³ Synchro output does not provide 95 th percentile queue.							

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ATTACHMENT A
TRIP GENERATION ESTIMATES

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**Based on Current Proposed Project
Trip Generation Rates and Estimates**

Land Use Summary

Use	Size in square feet	
	Existing	Proposed
Supermarket	84,000	84,000
Safeway	24,908	66,161
Office	5,100	3,087
Laundry Cleaners	1,300	-
Laundromat	7,745	-
Office Bldg (NW Corner)	2,166	-
Auto Bell	4,178	4,178
Round Table Pizza	2,389	2,389
Other In-Line Stores	-	24,908
New Pad Stores	-	18,000
New Pad Office	-	5,000
SA Gas Station	Yes	Yes
New Safeway Gas Station	No	No
Total	131,786	207,723
plus 1 Gas Station	1 Gas Station	1 Gas Station

Total Increase in size = 75,937 sf
 Safeway represents = 66,161 sf
 Thus, the new leasable area = 34,684 sf = net new space plus old Safeway store

Trips Generated by Existing Safeway

Existing number of weekday transactions at Safeway = 1,953
 Assuming two trips/transaction (one in/one out) = 3,706 trips
 According to existing transaction data, AM peak hour = 130 trips
 or 5.22 trips/1,000 sf
 According to existing transaction data, PM peak hour = 328 trips
 or 13.17 trips/1,000 sf
 Existing number of Saturday transactions at Safeway = 2,007
 Assuming two trips/transaction (one in/one out) = 4,014 trips
 According to transaction data, Sat. midday peak hour = 280 trips
 or 11.24 trips/1,000 sf

Existing Shopping Center Trip Rates

Time Period	Entire Center		Safeway		Rest of Shopping Center		Gas Station	
	Actual Counted Trips	Based on Transactions	Calculated Trip Rate	Actual Transactions	Calculated Trip Rate	Trips		
1st Peak Hour	317	130	5.22	187	1.50	123		Gas station trips estimated from ITE
2nd Peak Hour	297	328	13.17	569	4.57	153		Gas station trips verified in PM peak hour
1st Midday Peak Hour	932	280	11.24	652	5.24	222		Gas station trips estimated from ITE
Weekday	N/A	3,706	148.79	5,141	48.10	1663		Gas station trips estimated from ITE
Saturday	N/A	4,014	161.15	5,891	55.12	2337		Gas station trips estimated from ITE

Estimated Number of Trips Generated by New Safeway

Safeway has shown that the number of transactions increases by an average of 50% with an expanded store.
 Thus, the number of new weekday transactions = 927
 and the corresponding increase in new weekday trips with the expanded Safeway = 1,853 trips
 and new weekday AM trips = 65 trips
 and new weekday PM trips = 164 trips
 Also, the number of new Saturday transactions = 1,004
 and the corresponding increase in new Saturday trips with the expanded Safeway = 2,007 trips
 and new weekend midday peak hour trips = 140 trips

Estimated Trips Generated by Non-Safeway Uses

New leasable shopping center area including the old Safeway store (but excluding the gas station) = 34,684 sf as shown above.
 area is assumed to generate traffic at the existing shopping center trip rate (excluding Safeway) based on actual counts:

Time Period	Calculated Trip Rate	New Trips (Non-Safeway)
1st Peak Hour	1.50	52
2nd Peak Hour	4.57	158
Midday Peak Hour	5.24	182
Weekday	48.10	1668
Saturday	55.12	1912

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Summary of Net New Trips

Summary of Net New Trips				Pass-by Trips							
<u>New Gross Trips</u>								<u>Net New Trips</u>			
	<u>Rem. Shopping</u>	<u>Safeway</u>		<u>Safeway</u>	<u>Shopping</u>	<u>Gas Station</u>		<u>Sh. Center</u>	<u>Gas Station</u>		
Time Period	Center	Gas Station	Total	30%	30%	40%				Total	
AM Peak Hour	65	52	117	(20)	(16)	-		82	-	82	
PM Peak Hour	164	158	322	(49)	(48)	-		228	-	228	
Sat Midday Peak Hour	140	182	322	(42)	(54)	-		225	-	225	
Weekday	1,853	1,869	3,521	(558)	(500)	-		2,465	-	2,465	
Saturday	2,007	1,912	3,919	(602)	(574)	-		2,743	-	2,743	

	<u>Weekday</u>		<u>AM</u>		<u>PM</u>		<u>Sat</u>	
	Daily	In	Out	Total	In	Out	Total	Total
Safeway	1,297	26	19	46	55	60	115	98
Rem. Shopping Center	1,163	21	15	35	53	53	111	127
Gas Station	-	-	-	-	-	-	-	-
Total	2,465	48	34	82	108	117	226	225

REVISED TRAFFIC IMPACT FEE =	2,465	X	\$400	=	\$985,969
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MEMORANDUM

Date: July 8, 2002

To: Jack Sohriakoff, County of Santa Cruz – Public Works Department

From: Sohrab Rashid, P.E.
Norman Wong

Subject: *Supplemental 41st Avenue/Clares Street Analysis for Safeway Shopping Center Expansion* 1005-269

The purpose of this memorandum is to address the comment regarding the mitigation measure for the intersection of 41st Avenue and Clares Street in Paia Levine's May 24, 2002 letter to Dave Johnson. The January 12, 2001 transportation impact analysis (TIA) for the proposed Safeway shopping center expansion identified a significant impact to the intersection of 41st Avenue and Clares Street. Subsequent to the TIA, the site plan has been revised to delete the proposed Safeway gas station. A supplemental analysis was conducted for the intersection of 41st Avenue and Clares Street with the revised project trip generation estimates to determine if the current project would have a significant impact to this location and whether mitigation measures are required.

Revised Project Description

The proposed project evaluated in the January 12, 2001 report included a new gas station operated by Safeway in addition to the existing USA station. The site plan has been revised to delete the proposed Safeway gas station and to slightly modify the square footage of two building pads. The trip generation estimates for the current project are contained in Attachment A. Due to the elimination of the gas station, the revised project is estimated to generate far fewer trips. The project will generate only 2 net new AM peak-hour trips, 226 net new PM peak-hour trips, and 225 net new Saturday midday peak-hour trips. This is a decrease of 53 net new AM peak-hour trips, 56 net new PM peak-hour trips, and 83 net new Saturday midday peak-hour trips as compared to the previous project description used in the original TIA.

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Intersection Levels of Service

January 12, 2001 Results

Table 1 presents the level of service results for the 41st Avenue/Clares Street intersection as reported in the January 12, 2001 TIA. The proposed shopping center expansion, including the proposed Safeway gas station, was estimated to increase the volume-to-capacity (V/C) ratio by 0.01 from Background to Project Conditions according to the LOS calculation worksheets produced by the Synchro 4.0 software.

A significant impact is identified for signalized City of Capitola intersections if the proposed project causes an increase of one percent in the critical V/C ratio for intersections operating at LOS D, E, or F under Background Conditions. Therefore, the proposed project was estimated to have a significant impact to the 41st Avenue/Clares Street intersection. The addition of an exclusive southbound right-turn lane was identified to mitigate the project's impact. It should be noted that this improvement could have right-of-way impacts.

Table 1								
Intersection Levels of Service Summary								
Intersection	Peak Hour	Background Conditions			Project Conditions			Change in V/C ratio
		Delay ¹	LOS ²	V/C Ratio	Delay	LOS	V/C ratio	
January 12, 2001 TIA results with proposed Safeway gas station								
41 st Avenue/	PM	35.9	D	0.73	35.9	D	0.74	+0.01
Clares Street	Sat. Mid	49.4	D	0.92	51.7	D	0.93	+0.01
Revised site plan (No Safeway gas station) and increased accuracy								
41 st Avenue/	PM	35.9	D	0.7291	36.1	D	0.7355	+0.0064
Clares Street	Sat. Mid	49.4	D	0.9142	51.1	D	0.9195	+0.0053
Notes: ¹ Average control delay per vehicle in seconds calculated using SYNCHRO software analysis.								
² LOS = Level of service.								
Significant impacts highlighted in bold.								

Revised Site Plan With Removal of Safeway Gas Station

Level of service calculations were conducted for Background and Project Conditions with the revised trip generation estimates. The level of service calculations are contained in Attachment B.

Despite the decrease in estimated traffic generation at this intersection, the revised project was, according to the Synchro 4.0 output sheets, still estimated to increase the V/C ratio by 0.01 during the PM and Saturday midday peak hours. The impact criteria is based on an increase in the V/C ratio with accuracy to two decimal places. Since the project contribution to traffic at this location should have decreased with removal of the gas station, Trafficware (developer of Synchro software program) was contacted to determine how the software program is rounding the V/C ratio since the output sheet limits the VIC ratio to two decimal places.

Trafficware provided an Excel spreadsheet that calculates the V/C ratio to six decimal places (see Attachment B). The increase in the V/C ratio, to four decimal places, from Background to Project Conditions is presented in Table 1. As shown in Table 1, the proposed project is estimated to increase the V/C ratio by 0.0053 and 0.0064 under PM and Saturday Conditions, respectively. Thus, the software is rounding both values up to 0.01 on the output sheets. However, the more detailed results (0.0053 and 0.0064) are less than the 0.01 threshold for a significant impact. Therefore, the proposed project is estimated to have no significant impact to the 41st Avenue/Clares Street intersection and no mitigation measures are required.

Conclusions

Based on the findings described above, the proposed shopping center expansion does not result in a significant impact to the 41st Avenue and Clares Street intersection. The mitigation measure identified in the January 12, 2001 TIA (addition of an exclusive southbound right-turn lane) is not required based on the reduced project trip generation without a Safeway gas station and a more detailed review of the LOS calculations. Please let us know if you have any question or need additional information.

ATTACHMENT A
TRIP GENERATION ESTIMATES

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**Based on Current Proposed Project
Trip Generation Rates and Estimates**

Land Use Summary

Use	Size in square feet	
	Existing	Proposed
Walmart	84,000	84,000
Safeway	24,908	66,161
Post Office	5,100	3,037
Dry Cleaners	1,300	-
Laundromat	7,745	-
Office Bldg (NW Corner)	2,166	-
Auto Bldg	4,178	4,178
Round Table Pizza	2,389	2,389
Other In-Line Stores	-	24,908
New Pad Stores	-	18,000
New Pad Office	-	5,000
SA Gas Station	Yes	Yes
New Safeway Gas Station	No	No
Total	131,786	207,723
plus 1 Gas Station	1 Gas Station	1 Gas Station

Total increase in size = 75,937 sf
 Safeway represents = 66,161 sf
 Thus, the new leasable area = 34,684 sf = net new space plus old Safeway store

Trips Generated by Existing Safeway

Existing number of weekday transactions at Safeway = 1,953
 Assuming two trips/transaction (one in/one out) = 3,706 trips
 According to existing transaction data, AM peak hour = 130 trips
 or 5.22 trips/1,000 sf
 According to existing transaction data, PM peak hour = 328 trips
 or 13.17 trips/1,000 sf

Existing number of Saturday transactions at Safeway = 2,007
 Assuming two trips/transaction (one in/one out) = 4,014 trips
 According to transaction data, Sat. midday peak hour = 280 trips
 or 11.24 trips/1,000 sf

Existing Shopping Center Trip Rates

Time Period	Entire Center		Safeway		Rest of Shopping Center		Gas Station	Trips
	Actual	Based on	Calculated	Actual	Calculated			
	Counted Trips	Transactions	Trip Rate	Transactions	Trip Rate			
AM Peak Hour	317	130	5.22	187	1.50	128	Gas station trips estimated from ITE	
PM Peak Hour	897	225	13.17	569	4.57	158	Gas station trips verified in PM peak hour	
Sat Midday Peak Hour	532	280	44.24	652	5.24	222	Gas station trips estimated from ITE	
Weekday	N/A	3,706	148.79	5,141	48.10	1663	Gas station trips estimated from ITE	
Saturday	N/A	4,014	161.15	5,891	55.12	2337	Gas station trips estimated from ITE	

Estimated Number of Trips Generated by New Safeway

Safeway has shown that the number of transactions increases by an average of 50% with an expanded store.
 Thus, the number of new weekday transactions = 927
 and the corresponding increase in new weekday trips with the expanded Safeway = 1,853 trips
 and new weekday AM trips = 55 trips
 and new weekday PM trips = 164 trips

Also, the number of new Saturday transactions = 1,004
 and the corresponding increase in new Saturday trips with the expanded Safeway = 2,007 trips

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Estimated Trips Generated by Non-Safeway Uses

The new leasable shopping center area including the old Safeway store (but excluding the gas station) = 34,684 sf as shown above.
 This area is assumed to generate traffic at the existing shopping center trip rate (excluding Safeway) based on actual counts:

Time Period	Calculated Trip Rate	New Trips (Non-Safeway)
AM Peak Hour	1.50	52
PM Peak Hour	4.57	158
Sat Midday Peak Hour	5.24	182
Weekday	48.13	1663
Saturday	55.12	1912

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Summary of Net New Trips

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John Schlagheck

From: Chris Long[chris@slsassociates.com]
Sent: Monday, August 05, 2002 5:28 PM
To: John Schlagheck
CC: john@mcnellis.com; mary.davi@safeway.com
Subject: 41st Ave. Center Environmental Review (ER)

John:

I **have** made a calculation of the total asphalt volume which is to be demolished with the proposed 41st Avenue Center grading.

We calculate approximately **1220** Cubic Yards.

We propose to grind it and re-use it as **base** material under the **new asphalt** pavement subject to the approval of **the** project Geotechnical Engineer.

If it is not suitable for **re-use** onsite, the asphalt is proposed to be exported to a landfill unless a local recycling facility is able to handle it

Please call if you have any questions

Thanks,

Chris

Chris Long
SLS associates, inc.
500 Ygnacio Valley Road, Suite 190
Walnut Creek, CA 94596
925.943.5225
925.943.5718 (fax)

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SOQUEL SAFEWAY STORE 1929
ACOUSTICAL STUDY

September 4, 2002

Submitted to NorCal Construction Department
Safeway, Inc.
5918 Stoneridge Mall Road
Pleasanton, California

Wilson, Ihrig & Associates, Inc.
5776 Broadway
Oakland, California

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INTRODUCTION

This report concerns an analysis of potential noise impacts and recommended mitigation measures for the new Safeway Store Number 1929 in Soquel, California. Safeway, Inc., proposes to build a new store adjacent to an existing Safeway store. After completion, the original store would be leased to an as yet unidentified tenant. The K-Mart store on the south side of the existing Safeway store would remain.

The noise impact analysis addresses the noise produced by delivery trucks and rooftop mechanical equipment that are assumed here to be located near the north end of the proposed new building. Potential noise impacts relative to the County of Santa Cruz Noise Ordinance and General Plan are identified.

Noise levels from rooftop mechanical equipment would exceed the limits given in the General Plan of the County of Santa Cruz without mitigation. With mitigation in the form of an architectural screen, mechanical equipment noise can be held to within the noise impact criteria of the County of Santa Cruz for the daytime and evening hours. With additional mitigation in the form of a noise barrier located on the top of the proposed retaining walls along the eastern and northern boundaries, the noise from delivery trucks using the rear truck drive isle and loading dock would also be within the stationary noise impact criteria of the County of Santa Cruz for the daytime and evening hours. The County of Santa Cruz Planning Department has requested that the stationary source noise criteria also be applied to truck movements.

The existing Safeway store currently restricts deliveries to the hours between 6 am and 10 pm. For the proposed redevelopment of the Soquel store, Safeway has given special consideration to requirements contained in the Santa Cruz County Noise Ordinance. Safeway will restrict delivery and vendor trucks using the loading dock to the hours between 7 am and 10 pm and, thus, the noise from delivery trucks using the rear truck drive isle and loading dock would also be within the stationary noise impact criteria of the County of Santa Cruz for the daytime and evening hours.

Specific noise control recommendations are provided below. A glossary of acoustical terms is provided in Appendix A.

SITE DESCRIPTION

There are many residential properties at the northern and eastern boundaries of the site. Multi-family residences, single-family residences; and a large field are located at the eastern boundary. Single-family homes and another commercial property are located at the northern boundary. In all other directions the site is adjacent to busy commercial properties. The homes along the eastern border of the property are at higher elevation than the proposed grade of the new store. The eastern property line is located several feet east of the proposed retaining wall that would be constructed along the eastern side of the site.

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State Route 1 with interchange and exit ramp is located south of the site. The street located west of the site, 41st Avenue, is a major arterial. Soquel Drive is located north of the site, separated by commercial property.

A loading dock is proposed for the northern end of the structure. The delivery trucks would pass behind the existing XMart store, the existing Safeway store, and the new Safeway store, along the eastern boundary of the property. The trucks would negotiate the northeast corner of the proposed store, pass beyond the loading dock, and would then back into the loading dock. After unloading product or collecting refuse, the trucks would exit the site to the west. At the southern end of the proposed store the trucks would have to climb a slight grade. The trucks would likely produce the highest noise levels at this location. Safeway's current delivery hours are restricted to between 6 am and 10 pm.

COMMUNITY NOISE ORDINANCE AND GENERAL PLAN REQUIREMENTS

The project site and its immediate surroundings are governed by the County of Santa Cruz Noise Ordinance (Sections 8.30.010 - 8.30.030), which specifies that no "offensive noise" can be made between 10 pm and 8 am that is either 100 feet from any building used for sleeping or which disturbs any person of ordinary sensitivities within his or her residence.

The Noise Element of the County of Santa Cruz General Plan specifies that any plot of land located in an area where the level of environmental noise is 60 L_{dn} or less is suitable for commercial use without any special noise insulation requirements applied to the project (to reduce exterior noise impacts on the development). A plot of land in an area with an L_{dn} from 60 dBA to 80 dBA can be used for commercial use only after a detailed acoustical analysis is conducted to insure that appropriate exterior-noise mitigation measures are introduced in its design. The L_{dn} is an average of 24 hours of hourly sound level, with a 10dB penalty applied to noise levels between 10 pm and 7 am,

The County of Santa Cruz Noise Element specifies allowable noise level limits for noise produced by a new commercial development. These limits are 60 L_{dn} in residential areas. Further, the General Plan specifies limits for the hourly L_{eq} , maximum levels, and impulsive noise levels produced by stationary sources, such as Portapaks, air-cooled condensers and stationary trucks, between 7 pm and 10 pm (which is defined as the "day" period) and between 10 pm and 7 am. These are summarized in Table 1. The County of Santa Cruz Planning Department has advised Wilson, Thrig & Associates that these limits would also apply to noise from moving sources such as trucks traveling along the drive aisle, entering the loading dock, or traveling in the parking lot.

The General Plan specifies that the maximum allowable hourly L_{eq} be lowered by 5 decibels, if the ambient hourly L_{eq} is more than 10 decibels below the limit given in Table 1.

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Table 1 Maximum Allowable Noise Levels for Stationary Sources (Chapter 6, Figure 6-2: Santa Cruz County General Plan)

Metric	Day ⁵ (7 pm to 10 pm)	Night ^{2,5} (10 pm to 7 am)
Hourly L_{eq} (dB) ^{1,3}	50	45
Max. level (W) ^{1,3}	70	65
Max impulsive noise level (dB) ^{1,4}	65	60

dB = decibel

- 1) As determined at the property line of the receiving land use. When determining the effectiveness of noise mitigation measures, the standards may be applied on the receptor side of the noise barriers or other property line noise mitigation measures.
- 2) Applies only where the receiving land use operates or is occupied during nighttime hours.
- 3) Sound level measurements shall be made with "slow" meter response.
- 4) Sound level measurements shall be made with "fast" meter response.
- 5) Allowable levels shall be raised to the ambient levels when the ambient levels exceed the allowable levels. Allowable levels shall be reduced 5 dB if the ambient hourly level is at least 10 dB lower than the allowable level.

Policy 6.10.2 of the General Plan also requires "the evaluation of mitigation measures for any project that would cause significant degradation to the noise environment by:

- a) Causing the L_{dn} in existing residential areas to increase by 5 dB or more and remain below 60 dB;
- b) Causing the L_{dn} in existing residential areas to increase by 3 dB or more and, thereby, exceed an L_{dn} of 60 dB;
- c) Causing the L_{dn} in existing residential areas to increase by 3 dB or more if the L_{dn} currently exceeds 60 dB."

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COMMUNITY NOISE SURVEY

Unattended continuous noise surveys were conducted at two locations from Wednesday, April 11th 2001 through Tuesday, April 17th 2001. The survey locations are identified in Figure 1.

Location 1 was near the northeast corner of the site for the proposed new facility, at a point where the noise environment is representative of that which surrounds most residences with the furthest setback from 41st Avenue and Soquel Drive traffic.

The monitor at Location 2 was mounted on a tree at the property line to the east of the existing store behind the trash dumpster. This location is representative of areas where the noise environment is influenced by operations at the present Safeway and K-mart facilities, but is shielded from most vehicular traffic noise along 41st Avenue by the buildings housing the two stores. Traffic from State Route 1 likely contributed to the noise at this site. However, late at night, the dominant noise source was mechanical equipment noise from the existing Safeway and K-Mart stores.

The results obtained from the seven days surveyed at each of the two locations are shown in Appendices B and C. The L_{eq} is the average noise level, L_{50} is the median noise level, and the L_{90} is the background noise level.

At Location 1, the L_{eq} (Figure B-1), L_{50} (Figure B-2) and L_{90} (Figure B-3) are all consistent from day to day. The L_{eq} , L_{50} , and L_{90} are also very close to each other, implying that the background noise is approximately constant in each hour.

At Location 2, the L_{50} (Figure C-2) and L_{90} (Figure C-3) are all consistent from day to day but the L_{eq} (Figure C-1) is not. The variation of L_{eq} is likely due to trucks making deliveries to Safeway and K-Mart.

With respect to the Noise Element, the most important information provided by the noise survey is the measured L_{eq} during evening and nighttime hours (Table 2). The noise levels at Location 2 (the present Safeway site) are always above the maximum allowable noise levels for stationary sources given in Table 1. The levels at Location 1 (near the proposed loading dock of the proposed site) are comparable with the maximum allowable levels of Table 1. The minimum hourly L_{eq} 's observed at night at Locations 1 and 2 were 39 and 49 dBA, respectively. The typical hourly L_{eq} at night at Location 1 was about 40 to 42 dBA. Because these levels are not more than ten dB below the late night criterion of 45 dBA, the late night criterion would remain at 45 dBA for stationary sources.

The ambient noise level at Location 2 during the night was about 50 dBA. Aural observation indicated that this was controlled by the mechanical equipment noise at the rear of the Safeway and K-Mart stores.

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Table 2 Hourly L_{eq} for Both Locations During Evening and Night

	Evening		Night	
	Min	Max	Min	Max
Location 1	45	52	39	55
Location 2	51	62	49	64

Short-term, (10 to 15 minutes) measurements were also taken approximately between 3 and 4 am at three different locations. Measurement A was taken at the northern end of the proposed site; measurement B was taken at the northeast corner of the store; and measurement C was taken at the end of the residential area just to the east of the existing property (see map in Figure I).

At Location A, the background noise level was between 30 and 35 dBA, punctuated by noise from an occasional automobile. (The hourly L_{eq} is in general greater than the background level.) At location B, the background level was about 42 dBA. At Location C, the background noise level was about 38 dBA. The background noise levels at Locations B and C were controlled by mechanical equipment noise. No automobile traffic noise was observed at Locations B and C during this early morning period. Except for the mechanical equipment noise, the area may be described as very quiet late at night.

PREDICTED LEVELS

Noise levels were predicted for each of the residential receivers bordering the site, as indicated on the site plans provided to Wilson, Ihrig & Associates. The prediction locations and general layout of the store, location of rooftop equipment, and truck route, are shown in Figure 2. Receiver positions 1 through 4 are residences at the north end of the site, opposite the loading dock area. Receiver positions A through O are mobile homes located on the hill east of the site.

The most significant sources of noise from the Safeway store would be Safeway delivery trucks and vendor trucks and rooftop mechanical equipment. Safeway has indicated that there would be four Safeway delivery trucks per day on average, approximately six vendor trucks during the morning, with four vendor trucks during the afternoon and evening. A total of fourteen Safeway-related trucks per day on average is thus assumed for prediction. There will also be "cross tripping" of vendor trucks between K-Mart and the new Safeway as there are now with the existing Safeway and X-Mart stores. An additional three trucks per day are assumed for non-Safeway deliveries to other stores. Thus, approximately one truck per hour is assumed between 7 am and 10 pm.

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The trucks were assumed to produce the maximum noise level permitted in the State of California for trucks constructed after 1988. This level is 80 dBA at a distance of 50 feet from the centerline of the truck. The travel speed of the trucks was assumed to be 15 mph. There is no clear relationship between the maximum noise level and travel speed, as the noise is primarily determined by gear, engine ~~rpm~~, and load. Using 80 dBA at 50 feet avoids the problem of including these additional parameters. Wilson, Ihrig & Associates has observed that Safeway delivery trucks typically produce noise levels that are a few decibels less than the permitted noise emission level. The L_{eq} and L_{dn} both depend on exposure time and thus travel speed, and could actually increase with reduced travel speed, all other factors remaining unchanged. As a general rule, the L_{eq} and L_{eq} would increase or decrease by 3 decibels per doubling or halving of the number of trucks. Also, the noise produced by one truck during the night between 10 pm and 7 am would be equivalent to noise produced by ten trucks during the day between 7 am and 10 pm, for the purpose of computing the L_{dn} .

For the rooftop mechanical equipment, noise levels are projected for a Portapak, an air handler, and two air-cooled condensers. The air-cooled condensers are assumed to be of the type used at other Safeway stores and manufactured by Hussmann. The air-cooled condensers will have low speed fans.

Entreated Noise

Introduction of nearby sources, such as trucks and rooftop equipment, will tend to increase the ambient noise, as discussed below. There may be some modest reduction of traffic noise from 41st Avenue due to introduction of the new Safeway store, but the elevated position of the homes along the eastern border would tend to cancel this effect.

Results are provided in Table 3 for a given one-hour period during which a single delivery truck uses the drive isle and loading dock area and the rooftop mechanical equipment: operates continuously at maximum level. The hourly L_{eq} for the single truck would range from about 44 dBA to a high of 52 dBA at homes opposite the loading dock.

The maximum exterior noise levels produced by passing trucks would be of the order of 80 dBA at residential receivers bordering the site. This is a consequence of the receivers being at about 50 feet from the drive isle. This exceeds the day (7 pm to 10 pm) and night (10 pm to 7 am) limits in Table 1.

The predicted noise levels from rooftop mechanical equipment are in excess of General Plan guidelines given in Table 1 for homes near the northeast corner of the site. In the day (7 pm to 10 pm) period, the noise would generally comply with the 50 dBA limit, but the noise would be in excess of the late-night limit of 45 dBA at most locations. However, the fans would not be running continuously during the evening and especially late at night, so that the levels produced by the condenser fans and to a lesser extent the air handler would generally be less than indicated. For example, if the air condenser fans

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were operated about 50% of the time during the night, the hourly L_{eq} would be about 3 dB less than shown in Table 3. This would still result in levels exceeding the nighttime hourly L_{eq} limit of 45 dBA at residences nearest the rooftop equipment. Noise from the rooftop mechanical equipment would significantly exceed the ambient background (L_{90}) noise levels late at night.

The total hourly L_{eq} from the untreated mechanical equipment and the single truck movement per hour would exceed the 50 dBA daytime (7pm to 10pm) guideline at a number of locations, with a maximum estimated exceedance of 4 dBA. The total L_{dn} from the above sources complies with the Noise Element's 60 dBA guideline at all locations. However, when the project-generated noise is combined with the estimated ambient noise, the cumulative L_{dn} exceeds 60 at a small number of locations, due to noise associated with the existing stores. (For the purpose of these calculations, the "existing" noise is assumed to still be present, but will most likely decrease once the existing Safeway store is closed.) At Location 2 the overall L_{dn} is expected to increase by 5 dBA, which exceeds the guidelines in Policy 6.10.2 of the General Plan.

Table 3 Predicted L_{dn} and Hourly L_{eq} Without Mitigation

Location	Single Truck $L_{eq(1hr)}$ (dBA)	HVAC $L_{eq(1hr)}$ (dBA)	Total Project $L_{eq(1hr)}$ (dBA)	Total Project L_{dn}	Likely Ambient L_{dn} (Before Project)	Likely Total L_{dn} (Ambient + Project)
1	52	46	53	54	55	58
2	51	51	54	58	55	60
3	50	47	52	54	55	58
4	50	47	52	54	55	58
A	45	45	48	52	55	57
B	47	46	50	53	55	57
C	48	47	51	54	55	58
D	48	49	52	56	55	58
E	50	50	53	57	55	59
F	50	50	53	57	56	60
G	50	49	53	56	56	59
H	50	47	52	54	56	58
I	50	45	51	53	57	58
J	51	43	52	52	58	59
K	49	42	50	51	59	60
L	47	41	48	49	60	60
M	46	40	47	48	61	61
N	46	40	47	48	61	61
O	44	39	45	47	61	61

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EXHIBIT D

Predicted Levels with Architectural Screen About Mechanical Equipment

The stationary equipment noise limits would be exceeded by the rooftop mechanical equipment noise without some type of noise control. An architectural screen is a practical noise control treatment that would effectively reduce the projected noise from this equipment.

Predicted L_{dn} 's hourly L_{eq} 's for rooftop mechanical equipment are provided in Table 4 for the case of an architectural screen positioned between the rooftop mechanical equipment and residential receivers. An eight-foot high architectural screen was assumed to be placed about the rooftop mechanical equipment. The crown of the screen would be at least two feet above the condenser units.

In this case, the mechanical equipment noise, by itself, clearly complies with the limits given in Table 1. The hourly noise level would be controlled almost entirely by truck noise and the 50 dBA (7 pm to 10 pm) guideline would be exceeded by up to 2 dBA.

Table 4 Predicted L_{dn} and Hourly L_{eq} Levels with Architectural Screen

Location	Single Truck $L_{eq(1hr)}$ (dBA)	HVAC $L_{eq(1hr)}$ (dBA)	Total Project $L_{eq(1hr)}$ (dBA)	Total Project L_{dn}	Likely Ambient L_{dn} (Before Project)	Likely Total L_{dn} (Ambient + Project)
1	52	41	52	52	55	57
2	51	41	51	51	55	57
3	50	41	51	51	55	56
4	50	40	50	50	55	56
A	45	38	46	47	55	56
B	47	39	48	48	55	56
C	48	41	49	50	55	56
D	48	42	49	50	55	56
E	50	42	51	51	55	57
F	50	42	51	51	56	57
G	50	40	50	50	56	57
H	50	38	50	50	56	57
I	50	36	50	49	57	58
J	51	34	51	50	58	59
K	49	33	49	48	59	59
L	47	32	47	46	60	60
M	46	32	46	45	61	61
N	46	31	46	45	61	61
O	44	30	44	43	61	61

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The cumulative L_{dn} due to the ambient and project-generated noise would exceed 60 dBA at a small number of locations, due to noise associated with the existing stores. (For the purpose of these calculations, the "existing" noise is assumed to still be present, but will most likely decrease once the existing Safeway store is closed.) The estimated maximum increase in L_{dn} is 2 dBA, which complies with the guidelines in Policy 6.10.2 of the General Plan.

The maximum exterior noise levels produced by passing trucks would be of the order of 80 dBA at residential receivers bordering the site. This exceeds the day (7 pm to 10 pm) and night (10 pm to 7 am) limits in Table 1.

Predicted Noise Levels with both Sound Barrier Wall and Architectural Screen

As above, an eight-foot high architectural screen was assumed to be positioned about the rooftop mechanical equipment. The crown of the screen would be at least two feet above the condenser units. An approximately eight-foot high sound barrier would also be located along the top of the proposed retaining wall (nominally 5ft high) along the eastern and northern boundaries. The sound barrier should extend at least to the site-boundary corner near the NE corner of the K-Mart store. The predicted noise levels for this configuration are listed in Table 5. In this case, the cumulative L_{eq} is within the day (7 pm to 10 pm) criterion of 50 dBA but would exceed the night criterion of 45 dBA by a small margin. The mechanical equipment noise clearly complies with the night criterion.

Again, the cumulative L_{dn} due to the ambient and project-generated noise would exceed 60 dBA at a small number of locations, due to noise associated with the existing stores. (For the purpose of these calculations, the "existing" noise is assumed to still be present, but will most likely decrease once the existing Safeway store is closed.) The estimated maximum increase in L_{dn} is 1 dBA, which complies with the guidelines in Policy 6.10.2 of the General Plan.

The maximum levels would be reduced to about 65 dBA or less at residential receivers located north of the site, opposite the loading dock. This level is within the day (7 pm to 10 pm) criterion of 70 dBA, but is at the criterion for the maximum level during the night. Reflections and other factors could cause the maximum level to exceed the night criterion of 65 dBA. For the homes along the eastern boundary of the site the maximum levels due to truck passage would be reduced to around 70 dBA, at or near the day (7 pm to 10 pm) criterion, but in excess of the night criterion.

The noise from refrigeration compressors and idling trucks in the loading dock area could be around 50-55 dBA at the closest homes to the north (after allowing for the screening effect of the sound barrier wall at the northern property boundary). If this occurs for extended periods, the noise would exceed the day (7 pm to 10 pm) and night $L_{eq}(1hr)$ limits in Table 1. Possible mitigation measures include providing house power for refrigeration

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APPLICATION

equipment on delivery trucks left overnight or operating for extended periods during the evening, and providing a solid sound barrier wall along the northern side of the docking area to shield homes from the truck engine and trailer refrigeration equipment.

Table 5 Predicted L_{dn} and Hourly L_{eq} Levels with Architectural Screen and Truck Noise Barriers

Location	Single Truck $L_{eq(1hr)}$ (dBA)	HVAC $L_{eq(1hr)}$ (dBA)	Total Project $L_{eq(1hr)}$ (dBA)	Total Project L_{dn}	Likely Ambient L_{dn} (Before Project)	Likely Total L_{dn} (Ambient + Project)
1	42	41	45	48	55	56
2	43	41	45	48	55	56
3	45	41	46	49	55	56
4	47	40	48	49	55	56
A	40	38	42	45	55	55
B	43	39	44	47	55	56
C	45	41	46	49	55	56
D	43	42	46	49	55	56
E	43	42	46	49	55	56
F	42	42	45	49	56	57
G	42	40	44	47	56	57
H	39	38	42	45	56	56
I	39	36	41	43	57	57
J	40	34	41	42	58	58
K	40	33	41	42	59	59
L	40	32	41	41	60	60
M	40	32	41	41	61	61
N	38	31	39	40	61	61
O	36	30	37	38	61	61

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RECOMMENDATIONS

The foregoing results indicate that the following noise control provisions should be included in the design to meet the County of Santa Cruz noise impact criteria:

A solid eight-foot high sound barrier wall should be constructed on top of the proposed retaining wall to shield the residences from truck noise. The elevation of the top of the wall should be 126.5 feet or higher. The surface weight density of the wall should be a minimum three pounds per square foot. At the southern end, the wall should stepped back to the property line while maintaining elevation, as illustrated in Figure 2. However, some additional study of the geometry should be conducted as part of the final design, and the detailed design of the wall, including elevations, should be reviewed after receipt of improved grading details and data concerning land use.

An eight-foot high architectural screen should be provided to shield the residences from rooftop mechanical equipment noise. The screen should be a solid wall with surface density of at least 3 pounds per square foot. The side of the wall facing the mechanical equipment should be treated with minimum 2-inch thick 3pcf glass fiber or mineral wool board protected with perforated sheet metal cover. The open area of the perforations should be minimum 20% of the surface area of the treatment, and the spacing of the holes should not exceed 1/8 inch.

The ventilation louvers of the Portapak should be located away from the nearest residential receivers. Treat the ceiling of the Portapak with 2" thick 3pcf glass fiber acoustic duct liner. The Portapak should be located between the air-cooled condensers and nearest residential receivers.

The air handler should be provided with a noise control package to control fan and compressor noise. This would include two inches of duct liner on surfaces of the plenum containing the compressors and fans. Locate the air handler between the air-cooled condensers and nearest residential receivers.

Additional recommendations are provided below to minimize loading dock activity noise.

Restrict refuse compaction and collection in the loading dock area to between 8 am and 7 pm to be compatible with the County of Santa Cruz ordinance concerning "offensive noise".

Cleaning activities should be restricted to daytime hours (not before 8 am) in the loading dock area and along the truck drive aisle.

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CONCLUSIONS

With the recommended architectural screen about the rooftop mechanical equipment and the sound barrier wall along the northern and eastern property boundaries, noise from the project will comply with all conditions given in Policy 6.10.2 of the General Plan of the County of Santa Cruz. The future L_{dn} 's in residential areas adjacent to the site **will** comply with the 60 dBA L_{dn} limit in the General Plan, apart from at a small number of homes close to the existing Safeway and K-Mart stores, where the estimated future L_{dn} 's are dominated by noise from the existing stores and activities. The maximum expected increase in L_{dn} due to the project is 1 dBA. (For the purpose of calculating the future cumulative noise in this assessment, the "existing" noise is assumed to still be present, but will most likely decrease once the existing Safeway store is closed. Thus, the predicted increases in L_{dn} may be somewhat conservative.)

Truck-related noise will comply with the "day" (7 pm to 10 pm) limits given in Table 6-2 of the General Plan (Table 1 of this report), and will comply with the night (10 pm to 7 am) limits, provided Safeway restricts delivery trucks using the rear drive isle and the loading dock area to between 7 am and 10 pm.

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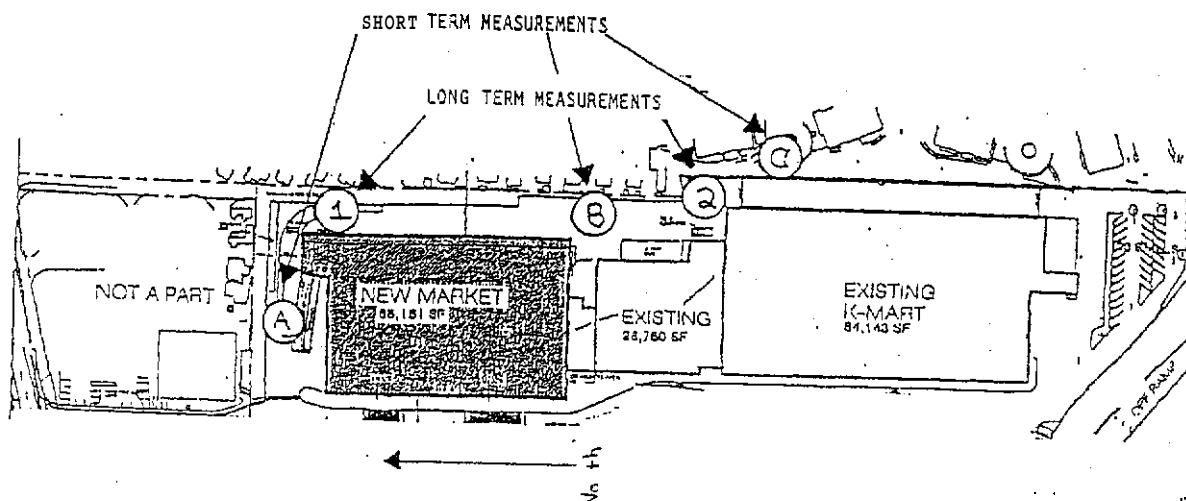


Figure 1 Noise Survey Locations

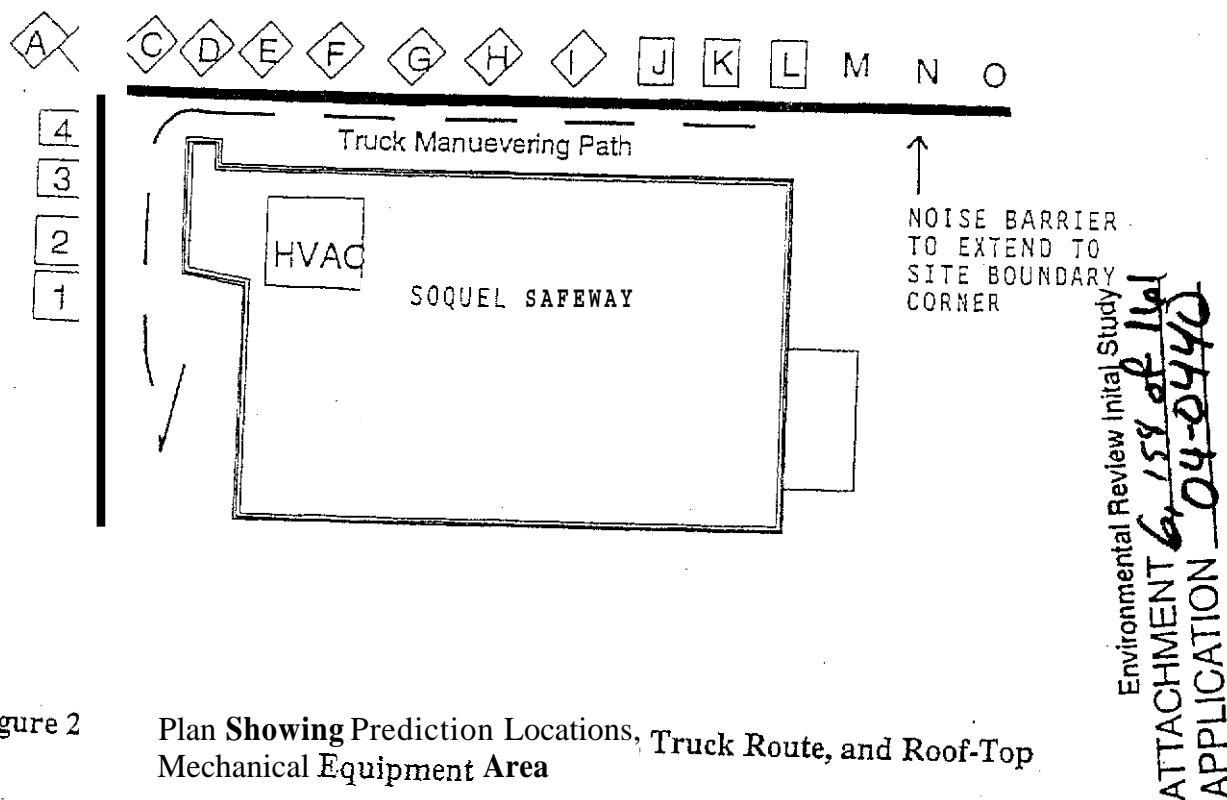


Figure 2 Plan Showing Prediction Locations, Truck Route, and Roof-Top Mechanical Equipment Area

APPENDIX A: GLOSSARY OF ACOUSTICAL TERMS

A-Weighted Sound Level (dBA):

The sound pressure level in decibels as measured on a sound level meter using the internationally standardized A-weighting filter or as computed from sound spectral data to which A-weighting adjustments have been made. A-weighting de-emphasizes the low and very high frequency components of the sound in a manner similar to the response of the average human ear. A-weighted sound levels correlate well with subjective reactions of people to noise and are universally used for community noise evaluations.

Ambient Noise:

The prevailing general noise existing at a location or in a space, which usually consists of a composite of sounds from many sources near and far.

Background Noise:

The general composite non-recognizable noise from all distant sources; not including nearby sources or the source of interest. Generally background noise consists of a large number of distant noise sources and can be characterized by L_{90} or L_{99} .

Day-Night Sound Level (L_{dn}):

The L_{eq} of the A-weighted noise level over a 24-hour period with a 10 dB penalty applied to noise levels between 10 p.m. and 7 a.m.

Decibel (dB):

The decibel is a measure on a logarithmic scale of the magnitude of a particular quantity (such as sound pressure, sound power, sound intensity) with respect to a standardized quantity.

Energy Equivalent Level (L_{eq}):

The level of a steady noise which would have the same energy as the fluctuating noise level integrated over the time period of interest. L_{eq} is widely used as a single-number descriptor of environmental noise. L_{eq} is based on the logarithmic or energy summation and it places more emphasis on high noise level periods than does L_{50} or a straight arithmetic average of noise level over time. This energy average is not the same as the average sound pressure levels over the period of interest, but must be computed by summation or mathematical integration.

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Frequency (Hz):

The number of oscillations per second of a periodic noise (or vibration) expressed in Hertz (abbreviated Hz). Frequency in Hertz is the same as cycles per second.

Sound Pressure Level (SPL):

The sound pressure level of sound in decibels is 20 times the logarithm to the base of 10 of the ratio of the RMS value of the sound pressure to the RMS value of a reference sound pressure. The standard reference sound pressure is 20 micro-pascals as indicated in ANSI S1.9-1969, "Preferred Reference Quantities for Acoustical Levels".

Statistical Distribution Descriptors (L_1 , L_{10} , L_{50} , L_{90} , etc):

Also called *Exceedance Levels*, they represent the level of the noise (A-weighted for environmental studies) which is exceeded a percentage of the duration of the measurement period, as denoted by the subscript. So, for instance, L_{10} is the level of the noise exceeded for 10% of the measurement period (usually 1 hour in long-term environmental studies)

L_{99} and L_{90} are descriptors of the typical minimum or "residual" background noise (or vibration) levels observed during a measurement period, normally made up of the summation of a large number of sound sources distant from the measurement position and not usually recognizable as individual noise sources. Generally, the prevalent source of this residual noise is distant street traffic. L_{90} and L_{99} are not strongly influenced by occasional local motor vehicle passbys. However, they can be influenced by stationary sources such as air conditioning equipment.

L_{50} represents a long-term statistical median noise level over the measurement period and does reveal the long-term influence of local traffic. L_{10} describes typical levels or average for the maximum noise levels occurring, for example, during nearby passbys of trains, trucks, buses and automobiles, when there is relatively steady traffic. Thus, while L_{10} does not necessarily describe the typical maximum noise levels observed at a point, it is strongly influenced by the momentary maximum noise level occurring during vehicle passbys at most locations.

L_1 , the noise level exceeded for 1% of the time is representative of the occasional, isolated maximum or peak level which occurs in an area. L_1 is usually strongly influenced by the maximum short-duration noise level events which occur during the measurement time period and are often determined by aircraft or large vehicle passbys.

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COUNTY OF SANTA CRUZ

INTER-OFFICE CORRESPONDENCE

DATE : October 2, 2002

TO: John Schlagheck, Planning Department

FROM: Jack Sohriakoff, Department of Public Works *JRS*

SUBJECT: ADDITIONAL COMMENTS ON 41ST AVENUE K-MART AND SAFEWAY SHOPPING CENTER, APPLICATION NO. GO-0127, APN 30-131-37,42,45, ETC.

The Transportation and Road Planning Engineering Section has reviewed the supplemental traffic analysis by Fehr & Peers dated September 4, 2002, and has the following comments.

41st AVENUE AT HIGHWAY 1 SB RAMPS AND GROSS ROAD

The analysis has been revised to include the July 2000 traffic volume data as requested. Based upon this analysis, the project is not expected to contribute significant impacts to the intersection, either as separate intersections or as a combined intersection. The worst case is the Saturday midday intersection levels of service. Although the intersection levels of service exceed those allowed prior to project impacts, the General Plan permits additional traffic to be accommodated as long as it does not contribute more than 1 percent to the critical movements. According to the revised traffic analysis the proposed project will contribute 0.7 percent of additional traffic to the critical movements of the intersection. It is therefore not considered a significant impact.

The intersection levels of service for the weekday morning and afternoon peak hours are anticipated to operate at acceptable levels for all scenarios, including Near-Term and Year 2010 cumulative conditions.

The analysis dated July 8 and September 4, 2002, need to be sent to CALTRANS for review and comment. You may contact me at ext. 2392 if you have any questions.

JRS:bbs

KMARTB

Environmental Review Initial Study
ATTACHMENT 6, 161 & 161
APPLICATION 04-0440

**809 Center Street, Room 102
Smta Cruz, CA 95060
Telephone (831) 420-5210**

Revision Date 2 :

PROJECT ADDRESS: 2600 - 41st Ave.

construction of new

City/State/Zip	Fresno	CA	93722-
----------------	--------	----	--------

2x1"	100-7376	8412	Active		bus/gen
2x1"	100-7375	8412	Active		bus/gen
1C"	100-7375	8413	Active		fire serv

1269

993

1629

Location: @2730 - 41st

Hyd # 1270 Size/Type: 6"strmr Static 60 Res 44 Flow 993 Flow w/20# Res. 1629 FF Date 04/03

Location: @2690 - 41st

Backflow

[illegible][illegible]

Street Opening Fee	\$	Irr Plan Review Fee	\$	Total	\$	- Credits	\$	GRAND TOTAL	\$
--------------------	----	---------------------	----	-------	----	-----------	----	-------------	----

Please submit utility site plan showing points of connection to existing services and new backflow prevention devices as required (reduced pressure principal type on both domestic and irrigation, DCDA on fire service), irrigation/landscape plan that shows proposed demand in order to determine meter size and point of connection.

Environmental Review Initial Study

ATTACHMENT

~~APPLICATION~~

SECTION 4 QUALIFICATIONS

1. Service will be furnished upon:

(1) payment of the required fees due at the time service is requested (a building permit is required), and; (2) installation of the adequately sized water services, water mains and fire hydrants as required for the project under the rules and regulations of the Santa Cruz Water Department and the appropriate Fire District and any restrictions that may be in effect at the time application for service is made.

2. Fees and charges noted above are accurate as of the date hereof, and are subject to change at any time without notice to applicant.

BPN

PLAN APP # C4-0440

REVIEWED BY

Sherry Reiker/MF

NOTICE: This form does not in any way obligate the City. It is provided only as an estimate to assist you in your planning and as a record for the Water Department. The requirements set forth on this form may be changed or corrected at any time without prior notice. Fees collected by other agencies are not included on this form.

EXHIBIT D

SANTA CRUZ COUNTY SANITATION DISTRICT
INTER-OFFICE CORRESPONDENCE

DATE: JUNE 30, 2005 (4th REVIEW)
TO: PLANNING DEPARTMENT: JOHN SCHLAGHECK
FROM: SANTA CRUZ COUNTY SANITATION DISTRICT
SUBJECT: CONDITIONS OF SERVICE FOR THE FOLLOWING
PROPOSED DEVELOPMENT

APN: 030-131-37, 42, 44, 45 & 030-192-01 & 02

APPLICATION NO.: 04-0440

PARCEL ADDRESS VACANT PARCEL (NO SITUS LISTED), 2730 & 4100
SOQUEL DRIVE; 2550 & 41ST AVENUE

PROJECT DESCRIPTION: AMEND COMMERCIAL DEVELOPMENT PERMIT
00-0127; DEMOLISH EXISTING 84,000 SQUARE FOOT RETAIL WITH NEW
84,000 SQUARE FOOT RETAIL AND MEZZANINE AND GARDEN CENTER

The sewer plan for this project as submitted meets all conditions and requirements of the Sanitation District. An original, signed plan shall be submitted to the Department of Public Works for approval by the Sanitation District and Drainage Division and shall be the final plan for the Home Depot portion of the commercial center. Attach an approved (signed by the District) copy of the sewer system master plan to the building permit submittal.

The owners of the commercial center have submitted a sewer maintenance agreement that will be kept on file. Each owner shall be responsible for revising the sewer master plan for the onsite private sewer and appurtenances and submitting to the District "As-builts" reflecting all changes.

It shall be the responsibility of the owner to either insure that there is no cross connection of water piping with adjacent businesses or with irrigation system piping and that the only water being measured by the water provider's meter is water that will be entering the sewer system.

If field conditions during construction affect the sewer cleanout and building elevations as shown on the plans, it is the responsibility of the owners' engineer to insure that backflow prevention devices are not required per the County's "Design Criteria" Figure SS-14 on existing and new buildings.

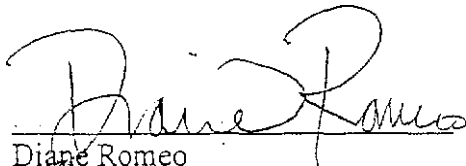
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JOHN SCHLAGHECK

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All future questions regarding grease interceptor and proposed or potential additives to the sewer system requirements should be directed to the Santa Cruz County Sanitation District Environmental Compliance Section at (831) 464-5462.

Prior to the planned demolition of the existing building, the applicant shall obtain a no-charge sewer lateral disconnection permit and shall contact the District Inspector(s) prior to backfilling excavated areas.


Diane Romeo
Sanitation Engineering

DR:dr

c: Environmental Compliance-Amy Gross

Applicant: Home Depot USA (Dan Zoldak)
4630 W Jacquelyn Ave Su 119
Fresno, CA 94301

Property Owner: McNellis Partners
419 Weaverly Street
Palo Alto, CA 94301

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APPLICATION 04-0440

FEHR & PEERS
TRANSPORTATION CONSULTANTS

MEMORANDUM

Date: January 11, 2005

To: Scott Mommer, Lars Andersen & Associates, Inc.

From: Sohrab Rashid, P.E.
Norman Wong, M.W.

Subject: **Trip Generation Analysis for Proposed Home Depot Development Located in Soquel Avenue/41st Avenue Shopping Center in Santa Cruz County, California**
SJ04-724

This memorandum presents the results of the trip generation analysis prepared for a proposed Home Depot development located in the 41st Avenue Shopping Center in the County of Santa Cruz, California. The results of the trip generation analysis were used to determine if new impacts would occur.

Background,

Fehr & Peers previously prepared a transportation impact analysis (January 12, 2001) to evaluate impacts of the proposed expansion (additional 73,000 square feet and new gas station) of the 41st Avenue Shopping Center on the surrounding transportation system. The report indicated that the project would have a significant near-term impact at several locations (Soquel Drive/Robertson Street, Soquel Drive/Porter Street, 41st Avenue/SR 1 SB Ramp-Gross Road, and 41st Avenue/Clares Street) and would contribute to poor operations at these locations under Year 2010 Conditions.

Two supplemental memoranda (dated July 8, 2002 and September 4, 2002) were prepared to evaluate a revised project description (without proposed Safeway gas station) and to address Caltrans comments on operations at the SR 1/41st Avenue Interchange. The results of these two memoranda indicated that impacts at the 41st Avenue/SR 1 SB Ramp-Gross Road and 41st Avenue/Clares Street intersections were reduced to less-than-significant levels with the revised project. Mitigation measures were identified at the remaining two locations.

Project Description Modification

The proposed 109,780-squarefoot (s.f.) Home Depot store (84,500-s.f. building, 15,280 s.f. Garden Center, and 10,000 s.f. mezzanine) would replace the existing 94,143-s.f. Kmart store (84,143 s.f. building and 10,000s.f. garden shop).

Project Trip Rates and Estimates

The net change in trips on an AM and PM peak hour basis were calculated by subtracting the trips generated by the existing Kmart store from the proposed Home Depot development.

Environmental Review Initial Study

ATTACHMENT 9.1 of 4
APPLICATION 04-0440

255 N. Market Street, Suite 200, San Jose CA 95110 (408) 278-1700 Fax (408) 278-1717
www.fehrandpeers.com

Received Time Jan. 11. 10:58AM



FEHR & PEERS
TRANSPORTATION CONSULTANTS

Existing Kmart Trip Generation

Driveway counts were conducted at the existing shopping center in June 2000. To estimate the traffic generated by the existing Kmart store, a ratio of the size of the Kmart store (94,143 s.f.) over the size of the entire center (117,073 s.f.) excluding the Safeway store was applied to the counts. This ratio was calculated to be 0.80, which indicates that the Kmart store represents 80 percent of the existing square footage of the center excluding the Safeway store. A factor of 0.5 was also applied to the counts under the assumption that the Kmart store is an underperforming store. This factor results in a lower existing trip count, which conservatively results in a higher net new trip total with Home Depot. The existing trips generated by the Kmart store are estimated to be 75 AM peak hour trips and 229 PM peak hour trips as indicated in Table 1. The Kmart store is estimated to generate 2,533 daily trips assuming a similar daily trip characteristic as the Safeway store (AM and PM peak hour traffic represents 12 percent of daily traffic). Table 1 also presents the traffic generated by the remaining uses (spa, dry cleaners, laundromat, 2,100 s.f. office, Taco Bell, and Round Table Pizza) after subtracting the Kmart trips. The trips generated by the existing gas station were counted separately and are not included in this calculation.

Table 1			
Existing Kmart Trip Generation Estimates ¹			
Peak Hour	June 2000 Driveway Counts ¹	Trips By Kmart Store ²	Trips Generated By Remaining Uses ³
AM Peak Hour	187	75	112
PM Peak Hour	569	229	340

Notes:

- 1 Trips do not include traffic generated by the Safeway store or existing gas station. Driveway counts include pass-by traffic.
- 2 Includes 0.80 factor (size of Kmart vs size of overall shopping center excluding Safeway) and 0.5 factor for the assumption that Kmart is an underperforming store. Trip estimates include pass-by traffic.
- 3 June 2000 driveway counts minus trips generated by Kmart store.

Proposed Home Depot Trip Generation

Trip generation rates for "Home Improvement Store" were obtained from the Institute of Transportation Engineers' (ITE) *Trip Generation Manual* (7th Edition). These trip rates were applied to the size of the proposed development (109,783 s.f.) to obtain trip generation estimates.

The trips generated by the proposed Home Depot were reduced by 10% during the AM and PM peak hour to account for pass-by trips, which are made by vehicles already traveling past the site (i.e., the remaining trips are primary or specific trips made to the site). This factor is substantially lower than the pass-by factor published in ITE's *Trip Generation Handbook*, which is only based on three studies, but is considered more realistic since Home Depot will be more of a destination retail use.

As shown in Table 2, the proposed Home Depot by itself would generate 3,271 daily trips, 132 AM peak hour trips, and 269 PM peak hour trips.

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APPLICATION 04-0440

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Table 5						
Project Trips Rates and Estimates						
Use	Daily		AM Peak-Hour		PM Peak-Hour	
	Rate ¹	Total	Rate	Total	Rate	Total
Proposed Home Depot						
109,780 s.f.	29.8	3,271	1.2	132	2.45	269
Pass-by (10% AM, PM, and Sat)		0		-13		-27
Subtotal		3,271		119		242
Existing Kmart						
Based on driveway counts and adjustment factors		-2,533		-75		-229
Net Added Trips		738		44		9
Notes: 1 Trips per thousand square feet 2 The AM and PM peak hour represents 12 percent of daily Safeway traffic. The Kmart store is assumed to have a similar daily trip characteristic. Source: Home Depot trips from <i>Trip Generation</i> (Institute of Transportation Engineers, 7 th Edition). K-mart trips from June 2000 driveway counts estimated to be approximately 40 percent of all shopping center traffic.						

Net Change in Trips

The trips generated by the existing Kmart store were subtracted from the trips generated by the Home Depot store to estimate the net change in trips. As shown in Table 2, the Home Depot store is estimated to generate 738 additional daily trips, 44 additional AM peak hour trips, and 13 additional PM peak hour trips than the existing Kmart store.

Impacts to Roadway System

The effect of the 44 additional AM peak-hour trips generated by the conversion of the K-mart store into Home Depot was evaluated at the study intersections and freeway segments that were analyzed in the January 2001 traffic study but amended to remove the Safeway gas station.

Intersections

The only location expected to operate at or near an unacceptable level of service in the AM peak hour under Project Conditions was the Soquel Drive/Porter Street intersection, projected to operate at LOS E. The proposed Home Depot would slightly exacerbate LOS E operations at this location during the AM peak hour but would not result in a new significant impact. However, the mitigation

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measure identified in the January 2001 report which was the addition of a separate westbound right-turn lane (now constructed), would mitigate near-term impacts by improving the level of service to LOS D during the AM peak hour. The addition of the 44 AM peak-hour trips is not expected to significantly affect any other location since the remaining intersections are operating at LOS C or better during the AM peak hour.

According to the January 2001 report, the unsignalized intersection of Soquei Drive/Robertson Street is estimated to operate at an unacceptable level of service during the PM peak hour. 2nd a traffic signal was recommended as a mitigation measure. The addition of 13 PM peak-hour trips is not expected to significantly affect operations at the other the study intersections under Project Conditions.

Freeway Segments

As indicated in the January 2001 traffic study, the addition of a third lane in each direction is required to mitigate existing operational deficiencies. However, with the additional trips generated by the proposed Home Depot during the AM or PM peak hour, the proposed project is not expected to add more than one percent of the freeway capacity to the mainline segment. Therefore, the ramp impacts are considered less-than-significant.

Conclusions

The proposed 109,780-s.f. Home Depot store is estimated to generate approximately 29 percent more daily trips than the existing Kmart store, but the difference in weekday peak hour trip generation is considered negligible. These additional trips would not result in any new significant impacts beyond those identified in the January 2001 traffic study and the two supplemental memoranda.

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EXHIBIT D

MEMORANDUM

Date: April 20, 2005

To: Scott Mommer, Lars Andersen & Associates, Inc.

From: Sohrab Rashid, P.E.
Norman Wong (NW)

Subject: Trip Generation Analysis for **Proposed Home** Depot Development Located in Soquel Avenue/41st Avenue Shopping Center in **Sania** Cruz County, California
S. 104-724

This memorandum presents **the** results of the Saturday peak-hour trip generation analysis prepared for a proposed Home Depot development located in the 41st Avenue Shopping Center in the County of Santa Cruz, California. The results of the trip generation analysis were used to determine if new impacts would occur during the Saturday peak-hour. Impacts of the additional Home Depot trips during **the** AM and PM peak hours were evaluated in the January 11, 2005 memorandum.

Background

Fehr & Peers previously prepared a transportation impact analysis (January 12, 2001) to evaluate impacts of the proposed expansion (additional 73,000 square feet and new gas station) of the 41st Avenue Shopping Center on the surrounding transportation system. The report indicated that the project would have a significant near-term impact at several locations (Soquel Drive/Robertson Street, Soquel Drive/Porter Street, 41st Avenue/SR 1 SB Ramp-Gross Road, and 41st Avenue/Clares Street) and would contribute to poor operations at these locations under Year 2010 Conditions.

Two supplemental memoranda (dated July 8, 2002 and September 4, 2002) were prepared to evaluate a revised project description (without proposed Safeway gas station) and to address Caltrans comments on operations at the SR 1/41st Avenue interchange. The results of these two memoranda indicated that impacts at the 41st Avenue/SR 1 SB Ramp-Gross Road and 41st Avenue/Clares Street intersections were reduced to less-than-significant levels with the revised project. Mitigation measures were identified at the remaining two locations.

Project Description Modification

The proposed 109,780-squarefoot (s.f.) Home Depot store (84,500-s.f. building, 15,280s.f. Garden Center, and 10,000 s.f. mezzanine) would replace the existing 94,143-s.f. Kmart store (84,143 s.f. building and 10,000 s.f. garden shop).

Project Trip Rates and Estimates

The net change in trips on a Saturday peak-hour basis were calculated by subtracting the trips generated by the existing Kmart store from the proposed Home Depot development.

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04-0440

Existins KmartTrio Generation

Driveway counts were conducted at the existing shopping center in June 2000 when the Kmart store was open. New driveway counts were conducted during the Saturday peak period at the shopping center in January 2005 when the Kmart store was closed. To address the effects of Seasonal traffic between the two sets of traffic counts, the January 2005 traffic counts were increased to reflect traffic levels for the month of June. The adjustment factor of 9 percent is based upon traffic counts conducted on Soquel Drive, west of 41st Avenue, by the Santa Cruz County Regional Transportation Commission for the 2003 *Transportation Monitoring Report*.

According to the landlord for the 41st Avenue Shopping Center, there have been no changes in tenants (other than closure of Kmart) since June 2000. Therefore, the difference in volumes between the two set of traffic counts is the traffic generated by the Kmart store. As shown in Table 1, the Kmart store was estimated to generate 313 Saturday peak-hour trips.

Table 1			
Kmart Trip Generation Estimates			
Counts	Saturday Peak-Hour		
	In	Out	Total
June 2000 driveway Counts	595	559	1154
January 2005 driveway Counts (with adjustment factor) ¹	421	420	841
Kmart Trip Generation (difference bet 2000 & 2005 driveway counts)	174	139	313
Note: ¹ Includes 9 percent seasonal adjustment factor.			

Proposed Home Depot Trip Generation

Trip generation rates for "Home Improvement Store" were obtained from the Institute of Transportation Engineers' (ITE) *Trip Generation Manual* (7th Edition). These trip rates were applied to the size of the proposed development (109,780 s.f.) to obtain trip generation estimates.

The trips generated by the proposed Home Depot were reduced by 20% during Saturday peak hour to account for pass-by trips, which are made by vehicles already traveling past the site (i.e., the remaining trips are primary or specific trips made to the site). This factor is based on information published in the ITE's *Trip Generation Handbook*.

As shown in Table 2, the proposed Home Depot by itself would generate 474 Saturday peak hour trips.

Environmental Review Initial Study
 ATTACHMENT 10, 2 of 4
 APPLICATION 04-0440

Table 2				
Home Depot Trip Generation Estimates				
Use	Rate ¹	In	Out	Total
Proposed Home Depot (109,780 s.f.)	5.40	314	279	593
Pass-by (20%)		-63	-56	-119
Subtotal Home Depot		251	223	474
Existing K-Mart (94,143-s.f.)		174	139	313
Pass-by (10%)		-17	-14	-31
Subtotal Kmart		157	125	282
Net Added Trips (subtotal Home Depot minus subtotal Kmart)		94	98	192
Notes: 1 Trips per thousand square feet.				
Source: Home Depot trips from <i>Trip Generation</i> (Institute of Transportation Engineers, 7 th Edition).				

Net Change in Trips

The trips generated by the existing Kmart store were subtracted from the trips generated by the Home Depot store to estimate the net change in trips. A pass-by factor (10 percent) was applied to the Kmart trip estimates so a direct comparison of the net new trips between the two proposed uses could be evaluated. This factor is based on information published in the ITE's *Trip Generation Handbook*. As shown in Table 2, the Home Depot store is estimated to generate 192 more Saturday peak-hour trips than the Kmart store.

Impacts to Roadway System

The effect of the 192 additional Saturday peak-hour trips generated by the conversion of the K-mart store into Home Depot was evaluated at several key intersections and freeway segments. These locations were operating at or near unacceptable operations as reported in the January 2001 traffic study and two supplemental technical memoranda.

Intersections

Consistent with the previous supplemental memoranda (dated July 8, 2002 and September 4, 2002), the additional Home Depot trips were evaluated at the intersections of 41st Avenue at SR 1 SB Ramps, at Gross Road, and at Clares Street. In those studies, a combined level of service was presented for the 41st Avenue/SR 1 SB Ramps and 41st Avenue/Gross Road intersections since one traffic controller integrates the operations at both locations.

Table 3 presents the results of Background Conditions, original Project Conditions (41st Avenue shopping center expansion without gas station), and Home Depot Project Conditions (shopping center expansion with additional Home Depot trips). The level of service calculation worksheets are attached.

Table 3								
Intersection Level of Service Summary for Saturday Peak-Hour								
Intersection	Background Conditions		Project Conditions (41 st Avenue Shopping Center Expansion without Gas Station)			Home Depot Project Conditions (with Additional Home Depot Trips)		
	Delay ¹	LOS ²	Delay	LOS	Change in ICU ³	Delay	LOS	Change in ICU
41 st Avenue/SR 1 SB Ramps-Gross Road (Combined) ⁴	103.3	F	106.0	F	+0.7% ⁵	108.8	F	+0.95% ⁵
41 st Avenue/Clares Street	47.5	D	47.9	D	+0.7%	47.9	D	+0.80%

Note:
¹ Average control delay per vehicle in seconds calculated using YYNCHRO software analysis.
² LOS = Level of service.
³ Change in intersection capacity utilization from Background to Project Conditions.
⁴ The Gross Road and SR 1 southbound ramp intersections on 41st Avenue are operated by one traffic signal controller that completely integrates their operation. The LOS presented is based on the weighted approach delays at the SR 1 southbound ramp intersection (southbound and eastbound) and at the Gross Road intersection (northbound, westbound, and eastbound).
⁵ The change in ICU is the average difference in ICU between Background and Project Conditions for the 41st Avenue/SR 1 SB Ramp and at the 41st Avenue/Gross Road Intersections.

Since key intersections listed in Table 3 are located in the City of Capitola, that city's guidelines for intersection impacts were applied. The City maintains a minimum operating standard of LOS C for signalized intersections. Consistent with previous transportation analyses for the Safeway shopping center expansion, a significant impact is determined to occur if the proposed project causes:

1. Intersection operations to degrade from LOS C or better under Background Conditions to LOS D, E, or F under Project Conditions; or
2. An increase of one percent in the intersection capacity utilization (ICU) between Background and Project Conditions for intersections already operating at LOS D, E, or F under Background Conditions.

The combined level of service rating at the 41st Avenue/SR 1 Southbound Ramps-Gross Road intersection is projected to be LOS F under Background and the two Project scenarios. The additional Home Depot trips plus the shopping center expansion trips are not estimated to cause an increase in the ICU of more than one percent. Therefore, the proposed Home Depot is expected to have a less-than-significant impact to the intersections.

The 41st Avenue/Clares Street is operating at LOS D under Background and Project Conditions. The increase in ICU is less than one percent with the additional Home Depot trips. Therefore, the proposed Home Depot is expected to have a less-than-significant impact to this intersection.

Environmental Review Initial Study
 ATTACHMENT 10, 4 of 4
 APPLICATION 04-0440



WILSON, IHRIG & ASSOCIATES, INC.
ACOUSTICAL CONSULTANTS

5776 BROADWAY
OAKLAND, CA
U.S.A. 94618-1531
Tel: (510) 658-6719
Fax: (510) 652-4441
E-mail: info@wiai.com
Web: www.wiai.com

Acoustical Analysis of Noise Impact

Home Depot Store
Soquel, California

16 November 2004

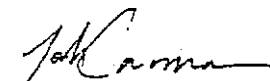
Prepared for:


Scott A. Mommer Consulting
Land Development Services
10657 E. San Felipe Avenue
Clovis, California 93611

Prepared by:

Wilson, Ihrig & Associates, Inc.

Environmental Review Initial Study
ATTACHMENT 11, 10E-3
APPLICATION 04-0440


Joshua D. Carman
Assistant


Deborah A. Jue
Associate Principal

file#04121

249

EXHIBIT D

ACOUSTICAL ANALYSIS OF NOISE **IMPACT**HOME DEPOT STORE
SOQUEL, CALIFORNIA

INTRODUCTION

A noise survey regarding the proposed Home Depot store at 2600 41st Avenue in Soquel, California (Project) has been conducted by Wilson, Ihrig & Assoc., Inc. (WIA) to determine appropriate exterior-noise mitigation measures, if necessary, for the design of the proposed store to comply with the regional noise standards. The store will begin operation in a new building to be constructed at the site of an existing Big K-Mart located in the shopping center on the east side of 41st Avenue, just south of Soquel Drive. This report documents the existing noise levels at the project site, evaluates compliance with the Santa Cruz County Noise Element, and recommends noise mitigation Options.

The closest noise-sensitive receptors in the project vicinity are the Soquel Knolls multi-family residence; located to the east of the proposed store location at the rear of the store. The Soquel Knolls property line is approximately 40 feet from the back wall of the existing K-Mart, with the closest units at a distance of 50 feet. The Project has an ingress/egress easement, defined by an access road/drive aisle behind the existing K-Mart with a chain-link fence on the east side of the road, and Soquel Knolls lies on the east side of the fence. Since the property line lies on the access road, we have evaluated the noise levels at the separation line (chain-link fence) between the Project and the adjacent residential area. The Home Depot store will operate 24-hours per day, 7 days per week; however no deliveries would be allowed between 9 PM and 7 AM.

This noise analysis is supplemental to a noise impact report prepared in 2002 for the Negative Declaration² for the Soquel Safeway (Store 1929) Project. The Project would include a sound barrier along the east side of the drive aisle; the Safeway Project incorporated an 8 feet high sound barrier. The Project would be subject to the existing Conditions of Approval for the Safeway Project, as modified by the County.

Environmental Review Initial Study
ATTACHMENT 11, 2013
APPLICATION 04-0440

¹Wilson, Ihrig & Associates, Inc., "Soquel Safeway Store 1929 - Acoustical Study." September 4, 2002.

²County of Santa Cruz, "Negative Declaration and Notice of Determination, Application Number: 00-0127". November 31, 2002.

³"Conditions of Approval for Development Permit No. 00-0127, approved by the County of Santa Cruz on January 29, 2003, as revised by the Conditions of Approval for Minor Variation - Level III", Site Address 2600 41st Ave., dated January 20, 2004

CONCLUSIONS AND RECOMMENDATIONS

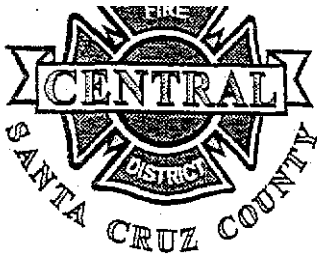
The existing chain-link fence should be replaced with a sound barrier wall. The wall should be 13 feet high from the northern end (approximately 50 feet north of the Home Depot), to approximately 50 feet south of the indicated lumber off-loading area. The rest of the sound barrier should be 9 feet high and extend south to the Capitola Expressway off-ramp. The sound barrier wall can be constructed from a variety of materials, including wood, masonry and synthetic materials. The surface density of the sound barrier wall should not be less than 3 lb/sq ft, and the barrier design should not have any horizontal or vertical gaps. Drainage at the base of the wall (if required) should be designed to minimize gaps. If wood is used, the planks should be lapped or tongue-in-groove to minimize warping, and provisions for periodic review should be made to maintain the acoustical performance of a wood fence. We recommend that the sound barrier be installed before the demolition of the existing K-Mart facility is initiated.

If the County requires the monthly testing and operation of the emergency generator to comply with the hourly L_{eq} Noise Element requirements, a partial or full enclosure will be required to provide a minimum 18 dBA noise reduction. This may be accomplished by using an appropriate acoustic enclosure for the generator or by constructing a full enclosure around the generator, with surfaces lined with 3 in. thick 3 pcf duct liner and high performance acoustical louvers for ventilation. The specific design of this enclosure should be reviewed to ensure that the County noise requirements are achieved.

With these recommended noise control measures, the Home Depot project would be in compliance with the requirements of the Santa Cruz County Noise Element and would not generate any new noise impacts.

D:\DATA\UEA4121_homedepot\NoiseReportfinal.wpd

Environmental Review Initial Study
ATTACHMENT 11, 3 of 3
APPLICATION 04-0440



**CENTRAL
FIRE PROTECTION DISTRICT**
of Santa Cruz County
Fire Prevention Division

930 17th Avenue, Santa Cruz, CA 95062
phone (831)479-6843 fax (831)479-6847

Date: September 28, 2004
To: McNellis Partners
Applicant: Home Depot USA
From: Tom Wiley
Subject: 04-0440
Address: 2730 41st Ave.
APN: 030-131-42
QCC: 0657
Permit: 20040323

We have reviewed plans for the above subject project.

The following NOTES must be added to notes on velums by the designer/architect in order to satisfy District requirements when submitting for Application for Building Permit:

NOTE on the plans that these plans are in compliance with California Building and Fire Codes (2001) as amended by the Central Fire Protection District.

NOTE on the plans construction classification as determined by the building official and outlined in Part IV of the California Building Code.

NOTE on the plans the occupancy classification as determined by the building official and outlined in Part III of the California Building Code.

NOTE on the plans whether the building will be **SPRINKLERED** as outlined in the 2001 California Building Code and via District Amendment.

NOTE on the plans, the FDC and PIV shall be located at the front of the building in a location approved by the Central Fire Protection District.

The FIRE FLOW requirement for the subject property is 2000 gallons per minute.

NOTE, on the plans, the required FIRE FLOW and the available FIRE FLOW. This information can be obtained from the water company upon request.

SHOW on the plans a public fire hydrant meeting the minimum required fire flow for the building, within 150 feet of any portion of the building.

NOTE ON PLANS: New/upgraded hydrants, water storage tanks, and/or upgraded roadways shall be installed PRIOR to and during time of construction (CFC 901.3).

NOTE on the plans occupancy load of each area. Show where occupancy control signs will be posted.

Environmental Review Initial Study

ATTACHMENT
APPLICATION

Serving the communities of Capitola, Live Oak, and Soquel

12, 1st 2
04-0440

The existing building is equipped with an automatic fire sprinkler system. Prior to beginning demolition of the existing building, a permit shall be obtained from the Central Fire District for demolition of the automatic fire sprinkler system and any "hot" work being proposed for this project.

NOTE on the plans that an UNDERGROUND FIRE PROTECTION SYSTEM WORKING DRAWING must be prepared by the designer/installer. NOTE that the WORKING DRAWINGS shall comply with the District UNDERGROUND FIRE PROTECTION SYSTEM INSTALLATION POLICY HANDOUT.

NOTE on the plans that the building shall be protected by an approved automatic sprinkler system complying with the edition of NFPA 13 currently adopted in Chapter 35 of the California Building Code.

NOTE on the plans that the designer/installer shall submit three (3) sets of plans and one (1) set of calculations for the automatic sprinkler system to this agency for approval. Installation shall follow our guide sheet.

Compliance with the District Access Requirements outlined on the enclosed handout is required.

NOTE on the plans requirements for other fire extinguishing systems (range hoods, spray booths, etc.).

SHOW location of fire extinguishers.

SHOW Occupant Load(s) and an Exiting Plan.

SHOW location of exit signs.

SHOW where address numbers will be posted and maintained, plainly visible from the street. Numbers shall be a minimum of four (4) inches in height and of a color contrasting to their background.

SHOW location of Knox Box and key.

NOTE roof coverings to be no less than Class "8" rated roof.

The job copies of the building and fire systems plans and permits must be on-site during inspections.

Submit a check in the amount of \$100.00 for this particular plan check, made payable to Central Fire Protection District. A \$35.00 Late Fee may be added to your plan check fees if payment is not received within 30 days of the date of this Discretionary Letter. INVOICE MAILED TO APPLICANT. Please contact the Fire Prevention Secretary at (831) 479-6843 for total fees due for your project.

If you should have any questions regarding the plan check comments, please call me at (831) 722-2393, or email me at tomw@centraifod.com. All other questions may be directed to Fire Prevention at (831) 479-6843

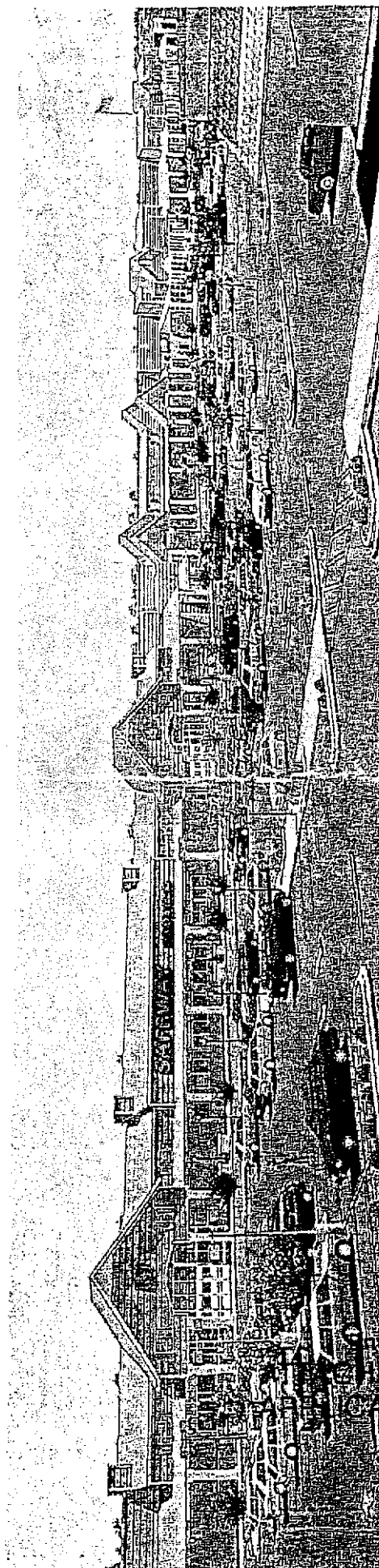
CC. File & County

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

Any order of the Fire Chief shall be appealable to the Fire Code Board of Appeals as established by any party beneficially interested, except for order affecting acts or conditions which, in the opinion of the Fire Chief, pose an immediate threat to life, property, or the environment as a result of panic, fire, explosion or release. Any beneficially interested party has the right to appeal the order served by the Fire Chief by filing a written "NOTICE OF APPEAL" with the office of the Fire Chief within ten days after service of such written order. The notice shall state the order appealed from, the identity and mailing address of the appellant, and the specific grounds upon which the appeal is taken.

0657-092804

Environmental Review Initial Study
ATTACHMENT 174-2012
APPLICATION 84-0498



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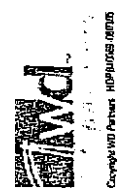
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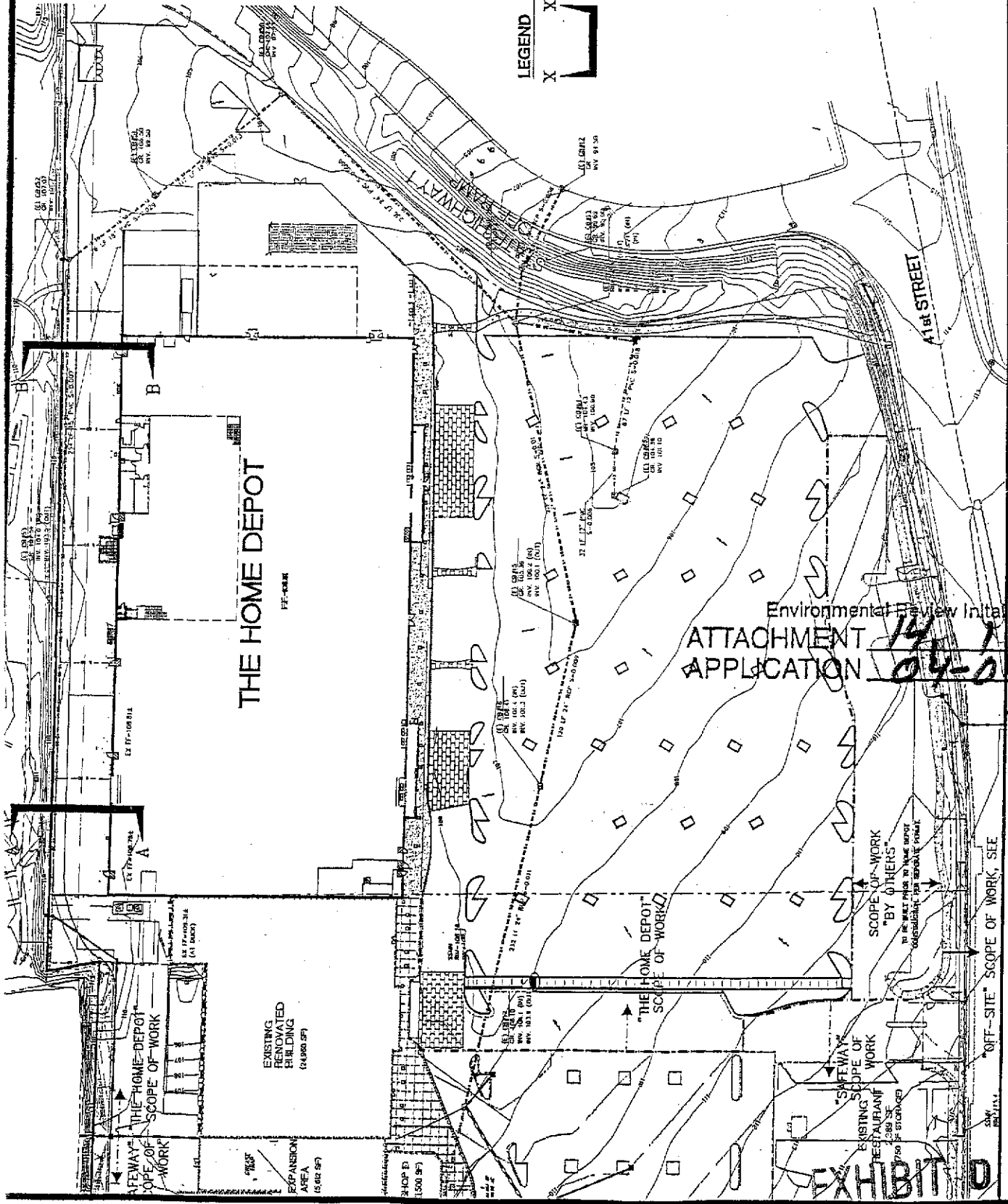
Review Initial Study
13
24-0440



EXHIBIT I

The Home Depot
41st Ave. and Soquel Ave.
Soquel CA





LEGEND
X X

SEE SECTIONS
ATTACHED



SM PROJ. SM022.0

DATE: 7-26-05

SHEET NUMBER
1 OF 3

THE HOME DEPOT - SOQUEL, CA.

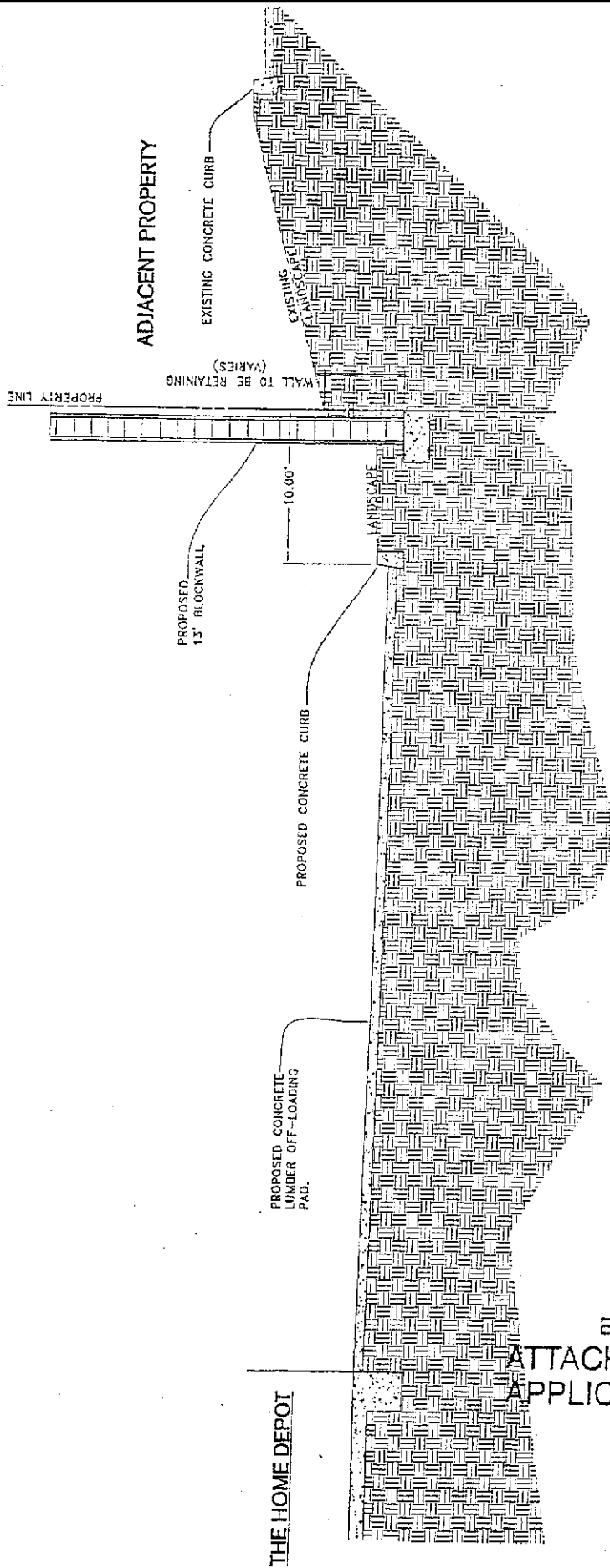
CROSS SECTION LOCATION MAP

SOQUEL AIRPORT - FARM ROAD AIRPORT

Environmental Review Initial Study
ATTACHMENT 14
APPLICATION 04-0440

LARS ANDERSEN & ASSOCIATES, INC.
CIVIL ENGINEERS - LAND SURVEYORS - PLANNERS
4630 WEST JACQUITH AVENUE - SUITE 119 - FRESNO CALIFORNIA 93722
TEL: 559 276-2790 FAX: 559 276-0850 WWW.LARSANDERSEN.COM



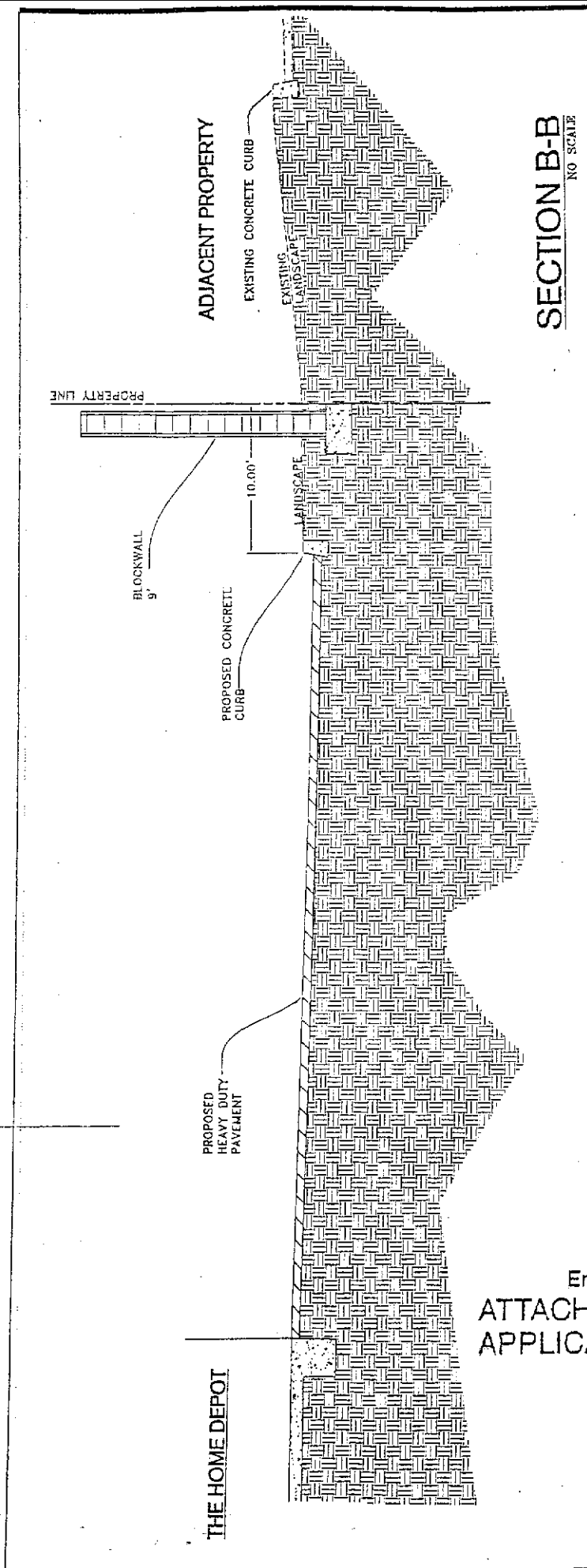


SECTION A-B
NO SCALE

Environmental Review Initial Study

ATTACHMENT
APPLICATION

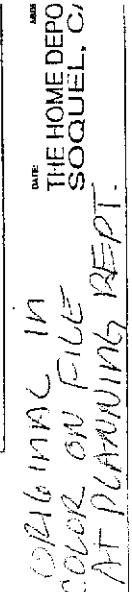
14, 2 of 3
04-0440



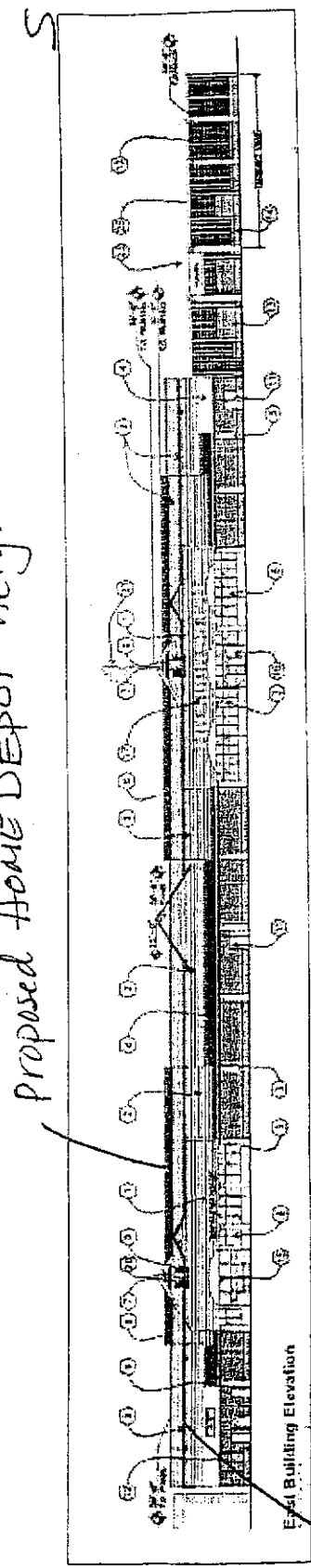
SECTION B-B
NO SCALE

THE HOME DEPOT

Environmental Review Initial Study
ATTACHMENT 14 3 of 3
APPLICATION 04-0440



Proposed Home Depot Height



KMART RENOVATION (00-027)
HEIGHT

OVERLAY DRAWING

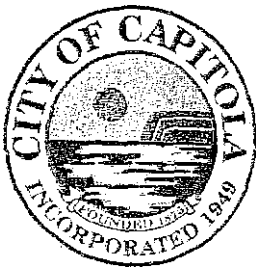
Kmart vs. THE HOME DEPOT
HEIGHT COMPARISON

Environmental Review Initial Study
ATTACHMENT 15, 2 & Ea
APPLICATION 0420440

THE HOME DEPOT
SOQUEL, CA

SCOTT A. MOMMER CONSULTING
LAND DEVELOPMENT SERVICES
100 WEST JACQUELYN AVENUE - SUITE 110 - FRESNO, CA 93722
TEL: 559-266-2700 FAX: 559-279-0050 SMOOMER@GMAIL.COM

EXHIBIT D



420 CAPITOLA AVENUE
CAPITOLA, CALIFORNIA 95010
TELEPHONE (631) 475-7300
FAX (831) 479-8679

September 19, 2005

Paia Levine, Environmental Coordinator
County of Santa Cruz, Planning Department
701 Ocean Street, 4th Floor
Santa Cruz, CA 95060

Re: Initial Study/Negative Declaration for Home Depot USA, for McNellis Partners, Inc
(Appl. No. 04-0440)

Dear Ms. Levine,

Thank you for the opportunity to review and comment on the Initial Study and proposed Negative Declaration prepared for Application No. 04-0440, amending a Commercial Development Permit in order to replace an existing building (former Kmart) and construct a new building for Home Depot. Staffs of the City of Capitola Public Works and Community Development Departments have reviewed the Initial Study relative to issues that may impact our City. As well, a traffic engineer has reviewed the initial study and traffic studies on behalf of the City. The City Council discussed the project and environmental review at a public hearing on September 15, 2005, and directed staff to prepare this comment letter.

The major concerns of the City relative to the environmental analysis are with regard to traffic and other circulation impacts associated with the project. Based upon the traffic report prepared for the project, the Initial Study concluded that the proposed project would not result in any new significant impacts beyond those previously identified for the expansion of the shopping center with Safeway improvements. We respectfully disagree with that conclusion for a number of reasons, which follow.

- The initial study is not clear whether the proposed junior tenant (a possible Best Buy) has been included in the transportation analysis. Nor is it clear that a portion of the Center was vacant at the time(s) of the studies, as the fitness center was not occupied. In addition, it is not clear that the cumulative impacts of the entire redevelopment of the site including the new Safeway building were analyzed. Accounting for these may increase the trip generation estimated. A complete analysis of the entire proposal for

Environmental Review Initial Study
ATTACHMENT 16 of 11
APPLICATION 04-0440
EXHIBIT

improvements to the center should be identified. Conducting serial analyses of improvements can result in segmenting the environmental review, which is not consistent with *the* California Environmental Quality Act (CEQA).

- The transportation analysis has assumed that the peak hours on 41st Avenue fall in the normal 4-6 p.m. range. As we have seen from our recent work on 41st Avenue the peak hours actually occur from 12 noon to 3 p.m. The peak volumes for the proposed project will very likely fall in that same time frame, especially on weekends. This would mean that the forecast trip generation would be 24% higher than that reflected in the initial study for this project.
- The cumulative impacts of the proposal have not been identified or mitigated. The initial study and updated traffic analysis rely on work done earlier for the Safeway expansion. This earlier study identified several impacts in the City of Capitola that will be further impacted by the proposed intensification of the site. The cumulative impacts analysis did not include other anticipated projects in the area; such as the redevelopment on Soquel Avenue, including Ocean Honda, or projects adding trips to 41st Avenue in the City of Capitola and the County.
- The transportation analysis for the proposed new project should be updated to reflect the recent changes made at this intersection and at the intersection of Clares Street and 41st Avenue and Gross Road and 41st Avenue.
- The earlier traffic study for Safeway identified that the intersection of Route 1 northbound offramp and 41st Avenue operates and will operate at an acceptable level of service to the year 2010. This belies the daily observed congestion at the intersection. This may be the result of the inappropriate peak hour being analyzed. The additional traffic has potential to back traffic on to the freeway resulting in an extremely dangerous condition.
- While the overall project (including Safeway) appears to result in an increase of approximately 20% greater parking on site than was previously provided, the traffic reports identify less than 1% change in traffic associated with the project.

A number of possible mitigation measures should be considered to address the traffic impacts in *the* vicinity of this project. The expanded shopping center likely warrants or will warrant signalization along 41st Avenue fronting the project. In addition a free right turn lane onto Northbound Highway 1 should be considered to ease impacts along 41st Avenue.

Additionally, all of the signals along the 41st Avenue corridor should be interconnected. This interconnection and signal coordination would alleviate some of the congestion

Environmental Review Initial Study
ATTACHMENT 16, 2 of 11
APPLICATION 04-0440

EXHIBIT C

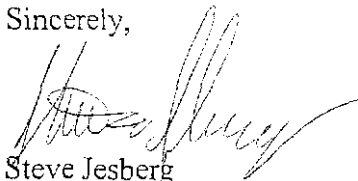
currently experienced along the corridor both in the County and the City, which will be exacerbated by this project. Any additional signals should be interconnected with all the signals along 41st Avenue. Such a project ~~will~~ require the cooperation of Caltrans, the County and Capitola. The proposed expansion of the 41st Avenue Shopping Center warrants an additional impact fee to provide for this inter-agency effort

The Porter Street/Bay Avenue corridor and Roberson Street/Wharf Road corridor should be analyzed for possible impacts,

Pedestrian use and pedestrian safety are not addressed in the Initial Study. Safe pedestrian access and roadway crossings across 41st Avenue should be provided; especially to bus stops and to businesses across the western side of 41st Avenue.

Capitola City Council and staff look forward to working with the County and with Caltrans to address these important safety and quality-of-life issues. Please feel free to contact Steve Jesberg, Public Works Director, or Juliana Rebagliati, Community Development Director at (831) 435-7300 toward that end, or with any questions you may have.

Sincerely,



Steve Jesberg
Public Works Director



Juliana Rebagliati
Community Development Director

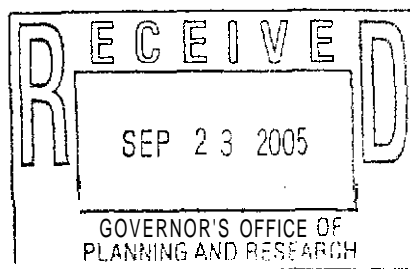
cc: Richard Hill, City Manager
City Council
City Attorney
Jan Beautz, Supervisor
Caltrans , District 5

Environmental Review Initial Study
ATTACHMENT 16, 3 of 11
APPLICATION 04-0440



DEPARTMENT OF TRANSPORTATION

50 HIGUERA STREET
 SAN LUIS OBISPO, CA 93401-5415
 PHONE (805) 549-3101
 FAX (805) 549-3077
 TDD (805) 549-3259
<http://www.dot.ca.gov/dist05/>



clear
 9-16-05
 late

Flex your power!
 Be energy efficient!

September 15, 2005

SCr-001-13.62
 SCH# 2005082073

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

Dear Ms. Levine:

COMMENTS TO HOME DEPOT & SAFEWAY DEVELOPMENT (A.K.A. REDWOOD SQUARE SHOPPING CENTER)

The California Department of Transportation (Department), District 5, Development Review, has reviewed the above referenced project and offers the following comments.

1. Thank you for the opportunity to review portions of what should ultimately be a traffic study for the Redwood Square Shopping Center. Specific comments in regard to the Home Depot and Safeway Stores are below. The Department is concerned, however, that the entire shopping center (i.e., Home Depot, expanded Safeway, and Best Buy) is not being studied in its entirety. We believe this is a fundamental problem, and that the current Mitigated Negative Declaration (MND) is not the appropriate document to use.
2. The Redwood Square Shopping Center would be considered by the California Environmental Quality Act (CEQA) a project of regional significance. A basic requirement of CEQA is full disclosure. The MND as it stands does not accurately portray what the land use will ultimately be; therefore, the requirement of full disclosure is not being met.
3. Notwithstanding the above, in regards to the Home Depot/Safeway MND, the traffic study acknowledges that this project will be adding trips to the 41st Avenue/State Route 1/Gross Road intersection. This intersection currently operates at a Level of Service (LOS) F. The traffic study states that this impact is "less than significant" because the project does not increase intersection capacity by more than one percent. This concept is referred to as a "ratio theory" and is not supported by the Department. CEQA court cases validate our position:

— *Kings County Farm Bureau v. City of Hanford* (5th District 1990); *Los Angeles Unified School District v. City of Los Angeles* (2nd District 1997); *Communities For A Better Environment v. California Resources Agency* (3rd District 2002). These court rulings invalidated the use of a "ratio theory" or "comparative approach" criterion because they improperly measure a proposed project's incremental impact relative to the existing cumulative effect rather than focus on the combined effects of both the project and other relevant past, present, and future projects.

"Caltrans improves mobility across California"

ATTACHMENT 16, 4 of 11
 APPLICATION 04-0440
 EXHIBIT D

4. The traffic study does not provide an analysis of mainline highway operations, which currently operates at LOS F. When a State highway facility is operating at an unacceptable LOS, any additional trips are considered significant and must be mitigated accordingly.
5. The Department supports local development that is consistent with State planning priorities intended to promote equity, strengthen the economy, protect the environment, and promote public health and safety. With the MND as currently written, the Department cannot support the issuance of an encroachment permit for the applicant to meet conditions of approval.
6. In summary, the Department believes that the MND does not meet CEQA guidelines of full disclosure since the project truly is much more than a Home Depot and renovated Safeway. The would anticipate in the near future receiving a Notice of Preparation for an EIR for the "Redwood Square Shopping Center." That document should comprehensively analyze the impacts, and determine appropriate mitigation.

If you have any questions, or need further clarification on items discussed above, please don't hesitate to call me at (805) 542-4751.

Sincerely!,,



JOHN J. OLEJNIK
Associate Transportation Planner
District 5 Development Review Coordinator

cc: Roger Barnes (D5)
Steve Senet (D5)
Julie Gonzales (D5)
Sean Walsh (OPR Director)
Pat Dellin (SCCRTC)
File

Environmental Review Initial Study
ATTACHMENT 16, 5 of 11
APPLICATION 04-0440

2005 SEP 19 PM 3 29

September 15, 2005

Ken Hart
County of Santa Cruz Planning Department
701 Ocean St, 4th Floor
Santa Cruz, CA 95060

SERVICE AUTHORITY
FOR FREEWAY
EMERGENCIES
(SAFE)

☐

RE: Initial Study for the Home Depot in Soquel on 41st Avenue

RAIL/TRAIL
AUTHORITY

☐

Dear Mr. Hart,

Thank you for the opportunity to comment on the Initial Study for the Home Depot development to be located near the Highway 1/ 41st Avenue Interchange. As noted in the Initial Study, the proposed project location was formerly occupied by K-Mart.

COMMUTE
SOLUTIONS

☐

K-mart, in agreement with the Santa Cruz County Regional Transportation Commission (SCCRTC), supported the use of approximately 5% of their parking spaces as available for weekday Park and Ride commuter parking. This allowed commuters to park in a limited number of parking spaces at a location facing 41st Avenue during a time on weekdays when those spaces would otherwise be empty.

TRANSPORTATION
POLICY WORKSHOP

☐

BUDGET &
ADMINISTRATION
PERSONNEL
COMMITTEE

☐

Availability of these spaces for Park and Ride use is listed in both the Commission's Park and Ride Map brochure and the 2001 Thomas Street Guide Directory for Santa Cruz County. Until recently, there was a sign designating these weekday commuter parking spaces. This partnership reflected the 2005 *Regional Transportation Plan's (RTP)* goals and policies which support projects that serve inter-county and intra-county travel needs including Park and Ride lot development.

INTERAGENCY
TECHNICAL
ADVISORY
COMMITTEE

☐

BICYCLE COMMITTEE

☐

The Initial Study review for the proposed project did not consider the previous commuter Park and Ride use of the K-mart parking facility. SCCRTC staff would like to recommend that the County Planning Commission further consider the impact of a change in available commuter Park and Ride spaces at this location in light of the historical use. These particular Park and Ride spaces are a significant resource to the community considering the need for an array of commute options along the Highway 1 corridor.

ELDERLY & DISABLED
TRANSPORTATION
ADVISORY COMMITTEE

☐

The development of a Home Depot at this location is an opportunity for both entities to recognize the regional benefits of available commuter Park and Ride spaces at this location and the benefits of public-private

WWW.SCCRTC.ORG
EMAIL INFO@SCCRTC.ORG

MEMBER AGENCIES: SANTA CRUZ METROPOLITAN TRANSIT DISTRICT, COUNTY OF SANTA CRUZ, CALTRANS,
CITIES OF CAPITOLA, SANTA CRUZ, SCOTTS VALLEY, WATSONVILLE

Environmental Review Initial Study
ATTACHMENT 16, 6 of 11
APPLICATION 04-0440

EXHIBIT 0

265

partnerships. Caltrans rates Park and Ride lots as one of the most effective resources in efforts to reduce vehicle miles traveled, Caltrans may be able to provide liability insurance for designated Park and Ride spaces. Managers of retail establishments typically support weekday commuter Park and Ride spaces in the underutilized section of their parking lot for three reasons:

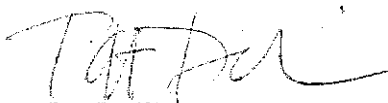
- to help mitigate area traffic congestion,
- to increase revenues from commuters who combine their commute trip with a trip to the associated retail establishment, and
- to strengthen a positive relationship between the retail establishment and the community at large.

Please consider working with the developer of the Home Depot to designate 5 % of proposed parking spaces to be available for weekday Park and Ride commuters. Retail patrons would not be precluded from parking in designated Park and Ride spaces as needed.

If other large scale developments are pursued at or near the Highway 1/41st Avenue Interchange in the near future, the cumulative traffic impacts to the regional transportation network will need to be addressed. SCCRTC staff suggests that the County work with the applicants early in the project development process to include a pro-active mitigation for regional level transportation impacts, including designating 5% of the center's parking spaces as available for weekday Park and Ride use and contributing to appropriate regional level mitigation. SCCRTC would be happy to discuss the options with your staff.

Thank you for the opportunity to comment. If you have any questions about the above comments, please contact Grace Blakeslee of my staff at (831) 160-3219.

Sincerely,



Pat Dellin

Acting Executive Director

CC: SCCRTC
 Commissioner Jan Beautz
 County Board of Supervisors
 City of Capitola
 Gregg Albright, Caltrans District 5 Director
 Caltrans Development Review

Environmental Review Initial Study
 ATTACHMENT 16, 7 of 11
 APPLICATION 04-0440

\\Rtcserv1\Internal\ENVIREV\LETTERS\HomeDepot2.doc

266

EXHIBIT D *

H Reed Searle
114 Swift St.
Santa Cruz, Ca. 95060
Phone and fax 831-425-8721
16 September 2005

Planning Commission
Santa Cruz County .

By fax to 354-2131

Objection to negative declaration, Home Depot etc - App 04-0440

Dear Sir/Madam,

I object to the proposed negative declaration on the following grounds.

As I read the declaration and the traffic studies, I do not find that quantitative traffic counts have been made for the probable total traffic generated by Home Depot, Best Buy and the expanded Safeway either now or in the reasonably foreseeable future.

I do not see that the traffic studies have quantified the probable impact of these projects on Highway #1 and the on and off ramps, both directions at the 41st St. and at the Capitola exits. The Home Depot representative said that much of the traffic for Home Depot will be in the early morning hours; these hours coincide with morning peak or rush hour on highway #1. Since the bottleneck there is substantial under present circumstances: lei alone probable traffic increase without the projects, I believe there should be a traffic study which quantifies the total cumulative effect on highway #1, especially during the morning peak hours.

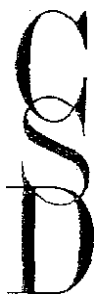
Finally, the projected increase in traffic is 29%, and I believe this was for Home Dept alone. I cannot understand how this would translate into an insignificant impact. Much of the traffic will use Highway #1, and the impact seems most certainly to be far greater than insignificant.

I believe an EIR should be required.

Sincerely,


H Reed Searle

Environmental Review Initial Study
ATTACHMENT 16.8 of 11
APPLICATION 04-0440



A PROFESSIONAL CORPORATION

CASSIDY
SHIMKO
DAWSON

September 19, 2005

Via Facsimile and U.S. Mail

Mr. John Schlagheck
Development Review Planner
County of Santa Cruz Planning Department
701 Ocean Street, 4th Floor
Santa Cruz, CA 95060

Re: Initial Study for Home Depot Project. Application No. 04-0440

Dear Mr. Schlagheck:

On behalf of our client, Home Depot, we wish to compliment the County of Santa Cruz on a thorough and accurate Initial Study for the construction of the proposed Home Depot store (the "Project") to be located in the shopping center on the east side of 41st Avenue, between Soquel Drive and State Highway 1. While we believe that the Initial Study is legally sufficient under the California Environmental Quality Act ("CEQA"), we submit the following comments in order to clarify certain statements and mitigation measures set forth in the document. Thank you for the opportunity to submit these comments.

1. Mitigation Measures from CDP 00-0127. On page 4 of the Initial Study, the following text is set forth in the second paragraph under "Project Setting and Background": "It is proposed that all mitigations of the Mitigated Negative Declaration and all permit conditions of CDP 00-0127 shall apply to this amendment." Please note that Home Depot did not propose that all mitigations from the prior Mitigated Negative Declaration for CDP 00-0127 apply to the Project. Based on the Initial Study, so long as the Project complies with the conditions of approval for CDP 00-0127, there is no indication that the Project would have any impact under CEQA that would require the imposition of these mitigation measures. We therefore suggest that rather than compelling these requirements as mitigation measures, the County **simply** continue to enforce them as the existing conditions of approval for CDP 00-0127. If this is not possible, our comments to each mitigation measure that is applicable to CDP 00-0127 are set forth below:

- *Mitigation Measure A* requires a pre-construction meeting on the site to review the mitigation measures. Home Depot is amenable to this requirement.

Environmental Review Initial Study
ATTACHMENT 16, 9 of 11
APPLICATION 04-0440

20 CALIFORNIA ST SUITE 500 SAN FRANCISCO, CA 94111 TELEPHONE (415) 788-2040
FACSIMILE (415) 768-2039

- *Mitigation Measure B.1* requires the applicant to submit a detailed erosion control plan for review and approval by the Environmental Planning staff. Home Depot is amenable to this requirement.
- *Mitigation Measure B.2* requires the applicant to identify the receiving site for "the approximately 5,000 yards of excess fill." Home Depot is amenable to the requirement that it identify the receiving site for any excess fill generated by the Project, though the amount would be substantially less than 5,000 yards.
- *Mitigation Measure C* requires the applicant to revise Sheet A2 of the project plans. It is our understanding that this requirement has been completed; therefore, this mitigation measure should not be imposed on the Project.
- *Mitigation Measure D* requires the applicant to comply with the recommendation of the noise study dated September 4, 2002. A more recent study that was prepared for the Project in 2004 identified potentially significant impacts, and the County imposed a new mitigation measure on the Project in the Initial Study. The mitigation measure for CDP 00-0127 therefore should not be imposed on the Project.
- *Mitigation Measure E* requires the redesign of the runoff retention system. Home Depot is amenable to the slightly modified version of this requirement that is set forth as Condition II.A.4 in the Conditions of Approval for CDP 00-0127.
- *Mitigation Measure F* requires the applicant to install and maintain silt and grease traps to filter runoff before it leaves the site. Home Depot is amenable to this requirement.
- *Mitigation Measure G* requires the applicant to implement the landscape plan dated 6-15-02 for the Soquel Retail Center. Home Depot is amenable to this requirement, though only to the extent that the landscape plan pertains to the Project site itself (as opposed to other portions of the shopping center).

2. Sign Conditions. The discussion in the second paragraph of Section EI of the Initial Study states: "The amendment does not propose changes to the specific sign conditions of CDP 00-0127, or relief from those conditions by an exception or Variance." In fact, although the Project would not require any signage area in excess of the total allowed by CDP 00-0127, it would require a change to Condition of Approval No. II.A.10 (requiring a "maximum of 19 small tenant signs that shall not individually exceed 32 square feet in area and 2 feet in height") so that the signage area for the several smaller signs may be aggregated into the fewer larger signs proposed for the Project.

Environmental Review Initial Study
ATTACHMENT 16, 10 of 11
APPLICATION 04-0440

Mr. John Schlagheck
County of Santa **Cruz** Planning Department
September 19, 2005
Page 3

3. No Transportation Impacts. In addition, the discussion of the Circulation Element under Section L1 of the Initial Study states: "As detailed in section HI, LOS reductions will be addressed/mitigated to a less than significant level." Section HI does not identify any impacts from the Project, however; in fact, the fourth paragraph of that discussion states: "Overall, additional trips would not result in any new significant impacts beyond those identified for CDP 00-0127." No mitigation measures were imposed in Section H1 because there were no impacts to mitigate. Therefore, the sentence in Section L1 that references Section H1 should be deleted.

Thank you very much for your consideration of this letter; we look forward to continuing to work with you during the CEQA and entitlements process. If you have any questions *or* comments, please do not hesitate to call me or Anna Shimko. We both may be reached at (415) 758-2040.

Very truly yours,



Deborah L. Kartiganer

DLK

cc: Beverly Metz
Scott Mommer
Dan Zoldak
Eve Davis
Ryan Minniear
Anna C Shimko

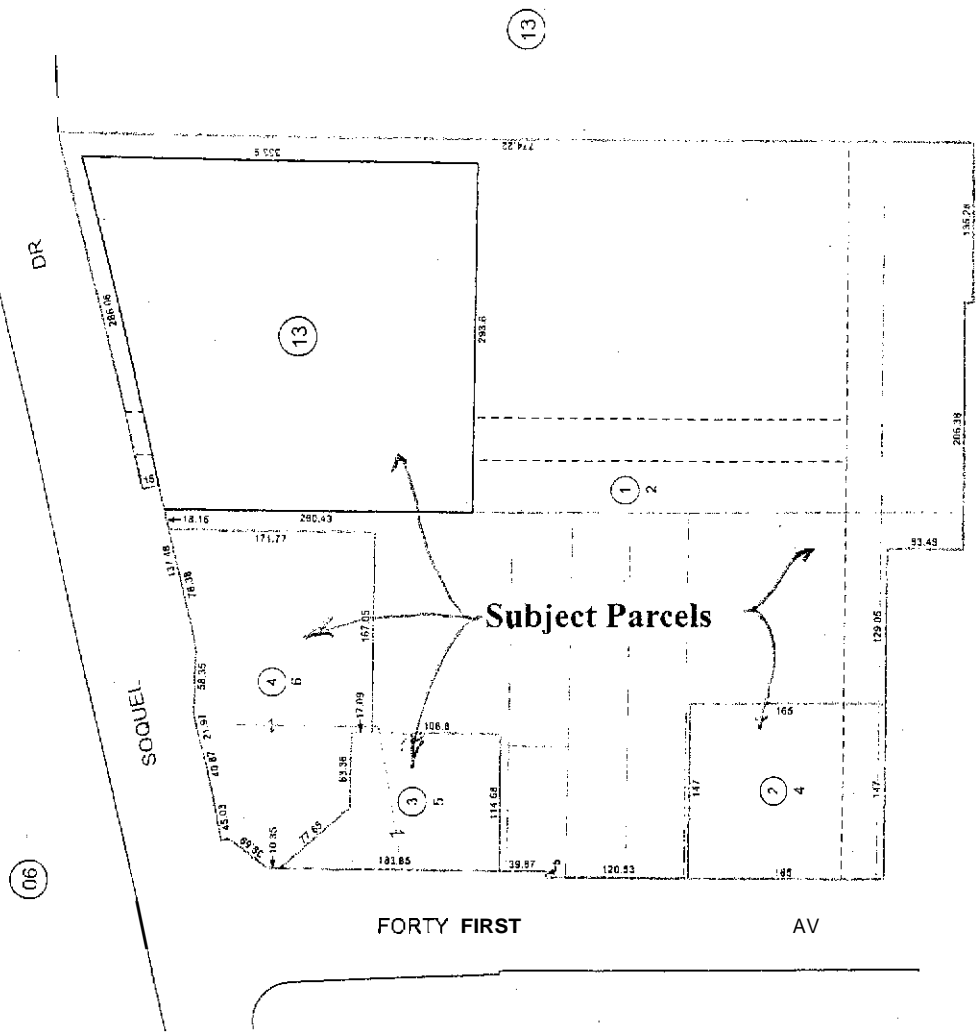
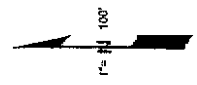
Environmental Review Initial Study
ATTACHMENT 16, 11 of 11
APPLICATION 04-0440

30-40

16X AREA CODE
96-103

RANCHO ARROYO DEL ROJEU
SEC. 10, T. 11S., R. 1W., M.D.B. & M.

THE ASSessor MAKES NO GUARANTEE AS TO MAP ACCURACY AND ASSUMES ANY
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59PM8
7/11/05

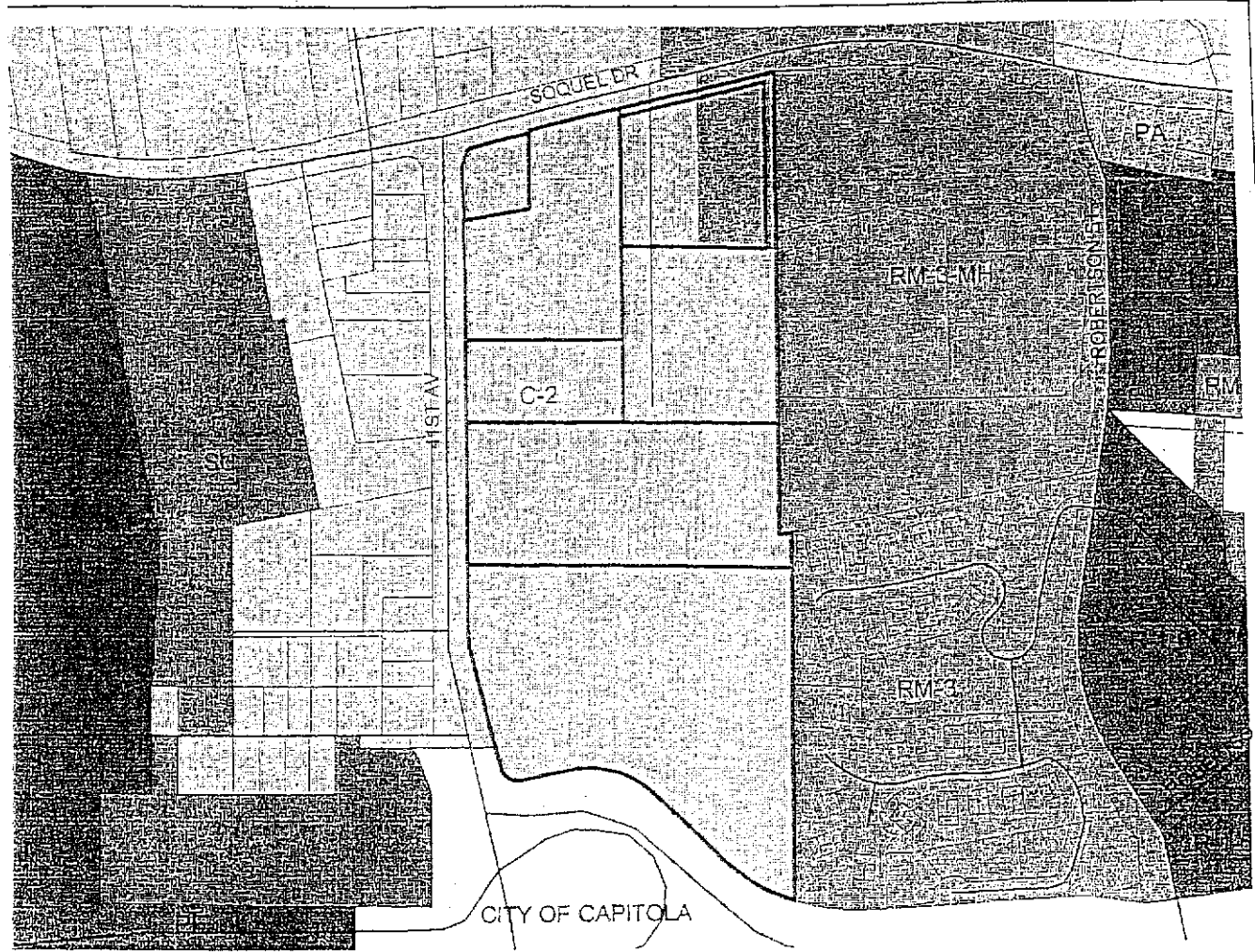
ASSESSOR'S PARCEL MAP

Electronically Redrawn 8/23/05 mwm
Rev. 8/28/05 mwm (Port from PG. 30-13)
Rev. 8/28/05 mwm (SPPUC, 1-01 to 04)










Assessor's Map No. 30-40
County of Santa Cruz, Calif.
Aug. 2005

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

Zoning Map



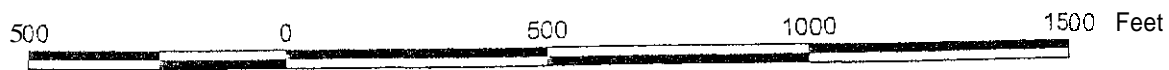
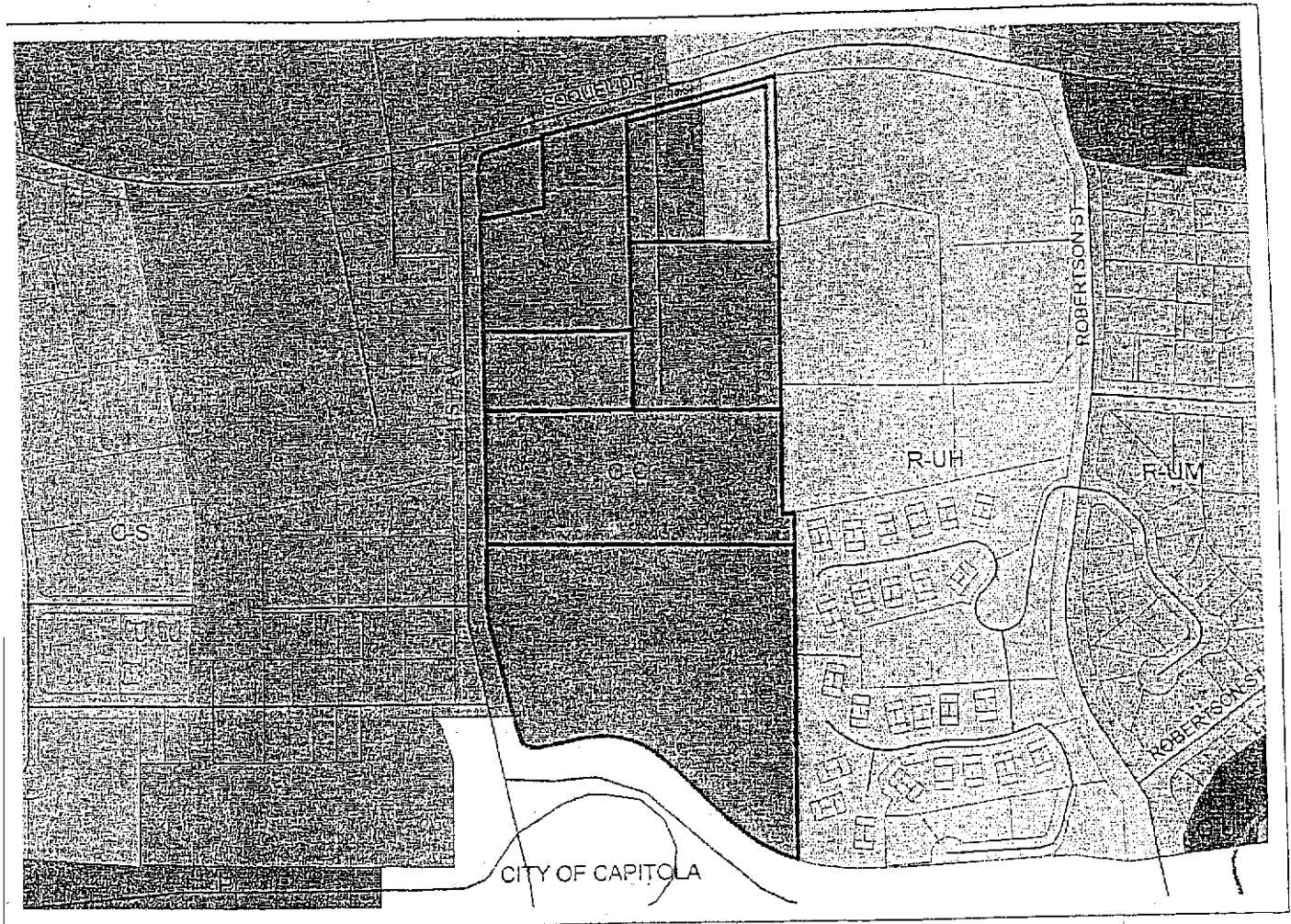
500 0 500 1000 1500 Feet

-  Subject parcels
-  Streets
-  C-2
-  PA
-  RM
-  SU
-  PF
-  R-1-X
-  M-1

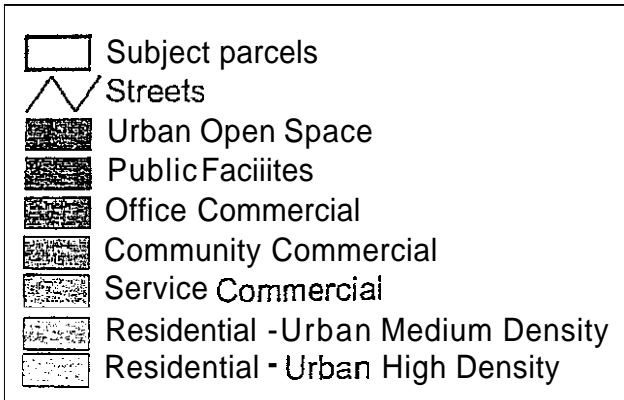


Map created by Santa Cruz County
Planning Department:
September 2004

General Plan Map



Legend



Map created by Santa Cruz County
Planning Department:
September 2004



100 Cotton Lane • Soquel • CA • 95073

October 25, 2005

Planning Commission
County Government Center
701 Ocean Street, Room 525
Sanra Cruz, CA 95060

RE: Beverly Fabrics, Inc. concerns with the following project
04-0440 2600 2650 2730 41st Avenue & 4100 Soquel Dr., Soquel
APN(s): 030-192-03, 4; 030-401-01 to 04

Dear Commission,

Beverly Fabrics is concerned with the egress of delivery trucks onto Soquel Avenue. If trucks are allowed to exit from Cotton Lane onto Soquel Avenue, then the entrance and exit into Beverly Fabrics parking lot would become blocked.

The traffic on Soquel Avenue already get backed up, adding truck traffic would make the haffic conditions worse.

Attached is Home Depots Truck "exiting and entering onto 41st Avenue exhibit", that they have provided us. Home Depot does not plan on exiting or enrenng from Soquel Avenue.

Beverlys would appreciate if the commission would review the plan to ensure that trucks have adequate space to maneuver all of the *turns* that are proposed on the exhibit.

Beverlys' is in favor of a traffic light exiting the shopping center onto 41st Avenue, a traffic light would help alleviate many of the accidents that we have wimessed in the past.

A solution to alleviate the traffic congestion on 41st Avenue would be to make a right turning lane from west bound 41st Avenue onto Highway 1 North. At the present time it is a no turn on a red light. A turning lane would make traffic flow off of 41st Avenue and reduce the backup of 41st Avenue. If the sign was changed to right turn on red OK this would at least help alleviate the backup of 41st Avenue.

A handwritten signature in black ink, appearing to read "Robert D. Sleeper". The signature is fluid and cursive, with a long horizontal stroke at the end.

Robert D. Sleeper
CEO
Beverly Fabrics, Inc



STATE OF CALIFORNIA

Governor's Office of Planning and Research
State Clearinghouse and Planning Unit



Arnold
Schwarzenegger
Governor

Sear. Walsh
Director

September 20, 2005

Paia Levine
Santa Cruz County
701 Ocean Street
Santa Cruz, CA 95060

Subject: Home Depot; Amendment to Shopping Center Renovation
SCH#: 2005052073

Dear Paia Levine:

The enclosed comment (s) on your Negative Declaration was (were) received by the State Clearinghouse after the end of the state review period, which closed on September 16, 2005. We are forwarding these comments to you because they provide information or raise issues that should be addressed in your final *environmental* document.

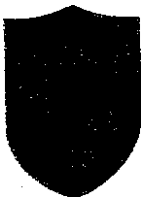
The California Environmental Quality Act does not require Lead Agencies to respond to late comments. However, **we** encourage you to incorporate these additional comments into your final environmental document and to consider them prior to taking final action on the proposed project.

Please contact the State Clearinghouse at (916)445-0613 if you have any questions concerning the environmental review process. If you have a question regarding the above-named project, please refer to the ten-digit State Clearinghouse number (2005082073) when contacting this office.

Sincerely,

Terry Roberts
Senior Planner, State Clearinghouse

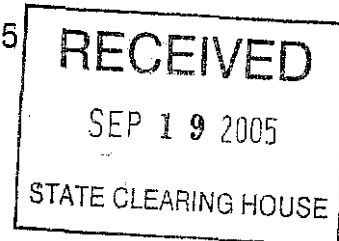
Enclosures
cc: Resources Agency



DEPARTMENT OF FISH AND GAME

<http://www.dfg.ca.gov>POST OFFICE BOX 47
YOUNTVILLE, CALIFORNIA 94599
(707) 944-5500

September 15, 2005

Clear
9-16-05
lateMs. Paia Levine
County of Santa Cruz
701 Ocean Street
Santa Cruz, CA 95060

Dear Ms. Paia:

Amendment to Shopping Center Renovation: Home Depot
Soquel, Santa Cruz County
SCH 2005082073

The Department of Fish and Game (DFG) has reviewed the document for the subject project. We do not have specific comments regarding the proposed project and its effects on biological resources. Please be advised this project may result in changes to fish and wildlife resources as described in the California Code of Regulations, Title 14, Section 753.5(d)(1)(A)-(G)¹. Therefore, a de minimis determination is not appropriate, and an environmental filing fee as required under Fish and Game Code Section 711.4(d) should be paid to the Santa Cruz County Clerk on or before filing of the Notice of Determination for this project.

If you have any questions, please contact Mr. Scott Wilson, Habitat Scientist, at (707) 944-5597; or Mr. Scott Wilson, Habitat Scientist, at (707) 944-5584.

Sincerely,

Robert W. Floerke
Regional Manager
Central Coast Region

cc: State Clearinghouse

¹ <http://ccr.oal.ca.gov/>. Find California Code of Regulations, Title 14 Natural Resources, Division Section 753



ASSOCIATION OF MONTEREY BAY AREA GOVERNMENTS

September 19, 2005

Ms. Robin Bolster-Grant
Project Planner
701 Ocean Street, 4th Flr.
Santa Cruz, CA 95060

Re: MCH# 080505- Notice of Intent to **Adopt** a Negative Declaration
Amendment to Shopping Center Renovation

Dear Ms. Bolster-Grant:

AMBAG's Regional Clearinghouse circulated a summary of notice of your environmental document to our member agencies and interested parties for review and comment.

The AMBAG Board of Directors considered the project on September **14,2005** and has no comments at this time.

Thank you for complying with the Clearinghouse process

Sincerely,

A handwritten signature in black ink, appearing to read "Nicolas Papadakis", written over a horizontal line.

Nicolas Papadakis
Executive Director



Arnold
Schwarzenegger
Governor

STATE OF CALIFORNIA

Governor's Office of Planning and Research
State Clearinghouse and Planning Unit



Sean Walsh
Director

September 19, 2005

Paia Levine
Santa Cruz County
701 Ocean Street
Santa Cruz, CA 95060

Subject: Home Depot; Amendment to Shopping Center Renovation
SCH#: 2005082073

Dear Paia Levine:

The State Clearinghouse submitted the above named Negative Declaration to selected state agencies for review. The review period closed on September 16, 2005, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

Please call the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process. If you have a question about the above-named project, please refer to the ten-digit State Clearinghouse number when contacting this office.

Sincerely,

Terry Roberts
Director, State Clearinghouse

Document Details Report
State Clearinghouse Data Base

SCH# 2005082073
Project Title Home Depot; Amendment to Shopping Center Renovation
Lead Agency Santa Cruz County

Type **Neg** Negative Declaration

Description The project is a proposed Amendment to Commercial Development Permit 00-0127. The proposal consists of removing an 84,143 square foot retail building and a 10,500 square foot garden center (formerly occupied by K-Mart), deleting a planned 8,000 square foot building, and construction 82,735 square foot retail building to include an 11,741 square foot display mezzanine. 15,110 square foot garden center, and 800 square feet of outside display of stock-in-trade, for a net increase in commercial area of 7,743 square feet over that proposed in CDP 00-0127. The project is located on the east side of 41st Avenue, between Soquel Drive & State Highway 1 in Soquel, California.

Lead Agency Contact

Name Paia Levine
Agency Santa Cruz County
Phone (831) 454-3178 **Fax**
email
Address 701 Ocean Street
City Santa Cruz **State** CA **Zip** 95060

Project Location

County Santa Cruz
City
Region
Cross Streets 41st Avenue, Highway 1
Parcel No. 30-0131-37,42,44,45&30-192-01,02
Township **Range** **Section** **Base**

Proximity to:

Highways 1
Airports
Railways SPRR
Waterways Rodeo Gulch, Soquel Creek, Aranu Gulch, Corcoran, Shwan& Moran Lagoons
Schools Soquel High, Soquel Elem, Green Acre, Del Mar, New Brighton, Cabrillo
Land Use Existing Shopping Center/C-2/CC

Project Issues Aesthetic/Visual; Noise: Traffic/Circulation; Cumulative Effects

Reviewing Agencies Resources Agency; Department of Fish and Game, Region 3; Department of Parks and Recreation; Department of Water Resources; California Highway Patrol; Caltrans, District 5; Department of Health Services; Integrated Waste Management Board; Regional Water Quality Control Board, Region 3; Department of Toxic Substances Control; Native American Heritage Commission; Public Utilities Commission; State Lands Commission

Date Received 08/18/2005 **Start of Review** 08/18/2005 **End of Review** 09/16/2005

Robert B. Walker
4300 Soquel Dr., #215
Soquel, CA 95073-2150
(831) 476-5751

Aug. 23, 2005

Robin Bolster-Grant
Santa Cruz County Project Planner
S.C.Co. Planning Dept.
701 Ocean St.
Santa Cruz, CA 95060

Dear Robin Bolster-Grant:

As a person who has resided the last twenty years directly behind the Soquel (former) K-Mart/Safeway shopping center, I read with interest the "Santa Cruz Sentinel"'s article "Home Depot gets environmental OK," Aug. 22 issue. For 2 number of years now, I have long looked forward to the re-location of the Safeway store to its new location now finally under construction as the loading dock for the current store is directly behind my space in Alimur Park. I too have relaxed finally from the lack of continual truck traffic behind the old K-Mart since the store shut down. However, I attended an early meeting put on by the shopping center owners at the Lighthouse in Soquel and went along with the idea things would be better with their plans implemented (which included a sound wall behind Alimur Park which has yet to be built).

However, at that meeting it was stated the old K-Mart building would be re-leased as is to a new tenant. For the first time, I learn from the above article the new tenant, Home Depot, has plans to tear down the existing building and build a new larger one. This demolition and rebuilding will create a great deal more noise and dust for me and those residents at the back of Soquel Knolls not to mention be a great waste of a resource, the existing building. The most constructive solution to expanding the square footage is to add on to the building; there is open land in front of and to the south side of the existing building that could be used to add on. (There is also a strip of undeveloped bark area that borders the wire fence on the south side.) My understanding is there will be more parking in the shopping center on the lot that is at the corner of 41st Ave. and Soquel Dr., so Home Depot could afford also to enclose the arcade in front of the building and use some of the parking lot in front of the building to add on to the existing building and locate their garden center. On the plus side for H.D. are savings in construction costs and time.

I hope you would work to review the Home Depot plans with my comments in mind.

Yours Truly;
Robert Walker
Robert Walker

COUNTY OF SANTA CRUZ

Inter-Office Correspondence

DATE: June 6, 2005

TO: Tom Burns, Planning Director
v John Schlagheck, Planner

FROM: Supervisor Jan Beautz JB

RE: ADDITIONAL COMMENTS ON APP. 04-0440, APNS 030-131-37,
-42, -44, -45 AND 030-192-01, 2600 41ST AVENUE,
HOME DEPOT

The above application proposes to demolish an existing 84,000 square foot retail building, delete an approved 80,000 square foot retail building, and construct a replacement building with an additional 15,708 square feet of mezzanine retail space and a 15,280 square foot garden center. While some modifications and additional information have been provided with this revised application, please consider the following areas of concern in your evaluation:

It appears that the applicant has corrected former inconsistencies in on-site parking calculations to comply with County Code requirements. One of these adjustments is the alteration in total square footage for the ground level and the mezzanine. These revised plans have reconfigured the mezzanine area and reduced the total dimensions, resulting in a roughly 4,000 square foot size reduction. However, the revised plans **also** indicate that the ground floor has been reduced from 84,105 to 82,735 square feet. Compared to the previous plans, this should be a 1,370 square foot reduction in floor area; unfortunately, the exterior dimensions for this proposed building have not been changed. Will this be clarified and the correct square footage for the ground floor used in parking calculations?

The parking calculation summary **also** states that the applicant proposes to use at least 800 square feet at the front of the building for stock in trade. I assume that this references the common practice occurring at many Home Depot stores of displaying merchandise stock outside the building near the public entrances, sometimes under roof overhangs. **As I** have previously stated, such practices should be prohibited at all times for this location by the operational conditions. **All** products, merchandise, food vendors, lumber, "will call" orders, baled cardboard, plant

materials and other such materials should be contained within the building or within the approved garden center walls so that they are not visible from any outdoor vantage point.

While the landscape plan has been modified to include a row of trees to be planted on the adjacent property outside of the rear sound wall, a number of issues I have previously raised regarding the landscape plan remain outstanding. The plant materials list states that all trees are of the 15 gallon size unless noted as 24 inch box on the plan. Five of the rows of T-7, flowering pear, clearly indicate that the entire row will be 24 inch box. However, the last two rows closest to Highway One indicate that only one tree in each row will be of this size, with the remaining trees possibly being 15 gallon. The labeling for these two rows is not totaled properly on the plan. Why do these two rows appear to reduce the size of these flowering pears when the overwhelming majority of this species used within the parking area are 24 inch box?

In the area of the rear sound wall, a significant number of circular landscape symbols are shown both within the applicant's property as well as outside the sound wall on the adjacent property. At least 56 of these circles most likely represent trees, with an even larger number of smaller circles most likely representing shrubs. However, none of these circular symbols has any identification label to identify what species and size of plants are proposed in this area. Additionally, some of the larger circles adjacent to the Highway One off ramp also lack labels. Will this landscape plan be revised to provide this required information?

The applicant has now revised the location of the backup generator to an underground vault. However, this generator is still located at the rear of this commercial use adjacent to a residential neighborhood. Will this vault contain sound attenuation devices to prohibit the noise generated by this use from leaving the site? The pallet enclosure has now been relocated to the southeast corner of the property. However, this continues to be adjacent to the residential neighborhood. Will this use of this area be restricted to certain hours to prevent overnight sound impacts for the residential neighbors? While a sound wall is proposed in this area, it has been my experience that the repetitive backup beeper noise used by such fork lifts can be heard at significant distances even with sound walls.

I have previously indicated my concerns regarding the use of the rear roadway adjacent to the residential neighborhood and the noise impacts this may generate. It is my

understanding that the lumber offloading area will receive lumber deliveries only two times per day and not in the early morning **or** early evening. Will the use of this delivery area be specifically restricted by the operating conditions to prevent this use from creating noise impacts for the adjacent residential area?

Additionally, it is **my** understanding that the applicant will install operable gates at either end of this rear road area during the construction process for this business. After this business has been in operation for a reasonable length of time, the noise generated by the site **will** be reviewed. If the residential neighborhood indicates that the use of this area at certain times **of** the day is creating unnecessary noise impacts, then the gates will be required to be used to prevent access to this area during certain hours. will the operational conditions clearly address these issues?

It is my understanding that the applicant is in the process of organizing a neighborhood meeting at the end of June so that the neighbors adjacent to this commercial development may voice their concerns. Clearly, concerns voiced by these neighbors should be addressed.

JKB:ted

3218A1

C O U N T Y O F S A N T A C R U Z
DISCRETIONARY APPLICATION COMMENTS

Project Planner: Cathleen Carr
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Environmental Planning Completeness Comments

===== REVIEW ON OCTOBER 7, 2004 BY JOSEPH L HANNA =====

Submit preliminary grading plans for initial review. Preliminary grading plans shall include existing and proposed topography, typical cross sections, grading volumes and calculations, site drainage, and an erosion plan.

===== UPDATED ON JANUARY 4, 2005 BY JOSEPH L HANNA =====

The current plans and the engineer's response to our comments is adequate for determine project complete. The plans and geotechnical report will be updated as the project is completed and the grading and geotechnical report will be approved with the building permit.

Environmental Planning Miscellaneous Comments

===== REVIEW ON OCTOBER 7, 2004 BY JOSEPH L HANNA ===== 1. Condition for geotechnical review with Building Permit.

2. Grading permit required with building permit.

3. Draft geotechnical report must be finalized prior to the submittal of the building permit

===== UPDATED ON OCTOBER 8, 2004 BY ROBIN M BOLSTER =====

Prior to the approval of the building application:

--Plan review letter must be submitted, which states that the final building, grading and drainage plans are in conformance with the recommendations made in the report for this site.

Please also note that the geotechnical report is unsigned and makes references to the project being in the "City of Soquel's" jurisdiction. The geotechnical engineer needs to finalize the report and the final report mustn't have references to this fictitious City. Otherwise the report appears adequate.

The project geotechnical report indicates that the walls have some cracking. These must be investigated and evaluated by the structural engineer and resolved with the building permits. ===== UPDATED ON OCTOBER 12, 2004 BY JOSEPH L HANNA =====

===== UPDATED ON OCTOBER 15, 2004 BY JOSEPH L HANNA =====

===== UPDATED ON JANUARY 4, 2005 BY JOSEPH L HANNA =====

Dpw Drainage Completeness Comments

LATEST COMMENTS HAVE **NOT YET** BEEN SENT TO PLANNER FOR THIS AGENCY

----- REVIEW ON OCTOBER 14, 2004 BY CARISA REGALADO -----

Not enough drainage information has been given to consider acceptance of this application. To be approved by this division at the discretionary application stage, all potential off-site impacts and mitigations must be determined: therefore, proposed projects must conclusively demonstrate that (see drainage guidelines):

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The site is being adequately drained

- Site runoff will be conveyed to the existing downstream drainage conveyance system or other safe point(s) of release, if taken off-site.
- The project will not adversely impact roads and adjacent or downslope properties if taken off-site.

Please address the following comments:

- 1) An existing storm drain system is shown on the plans. Please clarify on the plans if this system is to remain in use as is by this project. If any changes to this system are proposed for this development, please make it clear on the plans.
- 2) Two different lines and labels are shown for the existing storm drain system. In some places, these do not match. Please delete the incorrect lines and labels to avoid confusion.
- 3) Please clarify on the plans if there will be an increase in impervious area. Existing and proposed areas should be clearly delineated and labeled on the plans.
- 4) If an increase in the impervious area will result from this development, the adequacy of the existing drainage system, on-site and off-site, will be required.
- 5) The driveway and parking lot areas are required to be treated prior to release off-site with a County standard silt and grease trap or other water quality treatment device. It appears from the Utility Notes on sheet 8 that this will be treated separately by two different systems and that treatment for grease may not be included for this project. Please clarify.
- 6) Until further information / clarification is submitted on the above, more comments on the proposed drainage system for this project may be forthcoming.

Further drainage plan guidance may be obtained from the County of Santa Cruz Planning website: <http://sccounty01.co.santa-cruz.ca.us/planning/brochures/drain.htm>

All subsequent submittals for this application must be done through the Planning Department. Submittals made directly to Public Works will result in delays.

Please call or visit the Dept. of Public Works, Stormwater Management Division, from 8:00 am to 12:00 pm if you have any questions. ===== UPDATED ON JANUARY 11, 2005 BY ALYSON B TOM ===== Application with plans dated 12/9/04 and letter dated 12/8/04 has been received. Please address the following:

- 1) The proposed plans should be coordinated with the project plans that are proposed for the adjacent Safeway expansion. The adjacent project (and old kmart project) included the installation of a storm drain east of the building labelled "existing renovated building" that tied into the existing storm drains. This should be included with the plans, or other accommodations for drainage in this area should be included.

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2) The use of flo-guard inserts instead of the county standard silt and grease trap is acceptable. Prior to building permit issuance, applicant should submit information ~~demonstrating~~ pollutant removal efficiencies provided by the inserts.

Please see miscellaneous comments for other items that will be required at the building application stage.

===== UPDATED ON JUNE 10, 2005 BY ALYSON B TOM ===== Application with plans dated 5/2/05 is complete with regards to drainage for the discretionary stage. Please see miscellaneous comments for issues to be addressed prior to building permit issuance

Dpw Drainage Miscellaneous Comments

LATEST COMMENTS HAVE NOT YET BEEN SENT TO PLANNER FOR THIS AGENCY

===== REVIEW ON OCTOBER 14, 2004 BY CARISA REGALADO =====

The following items will be required at the building application stage

1) A recorded and notarized maintenance agreement must be submitted for the water quality treatment devices

2) For increases in impervious area, a drainage fee will be assessed. The fees are currently \$0.85 per square foot. (See 2004105 Santa Cruz County Department of Public Works Service & Capital Improvement Fees.) For credits, suitable documentation must be submitted to establish existing impervious pavement. ===== UPDATED ON JANUARY 11, 2005 BY ALYSON B TOM ===== The following will be required at the building application stage:

1) Recorded maintenance agreement for the proposed flo-guard inserts and existing silt and grease trap. The minimum maintenance schedule and procedures specified by the flo-guard manufacturer and designer should be included in the document (with annual maintenance and reporting required "prior to the rainy season" at a minimum) The responsible party must agree to send a maintenance report to the County prior to October 15 of every year stating the date and type of service performed on these facilities. The agreement should refer to the final dated plans and should be transferrable in the event the property is sold.

2) Please provide information regarding the parking lot maintenance schedule. Parking lot maintenance may be used as a stormwater best management practice if it is completed and reported on a regular basis.

3) Add a note to stencil/mark "No Dumping - Drains to Bay" or equivalent message on every existing and proposed catch basin on the site. The property owner is responsible for maintaining this signage.

4) Specify on the plans where the flo-guard inserts will be installed.

Additional site details may be required at the building permit stage.

===== UPDATED ON JUNE 10, 2005 BY ALYSON B TOM ===== Please address the following in addition to the previous miscellaneous comments.

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- 1) The utility notes on sheet 8 indicate that the parking area may be limetreated. This application is acceptable only after the applicant demonstrates that it will not cause any adverse impact to runoff water quality or groundwater quality.
- 2) The applicant is required to obtain coverage under the State's general construction stormwater permit if one or more acres is disturbed.
- 3) This project may be inspected by public works staff for the drainage related items. In this case, once all other reviewing agencies have approved the plans, the applicant should submit a reproducible copy of the civil plan sheets with a County signature block on the first page, along with an engineers estimate for the drainage related work and a 2% (\$525 minimum) deposit for inspection fees.
- 4) If the application results in a change to the routing or grading of the site relative to the Safeway site plans, revised system calculations demonstrating that the drainage system still meets all County Design Criteria requirements may be required.

All submittals for this project should be made through the Planning Department

Dpw Driveway/Encroachment Completeness Comments

===== REVIEW ON SEPTEMBER 22, 2004 BY RUTH L ZADESKY =====
 no comment

Dpw Driveway/Encroachment Miscellaneous Comments

===== REVIEW ON SEPTEMBER 22, 2004 BY RUTH L ZADESKY =====
 No comment.

Dpw Road Engineering Completeness Comments

===== REVIEW ON OCTOBER 4, 2004 BY GREG J MARTIN =====

A trip generation and distribution analysis of the proposed project is required to determine if adjacent signalized intersections will need to be evaluated for traffic impacts. The analysis must also include an update of the potential need for a traffic signal at the main entrance to the shopping center. Please have the applicant contact the Public Works Department to discuss the scope of work of the traffic study. Transportation Improvement Area fees will be required for all net new trips generated by the project.

Public Works recommends a condition of approval for this project requiring the construction of the same frontage improvements required of the previously approved Safeway development. The proposed frontage improvements shall be consistent with the 41st Avenue off-site improvement plans for Safeway which are part of the approved Development Permit No. 00-0127 and pending Building Permit Application 49017/L. In addition, on-site parking lot improvements will be required. The aforementioned traffic study may require additional or revised improvements on or off site.

The aisle adjacent to the property line to the south near the Highway 1 northbound off-ramp is recommended to be for two-way traffic. Vehicles traveling on the aisle

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parallel to 41st Avenue would have to turn around in the aisle if there were no parking spaces.

A pedestrian aisle is required from the first vehicle entrance closest to Highway 1 to the store front.

Oversized parking spaces should constitute a component of the type of parking spaces proposed

Show truck turn templates for delivery truck operations on-site. Further information is required to determine the potential impacts related to customer pick-up operations. The plans must clearly show where customers will pick-up bulk materials. It must not interfere with other parking lot operations. If you have any questions please contact Greg Martin at 831-454-2811. ~~=====~~ UPDATED ON NOVEMBER 19, 2004 BY GREG J MARTIN =====

The 41st Avenue Home Depot trip generation analysis included in the October, 2004, memorandum from Fehr and Peers to Scott Monner has been reviewed by this department. Additional information was requested and received on November 3, 2004, from the traffic consultant. The trip generation analysis was based upon the Institute of Transportation Engineers (ITE) trip rates. The old K-Mart rates were based upon a Free-standing Discount Store, and the new Home Depot rates were based upon a Home Improvement Superstore. The results of the analysis indicate the change in use (including the additional 15,000 square feet of space for the Home Depot) would reduce the overall daily trips by 2000 trips per day, and no additional intersection analyses would be required.

The Department of Public Works does not accept this trip generation analysis. The analysis must be done again based upon the previous traffic study trip information for the shopping center. The previous traffic study included driveway counts for all existing uses. The applicant and/or traffic consultant must contact Jack Sohriakoff, Senior Civil Engineer, to establish an acceptable scope of work to determine the trip generation analysis. The new analysis is to be based upon the previous traffic study. Additional intersection analyses will be required if the study indicates a substantial increase in trips. ~~=====~~ UPDATED ON JANUARY 11, 2005 BY GREG J MARTIN =====

A trip generation and distribution analysis of the proposed project is required to determine if adjacent signalized intersections will need to be evaluated for traffic impacts. The analysis must also include an update of potential need for a traffic signal at the main entrance to the shopping center. Please have the applicant contact the Public Works Department to discuss the scope of work of the traffic study. Transportation Improvement Area fees will be required for all net new trips generated by the project. Additional comments may be provided upon review of the traffic study.

A pedestrian aisle is required from the first vehicle entrance closest to Highway 1 to the store front. The pedestrian aisle should be a minimum of four feet wide. The objective is to provide pedestrian access from the busstop to the building. The southern pedestrian sidewalk, which we believe was added to address this comment, could be considered an alternative location.

Oversized parking spaces should constitute a component of the type of parking spaces

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proposed otherwise it must be assumed that larger vehicles will occupy two spaces

Pedestrians should have a clear unobstructed walkway along the store frontage and not be blocked by displays in the stock-in-trade areas.

Public Works recommends a condition of approval for this project requiring the construction of the same 41st Avenue frontage improvements required of the previously approved Safeway development. The proposed frontage improvements shall be consistent with the 41st Avenue off-site improvement plans for Safeway which are part of the approved Development Permit No. 00-0127 and pending Building Permit Application 49017L. The traffic study may require additional or revised improvements on or off site.

There should not be any stop signs or pavement marking legends along the main aisle in front of the store. There should be stop sign and pavement marking legends at the end of each aisle which terminates into the aforementioned aisle.

If you have any questions please contact Greg Martin at 831-454-2811. ===== UP-DATED ON FEBRUARY 4, 2005 BY JACK R SOHRIAKOFF =====

The Department of Public Works has reviewed the trip generation analysis in memo dated January 11, 2005, from Fehr & Peers to Scott Monner regarding the Home Depot project on 41st Avenue. The analysis concluded that there would not be a traffic impact due to the net increase in the peak hour trips. The net increase is 44 trips during the AM peak and 13 trips during PM peak. This is in addition to what the K-Mart previously generated during these times. The overall daily trip rate is expected to have a net increase of 738 trips per day over what the K-Mart previously generated per day. The trip generation analysis is acceptable to this department. The net increase in daily trips results in a Soquel Transportation Improvement Area fee of \$295,200. This fee is to be split evenly between the transportation improvement fee and the roadside improvement fee. In addition, we had requested that the traffic consultant provide an update to the need for a traffic signal at the main entrance to the shopping center on 41st Avenue as a result of the additional traffic expected to be generated by the Home Depot project. This information was not provided. However, it is our opinion that the minimal amount of peak hour traffic expected to be generated by the Home Depot project will not significantly change the operations of the intersection and installation of a traffic signal should be delayed until the west side of 41st Avenue has been redeveloped to better accommodate this capital improvement project. This was the previous recommendation as part of the Safeway project comments. The County Redevelopment department has also discussed this issue with us and agrees with this determination. We do not require any additional information and consider the application complete at this time. the roadside improvement fee. We do not require any additional information and consider the application complete at this time. ===== UPDATED ON FEBRUARY 7, 2005 BY JACK R SOHRIAKOFF =====

===== UPDATED ON JUNE 10, 2005 BY GREG J MARTIN =====

We received supplementary peak hour traffic analysis for Saturday and find it to be acceptable

The application is complete. We recommend our previous requested condition regarding the construction of frontage improvements be included as well as TIA fees

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If you have any questions please call Greg Martin at 831-454-2811

Dpw Road Engineering Miscellaneous Comments

===== REVIEW ON OCTOBER 4, 2004 BY GREG J MARTIN =====

NO COMMENT

===== UPDATED ON NOVEMBER 19, 2004 BY GREG J MARTIN =====

===== UPDATED ON JANUARY 11, 2005 BY GREG J MARTIN =====

===== UPDATED ON JUNE 10, 2005 BY GREG J MARTIN =====



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19 October 2005

File:04121

Mr. Scott A. Mommer
Lars Anderson & Associates, Inc.
4630 W. Jacquelyn Avenue, Suite 119
Fresno. California 93722

Subject: Projected Noise from The Home Depot, Soquel, California

Dear Mr. Mommer:

We have reviewed the current project layout for The Home Depot, Soquel, as indicated in the Preliminary Site Plan, submitted to us on 19 September 2005. With the exception of the emergency generator, we understand that the Project noise sources, roofparapet wall and building layout are unchanged from those analyzed in our report, *Acoustical Analysis & Noise Impact: Home Depot Store, Soquel, California*, dated 16 November 2004.

In our 16 November 2004 report, we recommended the construction of a sound barrier to replace the existing chain link fence near the east property line. The barrier height should be 13 ft from the northern end (approximately 50 ft north of the Home Depot) extending to approximately 50 ft south of the lumber off-loading area. The remainder of the barrier should be 9 ft height. The barrier configuration indicated in the current project layout is in conformance with our recommendations.

The generator has moved from a surface location near the Project sound barrier to an underground vault along the east side of the Home Depot building and approximately 25 ft from the Project sound barrier. As indicated in our 16 November 2004 report the generator would typically be operated once per month during the daytime for testing purposes (typically on the order of 30 minutes). As currently designed, the sound level from the generator will be 78 dBA on the east side of the Project barrier.

If the County requires the once-monthly generator tests to comply with the Noise Element, then the maximum noise should be no greater than 70 dBA (for daytime operation), and the hourly L_{eq} should be no greater than 50 dBA L_{eq} . Assuming the load test lasts no more than 40 minutes, an additional 26 dBA noise reduction is required, which may be accomplished with the following, or their acoustical equivalent:

- Option A: use the manufacturer's sound enclosure with internal silencer and raise the sound bamer to 13 ft to extend 155 ft further south of the current configuration, if necessary, apply 2" thick 3 pcf duct liner or comparable material to 50% of the available wall surface of the vault, OR
Option B: use an after-market sound enclosure which provides a minimum 26 dBA noise reduction, OR
Option C: use the manufacturer's sound enclosure with internal silencer, fully enclose the vault and use acoustically lined ducts to provide intake and exhaust vent access. The ducts should have at least one 90 degree bend and be lined with 1" thick 3 pcf duct liner or comparable material.

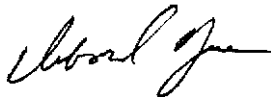
In conclusion, with the recommendations described above to control noise from the generator (if required), the current project layout will be in conformance with our recommendations, and should be sufficient to control noise from the Home Depot to levels in compliance with the day and night requirements of the Noise Element of the County of Santa Cruz, as discussed in our report of 16 November 2004.

* * *

Please feel free to call us should you have any further questions on this information.

Very truly yours,

WILSON, IHRIG & ASSOCIATES, INC



Deborah A. Jue
Associate Principal

DAJ:daj

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