



Staff Report to the Planning Commission

Application Number: **08-0259**

Applicant: South County Housing
Corporation

Agenda Date: July 22, 2009

Owner: South County Housing Corporation
APN: 038-081-39

Agenda Item #: 10
Time: After 9:00 a.m.

Project Description: Proposal to construct a 19 unit townhouse development for affordable homeownership with three Measure J units and a retaining wall over 3' in height within a front yard setback. Requires a Subdivision, a Residential Development Permit, a Coastal Permit, a Roadside/Roadway Exception, Soils Report Review, and Preliminary Grading Review to grade approximately 4,428 cubic yards including 1,000 cubic yards of cut, 1,000 cubic yards of fill, and 3,428 cubic yards of overexcavation and recompaction.

Location: Property located on the north side of Searidge Road, approximately 300 feet west of the intersection with State Park Drive, between Searidge Road and Canterbury Drive.

Supervisory District: Second District (District Supervisor: Ellen Pirie)

Permits Required: Subdivision, Residential Development Permit, Coastal Permit, Roadway/Roadside Exception

Technical Reviews: Preliminary Grading Review, Soils Report Review

Staff Recommendation:

- Certification of the Mitigated Negative Declaration per the requirements of the California Environmental Quality Act.
- Approval of Application 08-0259, based on the attached findings and conditions.

Exhibits

- A. Project plans
- B. Findings
- C. Conditions
- D. Mitigated Negative Declaration (CEQA Determination) with the following attached documents:
 - (Attachment 2) Zoning Map
 - (Attachment 3) General Plan Map

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

- (Attachment 6) Project Plans
- (Attachment 5) Assessor's Parcel Map
- (Attachments 6 & 7) Soils Reports
- (Attachment 8) Will Serve Letter- Soquel Creek Water District
- (Attachment 9 & 10) Drainage Report and Drainage Calculations
- (Attachments 11, 12, 13 & 14) Wetlands Assessment, Arborists Report, Traffic and Noise Studies
- (Attachment 15) Discretionary Application Comments
- E. Coastal Commission Action on 2007 LCP Major Plan Amendment with Santa Cruz County Board of Supervisor's Resolution 392-2006 and Ordinance 4845.
- F. Neighborhood Meeting Results

Parcel Information

Parcel Size: 1.7 acres (74,052 square feet)
Existing Land Use - Parcel: Vacant parcel
Existing Land Use - Surrounding: Residential and Commercial
Project Access: Via Canterbury Drive
Planning Area: Aptos
Land Use Designation: R-UH (Urban High Residential)
Zone District: RM-2.5 (Multi-family Residential - 2500 square feet per dwelling unit)
Coastal Zone: ☒ Inside ☐ Outside
Appealable to Calif. Coastal Comm. ☐ Yes ☒ No

Environmental Information

Geologic Hazards: None mapped
Soils: Geotechnical Report indicates a moderately low expansion potential and does not identify lateral spreading, subsidence or liquefaction as areas of concern. Existing undocumented fill on site shall be removed entirely.
Fire Hazard: Not a mapped constraint
Slopes: About 0.04 acres consisting of slopes over 30% exists near the south property line. Remaining topography is primarily flat.
Env. Sen. Habitat: Not mapped. Willow tree and cluster of vegetation at east property line. Wetlands assessment confirmed that it does not meet the U.S. Army Corps of Engineers definition of a wetland.
Grading: 3,428 cy of overexcavation and recompaction; 1,000 cubic yards of cut; and 1,000 cubic yards of fill proposed.
Tree Removal: 16 trees proposed for removal along the south property line in addition to a tree cluster located at the east property line. An Arborist Report was submitted and evaluated by Environmental Planning Staff.
Scenic: Northeastern portion mapped as located within the Highway 1 scenic corridor; however, the parcel is not visible from Highway 1.

Drainage: Offsite drainage facilities are impacted; therefore, the subject project is required to detain stormwater for a 25 year storm event and release at the pre-development 5 year storm runoff rate. Detention facilities proposed on site.

Archeology: Not mapped/no physical evidence on site

Services Information

Urban/Rural Services Line: X Inside ___ Outside
Water Supply: Soquel Creek Water District
Sewage Disposal: County Sanitation District
Fire District: Aptos/La Selva Fire Protection District
Drainage District: Zone 6

History

In 2007, a Rezoning, Land Division, General Plan/LCP Amendment, and Specific Plan Amendment (06-0452) was approved by the Board of Supervisors and Coastal Commission, which created parcels 038-081-39, the subject parcel, and 038-081-40, the east adjacent parcel. The subject parcel was rezoned from Visitor Accommodations (VA) to RM-2.5 (Multi-Family Residential – 2,500 square feet per dwelling unit) and redesignated from Commercial - Visitor Accommodations (C-V) to Urban High Residential (R-UH).

Prior to the above actions, the Seacliff Community was interested in purchasing the original vacant parcel, approximately 2.95 acres, for use as a public park; however, a local assessment district election failed to achieve the 2/3 majority vote needed for approval. As a result, the County began exploring other options that would provide a public park for the community in their desired location.

In 2006, the Board of Supervisor's approved a predevelopment funding agreement between the County and South County Housing Corporation, which was an agreement for South County Housing to purchase the original parcel and for the County to initiate the process for a Rezoning, General Plan/LCP Amendment, Specific Plan Amendment, and Minor Land Division, to create one 1.7 acre parcel for multi-family housing and another 1.25 acre parcel for use as a County Park, which the County would purchase from South County Housing. During this time, the anticipated density of the Multifamily Residential parcel was estimated to be within the range of 15 units per acre, given the small size of the parcel, and that the housing type would be likely be moderate income for-sale townhomes, given the desire to incorporate a mix of housing types into the community. With an approved predevelopment funding agreement, the Board approved application 06-0452, which included the above stated changes to the subject parcel as well as a rezoning of the east adjacent parcel from Visitor Accommodations (VA) to Parks, Recreation and Open Space (PR) and a General Plan/LCP Amendment from Commercial - Visitor Accommodations (C-V) to Parks, Recreation and Open Space (O-R) to allow a park to be developed adjacent to a high density residential use.

The McGregor Park was formally dedicated as park land in 2007 and the Board of Supervisors approved a McGregor Park Master Plan on December 9, 2008.

Project Setting

The subject parcel is 1.7 acres (74,052 square feet) and is currently vacant. The parcel is located within the Seacliff Village Specific Plan area and within the Coastal Zone, outside of the Coastal Appeals Jurisdiction. Highway 1 is located about 800 feet north of the subject parcel and Seacliff State Beach is about 600 feet to the south.

The parcel is bound by two streets- Canterbury Drive at the north and west property lines and Searidge Road at the south property line. The adjacent parcel to the east is zoned PR (Parks, Recreation and Open Space) and is planned for the future location of a County park. The parcel located further east, across State Park Drive (Poor Clares), was recently approved for a Rezoning, General Plan Amendment, Specific Plan Amendment and Planned Unit Development Permit to allow a by-right development of high density senior housing on 4 acres of land. Across Searidge Road to the south are commercial structures, which are on parcels zoned C-1 (Neighborhood Commercial) and about 190 feet further south are the Southern Pacific railroad tracks. To the west across Canterbury Drive are parcels zoned RM-2.5 that are developed with multifamily developments. Across Canterbury Drive to the north is Seacliff Highlands, a 39 unit, affordable, rental, townhouse development for very low to low income households. A church is currently being constructed on the parcel to the northeast, across Canterbury Drive.

The parcel is comprised of primarily flat topography that gradually slopes to the southeast. There are 0.04 acres at the southeast corner of the property adjacent to Searidge Road where the slope is over 30%.

Canterbury Drive is improved with curb, gutter and sidewalk on the north side. There will be a bus stop located on McGregor Drive at the frontage of the church site (northeast) and there is also a bus stop located on Searidge Road on the east adjacent future parks site.

Project Description

The property owner is proposing to construct a 19-unit affordable townhouse development for homeownership. Three of the townhouses will be designated as Measure J units (State program with set income restrictions) and the remaining 16 units will be sold as County Redevelopment Agency affordable moderate income units. Of the 19 units, there will be five 2-bedroom townhouses, eleven 3-bedroom townhouses, and three 4-bedroom townhouses. As per the California Building Code (Section 1102A.3.1), two of the 3-bedroom units (10%) will be handicap accessible. The plan includes two 5'6" maximum height keystone retaining walls to be located at the south property line within the required 15' front yard setback.

The development will require the removal of about 16 existing trees from the south property line along Searidge Road and a tree cluster consisting of willow stems and sucker type acacia located at the east property line between the subject property and the adjacent park property. A wetlands assessment was performed at the site by Ecosystems West to evaluate the status of the tree cluster (Exhibit D). Although the assessment found "wetland indicator" vegetation (hydrophytic vegetation) in the area of the tree cluster, none of the other wetland indicators (hydric soils and hydrology) were present; therefore, according to the U.S. Army Corps of Engineers definition,

the area is not considered a wetland in that it does not meet all three of the criteria. The proposed tree removals are in compliance with the submitted Arborist Report and Wetlands Assessment (Exhibit D) and the project includes an extensive planting plan that incorporates interior landscaping and street trees along Canterbury Drive and Searidge Road.

Although the north east portion of the parcel is mapped as located within the Highway 1 scenic corridor, the site is not visible from the Highway given that the existing church and townhouse development (Seacliff Highlands) are located between the subject parcel and the Highway.

A noise study was prepared for the project given the close proximity of Highway One and State Park Drive. The study found that the proposed residences would not be exposed to future DNL's (Day-Night Sound Level) in excess of 60 dB and the indoor DNL standard of 45 dB or less could be achieved without any sound rated windows or exterior wall assemblies; therefore, the proposed project is in compliance with General Plan Policies 6.9.1 & 2 for residential noise exposure limits.

The subject development plans have incorporated features that anticipate the future adjacent park. Pedestrian access from Searidge Road as well as the extension of a sewer line and storm pipe will be constructed on the adjacent parks parcel as a part of the proposed development. The utility plans have been developed in conjunction with County Parks Staff to ensure that these facilities will also be available for the park project at the time of development. Conditions of approval will require the applicant to obtain and record all required easements (storm drain, sewer main, and stairway) and specific plans for maintenance of and access to the facilities jointly with the County Parks Department prior to recordation of the final map.

The proposed project includes grading of approximately 4,428 cubic yards of earth, including 3,428 cubic yards of overexcavation and recompaction, 1,000 cubic yards of cut, and 1,000 cubic yards of fill. The grading has been minimized and is required to direct runoff to the proposed stormwater facilities and to create flat building pads.

Zoning and General Plan Consistency

The subject property is a 1.7 acre (74,052 square foot) lot located in the RM-2.5 (Multi-family Residential - 2500 square feet per dwelling unit) zone district, a designation which allows multi-family residential uses. The proposed project complies with all of the applicable site standards for the RM-2.5 zone district, as shown in the table below:

	Required as per County Code 13.10.323(b) RM-2.5 District	Proposed Site Standards
Front Yard	15'	15' & 15'
Side Yards	5' & 15'	8.5' & 15'
Rear Yard	15'	No rear yard; double frontage lot
Lot Coverage	40%	32%
Floor Area Ratio	50%	46%
Maximum Height	28'	28' max.

The proposed 19 unit townhouse development is a principal permitted use within the zone district and the project is consistent with the site's (R-UH) Urban High Residential General Plan designation, as shown in the table below:

Gross Area	>30% Slope	Units Proposed	R-UH Required Density (GP 2.10)	Sq. ft./DU	DU/Net Dev. Acre
1.7 ac.	.04 ac.	19	10.9 - 17.4 DU/Net Dev. Acre	3,806 sq. ft.	11.45

As stated above, the parcel was estimated to be developed at 15 units per acre at the time of the land division and rezoning in 2007; therefore, there are less housing units proposed than originally anticipated.

Open Space

There are several proposed "open space" landscaped areas; however, two areas are more open for a group gathering use. One area is located north of the proposed on-site parking area and is about 4920 square feet and the other area is located at the east property line and is about 3400 square feet. In addition, each townhouse will have more than 200 square feet of private open space with individual patios ranging from about 220-280 square feet and individual front porches ranging from about 86 - 180 square feet. Section 13.10.323 of the County Code requires 300 square feet of open space per dwelling unit for group use, specifically, 5700 square feet required for the proposed 19 units, and 200 square feet of private use outdoor space per dwelling unit. Given that the proposed development includes more than 8320 square feet of group open space and more than 200 square feet of private open space area per unit, the proposed project is in compliance with this requirement.

In addition, the County of Santa Cruz owns the east adjacent parcel for which the McGregor Park Master Plan was approved by the Board of Supervisor's in December 2008. Although the two parcels will be separated by fencing, there will be interior access from the proposed development to the future park; therefore, the future park consists of additional open space that will be available to the proposed townhouse residents. The Board approved Master Plan for the McGregor Park includes a walking path, a picnic area, a play area, restrooms, skate elements and a small amphitheatre.

Access/Roadways

The proposed townhouse development will be accessed via two private driveways off of Canterbury Drive, which is an existing paved road with a 56 foot right of way. Canterbury Drive is a 36 foot wide roadway improved with curb and gutter on both sides of the road, which is a result of the existing Seacliff Highlands housing development to the north. The remaining required roadside improvements are included as a part of the proposed project, for the length of Canterbury Drive (from the intersection with Searidge Road to the intersection with McGregor Drive) which consists of a 6 foot landscape strip and a 4 foot sidewalk. The resulting roadway would be a public County maintained roadway with a 56 foot right of way, a 36 foot paved roadway with 8 feet of parking (including curb and gutter), a 6 foot landscaping strip, and 4 foot wide sidewalks on both sides,

which meets the County design standards as per Department of Public Works Road Engineering staff.

All roads interior to the proposed development would be private roadways designated as Public Utility Easements and Common Area to be maintained by the Homeowners Association. Due to the number of townhouses that will be served by the private roadway, the standards for an Urban Local Street (as per the County Design Criteria) would normally apply; however, an exception is warranted in this case in that separate pedestrian trails will be provided throughout the development, street landscaping will be provided and two 10-foot travel lanes are adequate for the private, interior roadways that will handle low volume residential traffic. In addition, the proposed stormwater management plan has been developed to serve the parcel as a whole; therefore, curb and gutter features are not required as roadway runoff will be handled by other on-site facilities. The northern interior dead-end driveway does not require through access for emergency vehicles or a fire truck turnaround because a hydrant will be located at the terminus of the roadway which allows emergency vehicles to park on Canterbury to access the interior units.

Parking

The proposed 19 unit multifamily townhouse complex will have five 2-bedroom townhouses, eleven 3-bedroom townhouses, and three 4-bedroom townhouses. The County Code (Section 13.10.552) requires parking per bedroom and guest parking at 20% of the required parking per bedroom for multi-family dwellings, as shown below:

	Required spaces as per 13.10.552	Required spaces as per proposed project
Number of Bedrooms	-	-
2	2.5	12.5
3	2.5	27.5
4	3	9
Total Required	-	49
Guest Parking	20%	10

The proposed parking plan is desirable for the development in that each unit, regardless of bedroom count, will have a two car garage for private, secure parking. In addition, the proposed plan utilizes their 10% compact space option to provide the maximum amount of required spaces on-site so that additional on-street spaces are more available for public/parks use. A condition of approval of this project would ensure that on-street parking spaces are not reserved for use of the development.

Retaining Walls

There is a steep, short slope located at the south property line which will be stabilized by two 5'6" maximum height retaining walls. The walls will be visible from Searidge Road; however, the applicant has submitted landscaping plans which include plantings at and between the retaining walls and trees between the walls and Searidge road to soften the visual impact of the height of the wall from the street. In addition, the walls will be located on a straight portion of

Searidge Road and will be setback about 10 feet from the edge of the roadway; therefore, the walls will not interfere with vehicular site distance or pedestrian access.

Traffic

The traffic impact study, prepared by TJKM Transportation Consultants (Attachment 13, Exhibit D), evaluates the potential impacts of increased traffic, as a result of the proposed development, on five surrounding intersections under a variety of scenarios. The study finds that approximately 111 daily trips (8 during a.m. and 10 during p.m. peak hour) would be added to the local street system as a result of the proposed development. The five intersections studied were:

- 1) State Park Drive/Highway 1 NB Ramps
- 2) State Park Drive/Highway 1 SB Ramps
- 3) State Park Drive/Sea Ridge Road
- 4) McGregor Drive/Sea Ridge Road
- 5) State Park Drive/Center Avenue/Seacliff Drive

During the summer, these intersections operate at a much lower Level of Service because they are impacted by additional beach traffic; therefore, the traffic impact study was prepared using regular weekday traffic patterns and volumes as a way to clearly evaluate the impacts of the additional anticipated project-specific traffic on surrounding intersections, as they normally operate.

Proposed Townhouse Development

The traffic study concluded that all of the study intersections currently operate at an acceptable Level of Service, including the State Park Drive/Searidge Road intersection, which operates as a whole at a Level of Service C, and that additional traffic resulting from the proposed development would not decrease the levels of service at any of the 5 study intersections.

Independently, the eastbound left turn movement at the State Park Drive/Searidge Road intersection is currently operating at a Level of Service F. General Plan Policy 3.12 requires new development to mitigate for additional traffic volumes that result in a 1% increase in the volume/capacity ratio at intersections that already operate at a Level of Service E or F. The traffic report indicates that additional traffic resulting from the proposed development would not increase the volume/capacity ratio at this intersection over 1%; therefore, mitigations are not required for the left turn movement at the State Park Drive/Searidge Road intersection. Additionally, the County Department of Public Works does not typically break out independent movements at an intersection to determine if mitigations are required; rather, the Level of Service is determined based on the operation of the intersection as a whole (all movements).

Cumulative Traffic Impacts

APN 042-011-06, commonly known as the "Poor Clares" property, is located across State Park Drive from the subject property. On June 16th, 2009, the Board of Supervisors, with a recommendation for approval from the Planning Commission, approved a Rezoning, General

Plan/LCP Amendment, Seacliff Village Plan Amendment and Planned Unit Development Permit (PUD) by Resolution 177-2009 to allow 4 acres of land to be rezoned to High Density Housing and to be developed by-right. In approving the action, the Board of Supervisors included a restriction to limit development to Senior Housing at this site.

The submitted traffic report evaluates cumulative traffic impacts resulting from the proposed development and development of the Poor Clares property. There are two notes of interest regarding the cumulative traffic impact study:

- 2) The traffic study was completed prior to final action by the Board of Supervisors, therefore, the report evaluates a higher intensity scenario including future development of 3 acres for visitor accommodations, 4 acres for multi family housing, and 6 acres for professional/administrative office use. The cumulative impact analysis is therefore very extremely conservative.
- 3) The installation of a traffic signal at the State Park Drive/Searidge Road/Poor Clares Driveway intersection was required for the higher intensity use of the Poor Clares site. Department of Public Works Road Engineering Staff indicated that development at this site limited to a senior housing use would still require the installation of a traffic signal.

Based on a higher intensity use of the Poor Clares site and the installation of a traffic signal, the report concludes that additional cumulative project trips would not reduce the Levels of Service on any of the study intersections to a less than acceptable level.

Drainage

Existing drainage facilities in the Seacliff area are currently impacted and new development within the drainage district must be regulated to ensure that the additional runoff does not create further impacts. Therefore, the proposed project has been designed to incorporate features which will detain storm water for a 25 year storm event and release at the pre-development 5 year storm event level. The drainage report submitted for the project concludes that, with the recommended and proposed mitigations, "storm waters in the natural channel will continue to flow most likely as in existing conditions." Surrounding development, including the church property, the Seacliff Highlands affordable housing development, and future surrounding development will have or already have been collectively "releasing lower predevelopment peak flow rates (5 year predevelopment) and detaining larger storm events (25 year storm), with a collective net result in helping the existing downstream storm drain trunk system."

The onsite stormwater management plan proposes two vegetative swales, one at the west property line and one on the east side of the interior townhouse group. In addition, the interior parking "lot" is proposed to function as an underground rock detention system with porous concrete and the proposed landscaped areas will capture roof runoff. An underground storage pipe within the south interior roadway will meter outflow at the 5 year predevelopment level in the event of a large storm. Department of Public Works Stormwater Management Staff has determined that the proposed conceptual drainage plan is feasible for controlling runoff to a

manageable level downstream should a large storm event occur.

Design

The exterior design of the townhouse development was reviewed for neighborhood compatibility and was determined to be appropriate for the parcel and consistent with the surrounding developments. The townhouses are proposed to be a typical urban design that incorporates covered front porches and window bump outs. The materials vary between horizontal wood siding and parallel board and batten to create individual units of the attached buildings and the colors will be a mix of earth tones including dark red, dark green, blue-gray, tan, brown, taupe, and white which will blend in with the proposed landscaping and coastal surroundings. The development is under the 50% maximum floor area ratio allowed within the RM-2.5 coastal zone district; therefore, the mass of the housing units will not be un-proportional to the total size of the lot.

The County Urban Designer provides one recommended site design alternative, as shown in Exhibit D for consideration by your Commission. The concern is that the northernmost roadway is a dead-end street, which inherently provides an area for children to play; however, the townhouses that are accessed from this street (Buildings D and E) do not have driveways. The doors of the garages are proposed to be located about 5 feet from the edge of the roadway, which does not allow enough room for a car to back out of a garage and look for pedestrians or other vehicles approaching before entering the roadway. The proposed revision would shift four of the units in Building D about 5 feet north, closer to the minimum required 15 foot front yard setback along Canterbury and shift four units in Building E south towards the parking lot area at the rear of the units to create 10 foot deep driveways along the both sides of the dead-end road.

Local Coastal Program Consistency

The proposed townhouse development is in conformance with the County's certified Local Coastal Program, in that the development is sited and designed to be visually compatible, in scale with, and integrated with the character of the surrounding neighborhood, which is largely multi-family residential in the near vicinity with single family dwellings and commercial uses nearby. Size and architectural styles vary widely in the area, and the design submitted is not inconsistent with the existing range. The project site is not located between the shoreline and the first public road and is not identified as a priority acquisition site in the County's Local Coastal Program. Consequently, the proposed project will not interfere with public access to the beach, ocean, or other nearby body of water.

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 May 18, 2009. A preliminary determination to issue a Negative Declaration with Mitigations (Exhibit D) was made on June 16, 2009. The mandatory public comment period expired on June 15, 2009 with no comments received.

The environmental review process focused on the potential impacts of the project in the areas of geology, hydrology, biology, transportation, noise, growth inducement, and land use, population and housing. Impacts to air quality and protected bird habitat were identified as two areas of potential impact; therefore, mitigation measures are included as conditions of approval that will reduce potential impacts from the proposed development to a less than significant level.

Conclusion

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

Staff Recommendation

- Certification of the Mitigated Negative Declaration per the requirements of the California Environmental Quality Act.
- **APPROVAL** of Application Number **08-0259**, based on the attached findings and conditions.

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

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

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Report Reviewed By: _____
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Coastal Development Permit Findings

1. That the project is a use allowed in one of the basic zone districts, other than the Special Use (SU) district, listed in section 13.10.170(d) as consistent with the General Plan and Local Coastal Program LUP designation.

This finding can be made, in that the property is zoned RM-2.5 (Multi-family Residential - 2500 square feet per dwelling unit), a designation which allows multi-family residential uses. The proposed townhouse development is a principal permitted use within the zone district and is consistent with the site's (R-UH) Urban High Residential General Plan designation.

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

This finding can be made, in that the proposal does not conflict with any existing easement or development restriction such as public access, utility, or open space easements in that no such easements or restrictions are known to encumber the project site.

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

The subject property is within the Seacliff Village area and is therefore subject to the Seacliff Village Plan requirements. The original Seacliff Village Plan designated the vacant lot for a Visitor Accommodations (VA) use; however the Seacliff Village Plan was amended in 2007 with a Rezoning and General Plan/LCP Amendment to allow the parcel to be divided and used for multi-family housing and a park. The proposed multi-family townhouse development is consistent with surrounding multi and single family housing and is located close to commercial services, public transportation, and Seacliff State Beach. The development site is not on a prominent ridge, beach, or bluff top. The development will utilize natural earth tone colors including dark red, dark green, blue-gray, brown, taupe and white, and wood siding exteriors, which are consistent with the urban coastal environment. Architectural styles vary widely in the subject neighborhood and the site is surrounded by lots developed to an urban density; therefore, the proposed development design will be visually compatible and integrated with the character of the surrounding neighborhood. The development plan includes an extensive landscaping plan that proposes the addition of new street trees along Searidge Road and Canterbury Drive, as well as additional buffering vegetation to reduce the visual impact of the structures from the surrounding streets. Grading has been minimized to reflect the existing primarily flat topography; thereby reducing impacts to the environment. The parcel is not visible from the Highway 1 scenic corridor or located within the scenic beach viewshed. No signage or lighting is proposed at this time, however, a condition of approval will require Planning Department review and approval of a signage and lighting plan prior to final map recordation to ensure compliance with the County Code, the County General Plan, and the Seacliff Village Plan and to ensure that surrounding residences are not impacted by the features. Based on the above analysis, the finding can be made that the proposed project is consistent with the design criteria and special use standards and conditions of County Code section 13.20 and the Seacliff Village Plan.

4. That the project conforms with the public access, recreation, and visitor-serving policies, standards and maps of the General Plan and Local Coastal Program land use plan, specifically Chapter 2: figure 2.5 and Chapter 7, and, as to any development between and nearest public road and the sea or the shoreline of any body of water located within the coastal zone, such development is in conformity with the public access and public recreation policies of Chapter 3 of the Coastal Act commencing with section 30200.

This finding can be made, in that the project site is not located between the shoreline and the first public road. Consequently, the townhouses or improvements will not interfere with public access to the beach, ocean, or any nearby body of water. In 2007, a General Plan/LCP Amendment, Rezoning, Seacliff Village Plan Amendment and Minor Land Division created the subject parcel and redesignated the land use for high density housing with the adjacent parcel to be utilized as a neighborhood park; therefore, the proposed uses are consistent with the 2007 amended LCP priority use designations.

5. That the proposed development is in conformity with the certified local coastal program.

This finding can be made, in that the structure is sited and designed to be visually compatible, in scale with, and integrated with the character of the surrounding neighborhood. Additionally, residential uses are allowed uses in the RM-2.5 (Multi-family Residential - 2500 square feet per dwelling unit) zone district, as well as the General Plan and Local Coastal Program land use designation of R-UH (Urban High Residential). Developed parcels in the area contain single family dwellings, multifamily dwellings, and commercial structures. Size and architectural styles vary widely in the area, and the design submitted is not inconsistent with the existing range. In addition, the proposed project does not interfere with existing public beach access and it is not visible within the scenic beach viewshed.

Subdivision Findings

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

This finding can be made, in that the project meets all of the technical requirements of the Subdivision Ordinance and is consistent with the County General Plan and the Zoning Ordinance as set forth in the findings below. The subject parcel is a legal lot and the existing Multi-family Residential zoning district and Urban High Residential general plan designation are intended to create areas for high density, multi-family developments. The proposed development complies with all applicable RM-2.5 site standards and the project will create 11.45 dwelling units per net developable acre which is within the permitted range of 10.9 to 17.4 dwelling units per net developable acre for the R-UH General Plan designation.

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

This finding can be made, in that this project creates 19 parcels with a minimum of 11.45 net developable acres per parcel and is located in the Urban High Residential (R-UH) General Plan land use designation; therefore the project is in compliance with the parcel's density requirements.

The subject property is listed in the County General Plan as a Coastal Priority Site and, after a 2007 General Plan Amendment (#06-0452), the designated priority use is for multi-family development, which is consistent with the proposed project. The Seacliff Village Plan was also amended by permit 06-0452 to permit the proposed use on the subject parcel.

The project is consistent with the General Plan in that the necessary infrastructure is available to the site including water service, sanitation, nearby existing and future recreational opportunities, commercial services, Highway access, and public transportation. The land division is located off of Canterbury Drive, a public right of way off that provides adequate access and which will be fully improved to Public Works standards as a result of the project. The proposed land division is similar to the pattern and density of the surrounding residential development in the project vicinity.

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

This finding can be made, in that the use of the property will be multi-family residential, which is an allowed and principal permitted use in the RM-2.5 zone district, where the project is located. The proposed parcel configuration meets the minimum dimensional standards and setbacks for the zone district including 15' minimum setbacks from the north and south property lines, a minimum 5' setback from the interior side property line, and a minimum of 15' from the street side yard. The density of the proposed 19-unit development is approximately 3,806 square feet per dwelling unit; therefore, the project is consistent with the density requirements of the RM-2.5 zone district.

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

This finding can be made in that the site is primarily flat and preliminary grading plans were conceptually approved which minimize alteration of the natural topography of the site. The proposed project could be considered infill development in that it is surrounded by land developed to urban densities and the location is ideal for achieving many 'Smart Growth' principals in that there will be a neighborhood park on the east adjacent parcel that will provide a close, accessible open space and recreation area, Seaciff State Beach is located about 1000 feet to the south, there are many surrounding commercial services within walking distance both to the south and the north, Highway 1 is located about 650 feet to the north, and there are two bus stops surrounding the parcel, one at the north adjacent church property and the other on Searidge Road. No environmental constraints exist which would be adversely impacted by the proposed development.

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

This finding can be made, in that no mapped or observed sensitive habitats or threatened species impede development of the site and the project has received a mitigated Negative Declaration pursuant to the California Environmental Quality Act and the County Environmental Review Guidelines.

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

This finding can be made, in that no private wells or on site septic systems are proposed as a part of the project. The Soquel Creek Water District issued a conditional will-serve letter for the proposed 19 units and the property owner/applicant will be required to comply with the District's requirements for offsetting water demand. In addition, the property has received preliminary approval from the County Sanitation District to connect to existing sanitary sewer facilities in Searidge Road.

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

This finding can be made, in that the proposed road improvements to Canterbury Drive have been conceptually approved by Department of Public Works Road Engineering Staff and will improve accessibility for the public and for future property owners. There are no other known easements for public access on or through the subject property.

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

This finding can be made, in that most of the resulting townhouses will have south facing windows and will have living areas located at the south side of the unit to take advantage of solar opportunities. The units that are not directly oriented for natural heating or cooling will not be shaded by adjacent buildings.

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

This finding can be made, in that the proposed development was reviewed for neighborhood compatibility and was determined by the County Urban Designer to be an appropriate design for the parcel and consistent with the surrounding developments. The townhouses will incorporate covered front porches and private patios. The exterior materials vary between units to create individuality and will consist of horizontal wood siding and parallel board and batten siding. The colors will be a mix of earth tones including dark red, dark green, blue-gray, tan, brown, taupe, and white which will blend in with the proposed landscaping and coastal surroundings. The development is under the 50% maximum floor area ratio allowed within the RM-2.5 coastal zone district; therefore, the mass of the housing units will not be un-proportional to the total size of the lot.

Proposed landscaping will include street trees, ground cover and shrubs along the Searidge Road and Canterbury Park frontages and interior landscaping that is consistent with surrounding natural vegetation to both buffer the development and enhance the structures and outdoor spaces.

Development Permit Findings

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

This finding can be made in that the project is located in an area designated for multi family residential uses and is not encumbered by physical constraints to development. Construction will comply with prevailing building technology, the Uniform Building Code, and the County Building ordinance to insure the optimum in safety and the conservation of energy and resources.

In addition, the location of the two proposed 5'6" maximum height retaining walls will allow for adequate sight distance for vehicles traveling along Searidge Road. A small berm currently exists in the proposed location of the walls and the east side of the slope is about 30%. Although some minor grading will occur on this slope, the retaining walls will essentially be located on the existing hill; therefore, the walls will not create an additional "walled" area. In addition, Searidge Road is straight in this location and typically a wall or fence that would cause sight distance problems is one that is located on the inside corner of a turn in the road. Conceptual landscape plans propose to install landscaping below, between, and above the two retaining walls to soften the height of the walls from the roadway.

The location of the two retaining walls will not conflict with or obstruct pedestrian access along Searidge Road in that there is a sidewalk on this side of Searidge Road and the lower retaining wall will be located behind the sidewalk.

The two proposed retaining walls will be keystone walls that are stepped up the existing slope on the north side of Searidge Road. The southern retaining wall will be approximately 124 feet long with approximately 100 feet located parallel to Searidge Road. The northern retaining wall will be approximately 87 feet with approximately 75 feet located parallel to Searidge Road. Neither of the walls will contain excessive corners or pockets that would conceal persons with criminal intent.

Construction and maintenance of the retaining walls will not utilize an excessive quantity of materials or energy in that they are relatively insignificant structures that are accessory to the residential use allowed on the property.

The design and location of the retaining walls will not adversely impact the available light or the movement of air to properties or improvements in the vicinity, in that they shall not exceed the 5'6" foot maximum height limit and they will be built on an existing slope; therefore, light or air availability to Searidge Road will not be altered or minimized as a result of the project.

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

This finding can be made, in that the use of the property will be multi-family residential with unit densities that meet the minimum standards for the RM-2.5 (Multi-family Residential - 2500 square feet minimum) zone district where the project is located, and the project will be consistent with the required site standards of the RM-2.5 zone district.

The locations of the proposed 5'6" maximum height retaining walls and the conditions under which they would be operated or maintained will be consistent with the purpose of the RM-2.5 zone district in that the primary use of the property will be multi-family residential and retaining walls are a normal ancillary use in the zone district. Specific regulations for fencing and walls are contained in section 13.10.525. This proposal complies with the requirements and intents of that section, in that:

- The retaining walls will be situated on the property in a manner that allows adequate sight distance for vehicles traveling along the roadway as well as entering and exiting the property, in that the walls are set back from the traveled roadway and the applicant has designed the walls to meet County design criteria related to street intersection sight distance.
 - The retaining walls will be set back from the street and separated by a sidewalk and berm to allow adequate light and air to pass through to the street area.
 - The location of the retaining walls on the property and the design of the keystone walls do not contain any corners or pockets that would conceal persons with criminal intent.
 - The location and design of the retaining walls will be compatible with the visual neighborhood character of the surrounding residential neighborhood in that the walls will be keystone walls and will be buffered with landscaping and street trees.
3. That the proposed use is consistent with all elements of the County General Plan and with any specific plan which has been adopted for the area.

This finding can be made, in that the proposed division of land, its design, and its improvements, will be consistent with the General Plan. The project creates a 19-unit, multi-family residential development and is located in the Urban High Density Residential (R-UH) General Plan designation which allows a density 10.9 - 17.4 units per net developable acre. The proposed project is consistent with the General Plan in that the density of the townhouse development will be approximately 11.46 units per net developable acre.

The project is consistent with the General Plan in that the full range of urban services is available, including public water and sewer service. Parcels will be accessed by Canterbury Drive and the proposed interior roadway requires an exception to the County Design Criteria due to variation in parking configuration, lack of roadside improvements, and a proposed 22 foot road/right of way width. The proposed roadway design provides adequate and safe vehicular

and pedestrian access.

The subdivision, as conditioned, will be consistent with the General Plan regarding infill development, in that the proposed residential development will be consistent with the pattern of surrounding developments and the design of the proposed structures are consistent with the character of similar developments in the surrounding neighborhood.

This parcel is located within the Seacliff Village Plan, which was amended in 2007 to allow for the creation of the existing parcel and the east adjacent parcel to be used for affordable housing and a neighborhood park, respectively. The proposed development complies with the Seacliff Village Plan goals, use, and site standards for the subject parcel, as amended.

The proposed retaining walls are set back from the road and allow adequate sight distance for vehicles traveling along Searidge Road.

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

This finding can be made, in that the traffic study completed for the proposed project found that approximately 111 daily trips (8 during a.m. and 10 during p.m. peak hour) would be added to the local street system as a result of the project. Five surrounding intersections were studied in that traffic report and were found to be currently operating at acceptable levels of service, with the exception of the left turn movement at the Searidge Road - State Park Drive intersection, which is currently operating at a Level of Service F. The traffic study finds that this intersection as a whole operates at a Level of Service C and the additional traffic generated by the proposed project would not increase the existing volume - capacity ratio by more than 1%, which is consistent with County General Plan Policy 3.12. Additional traffic as a result of the proposed project would not decrease levels of services at any of the 5 study intersections.

The traffic impact study was prepared using regular weekday traffic patterns and volumes as a way to clearly evaluate the impacts of the additional traffic on surrounding intersections, as they normally operate. During the summer, these intersections operate at a much lower level of service because they are impacted by additional beach traffic; therefore, the surrounding road network at these peak seasonal times, is already impacted and project specific traffic would not be as clearly shown in the already impacted intersections. It is inferred that the minor additional traffic generated by the proposed project would not necessarily reduce the level of service any further during these peak seasonal times.

The proposed retaining walls will not utilize a significant amount of electricity or utilities and will not generate any additional traffic on the streets in the vicinity, in that there are no electrical utilities, such as a gate, motor, or lights, associated with the retaining walls and retaining walls are not a use that generates or intensifies traffic.

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

This finding can be made, in that the project site is located in a mixed neighborhood containing single family residences, multi-family residences, commercial services, and public recreation areas. Surrounding physical design consists of a variety of architectural styles, and the proposed multi-family residential development is consistent with the existing styles and the use intensity and density of the neighborhood.

The proposed retaining walls will be compatible with the visual character of the neighborhood in that the walls will be stepped up an existing berm and the height of the walls (5'6" maximum) will be buffered from the view of the street by landscaping and street trees. The walls will be keystone walls that are constructed of natural masonry materials that blend in with the proposed landscaping. The proposed retaining walls do not alter or impact the density or intensity of residential use within the surrounding neighborhood.

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

This finding can be made, in that the proposed townhouses are sited and designed to be visually compatible, in scale with, and integrated with the character of the surrounding neighborhood. The surrounding neighborhood contains single family residences, multi-family residential developments, commercial services, and public recreational facilities constructed with a variety of architectural styles, mostly reflective of the time at which each structure was constructed. Parcels directly adjacent to the subject property consist of newer developments including a multi-family residential development and a church, which reflect more modern architectural styles; therefore, the proposed development is consistent with the design and density pattern of the more recent developments in the surrounding neighborhood. The County Urban Designer has reviewed the preliminary architectural plans and has determined the proposed architectural style and the use of natural materials and earth tone colors to be appropriate for the urban, coastal neighborhood.

Roadway/Roadside Exception Findings

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

This finding can be made, in that, as per County Design Criteria, full urban local street improvements consist of a 56 foot right of way with parking, sidewalks and landscaping on both sides, which would not be appropriate for the private, common area, interior roadways that access the proposed 19 townhouse units. The proposed roadways vary from the County Design Criteria in terms of width and improvements, with a 22 foot wide right of way and pavement section and no sidewalks, formal parking or landscaping on either side of the roadway. The proposed development instead provides a designated parking lot, accessible pedestrian pathways throughout the development, and full landscaping plans. A Roadway/Roadside Exception is required in order to allow interior roadway variations which are considered as appropriate within the proposed development, as per County Code Section 15.10.050(f)(1). The parcel has two frontages on Canterbury Drive and the proposed development will complete the improvements required for the full length of the south and east sides of Canterbury Drive to bring the public road up to current County Design Criteria requirements.

Conditions of Approval

Land Division 08-0259

Applicant: South County Housing Corporation

Property Owner: South County Housing Corporation

Assessor's Parcel Number(s): 038-081-39

Property Address and Location: North side of Searidge Road, approximately 100 feet west of the intersection with State Park Drive, located between Canterbury Drive and Searidge Road.

Planning Area: Aptos

Exhibit(s):

- A. Tentative Map and Improvement Plans - prepared by RJA, dated 2/23/09; Architectural and Floor Plans - prepared by Dahlin Group, dated 6/17/08, sheets A1.1, A2.6, A2.7, A2.8, A4.1, A4.2, A4.3, A4.4 & A4.5 revised 2/23/09; Preliminary Landscape Plans - prepared by Dillon Design Associates, revised 12/19/08.
-

All correspondence and maps relating to this land division shall carry the land division number noted above.

- I. Prior to exercising any rights granted by this Approval, the owner shall:
 - A. Sign, date and return one copy of the Approval to indicate acceptance and agreement with the conditions thereof.
 - B. Pay the required fee to the Clerk of the Board of the County of Santa Cruz for posting the Negative Declaration as required by the California Department of Fish and Game mitigation fees program.
- II. A Final Map for this land division must be recorded prior to the expiration date of the tentative map and prior to sale, lease or financing of any new lots. The Final Map shall be submitted to the County Surveyor (Department of Public Works) for review and approval prior to recordation. No improvements, including, without limitation, grading and vegetation removal, shall be done prior to recording the Final Map unless such improvements are allowable on the parcel as a whole (prior to approval of the land division). **The Final Map and Improvement Plans shall comply with the following requirements:**

- A. The Final Map and Improvement Plans shall be in general conformance with the approved Exhibit A and shall conform to the conditions contained herein. All other State and County laws relating to improvement of the property, or affecting public health and safety shall remain fully applicable. Any changes from the approved Exhibit "A", including but not limited to the Tentative Map, Preliminary Improvement Plans, or the attached exhibits for architectural and landscaping plans, must be submitted for review and approval by the Planning Department. Changes may be forwarded to the decision making body to consider if they are sufficiently material to warrant consideration at a public hearing noticed in accordance with Section 18.10.223 of the County Code. Any changes that are on the final plans which do not conform to the project conditions of approval shall be specifically illustrated on a separate sheet and highlighted in yellow on any set of plans submitted to the County for review.
- B. This land division shall result in no more than 19 residential parcels and townhouse units.
- C. The minimum parcel area shall be 2,500 square feet of net developable land per dwelling unit.
- D. The proposed retaining walls shall not exceed 5'6" in height as measured from natural or finished grade, whichever is lower.
- E. **Prior to final map recordation, the following fees must be paid:**
 - 1. Park dedication in-lieu fees shall be paid for 19 dwelling units. These fees are currently \$750 per bedroom, but are subject to change.
 - 2. Child Care Development fees shall be paid for 19 dwelling units. These fees are currently \$36 per bedroom, but are subject to change.
 - 3. Drainage impact fees for common improvements will be assessed on the net increase in impervious area. The fees are currently \$1.00 per square foot and will be assessed with the improvement plans. Reduced fees are assessed for semi-pervious surfacing to offset costs and encourage more extensive use of these materials.
 - 4. Aptos Transportation Improvement (TIA) fees shall be paid at a rate of \$3550 per dwelling unit created. The total TIA fee of \$67,450 is to be split evenly between transportation improvement fees and roadside improvement fees.
 - 5. Submit a written statement signed by an authorized representative of the school district in which the project is located confirming payment in full of all applicable developer fees and other requirements lawfully imposed by the school district in which the project is located.

F. Prior to final map recordation, the following additional items must be submitted for review and approval:

1. A letter of certification from the Tax Collector's Office that there are no outstanding tax liabilities affecting the subject parcels.
2. Evidence that all requirements of the Aptos/La Selva Fire Protection District have been met.
3. A copy of all required recorded easements (storm drain, sewer main, and stairway/pedestrian access). Maintenance of and access to these facilities should be determined jointly with the County Parks Department.
4. A right of entry agreement with the Santa Cruz County Parks and Recreation Department with right to construct for all development to be located on the adjacent property.
5. An electronic copy of the soils report and addendum in .pdf format. This document may be submitted on compact disc or emailed to kent.edler@co.santa-cruz.ca.us.
6. An offsite assessment of the flow path routing and capacity along the parcel frontages (gutter capacities) and from the southeast corner of the property under State Park Drive to the culvert crossing under the railroad (pipes and channel). Please note that the predevelopment release rate shall be based on 1.2 acres of new impervious area.
7. A recorded maintenance agreement with the County of Santa Cruz for the proposed stormwater facilities.
8. A licensed engineer's estimate of stormwater mitigation costs to set a 2% County construction inspection fee.

G. Prior to final map recordation, the following shall be shown or noted on the plans:

1. Parcels/building envelopes, building footprints, common area and building setback lines located according to the approved Tentative Map. The building envelopes shall meet the minimum setbacks for the RM-2.5 zone district of 15 for front yards, 5 feet for interior side yards, and 15 feet for street side yards.
2. Show the net area of each lot to nearest square foot.
3. Show all recorded easements (storm drain, sewer main, and stairway/pedestrian access).

4. Correct the application number on sheets L-1 - L-7 (08-0259)
5. Final plans shall note that the proposed on-street parking spaces shall not be reserved for the private use of the townhouse residents.
6. Correct sheet A3.8 to remove the full wall on the side of the porch.
7. Show the 18" strikeside at the interior door from the garage of the accessible units.
8. Final plans shall note that building permit plans shall show all features that make the two accessible units adaptable, such as blocking in walls and under counter cabinet removal.
9. Final plans shall reference the County accepted geotechnical report and include a statement that the project shall conform to the report's recommendations.
10. Comply with all requirements and pay all necessary fees of the Aptos/La Selva Fire Protection District.
11. Include on the plans all signage and lighting proposed for location on the subject parcel. Plans shall show the exact location on site, an elevation of each freestanding sign and any associated sign lighting. Signage plan shall include entrance signs, directional signs, and accessible signage and shall comply with signage requirements of the Seaclyff Village Plan for the subject parcel and the most current California Building Code.
12. Please note on the plans that the stairway off of Searidge Road shall be designed in coordination with County Parks and Recreation.
13. Plans shall show spot repairs to the Searidge Road north sidewalk at the parcel frontage. Repairs shall extend from the Searidge Road - Canterbury Drive intersection to the Searidge Road - McGregor Drive intersection.
14. In order to mitigate impacts to air quality, standard dust control Best Management Practices shall be implemented during all grading and demolition work. Notes reflecting this shall be included in the final project plans and shall include, at a minimum, the following measures:
 - a. Water site as needed on a daily basis
 - b. Cover all inactive soils piles
 - c. Refrain from grading on windy days (15 mph or more average wind speed)
 - d. Install minimum 30 feet of 1-inch rock at site entrance and exist to prevent tracking sediment off site.

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

- a. New parcel numbers for all of the parcels must be assigned by the Assessors Office prior to application for a Building Permit on any parcel created by this land division.
- b. Lots shall be connected for water service to Soquel Creek Water District. All regulations and conditions of the water district shall be met.
- c. Lots shall be connected for sewer service to Santa Cruz County Sanitation District. All regulations and conditions of the sanitation district shall be met.
- d. All future construction on the lots shall conform to the Architectural Floor Plans, Elevations, Colors and Materials Board, and Perspective Drawings depicted in the approved Exhibit "A" and as held on file for this permit and shall also meet the following additional conditions:
 - i. Notwithstanding the approved preliminary architectural plans, all future development shall comply with the development standards for the RM-2.5 zone district. Development on each parcel shall not exceed 40% lot coverage or 50% floor area ratio, or other standard as may be established for the zone district.
 - ii. No fencing or walls shall exceed three feet in height within the required street facing yard setbacks, except as approved in this permit.

H. **Prior to Final Map recordation, submit and secure approval of engineered improvement plans** from the Department of Public Works and the Planning Department for all roads, curbs and gutters, storm drains, erosion control, and other improvements required by the Subdivision Ordinance, noted on the attached tentative map and/or specified in these conditions of approval. A subdivision agreement backed by financial securities (equal to 150% of engineer's estimate of the cost of improvements), per Sections 14.01.510 and 511 of the Subdivision Ordinance, shall be executed to guarantee completion of this work. Improvement plans shall meet the following requirements:

- 1. All improvements shall be prepared by a registered civil engineer and shall meet the requirements of the County of Santa Cruz Design Criteria except as modified in these conditions of approval. Plans shall also comply with

applicable provisions of the State Building Code regarding accessibility.

2. Plans shall note that a plan review letter prepared by Earth Systems Pacific that states that the project plans conform to the report's recommendations will be required prior to building permit issuance. If building plans are submitted in phases, a plan review letter will be required with each building permit application regarding the specific construction to take place.
3. Sheet L-1 Layout Plan shall be revised to show the following corrections:
 - a. Show dimensions, radii, score joints as shown in the legend, including sidewalk joints.
4. Two stainless steel railings shall be installed on the public pedestrian stairway off of Searidge Road.
5. Plans shall note that drainage impact fees for parcel specific improvements will be paid with building permit applications. Drainage impact fees are assessed on the net increase in impervious area. The fees are currently \$1.00 per square foot and will be assessed upon building permit issuance. Reduced fees are assessed for semi-pervious surfacing to offset costs and encourage more extensive use of these materials.
6. Pay all fees and meet all requirements of the Department of Public Works Stormwater Management Division. Submit final engineered drainage plans that include the following information:
 - a. Calculations and plan design details supporting all mitigation measures.
 - i. Include the impacts from new off-site hardscape surfaces, such as sidewalks around the perimeter.
 - ii. All materials, calculations and plans shall show consistent, accurate information.
 - iii. Qpre for the developed area, 1.2 acres, is approximately 0.35 cfs for a 5-year release rate.
 - iv. Required detention volume determinations shall be based on all net new impervious areas, both on and off-site, resulting from the proposed project. Pervious areas shall not be included in detention volume sizing, unless an exception is granted by staff for incidental pervious areas less than 10% of the total area.

- v. Provide details showing how the design will provide for continuous bypass of pre-development rate, allow for bypassing of landscape runoff, and account for off-site new impervious areas.
 - b. For underground structural detention systems, the pre-project runoff flow shall bypass the detention facility so that the storage volume is used only for the additional runoff generated by the new development.
 - c. Runoff shall not be directed to the detention facility through a solid pipe or hard surface.
 - d. Plans shall show or note a provision for permanent bold markings at each inlet that reads: "NO DUMPING - DRAINS TO BAY".
 - e. Plans shall note maintenance procedures for the drainage facilities and mitigation measures.
 - f. Plans shall show yard area drain pipe routings.
 - g. Provide details for retaining wall back drains, if proposed, and indicate means of drainage discharge. Configurations where long term ground water seepage is possible may not discharge to the street gutter where slime formation and a slipping hazard could be created.
- 7. A Roadside/Roadway Exception is approved for the interior project access road to vary from County standards with respect to the width of the right of way, sidewalks, and on-street parking spaces.
 - 8. Final plans shall provide a thorough and realistic representation of all grading necessary to complete the project.
 - 9. Submit a plan review letter prepared by Earth Systems Pacific stating that the plans comply with the reports' recommendations.
 - 10. Improvement plans shall include an operational erosion and sediment control plan prepared by a Certified Professional in Erosion and Sediment Control. The plans must indicate how erosion, sediment and drainage will be controlled and stages between October 15th and April 15th.
 - 11. Plans shall note that grading for the site must start prior to August 15th, otherwise, site grading must not commence until the following April 15th.

12. Plans shall note that winter grading is not permitted on this site.
13. Submit a plan review letter from Maureen Hamb, the project arborist, which evaluates the locations of the proposed plantings in relation to the proposed improvements, including impacts of planting oak trees in close proximity to existing power poles and the impacts of new plantings above the proposed on site stormdrain.
14. Meet all requirements and pay all required fees of the Santa Cruz County Sanitation District including the following:
 - a. The proposed sanitary sewer easements shall be dedicated to the Sanitation District for acceptance and shall be exclusive to the public sanitary sewer.
 - b. Plans shall show the capped sewer lateral for Parks Department use.
 - c. Plans shall include the Sanitation Districts General Note #18 (regarding as-built plan preparation).
 - d. Plans shall note that a backflow or overflow device is required on all sewer laterals.
 - e. Plans shall be revised to show Typical Sewer Lateral Connection detail to resemble Figure SS-12.
 - f. Plans shall show all surface paving or pad surrounding the manhole for District vehicle access.
 - g. A Homeowner's Association must be formed with ownership and maintenance responsibilities for all on-site sewers for this project. The homeowner's association shall be referenced on the Final Map.
 - h. A copy of the recorded Homeowner's Association's CC&R's shall be submitted to the Sanitation District to review maintenance responsibilities for maximum cleaning interval for the sewer main.
 - i. A minimum 10-foot wide gate is required to access the parks property at the location of the public manhole.
 - j. Sewer System plans shall be the same as that approved in this discretionary permit. Any changes shall be highlighted on the plans and may result in delay in issuing the building permit.

15. All new utilities shall be underground. All facility relocation, upgrades or installations required for utilities service to the project shall be noted on the construction plans. All preliminary engineering for such utility improvements is the responsibility of the owner/applicant. Pad-mounted transformers shall not be located in the front setback or in any area visible from public view unless they are completely screened by walls and/or landscaping (underground vaults may be located in the front setback). Utility equipment such as gas meters and electrical panels shall not be visible from public streets or building entries. Backflow prevention devices must be located in the least visually obtrusive location.
 16. All future development on the lots shall comply with the recommendations of the County approved geotechnical report prepared by Earth Systems Pacific, dated 12/21/07.
- III. Prior to any site disturbance or physical construction on the subject property the following condition(s) shall be met:
- A. Obtain a Construction Activities Storm Water General NPDES Permit from the State Water Resources Control Board. For more information see:
<http://www.swrcb.ca.gov/stormwtr/constfaq.html>
- IV. All future construction within the property shall meet the following conditions:
- A. Prior to any disturbance on the property the applicant shall convene a pre-construction meeting on the site. The following parties shall attend: applicant/owner, grading contractor supervisor, Santa Cruz County resource planning staff, and project arborist. Any temporary construction fencing demarcating the disturbance envelope, tree protection fencing, and silt fencing will be inspected at that time.
 - B. Winter grading is not permitted at this site.
 - C. Grading for this site must start prior to August 15th, otherwise, site grading must not commence until the following April 15th.
 - D. All tree removal shall take place between August 15th and February 1st outside of the recognized breeding season, in order to avoid impact to protected bird species.
 - E. All work adjacent to or within a County road shall be subject to the provisions of Chapter 9.70 of the County Code, including obtaining an encroachment permit where required. Where feasible, all improvements adjacent to or affecting a County road shall be coordinated with any planned County-sponsored construction on that road. Obtain an Encroachment Permit from the Department of Public Works for any work performed in the public right of way. All work shall be consistent with the Department of Public Works Design Criteria unless

otherwise specifically excepted by these conditions of approval.

- F. No land disturbance shall take place prior to issuance of building permits (except the minimum required to install required improvements, provide access for County required tests or to carry out work required by another of these conditions).
- 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.
- H. In order to mitigate impacts to air quality, standard dust control Best Management Practices shall be implemented during all grading and demolition work. Notes reflecting this shall be included in the final project plans and shall include, at a minimum, the following measures:
 - 1. Water site as needed on a daily basis
 - 2. Cover all inactive soils piles
 - 3. Refrain from grading on windy days (15 mph or more average wind speed)
 - 4. Install minimum 30 feet of 1-inch rock at site entrance and exist to prevent tracking sediment off site.
- I. Construction of improvements shall comply with the requirements of the geotechnical report prepared by Earth Systems Pacific, dated 12/07. The project geotechnical engineer shall inspect the completed project and certify in writing that the improvements have been constructed in conformance with the geotechnical report(s).
- J. All required land division improvements shall be installed and inspected prior to final inspection clearance for any new structure on the new lots.
- K. The applicant shall submit a separate building permit application for the stairway that enters the site from the east adjacent parcel. Signage is required at the stairway that indicates that it is not an accessible route and that directs to another accessible route.
- V. In the event that future County inspections of the subject property disclose non-compliance 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 Approval revocation.

- VI. As a condition of this development approval, the holder of this development approval ("Development Approval Holder"), is required to defend, indemnify, and hold harmless the COUNTY, its officers, employees, and agents, from and against any claim (including attorneys' fees), against the COUNTY, its officers, employees, and agents to attack, set aside, void, or annul this development approval of the COUNTY or any subsequent amendment of this development approval which is requested by the Development Approval Holder.
- A. COUNTY shall promptly notify the Development Approval Holder of any claim, action, or proceeding against which the COUNTY seeks to be defended, indemnified, or held harmless. COUNTY shall cooperate fully in such defense. If COUNTY fails to notify the Development Approval Holder within sixty (60) days of any such claim, action, or proceeding, or fails to cooperate fully in the defense thereof, the Development Approval Holder shall not thereafter be responsible to defend, indemnify, or hold harmless the COUNTY if such failure to notify or cooperate was significantly prejudicial to the Development Approval Holder.
- B. Nothing contained herein shall prohibit the COUNTY from participating in the defense of any claim, action, or proceeding if both of the following occur:
1. COUNTY bears its own attorney's fees and costs; and
 2. COUNTY defends the action in good faith.
- C. Settlement. The Development Approval Holder shall not be required to pay or perform any settlement unless such Development Approval Holder has approved the settlement. When representing the County, the Development Approval Holder shall not enter into any stipulation or settlement modifying or affecting the interpretation or validity of any of the terms or conditions of the development approval without the prior written consent of the County.
- D. Successors Bound. "Development Approval Holder" shall include the applicant and the successor(s) in interest, transferee(s), and assign(s) of the applicant.
- 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, which incorporates the provisions of this condition, or this development approval shall become null and void.

VII. Mitigation Monitoring Program

The mitigation measures listed under this heading have been incorporated in the conditions of approval for this project in order to mitigate or avoid significant effects on the environment. As required by Section 21081.6 of the California Public Resources Code, a monitoring and reporting program for the above mitigation is hereby adopted as a

condition of approval for this project. This program is specifically described following each mitigation measure listed below. The purpose of this monitoring is to ensure compliance with the environmental mitigations during project implementation and operation. Failure to comply with the conditions of approval, including the terms of the adopted monitoring program, may result in permit revocation pursuant to section 18.10.462 of the Santa Cruz County Code.

A. Mitigation Measure: Air Quality (Condition IV.H)

In order to mitigate impacts to air quality, Environmental Planning Staff shall ensure that standard dust control Best Management Practices are implemented during all grading and demolition work. Notes reflecting this shall be included in the final project plans and shall include, at a minimum, the following measures:

- a. Water site as needed on a daily basis
- b. Cover all inactive soils piles
- c. Refrain from grading on windy days (15 mph or more average wind speed)
- d. Install minimum 30 feet of 1-inch rock at site entrance and exist to prevent tracking sediment off site.

B. Mitigation Measure: Tree Removal (Condition IV.D)

In order to avoid impacts to protected bird species as a result of tree removal, Environmental Planning staff shall ensure that all tree removal shall take place between August 15 and February 1, outside of the recognized breeding season.

**AMENDMENTS TO THIS LAND DIVISION APPROVAL SHALL BE
PROCESSED IN ACCORDANCE WITH CHAPTER 18.10 OF THE COUNTY CODE.**

This Tentative Map is approved subject to the above conditions and the attached map, and expires 24 months after the 14-day appeal period. The Parcel Map for this division, including improvement plans if required, should be submitted to the County Surveyor for checking **at least 90 days** prior to the expiration date and in no event later than 3 weeks prior to the expiration date.

cc: County Surveyor

Approval Date: _____

Effective Date: _____

Expiration Date: _____

Paia Levine
Principal Planner

Samantha Haschert
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.



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

08-0259

NO SITUS

APN(S): 038-081-39

Proposal to create a 19 unit town home development for affordable homeownership with three Measure J units. Requires a Subdivision Residential Development Permit, a Coastal Permit, a Roadside/Roadway Exception, Design Review, Soils Report Review and Environmental Review.

Project located on the north side of Searidge Road, approximately 100 feet west of the intersection with State Park Drive, between Searidge Road, Canterbury Drive, and McGregor Drive.

ZONE DISTRICT: (RM-2.5) MULTI-FAMILY RESIDENTIAL – 2,500 SQUARE FEET MINIMUM

APPLICANT: South County Housing Corp.

STAFF PLANNER: Samantha Haschert, 454-3214

Email: pln145@co.santa-cruz.ca.us

ACTION: Negative Declaration with Mitigations

REVIEW PERIOD ENDS: June 15, 2009

This project will be considered at a public hearing by the Planning Commission.

Findings:

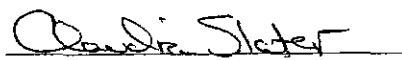
This project, if conditioned to comply with required mitigation measures or conditions shown below, will not have significant effect on the environment. The expected environmental impacts of the project are documented in the Initial Study on this project, attached to the original of this notice on file 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: June 15, 2009

Date Approved By Environmental Coordinator: June 16, 2009


CLAUDIA SLATER
Environmental Coordinator
(831) 454-5175

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.
(Date)

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

Date completed notice filed with Clerk of the Board: _____

NAME: South County on Canterbury Drive
APPLICATION: 08-0259
A.P.N: 038-081-39

NEGATIVE DECLARATION MITIGATIONS

- A. In order to mitigate impacts to air quality, standard dust control Best Management Practices shall be implemented during all grading and demolition work. Notes reflecting this shall be included in the final project plans and shall include at a minimum the following measures:
1. Water site as needed on a daily basis.
 2. Cover all inactive spoils piles.
 3. Refrain from grading on windy days (15 mph or more average wind speed)
 4. Install minimum 30 feet of 1-inch rock at site entrance and exit to prevent tracking sediment off site.
- B. In order to avoid impacts to protected bird species as a result of tree removal, all tree removal shall take place between August 15 and February 1, outside of the recognized breeding season.



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: South County Housing

APPLICATION NO.: 08-0259

APN: 038-081-39

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 Matt Johnston, Environmental Coordinator at (831) 454-3201, 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: June 15, 2009

Samantha Haschert
Staff Planner

Phone: (831) 454-3214

Date: May 22, 2009



Environmental Review Initial Study

Application Number: 08-0259

Date: May 18, 2009

Staff Planner: Samantha Haschert

I. OVERVIEW AND ENVIRONMENTAL DETERMINATION

APPLICANT: South County Housing
Corporation

APN: 038-081-39

OWNER: South County Housing
Corporation

SUPERVISORAL DISTRICT: 2nd (Pirie)

LOCATION: Property located between Searidge Road, Canterbury Drive, and
McGregor Drive, about 100 feet west of State Park Drive.

SUMMARY PROJECT DESCRIPTION: Proposal to create a 19-unit townhouse
development for affordable homeownership with three Measure J units. Requires a
Subdivision Residential Development Permit, a Coastal Permit, a Roadside/Roadway
Exception, Design Review, and a Soils Report Review.

**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 checked="" type="checkbox"/> Biological Resources	<input type="checkbox"/> Public Services & Utilities
<input type="checkbox"/> Energy & Natural Resources	<input checked="" type="checkbox"/> Land Use, Population & Housing
<input type="checkbox"/> Visual Resources & Aesthetics	<input type="checkbox"/> Cumulative Impacts
<input type="checkbox"/> Cultural Resources	<input checked="" type="checkbox"/> Growth Inducement
<input type="checkbox"/> Hazards & Hazardous Materials	<input type="checkbox"/> Mandatory Findings of Significance
<input checked="" type="checkbox"/> Transportation/Traffic	

DISCRETIONARY APPROVAL(S) BEING CONSIDERED

<input type="checkbox"/> General Plan Amendment	<input type="checkbox"/> Grading Permit
<input checked="" type="checkbox"/> Land Division	<input type="checkbox"/> Riparian Exception
<input type="checkbox"/> Rezoning	<input type="checkbox"/> Other:
<input type="checkbox"/> Development Permit	<input type="checkbox"/>
<input checked="" type="checkbox"/> Coastal Development Permit	<input type="checkbox"/>

NON-LOCAL APPROVALS

Other agencies that must issue permits or authorizations:
AMBAG/MBUAPCD


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.

☒ 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.


Matt Johnston

5/19/09
Date

For: Claudia Slater
Environmental Coordinator

II. BACKGROUND INFORMATION

EXISTING SITE CONDITIONS

Parcel Size: 60,658 square feet (1.4 acres)

Existing Land Use: Vacant parcel

Vegetation: A row of mature acacia trees including two coast live oaks along the southern property line and a cluster of willow and acacia stems (sucker growth) on the east property line.

Slope in area affected by project: Parcel is primarily flat with a steep slope along the south property line. About 1000 square feet of the parcel around the south property line is equal to or greater than a 40% slope and steepens towards the southeast corner of the parcel. Visually, the slope presents itself as a 10' – 15' berm along Searidge Road.

Nearby Watercourse: Located about 1500 feet north of the Pacific Ocean (at 150').

Parcel located between Aptos Creek and Borregas Creek.

Distance To: About 2700 feet east of Borregas Creek & about 2500 feet west of Aptos Creek.

ENVIRONMENTAL RESOURCES AND CONSTRAINTS

Groundwater Supply: Not mapped.

Liquefaction: Mapped potential for liquefaction.

Water Supply Watershed: Not mapped.

Fault Zone: None mapped.

Groundwater Recharge: Not mapped.

Scenic Corridor: Partially within mapped Highway 1 scenic viewshed.

Timber or Mineral: Not mapped.

Historic: Not mapped.

Agricultural Resource: Not mapped.

Archaeology: Not mapped.

Biologically Sensitive Habitat: None mapped; degraded wetland near east property line.

Noise Constraint: Subject to noise impacts from Highway 1.

Fire Hazard: Not mapped.

Electric Power Lines: Two existing power poles at southwest corner of property.

Floodplain: Not mapped.

Solar Access: Adequate

Erosion: Some potential for erosion along south property line where parcel slopes to street.

Solar Orientation: Adequate

Landslide: None mapped.

Hazardous Materials: None.

SERVICES

Fire Protection: Aptos/La Selva FPD

Drainage District: Zone 6

School District: Pajaro Valley USD

Project Access: Via Canterbury Drive

Sewage Disposal: SCC Sanitation Dist.

Water Supply: Soquel Creek Water Dist.

PLANNING POLICIES

Zone District: Multi-Family Residential – 2,500 square feet minimum (RM-2.5)

Specific Plan: Seacliff Village Plan

General Plan: Urban High Density Residential (R-UH)

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

PROJECT SETTING AND BACKGROUND:

The original parcel (038-081-36) was divided and rezoned in 2006 (06-0452) to create the subject parcel for an affordable housing development and to create the east adjacent parcel (038-081-40), which is to be developed in the future as a County park. The Rezoning, General Plan amendment, and Specific Plan amendment changed the parcel designations to RM-2.5 (Multi-Family Residential – 2,500 square feet minimum) and R-UH (Urban High Density Residential).

South County Housing is currently working with County Parks and Recreation to ensure that the two adjacent developments and land uses compliment one another and that, where feasible, utilities and other improvements are coordinated as a part of the affordable housing development.

The parcel is located within the Seacliff Village Specific Plan area and within the Coastal Zone, outside of the Coastal Appeals Jurisdiction. Highway 1 is located about 800 feet north of the subject parcel and Seacliff State Beach is about 600 feet to the south.

The parcel is bound by two streets- Canterbury Drive on the north and west property lines and Searidge Road on the south property line. The adjacent parcel to the east is zoned PF (Public Facilities) and will be the future location of a County park. Further east, across State Park Drive, is the site that is currently under review for rezoning to a high density housing development (Poor Clares). Across Searidge Road to the south are commercial structures, including the Blue Spoon restaurant, which are on parcels zoned C-1 (Neighborhood Commercial) and about 190 feet further south are the Southern Pacific railroad tracks. To the west across Canterbury Drive are parcels zoned RM-2.5 that are developed with multifamily developments. Across Canterbury Drive to the north is Seacliff Highlands, a 39 unit, affordable, rental, townhouse development for very low to low income households. To the northeast across Canterbury Drive is a vacant parcel that is approved for development of a church which is currently under construction.

The parcel is comprised of primarily flat topography that gradually slopes to the southeast. There are 0.04 acres at the southeast corner of the property adjacent to Searidge Road where the slope is over 30%.

There will be a bus stop located on McGregor Drive at the frontage of the future church site (north) and there is also a bus stop located on Searidge Road on the east adjacent future parks site.

EXHIBIT D

DETAILED PROJECT DESCRIPTION:

The proposal is to divide a vacant 1.7 acre into 19 townhouse parcels with access roads and open space as common area. The project would create 16 affordable ownership units and three Measure J units.

The proposed townhouse development would be accessed via two private driveways off of Canterbury Drive, an existing paved road that currently accesses an affordable rental townhouse development on the north adjacent parcel and a church on the northeast adjacent parcel. All interior roads would be 22 feet wide and would be designated Public Utility Easements and Common Area.

The proposed project includes grading of approximately 4,428 cubic yards of earth which includes 3,428 cubic yards of overexcavation and recompaction, 1,000 cubic yards of cut, and 1,000 cubic yards of fill. In addition, the project would entail the removal of 16 trees along the south property line and the removal of a tree cluster within a degraded wetland feature.

The parcel is designated RM-2.5 (Multi-Family Residential - 2,500 square feet minimum) and R-UH (Urban High Density Residential) in the Santa Cruz County General Plan. The project is in compliance with the density requirements in the General Plan as shown in the following table:

Gross Area	>30% Slope	Units Proposed	R-UH Required Density (GP 2.10)	Sq. ft./DU	DU/Net Dev. Acre
1.7 ac.	.04 ac.	19	10.9 - 17.4 DU/Net Dev. Acre	3,806 sq. ft.	11.45

The project has been reviewed by the County Sanitation District and it was determined that sewer service is available for the proposed project. The applicant, South County Housing, is proposing to also install limited sanitary sewer improvements to service the future park project; however, connections would be established with the development of the County Park.

The proposed stormwater management system includes the installation of a detention pipe in the south driveway. Site drainage would be routed to the detention system by way of hard piping, porous concrete at the interior parking area, and two vegetated swales with inlets (one interior and one on the west property line). The site would utilize bubblers within landscaped areas adjacent to the proposed buildings to accommodate the majority of the roof runoff. The new detention pipe would cross the east adjacent parks parcel and connect with the existing storm drain system in Searidge Road.

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 _____

There are no mapped faults on or adjacent to the subject property. The closest mapped fault is the Zayante-Vergeles fault, which is located about 3.7 miles northeast of the subject parcel; therefore, ground rupture of a known earthquake fault was not an area of concern in the geotechnical engineering report submitted for the site (Earth Systems Pacific, dated December 2007 (Attachment 6)).

- B. Seismic ground shaking?

_____ X _____

The subject property will likely be subjected to strong seismic shaking from one of the local fault systems during the life of the planned structures. The Geotechnical Engineering Report submitted for the proposed project (Attachment 6), recommends that all planned improvements are designed to resist seismic shaking in accordance with most current California Building Code (CBC) requirements. Specific seismic design parameters are listed in the report. Final plans will be required to comply with all of the recommendations in the Geotechnical Engineering Report, which will reduce the impacts of seismic ground shaking on the proposed structures to less than significant.

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

_____ X _____

The topography of the parcel is primarily flat and no active or potentially active faults have been recognized on or near the subject property. In addition, the Geotechnical Engineering Report (Attachment 6) indicates that there is a low potential for liquefaction and that potentially liquefiable soils were not detected in site borings.

- D. Landslides?

_____ X _____

EXHIBIT D

Significant Or Potentially Significant Impact	Less than Significant with Mitigation Incorporation	Less than Significant Or No Impact	Not Applicable
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The topography of the site is primarily flat with the only slope located at the south property line adjacent to Searidge Road. This slope is over 30% and will be retained by two 5.5 foot tall retaining walls located a minimum of 5 feet apart and which will be about 100 feet in length for the south wall and about 75 feet in length for the north wall as measured from the east adjacent property line. The Geotechnical Engineering Report (Attachment 6) submitted for the project did not identify this slope as an area of concern and did not identify any active or historic landslides on or around the subject parcel which could impact the proposed development.

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

X

The Geotechnical Report (Attachment 6) submitted for the proposed project did not identify landslides, lateral spreading, subsidence, or liquefaction as areas of concern due to the existence of clayey soil types, low potential for soil expansion, and primarily flat topography. In addition, the report did not identify fault zones, fault traces, or landslides on or around the subject parcel. The primary geotechnical concern identified in the report is the existence of previously placed undocumented fill found on portions of the site; therefore, the report provides recommendations for grading and design including: (paraphrase)

- The existing undocumented fill at the site should be entirely removed from the areas to receive proposed improvements prior to overexcavation.
- Recompectation should be performed in accordance with the most current California Building Code and the Department of Public Works Design Criteria.
- Any imported fill material should comply with report recommendations for grain size and binder properties to allow foundations and utility trenches to stand vertically without caving.
- Building design should comply with the most current California Building Code to resist seismic shaking and avoid structural collapse.

Final plans must be in compliance with all recommendations of the accepted Geotechnical Report; therefore, the potential for structural collapse and soil instability will be less than significant.

3. Develop land with a slope exceeding 30%?

X

There is a slope along the south property line that exceeds 30%, however, the only development proposed on the slope is the construction of two, offset, engineered, 5.5 foot tall retaining walls, which will stabilize the hillside to support the proposed development. Engineering of the walls must be prepared by a licensed civil engineer

Significant Or Potentially Significant Impact	Less than Significant with Mitigation Incorporation	Less than Significant Or No Impact	Not Applicable
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and must be reviewed and approved by County Environmental Planning Staff prior to building and grading permit issuance to ensure that the proposed retaining walls are properly constructed to effectively and safely stabilize the slope.

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

X

Some potential for erosion exists during the construction phase of the project, however, this potential is minimal because the site is primarily flat and because prior to approval of a grading and building permit, the project must have a final approved Erosion Control Plan which specifies detailed erosion and sedimentation control measures. The plan must include provisions for disturbed areas to be planted with ground cover and maintenance plans to minimize surface erosion; therefore the impacts of construction and grading on site erosion will be reduced to less than significant.

5. Be located on expansive soil, as defined in section 1802.3.2 of the California Building Code(2007), creating substantial risks to property? _____

X

According to the geotechnical report for the project, soil samples on site indicate a moderately low expansion potential; therefore, expansive soil is not identified as an area of concern in the geotechnical report. See response III.A.2 for recommendations regarding overexcavation and recompaction procedures and imported fill material properties.

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

This is not applicable because the project will connect to the Santa Cruz County Sanitation District, and the applicant will be required to pay standard sewer connection and service fees that fund sanitation improvements within the district as a Condition of Approval for the project.

7. Result in coastal cliff erosion? _____

X

This is not applicable because the project site is not located on a coastal bluff.

B. Hydrology, Water Supply and Water Quality

Does the project have the potential to:

EXHIBIT D

Significant Or Potentially Significant Impact	Less than Significant with Mitigation Incorporation	Less than Significant Or No Impact	Not Applicable
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1. Place development within a 100-year flood hazard area? _____ X _____

This is not applicable because according to the Federal Emergency Management Agency (FEMA) National Flood Insurance Rate Map, dated March 2, 2006, 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 the Federal Emergency Management Agency (FEMA) National Flood Insurance Rate Map, dated March 2, 2006, the subject property is located within Flood Zone X, which is defined as an area of moderate to low risk outside of the 100 and 500 year flood zones.

3. Be inundated by a seiche or tsunami? _____ X _____

Although the project site is not located directly on a beach or at the top of a coastal bluff, the location of the parcel is in line with a coastal inlet, about 830 feet south. However, according to the Santa Cruz Office of Emergency Services, in extreme cases along the west coast of north America, a tsunami can reach heights of up to 100 feet and the project site is located at an elevation of approximately 120 above mean sea level; therefore, impacts from tsunamis are not anticipated.

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 proposed townhouse subdivision will obtain water from the Soquel Creek Water District and will not rely on private well water. Soquel Creek Water District has indicated that adequate supplies are available to serve the project (Attachment 8). The District issued a conditional will-serve letter for the proposed project, which is contingent upon final discretionary permit issuance by the County and compliance with the requirements of the District's Water Demand Offset Program and any other additional conservation requirements of the District to ensure "zero-impact" on the District's groundwater supply, as listed below:

- (a) All applicants for new water service from Soquel Creek Water District are required to offset expected water use of their respective development by a 1.2:1 ratio by retrofitting existing developed property within the Soquel Creek

Significant Or Potentially Significant Impact	Less than Significant with Mitigation Incorporation	Less than Significant Or No Impact	Not Applicable
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Water District service area so that any new development has a "zero impact" on the District's groundwater supply. Applicants for new service shall bear these costs associated with the retrofit as deemed appropriate by the District up to a maximum set by the District and pay any associated fees set by the District to reimburse administrative and inspection costs in accordance with District procedures for implementing this program.

- (b) Plans for a water efficient landscape and irrigation system must be submitted to District Conservation Staff for approval.
- (c) All interior plumbing fixtures must be low-flow and have the Environmental Protection Agency (EPA) Energy Star label.
- (d) District Staff will inspect the completed project for compliance with all conservation requirements prior to commencing water service.

The Soquel Creek Water District has indicated that, since the inception of the Water Demand Offset Program, the pumping volumes have decreased from 5200 acre-feet per year to about 4800 acre-feet in the groundwater basin. New development has not contributed to the existing overdraft.

Therefore, although the number of water connections will be increased, water consumption will not increase as a result of the project. The will-serve letter was granted on February 6, 2008 and is valid until February 6, 2010. In addition, the project is not located in a mapped groundwater recharge area; therefore, the proposed project will not significantly deplete groundwater supplies or interfere with groundwater recharge.

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

X

The proposed project will not degrade or contaminate a known public or private water supply in that none exists in the surrounding vicinity.

6. Degrade septic system functioning?

X

The County Sanitation serves the subject parcel and the surrounding developed parcels; therefore, no septic systems will be impacted by the proposed development.

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

EXHIBIT D

Significant Or Potentially Significant Impact	Less than Significant with Mitigation Incorporation	Less than Significant Or No Impact	Not Applicable
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The proposed drainage plan will slightly alter the existing drainage pattern on the site as the site is currently vacant; however, the proposed development will not alter the course of a stream or river or result in flooding, erosion, or siltation on or off-site, in that no rivers or streams are located in the proximity of the project and the subject parcel is located over 1200 feet north of the sea. There is an unnamed riparian drainage corridor about 380 feet east of the subject project site across State Park Drive. The natural portion of the water corridor daylights at an area southeast of the project site where it connects with a roadside ditch, therefore the proposed project will not contribute to flood level or erosion in this watercourse because runoff from the project would tie in to the drainage ditch downstream of the riparian area at the roadside ditch. The Department of Public Works Stormwater Management Staff and County Environmental Planning Staff have reviewed and approved preliminary drainage and erosion control plans, and a condition of approval of the project will require the applicant to obtain Environmental Planning and County Stormwater Management Staff approval of final drainage plans, erosion control plans, and a complete downstream drainage assessment prior to final map recordation.

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

The existing offsite drainage system that would accept runoff from the proposed development is currently impacted, as discussed in the preliminary Drainage Report for the Storm Drain Trunk System Downstream of the Canterbury Park Project prepared by RJA and dated November 13, 2008 (Attachment 9). In order to ensure that runoff created by the proposed project would not further impact this drainage system, this project would be required to detain storm water for a 25 year storm event and release at the pre-development 5 year storm event level. The drainage report concludes that, with these mitigations, "storm waters in the natural channel will continue to flow most likely as in existing conditions." The report also concludes that surrounding development, including the church property, the Seacliff Highlands affordable housing development, and future surrounding development will have or already have been collectively "releasing lower predevelopment peak flow rates (5 year predevelopment) and detaining larger storm events (25 year storm), with a collective net result in helping the existing downstream storm drain trunk system."

Preliminary drainage calculations, dated September 26, 2008 (Attachment 10), and drainage plans were prepared for the project by Ruggeri-Jensen-Azar and both have been reviewed and conceptually approved for feasibility by Department of Public Works Stormwater Management Staff. Prior to final map recordation, the applicant would be required to submit a final report prepared by the project engineer that provides an analysis of the offsite drainage path and existing offsite facilities for review and approval by County Stormwater Management Staff to ensure that the proposed

Significant Or Potentially Significant Impact	Less than Significant with Mitigation Incorporation	Less than Significant Or No Impact	Not Applicable
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stormwater system will not impact existing off-site facilities. The applicant will also be required to submit final engineered drainage plans for review and approval by Department of Public Works Stormwater Management Staff prior to final map recordation. These conditions would ensure that the drainage plan and calculations provided for the project are accurate and that increased stormwater runoff from the site would not exceed the capacity of the existing stormwater system.

The Poor Clares property is located across State Park Drive from the subject parcel and is currently being reviewed for rezoning to Multi-Family Residential, Visitor Accommodations, and Professional Administrative Office as a by-right Planned Unit Development (PUD). The PUD has not yet been approved and specific development plans have not been submitted and are not anticipated to be submitted prior to final map recordation.

Runoff from this project may contain small amounts of chemicals and other household contaminants; however, since no commercial or industrial activities are proposed, the contribution will be minimal. Conditions of approval would require final drainage plans to include the use of Best Management Practices (BMP's) to filter runoff prior to it leaving the site. BMP's proposed as part of the tentative map submittal include porous concrete and an underground rock detention system, roof and street runoff directed to landscaped areas and two vegetated swales. In addition, County Environmental Planning Staff will review and approve final erosion control plans prior to final map recordation to reduce impacts of potential siltation during project construction to less than significant.

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

_____ X _____

There is an unnamed riparian drainage corridor about 380 feet east of the subject project site across State Park Drive. The natural water corridor daylights at an area southeast of the project site where it connects with a roadside ditch. The proposed project will not contribute to flood level or erosion in this watercourse because runoff from the project would tie in to the drainage ditch downstream of the riparian area at the roadside ditch. Therefore, the portion of the drainage corridor which is still a natural watercourse will not be impacted by runoff.

10. Otherwise substantially degrade water supply or quality?

_____ X _____

Few pollutants will be added to the existing water supply as a result of this project. Department of Public Works Stormwater Management Staff have reviewed and approved preliminary drainage plans, which include various treatment methods prior to discharge off site including an underground rock detention system, overland landscape flow, underground pipe detention, and vegetated swales. The applicant will be required

Significant Or Potentially Significant Impact	Less than Significant with Mitigation Incorporation	Less than Significant Or No Impact	Not Applicable
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to submit final drainage plans and calculations for review and approval by DPW Stormwater Management Staff prior to final map recordation and filing of the improvement plans to ensure the appropriate placement of treatment measures. This condition will ensure that the impacts of runoff on water quality are less than significant. See response B-4 regarding impacts to water supply.

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

A Wetlands Assessment was conducted for this site by EcoSystems West Consulting Group, dated June 18, 2008 (Attachment 11), which concluded that no sensitive plant species were observed on the property and that the property does not contain habitat know to support sensitive wildlife species.

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

X

According to the Wetlands Assessment (Attachment 11), there is a small area on the east portion of the property that contains "wetland indicator" vegetation (hydrophytic vegetation); however, however, it is only one of the three criteria used to define a wetland as per the U.S. Army Corps of Engineers, which also requires the presence of hydric soils and hydrology. The report identifies the soils in this area as a "loose aggregate of rocks and non-native fill material" rather than as Watsonville loam, which is a hydric soil. The report also states that "despite recent rainfall, the ground did not appear to be saturated and evidence of wetland hydrology, which consists of 18 consecutive days of saturation or inundation, was not observed". The assessment determined that "the feature does not appear to meet criteria for wetland hydrology or hydric soils"; therefore, the feature can not be defined as a wetland per the U.S. Army Corps of Engineers as it does not meet all three criteria. The Wetlands Assessment indicated that there are no sensitive plants or wildlife species or habitats located at the site. Therefore, no sensitive biotic communities will be impacted as a result of the proposed project.

Significant Or Potentially Significant Impact	Less than Significant with Mitigation Incorporation	Less than Significant Or No Impact	Not Applicable
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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

The Wetlands Assessment (Attachment 11) submitted for the subject property indicates that some vegetated areas on the parcel may be used as stopover habitat for migratory birds; however, no breeding records of western flycatcher, yellow breasted chat, or yellow warblers occur within the vicinity of the property. The project site lacks an abundance of suitable marsh and riparian nesting habitat for these species. Although the passerine songbirds are unlikely to nest within the project site, they may forage or occur as seasonal migrants in the small patch of willow habitat on the property.

The absence of nest structures within the study area does not preclude the potential for passerine birds to utilize the willow habitat for future nesting and/or wintering activities. The federal Migratory Bird Treaty Act and California Fish and Game Code prohibits the destruction or possession of individual birds, birds of prey, eggs or active nests without federal and/or state authorization. To ensure there are no impacts to protected bird species, a mitigation will limit tree removal to outside of the breeding season.

4. Produce nighttime lighting that will illuminate animal habitats?

X

The subject property is located in an urbanized area and is surrounded by existing residential and commercial development that currently generates nighttime lighting. The Wetlands Assessment (Attachment 11) concluded that there are no sensitive animal habitats within or adjacent to the project site that will be impacted by additional nighttime lighting.

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

X

Refer to C-1, C-2, and C-3 above. Although the project would result in the removal of few trees and shrubs, the Wetlands Assessment (Attachment 11) concluded that no sensitive plants or animals would be impacted by the proposed development.

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Significant Or Potentially Significant Impact	Less than Significant with Mitigation Incorporation	Less than Significant Or No Impact	Not Applicable
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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

No sensitive habitats were identified in the Wetlands Assessment (Attachment 11). An Arborists Report, prepared by certified arborist, Maureen Hamb, dated August 13, 2009 (Attachment 12) was submitted for the proposed project that evaluates the existing trees on site. The report identifies 4 black acacia trees (non-native invasives) located along the south property line adjacent to Searidge Road, which are greater than 6 inches in trunk diameter but were found to be hazardous due to dead branching, decayed areas, weak structuring, or branch failure. Therefore, these trees are recommended for removal to ensure public health and safety within the proposed development area and along Searidge Road. In addition, the report identifies the location of a tree cluster consisting of willow stems and sucker type acacia at the east property line of the subject parcel and characterizes the group of vegetation as not suitable for retention due to branch and stem breakages at the base or within the canopies throughout the group. Based on the findings of the project's arborist report and the provided landscaping plan the proposed project complies with the significant tree ordinance in that the findings can be made for tree removal.

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

No Habitat Conservation Plan, Biotic Conservation Easement or other local, regional, or state habitat conservation plan has been adopted at this site.

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 subject parcel is not a designated Timber Resource in the General Plan, nor are the adjacent and surrounding parcels.

Significant Or Potentially Significant Impact	Less than Significant with Mitigation Incorporation	Less than Significant Or No Impact	Not Applicable
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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 a designated Agricultural Resource in the General Plan, nor are the adjacent and surrounding parcels. The project site is not currently being used for agriculture and no agricultural activities are proposed on the site or in the project 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 _____

No proposed activities would result in the use of large amounts of fuel, water, or energy because the amount of water and energy required to construct and service the proposed 19 unit townhouse development is consistent with other developments of similar size and design. The parcel is currently vacant so demolition would not be required prior to construction and as a condition of water service, the Soquel Creek Water District is requiring the applicant to comply with the District's Water Demand Offset Program.

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

No natural resources will be used, extracted, or depleted as a result of this project.

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 _____

The proposed project is not visible from a County designated scenic resource. The Highway One viewshed is a designated scenic corridor; however, the church and the Seacliff Highlands townhouse development are both located between the project site and the Highway; therefore, the proposed project will not be visible from Highway One. In addition, the project site is not visible from the Seacliff State Beach scenic viewshed.

Significant Or Potentially Significant Impact	Less than Significant with Mitigation Incorporation	Less than Significant Or No Impact	Not Applicable
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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 is partially located within the mapped Highway One scenic corridor; however, the project site is not visible from Highway One (see response E.1 above) and will therefore not damage scenic resources from Highway One.

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 ridge line?

X

The existing visual setting is characterized as urban with the surrounding parcels developed with condos, townhouses, apartments, single family dwellings, and commercial uses. The subject parcel is primarily flat and the proposed development requires about 1,000 cubic yards of earth to be moved in order to balance the site. The applicant will be required to obtain approval of final grading plans by Environmental Planning Staff prior to building permit issuance, to ensure that site grading is minimized and does not substantially impact the existing character of the site.

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

X

See response C-4 regarding lighting. Proposed new lighting associated with the project would be reviewed and approved by County Planning Staff in a lighting plan prior to building permit issuance. All lighting must be directed downwards and landscape lighting must utilize low rise light standards and must be directed away from adjacent properties, which will reduce the impacts of new lighting to less than significant.

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

X

This is not applicable because there are no unique geological or physical features on or adjacent to the site that will be destroyed, covered, or modified by the project.

F. Cultural Resources

Does the project have the potential to:

Significant Or Potentially Significant Impact	Less than Significant with Mitigation Incorporation	Less than Significant Or No Impact	Not Applicable
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1. Cause an adverse change in the significance of a historical resource as defined in CEQA Guidelines 15064.5? _____ X _____

This is not applicable because the parcel is currently vacant.

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

The subject parcel is not within or in the vicinity of a mapped archaeological resource area; therefore, no further archaeological studies were required as part of the application for development. Pursuant to County Code Section 16.40.040, if at any time in the preparation for or process of excavating or otherwise disturbing the ground, any human remains of any age, or any artifact or other evidence of a Native American cultural site which reasonably appears to exceed 100 years of age are discovered, 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 _____

The subject parcel is not within or in the vicinity of a mapped paleontological resource area; therefore, no further studies were required as part of the application for development.

G. Hazards and Hazardous Materials

Does the project have the potential to:

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Significant Or Potentially Significant Impact	Less than Significant with Mitigation Incorporation	Less than Significant Or No Impact	Not Applicable
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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

No hazardous materials would be stored, used, disposed of, or transported to and from the site.

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

The subject parcel is identified on the December 1, 2008 list of hazardous sites in Santa Cruz County compiled pursuant to the specified code. Parcels within the project's vicinity that are identified as hazardous materials sites are: Seacliff State Beach, located about 1250 feet to the south; and the 76 gas station, located about 110 feet to the south east across Seairidge Road; however, the subject parcel would not be impacted by these existing hazardous conditions because the neither of the parcels are directly adjacent to the subject property.

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

This is not applicable because there are no public or private airports located within 2 miles of the project site.

4. Expose people to electro-magnetic fields associated with electrical transmission lines?

X

New electrical transmission lines would be located underground as per County Code Design Standards and no high voltage transmission lines exist on the subject parcel. Although a new transformer may be located above ground as part of the project, the equipment must be blocked from public access and adequately screened from public view.

Significant Or Potentially Significant Impact	Less than Significant with Mitigation Incorporation	Less than Significant Or No Impact	Not Applicable
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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 local fire agency.

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

X

Not applicable because there will be no bio-engineered organisms or chemicals created or used at the proposed site.

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 study, prepared by TJKM Transportation Consultants, dated May 13, 2009 (Attachment 13) evaluated the potential impacts of increased traffic, as a result of the proposed development, on five surrounding intersections under four scenarios. The study finds that approximately 111 daily trips (8 during a.m. and 10 during p.m. peak hour) would be added to the local street system as a result of the project. The five intersections studied were:

- 1) State Park Drive/Highway 1 NB Ramps
- 2) State Park Drive/Highway 1 SB Ramps
- 3) State Park Drive/Sea Ridge Road
- 4) McGregor Drive/Sea Ridge Road
- 5) State Park Drive/Center Avenue/Seacliff Drive

The study assumes that a Level of Service D is an acceptable threshold for the study intersections, which is defined as a range in which interrupted flow (as exists in the project area) is defined as having a "tolerable delay".

The Poor Clares property is located across State Park Drive from the subject parcel and is currently being reviewed for rezoning to Multi-Family Residential, Professional Administrative Office, and Visitor Accommodations as a by-right Planned Unit Development (PUD). This PUD has not yet been approved and specific development plans have not been submitted and are not anticipated to be submitted prior to final

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map recordation; however, the submitted traffic study includes a scenario of cumulative traffic impacts if this property were to be developed in the future.

The traffic impact study was prepared using regular weekday traffic patterns and volumes as a way to clearly evaluate the impacts of the additional traffic on surrounding intersections, as they normally operate. During the summer, these intersections operate at a much lower level of service because they are severely impacted by additional beach traffic; therefore, additional traffic generated by the proposed project would not necessarily reduce the level of service any further and impacts of project specific traffic would not be as clearly shown in already impacted intersections.

The traffic study concluded that all of the study intersections currently operate at an acceptable level of service, with the exception of the left turn movement at the Searidge Road - State Park Drive intersection, which is currently operating at a Level of Service F. The traffic study finds that this intersection as a whole operates at a Level of Service C and the additional traffic generated by the proposed project would not increase the existing volume - capacity ratio by more than 1%, which is consistent with County General Plan Policy 3.12. Additional traffic as a result of the proposed project would not increase levels of services at any of the 5 study intersections.

Cumulative traffic impacts as a result of both a potential development on the Poor Clares property and as a result of build-out of the proposed project were also analyzed in the traffic report. If the PUD is approved at the Poor Clares site as is currently proposed by staff, a future development would require the installation of a traffic signal at the State Park Drive/Sea Ridge Road intersection. The traffic study concludes that the addition of the proposed project trips and potential future trips resulting from a high density residential development, office use, and visitor accommodations use on the Poor Clares property would not reduce the levels of service on any of the study intersections to a less than acceptable level. The installation of a traffic signal would increase the level of service at the State Park Drive/Sea Ridge Road intersection from an F to a B. Therefore, impacts of traffic as a result of the proposed project would be less than significant on the five surrounding studied intersections.

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

X

The project would meet the code requirements for the required number of resident and guest parking spaces and therefore new parking demand would be accommodated by new on-site and on-street parking.

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

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 proposed project would comply with current requirements to prevent potential hazards to motorists, bicyclists, and/or pedestrians including full roadside and road improvements along the parcel's frontages to separate pedestrians and bicyclists from vehicular travel lanes and to repair existing deficient sidewalk sections along Searidge Road. In addition, Canterbury Drive is built to current standards for an Urban Local Street with parking (under previous discretionary permit 03-0276) with a 56' right of way and a 36' wide street to provide 12' travel lanes, 6' parking space, 4.6' landscape strips, and 4' curb, gutter, and sidewalks to provide safety and separation of vehicles and pedestrians. Interior driveways would be 22' wide, which is more than the minimum 12 feet required by the local Fire Department to safely accommodate two way traffic within the development. In addition, no interior on-street parking is proposed, rather, there would be a designated parking area at the south side of the development that provides 15 compact sized parking spaces and does not decrease the 22' wide interior roadways. Pedestrian pathways are provided off of the interior roadways which would connect living areas to interior parking areas, open space areas, and adjacent public ways to ensure that pedestrians have safe routes of travel. The applicant has obtained preliminary approval and would be required to submit final improvement plans for review and approval by the Department of Public Works Road Engineering Staff prior to recordation of the final map, which would reduce the impacts of increased traffic on motorists, pedestrians and bicyclists to less than significant. See response H.1. for impacts of increased traffic on surrounding intersections.

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 response H-1.

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?

X

The project will minimally increase the ambient noise levels in the project vicinity above levels existing without the project given that the parcel is currently vacant and will be replaced by 19 townhouse units. Vehicular noise and conversational noise will be generated by the proposed project; however, these increases will be small and will be similar in character to noise generated by surrounding multi-family uses. The project

Significant Or Potentially Significant Impact	Less than Significant with Mitigation Incorporation	Less than Significant Or No Impact	Not Applicable
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will be located in a developed, urban area, surrounded by streets to the north, south and west. There is an existing multifamily townhouse complex directly to the north across Canterbury Drive and commercial uses to the northeast and south; therefore, impacts of noise as a result of the project will be less than significant given the location of the parcel and existing surrounding uses.

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

X

Per County General Plan Policies 6.9.1 and 6.9.2, new residential projects must maintain an indoor noise exposure standard of 45 dB L_{dn} or less and an exterior noise exposure level of 60 dB L_{dn}. A preliminary acoustical study, prepared by Charles M Salter Associates, Inc., dated February 6, 2008, (Attachment 14) concludes that 24 hour measurements at the northeast corner of the project site (approximately 750 feet from the centerline median of Highway 1) indicate an L_{dn} of 59 dB. In addition, the area of measurement is approximately 400 feet west of the State Park Drive median centerline; therefore, an additional decibel was added to account for future increases in traffic as a result of the project to total 60 dB L_{dn}. General Plan Policy 6.9.2 only requires full acoustical studies to evaluate the interior of new residential units where the future noise exposure is greater than 60 dB L_{dn}; therefore, no further studies are required and the future noise exposure from Highway 1 and surrounding streets is in compliance with County General Plan standards. The report concludes that the subject dwellings "would not be exposed to future DNL's in excess of 60 dB and the indoor DNL standard of 45 dB or less could be achieved without any sound rated windows or exterior wall assemblies."

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, however, construction will be temporary and the parcel is located in an urban area; therefore, given the limited duration of this impact it 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).

Significant Or Potentially Significant Impact	Less than Significant with Mitigation Incorporation	Less than Significant Or No Impact	Not Applicable
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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 does not meet State standards for ozone and particulate matter (PM10); therefore, the regional pollutants of concern are ozone precursors (Volatile Organic Compounds [VOCs] and nitrogen oxides [NOx]), and dust. The amount of new traffic that would be generated by the project was determined to be less than substantial; therefore, it is assumed that new emissions of VOCs or NOx as a result of the project would not exceed Monterey Bay Unified Air Pollution Control District (MBUAPCD) thresholds for these pollutants and therefore would not be a significant contribution to an existing air quality violation. In addition, the proposed project would be a high density residential development located in an area where developed commercial uses, community facilities, a state beach, residences, and public transportation are within walking distance; therefore, the subject parcel promotes a reduced vehicle lifestyle which supports the goals in the Air Quality Management Plan. Project construction may result in a short-term, localized decrease in air quality due to generation of dust and particulate matter (PM10). A mitigation will require standard dust control best management practices, 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

See J-1 response above regarding temporary decreases in air quality as a result of construction.

3. Expose sensitive receptors to substantial pollutant concentrations?

X

See response J-1 regarding the impacts of temporary construction dust. The project has the potential to expose sensitive receptors in the surrounding residential neighborhood to pollutant concentrations during construction; however, dust is the only potential pollutant that would result from project construction and the applicant is required implement standard dust control best management practices during construction; therefore, the impacts of pollutants on sensitive receptors is less than significant.

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

X

No objectionable odors will be created by the proposed use.

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

While the project would contribute to the need for additional future services by increasing the general population served in the Aptos area, the final development would meet all of the standards and requirements identified by the Aptos/La Selva Fire Protection District. 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.

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	_____
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Drainage analysis of the project (Attachment 10) concluded that the proposed conceptual drainage plan is adequate to handle the increase in runoff resulting from the proposed developments. In addition, the Department of Public Works Storm Water Management Staff have reviewed the conceptual drainage plans and calculations and have determined that the post development runoff will not exceed predevelopment runoff and that, in a major storm event, the downstream storm water drainage facilities are adequate to handle the increase in runoff associated with the project. The applicant must submit final, engineered drainage plans and a final downstream assessment for

Significant Or Potentially Significant Impact	Less than Significant with Mitigation Incorporation	Less than Significant Or No Impact	Not Applicable
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review and approval by Department of Public Works Storm Water Management Staff prior to final map recordation and filing of the final improvement plans; therefore, project runoff will not produce detrimental environmental effects.

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 would connect to an existing municipal water supply and Soquel Creek Water District has determined that adequate supplies are available to serve the project; therefore, no new or expanded water facilities would be required (Attachment 8). In addition, municipal sewer service is available to serve the project, as reflected in the attached letter from the County of Santa Cruz Sanitation District. The project would require a new connection to the existing system located in Searidge Road; however, no expansions or new improvements to the public system would be required as a result of the project. The applicant must submit final improvement plans to be reviewed and approved by the Soquel Creek Water District and the County Sanitation District to ensure compliance prior to filing and final map recordation; therefore, the proposed connections will comply with all current requirements that protect environmental resources.

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

X

The project's wastewater flows would not violate any wastewater treatment standards of the Regional Water Quality Control Board because the applicant will be required to obtain approval from the County Sanitation District for final improvement plans prior to final map recordation to ensure compliance with County and State requirements for wastewater treatment.

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

X

There would be five fire hydrants to serve the project; three new hydrants to be located within the development and two existing hydrants located on Canterbury Drive. The Aptos/La Selva Fire Protection District has reviewed and approved the conceptual improvements plans and will review and approve final plans prior to filing and final map recordation to assure conformity with fire protection standards that include minimum requirements for water supply for fire protection. In addition, the Soquel Creek Water District has determined that there is adequate water available to serve the proposed

Significant Or Potentially Significant Impact	Less than Significant with Mitigation Incorporation	Less than Significant Or No Impact	Not Applicable
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development (Attachment 8). The applicant will be required to comply with all conditions of water service imposed by the Soquel Creek Water District to obtain water service to ensure that there is an adequate supply of water to provide fire protection and to serve the project.

6. Result in inadequate access for fire protection?

X

The project's road access and interior circulation pattern meets County standards and has been preliminarily reviewed and approved by the Aptos/La Selva Fire Protection District.

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 landfills as the townhomes become occupied and as the development is constructed. The property owner is seeking GreenPoint certification, which rates the proposed development for the inclusion of "green" features. The property owner will earn points towards green certification by recycling job construction waste and using recycled content in the roadways and walkways. Therefore, the amount of waste contributed to the landfill as a result of construction of the proposed project will be less than that created by similar uses.

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

X

Solid waste accumulation is anticipated to increase slightly as a result of providing 19 new living units; however, residential daily trash accumulation is minimal and is not anticipated to result in a breach of federal, state, or local statutes and regulations.

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 proposed project would not conflict with any policies adopted for the purpose of avoiding or mitigating an environmental effect in that mitigations would be required as stated throughout the above document to ensure: public health and safety regarding potential geologic hazards and geotechnical site conditions, structural safety, effective

Significant Or Potentially Significant Impact	Less than Significant with Mitigation Incorporation	Less than Significant Or No Impact	Not Applicable
---	---	---	-------------------

storm water management and minimization of impervious surfaces, reduced noise and air quality impacts, and minimization of nighttime lighting.

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

X

The proposed project would require minimal grading as the site is currently flat; however, engineered grading plans will be required for review and approval by County Environmentally Planning Staff prior to building permit issuance to ensure consistency with Chapter 16.20 (Grading Regulations) of the County Code.

3. Physically divide an established community?

X

The project will not include any element that will physically divide an established community as the parcel is currently vacant and the surrounding parcels are also developed with townhouses, condos, and single family dwelling.

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 has been designed to meet the density and intensity of development allowed by the General Plan and zoning designations for the parcel. In addition, surrounding parcels in the vicinity of the parcel are already currently developed with single family homes, townhouses and condos, and the adjacent vacant parcel to the east is currently planned for the development of neighborhood park. Consequently, the proposed project is not expected to have a significant growth-inducing effect.

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

X

The proposed project will result in a net gain in housing units.

M. Non-Local Approvals

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

Yes _____ No X

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

TECHNICAL REVIEW CHECKLIST

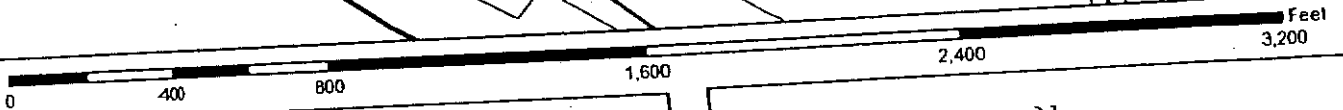
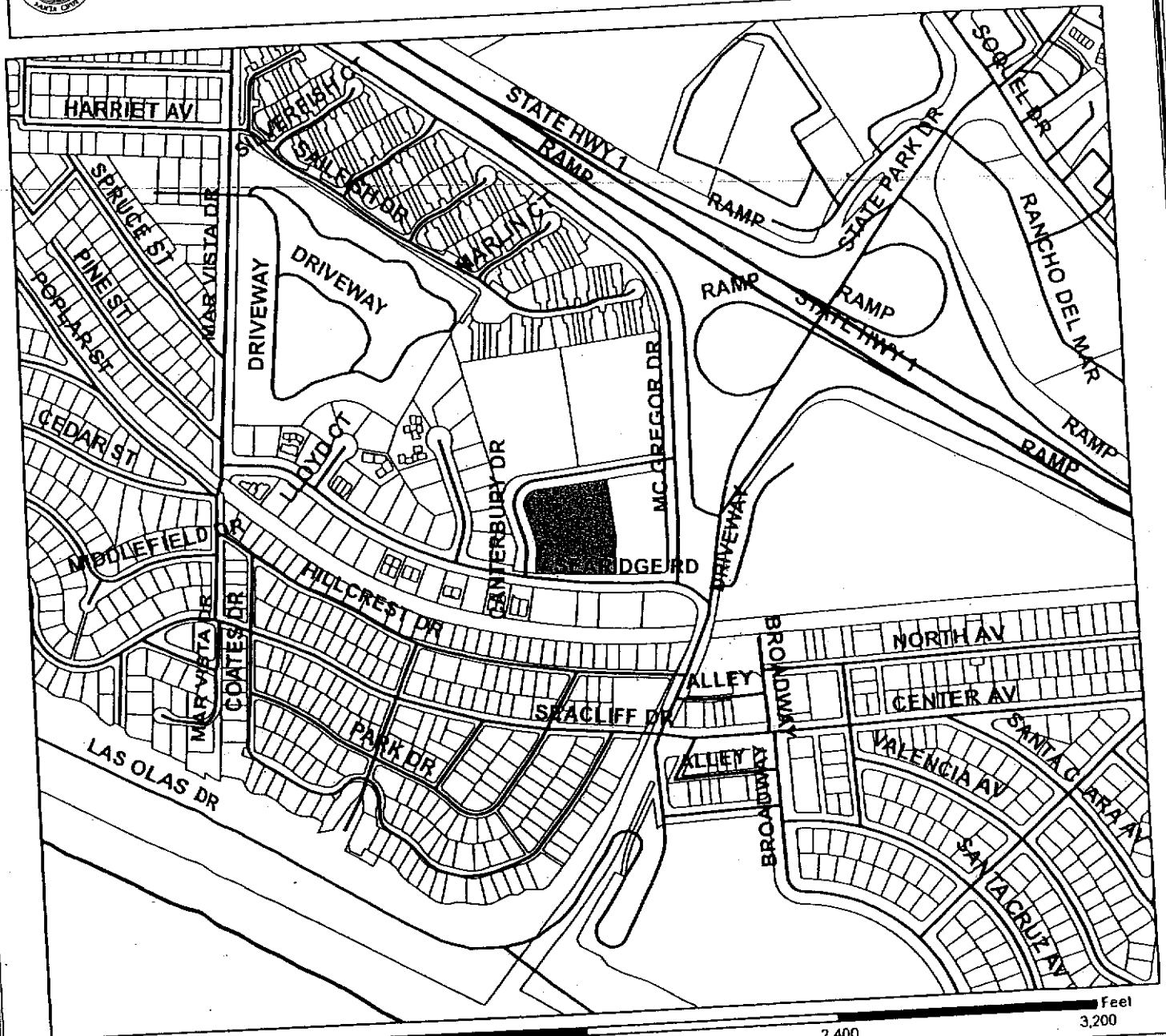
	<u>REQUIRED</u>	<u>COMPLETED*</u>	<u>N/A</u>
Agricultural Policy Advisory Commission (APAC) Review	_____	_____	<u>X</u>
Archaeological Review	_____	_____	<u>X</u>
Biotic Report/Assessment	_____	_____	_____
Geologic Hazards Assessment (GHA)	_____	_____	<u>X</u>
Geologic Report	_____	_____	<u>X</u>
Geotechnical (Soils) Report	<u>XXX</u>	<u>12/21/2007</u>	_____
Riparian Pre-Site	_____	_____	<u>X</u>
Septic Lot Check	_____	_____	<u>X</u>
Other:			
Wetlands Assessment	<u>XXX</u>	<u>6/18 & 7/16/08</u>	_____

Attachments:






1. Vicinity Map
2. Map of Zoning Districts
3. Map of General Plan Designations
4. Project Plans. Tentative Map & Preliminary Improvement Plans prepared by Ruggeri-Jensen-Azar dated February 23, 2009; Architectural Plans prepared by Dahlin Group dated February 23, 2009; and Landscaping Plans prepared by Dillon Design Associates dated December 19, 2008
5. Assessors Parcel Map
6. Geotechnical Investigation (Conclusions and Recommendations) prepared by Earth Systems Pacific dated December 2007
7. Geotechnical Report Review Letter prepared by Kent Edler dated December 1, 2008
8. Letter from Soquel Creek Water District, dated February 6, 2008
9. Drainage Report for the Downstream Storm Drain System, prepared by Ruggeri-Jensen-Azar Associates dated November 13, 2008.
10. Drainage calculations prepared by Ruggeri-Jensen-Azar Associates dated September 26, 2008
11. Wetlands Assessment prepared by EcoSystems West dated June 18, 2008 and Addendum dated July 16, 2008
12. Arborists Report prepared by Maureen Hamb dated August 13, 2008
13. Traffic Study prepared by TJKM Transportation Consultants dated May 13, 2009
14. Noise Study prepared by Charles M. Salter Associates, Inc. dated February 6, 2008
15. Discretionary Application Comments

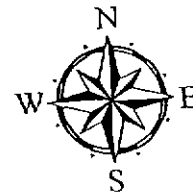


Location Map



LEGEND

-  APN: 038-081-39
-  Assessors Parcels
-  Streets
-  State Highways
-  County Boundary



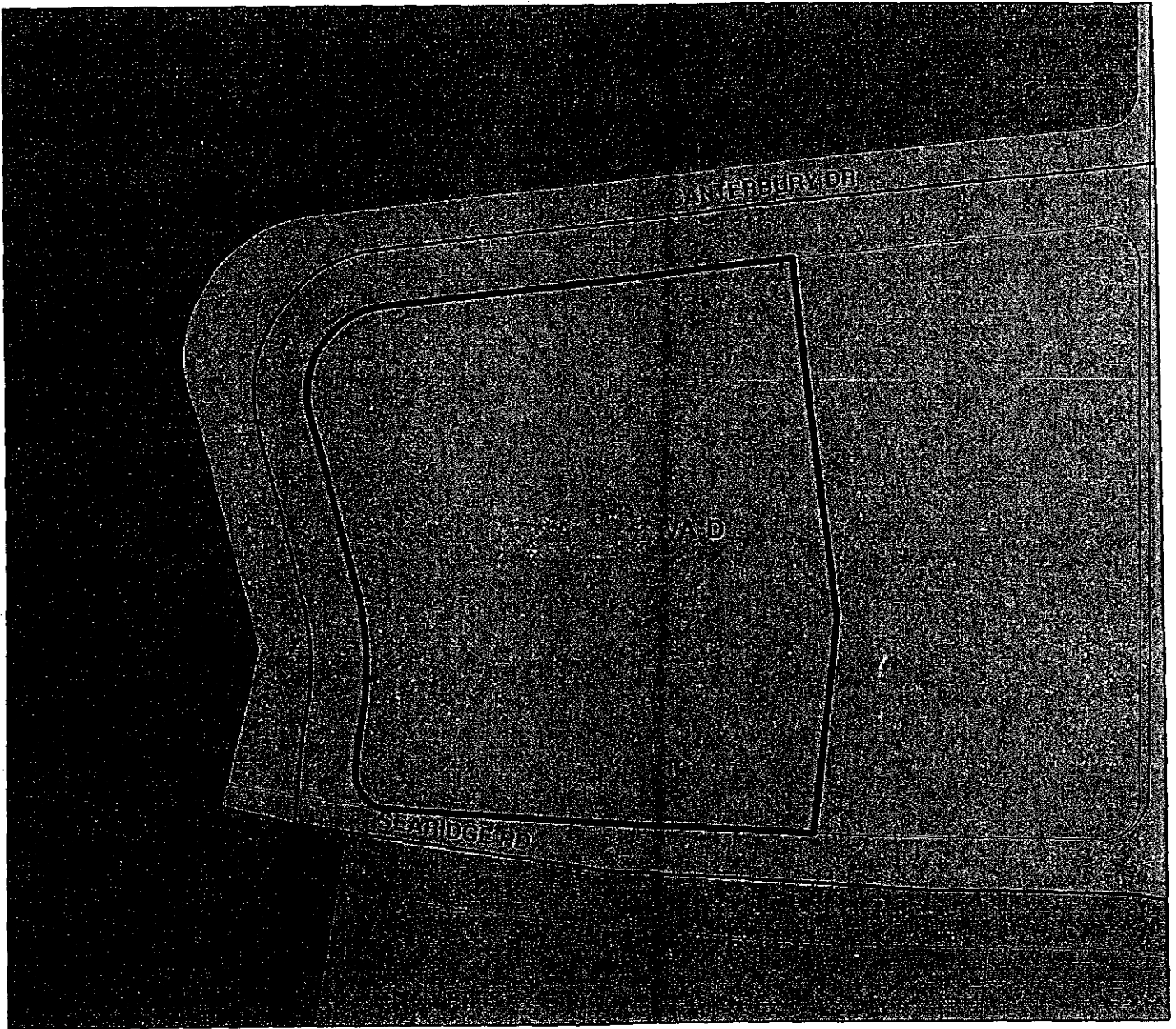
Map Created by
County of Santa Cruz
Planning Department
July 2008

Attachment 1

EXHIBIT D



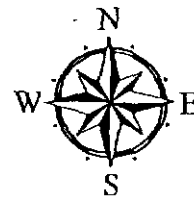
Zoning Map



0 65 130 260 390 520 Feet

LEGEND

-  APN: 038-081-39
-  Assessors Parcels
-  Streets
-  COMMERCIAL-VISITOR ACCOM.
-  RESIDENTIAL-MULTI FAMILY
-  COMMERCIAL-NEIGHBORHOOD

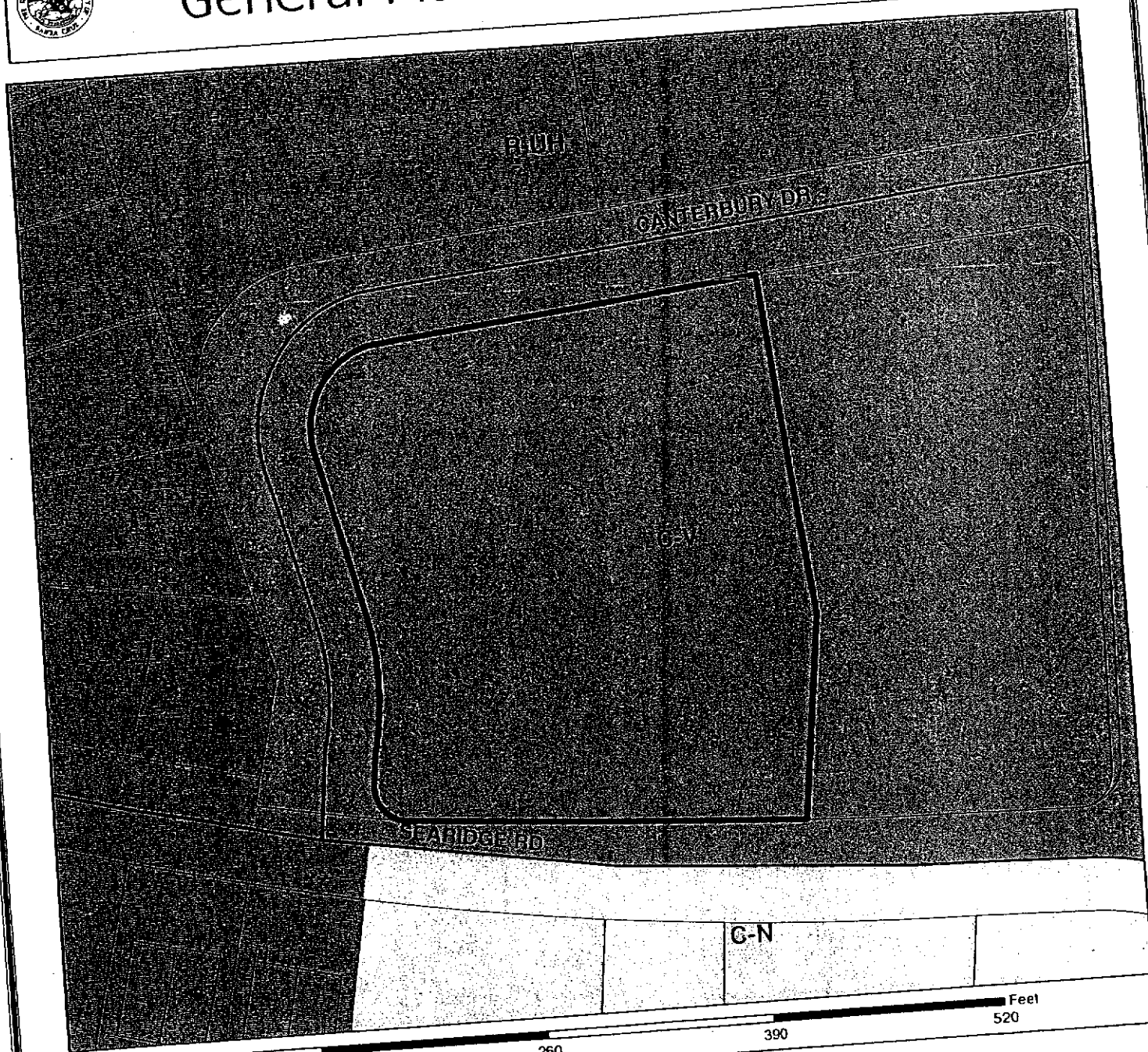


Map Created by
County of Santa Cruz
Planning Department
July 2008

EXHIBIT D
Attachment 2

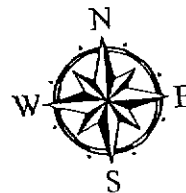


General Plan Designation Map



LEGEND

- APN: 038-081-39
- Assessors Parcels
- Streets
- Commercial-Visitor Accom.
- Residential - Urban High Density
- Commercial-Neighborhood



Map Created by
County of Santa Cruz
Planning Department
July 2008

EXHIBIT D
Attachment 3

EXHIBIT D
Attachment 4

SOUTH COUNTY HOUSING CORP.
PO BOX 10000
SAN JOSE, CA 95193

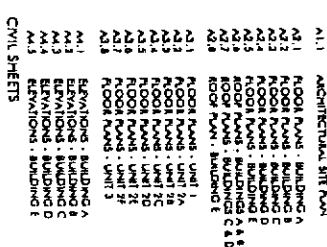
AUGUST-IBSEN-AN
 404 CAYMAN AVE
 OAKLAND, CA 94612

DATE: 01/01/2000

DILLON DESIGN ASSOCIATES
324 CHICO AVE.
SAN DIEGO, CA 92104
CONTACT: ALICIA DILLON
434.450.1444
AD@DILLONDESIGN.COM

TABLE OF CONTENTS

ARCHITECTURAL SHEETS



1	TITLE SHEET
2	DESIGNING SITE PLAN
3	RECORDED SITE PLAN
4	LOT AREA, CIRCULATING PATH
5	COMBUSTIBLE UTILITY PLAN
6	STORM WATER CONTROL PLAN & DETAILS
7	ACCESSIBILITY PLAN
8	UTILITY SCHEDULE
LANDSCAPE SHEETS	
1-1	LANDSCAPE UNPAVED PLAN
1-2	LANDSCAPE PAVED PLAN
1-3	IRRIGATION PLAN
1-4	LANDSCAPE DETAIL
1-5	PAVED DETAIL
1-6	PAVED DETAIL
1-7	IRRIGATION DETAIL

APN: 038-081-39/TRACT NO. 1550
APPLICATION NO. 08-0259

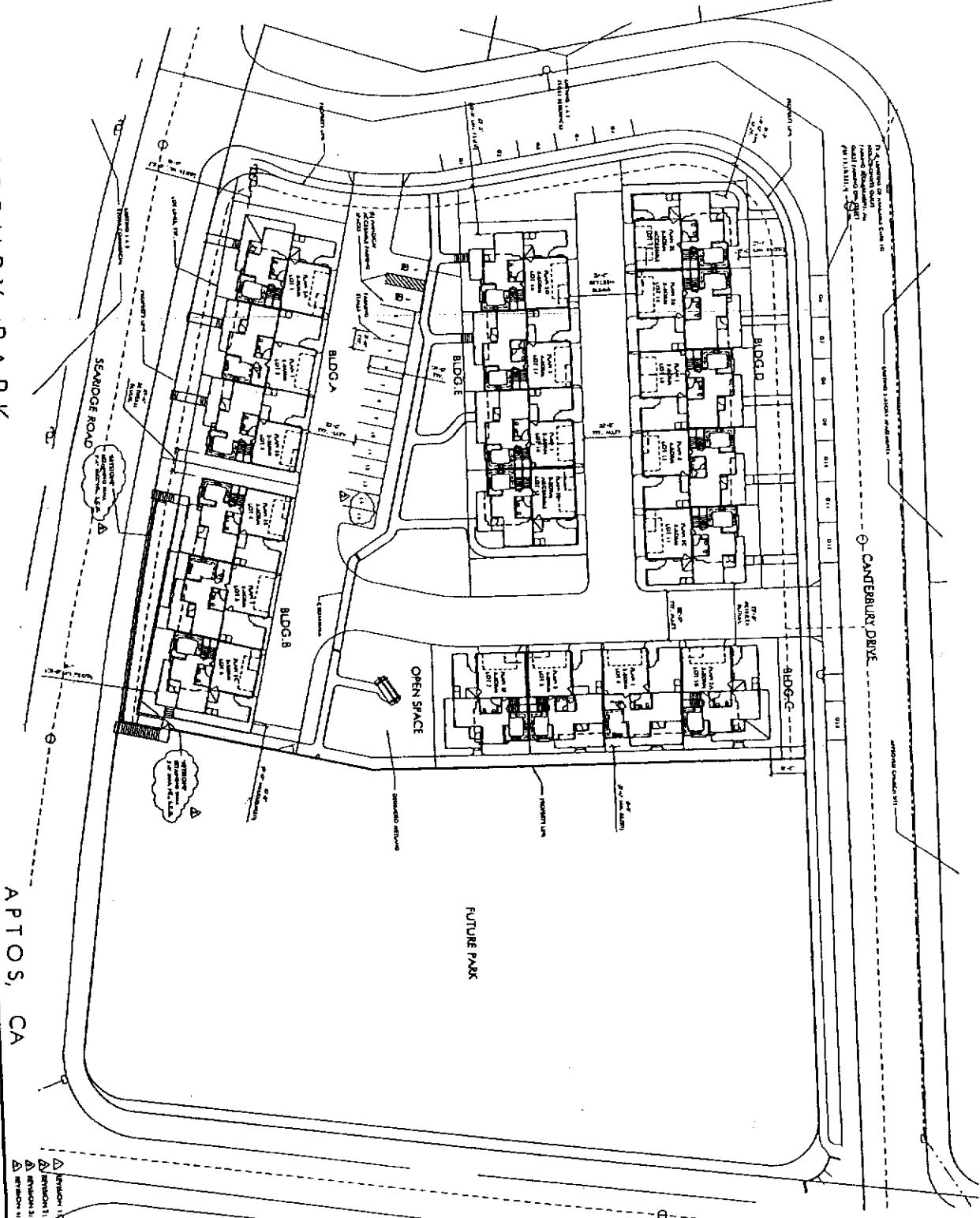
DAHLIN GROUP

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CANTERBURY PARK SOUTH COUNTY HOUSING CORPORATION

APTOS, CA
APN: 038-081-39/TRACT NO. 1550
APPLICATION NO. 08-0259



SITE DATA

Land Use:	1.70 acres
Gross Area:	0.44 acres (8%)
Building:	0.67 acres (12%)
Open Space:	0.36 acres (6%)
Street:	0.00 acres (0%)
Parking:	0.00 acres (0%)
Net Developable Area:	1.06 acres
> than 10% Slope:	0.04 acres
Gross Building Area:	23,740 sq ft
FAR:	40% (50% max.)
Net Density:	11.4 dw/acre

Residential Units	8,3
Occupancy:	1 type
Construction Type:	5
Plan 1 (2-bdrm):	11
Plan 2 (3-bdrm):	1
Plan 3 (4-bdrm):	19
Total:	31

On-Site Parking Required	40
2.5 (1.0) for 2/3 bdrm unit	9
3 (2.0) for 4 bdrm unit	45
Total:	54

Guest Parking Provided
 Open: 15
 Covered: 39
 Total: 54

Guest Parking Required
 20% of Required (45): 10

Handicap Accessibility
 Per 2007 CBC, 110% of units shall be handicap accessible. Two (2) handicap units shall be provided. See site plan, buildings D & E, for locations & refer to the Civil drawing sheet #8 for site accessibility requirements.

Legend
 GP = Guest Parking

ARCHITECTURAL
SITE PLAN

DAHUN GROUP

DATE: 11/2008 PROJECT NO. 08-0259

REVISION 1: 11/2008

REVISION 2: 12/2008

REVISION 3: 02/2009

REVISION 4: 02/2009

REVISION 5: 02/2009

REVISION 6: 02/2009

REVISION 7: 02/2009

REVISION 8: 02/2009

REVISION 9: 02/2009

REVISION 10: 02/2009

REVISION 11: 02/2009

REVISION 12: 02/2009

REVISION 13: 02/2009

REVISION 14: 02/2009

REVISION 15: 02/2009

REVISION 16: 02/2009

REVISION 17: 02/2009

REVISION 18: 02/2009

REVISION 19: 02/2009

REVISION 20: 02/2009

REVISION 21: 02/2009

REVISION 22: 02/2009

REVISION 23: 02/2009

REVISION 24: 02/2009

REVISION 25: 02/2009

REVISION 26: 02/2009

REVISION 27: 02/2009

REVISION 28: 02/2009

REVISION 29: 02/2009

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REVISION 95: 02/2009

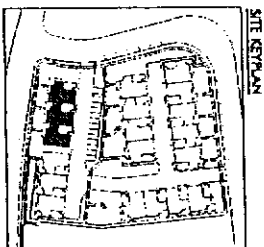
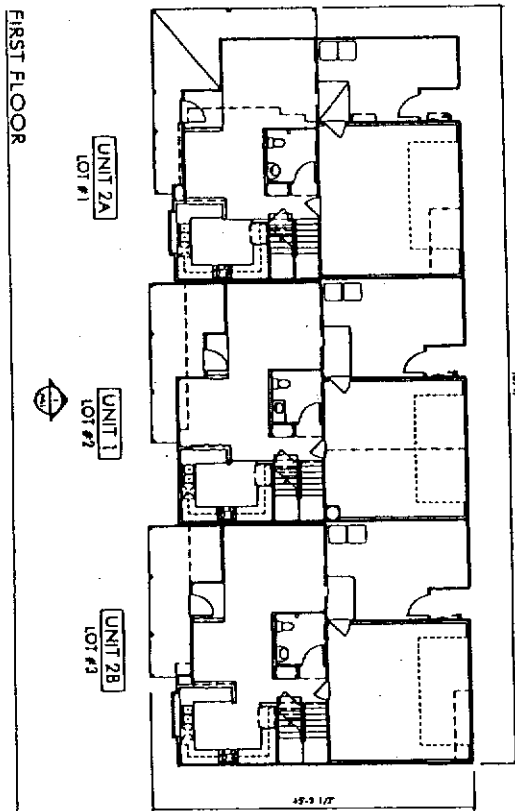
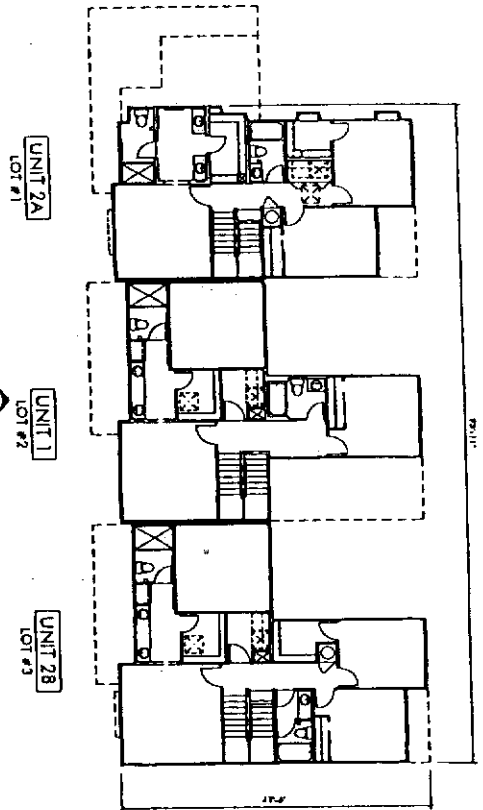
REVISION 96: 02/2009

REVISION 97: 02/2009

REVISION 98: 02/2009

REVISION 99: 02/2009

REVISION 100: 02/2009



BUILDING SQUARE FOOTAGE	
GROUND FLOOR	1,287 S.F.
SECOND FLOOR	1,287 S.F.
TOTAL UNIT	2,574 S.F.
FOOTPRINT	1,287 S.F.

BUILDING A
FLOOR PLANS

DATE: 11/1/2008 PROJECT NO: 08-0259
DAHLIN GROUP

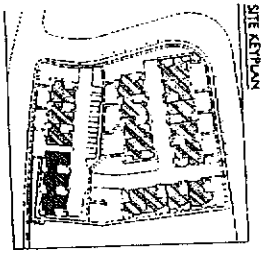
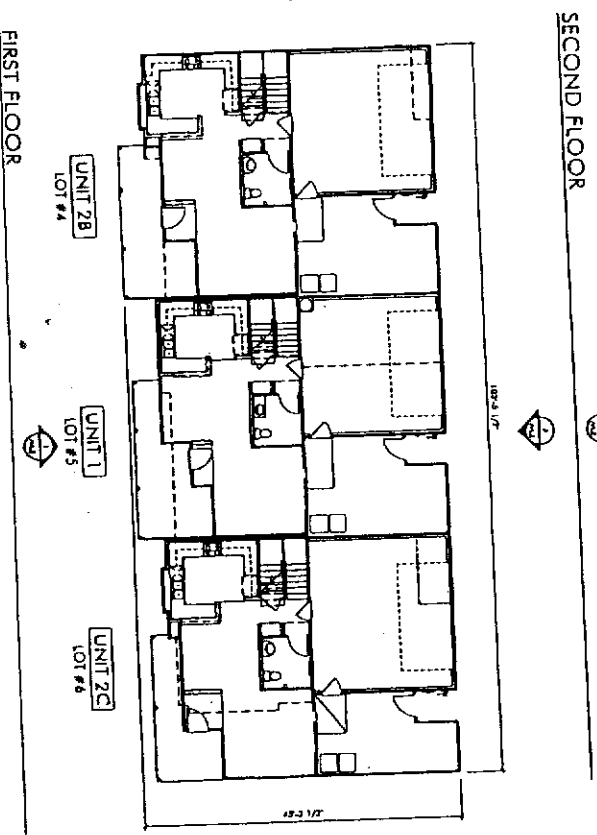
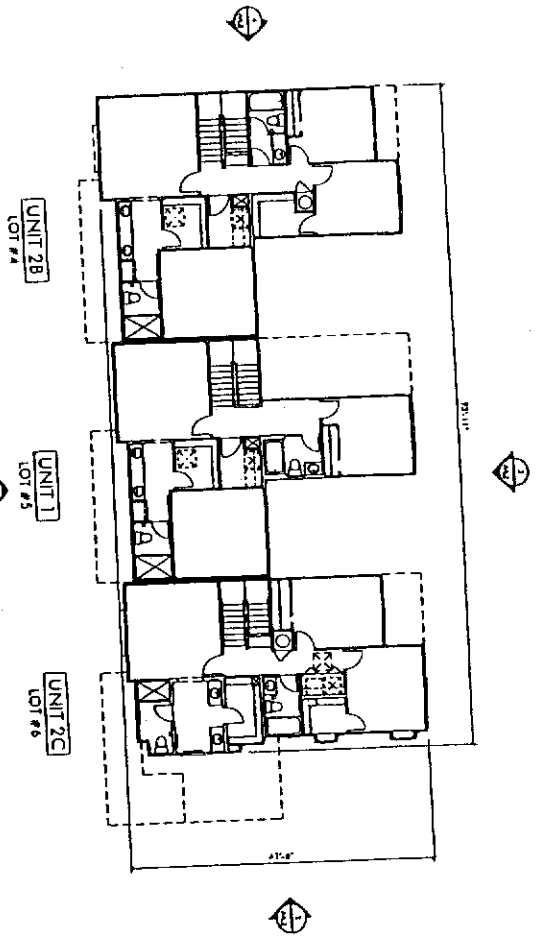
DATE: 08/11/2008
APPROVED: [Signature]
PROJECT NO: 08-0259



APN: 038-081-39/TRACT NO. 1550
APPLICATION NO. 08-0259

APTOS, CA

CANTERBURY PARK
SOUTH COUNTY HOUSING CORPORATION



BUILDING SQUARE FOOTAGE

FIRST FLOOR (Bldg.)	1,194.12
SECOND FLOOR (Bldg.)	1,313.12
TOTAL	2,507.24

**BUILDING 8
FLOOR PLANS**

APRIL 11, 2008
DAHLIN GROUP
PROJECT NO. 448,073

3445 Orange Drive
Beverly Hills, CA 90212
Tel: 310.771.1111 Fax: 310.771.1112

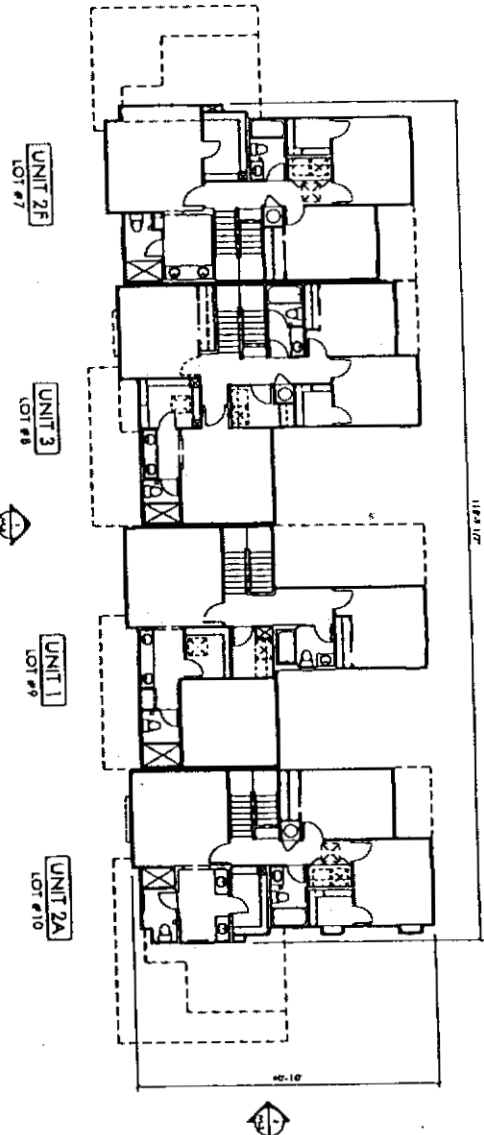


CANTERBURY PARK
SOUTH COUNTY HOUSING CORPORATION

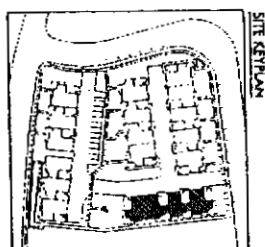
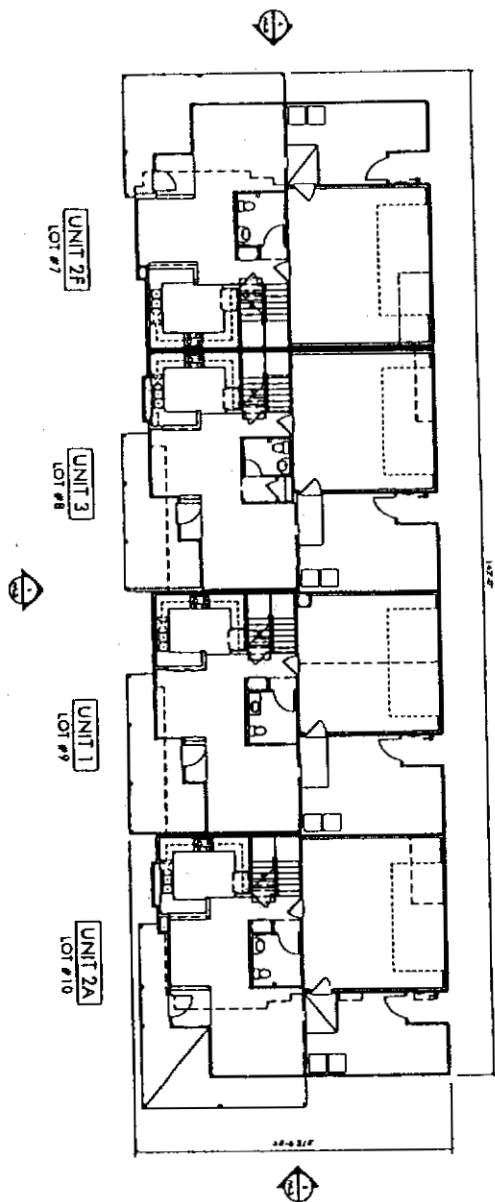
APTOS, CA
APN: 038-081-39/TRACT NO. 1550
APPLICATION NO. 08-0259

EXHIBIT D

SECOND FLOOR



FIRST FLOOR



BUILDING SQUARE FOOTAGE

UNIT	SQ. FT.
UNIT 1	1,287 sq. ft.
UNIT 2A	1,287 sq. ft.
UNIT 2F	1,287 sq. ft.
UNIT 3	1,287 sq. ft.
TOTAL	5,148 sq. ft.

BUILDING C FLOOR PLANS

DAHLIN GROUP
Architects

APTOS, CA
APN: 038-081-39/ TRACT NO. 1550
APPLICATION NO. 08-0259

CANTERBURY PARK
SOUTH COUNTY HOUSING CORPORATION

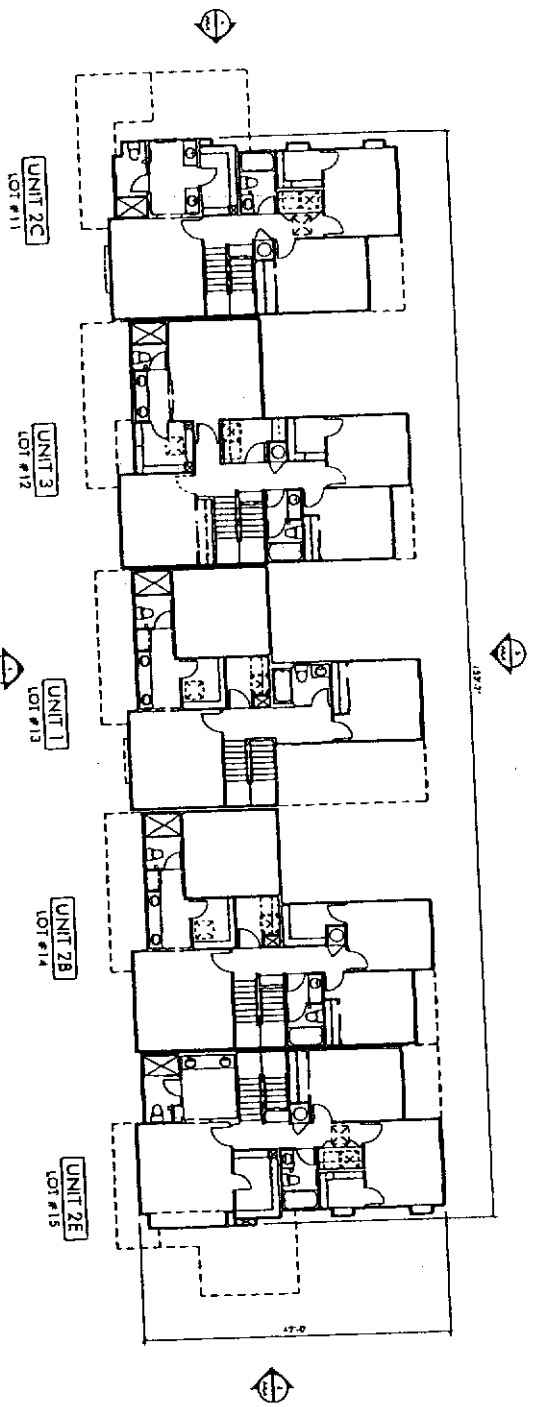
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DAHLIN GROUP
Architects

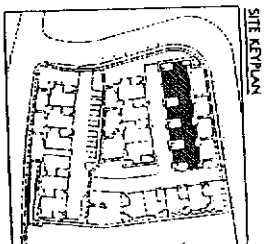
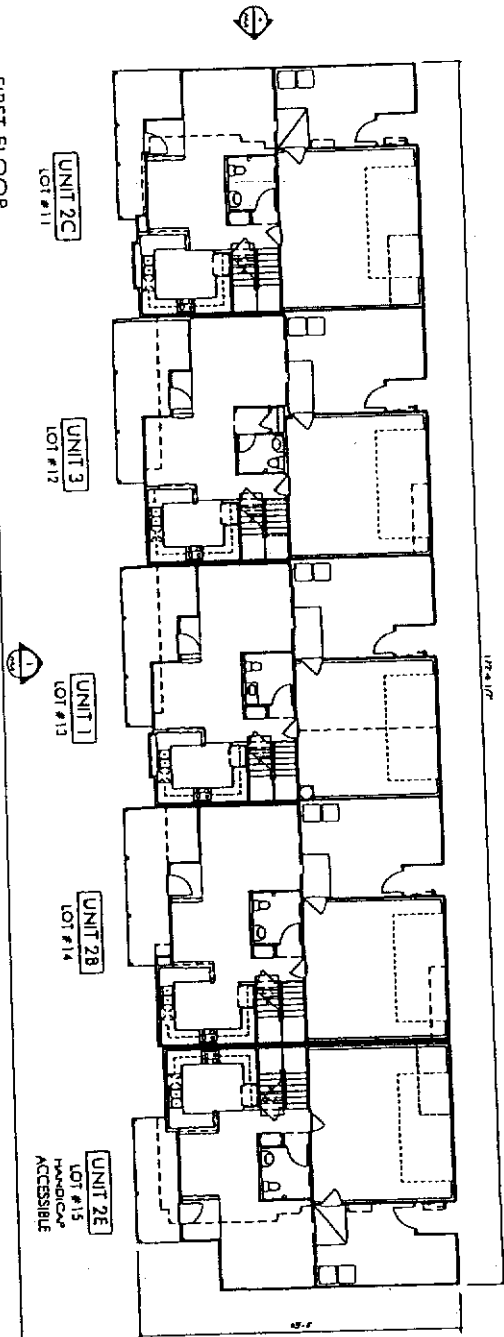


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SECOND FLOOR



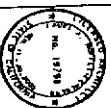
FIRST FLOOR



BUILDING SQUARE FOOTAGE
 UNIT FLOOR AREA: 1,114 SF
 TOTAL AREA: 5,570 SF
 (2007)

BUILDING D
 FLOOR PLANS

DAHLIN GROUP
 APRIL 11, 2008 PROJECT NO. 08-0259

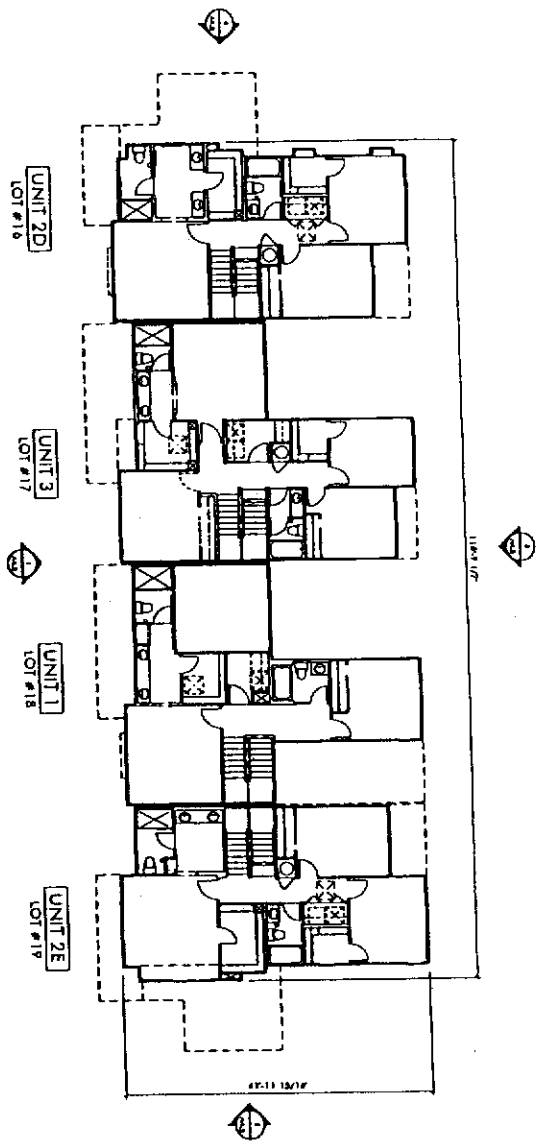


CANTERBURY PARK
 SOUTH COUNTY HOUSING CORPORATION

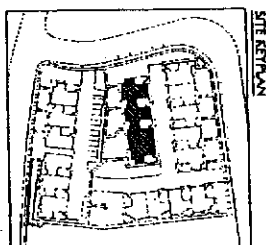
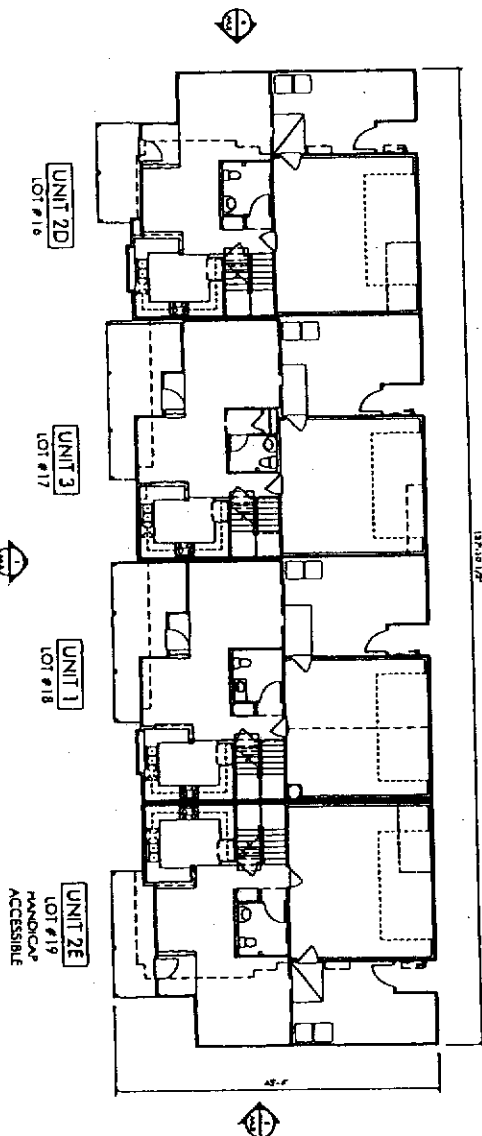
APTOS, CA
 APN: 038-081-39/ TRACT NO. 1550
 APPLICATION NO. 08-0259

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SECOND FLOOR



FIRST FLOOR



BUILDING SQUARE FOOTAGE
 NET AREA: 1,301 sq ft
 GROSS AREA: 1,301 sq ft
 COMMON AREA: 1,301 sq ft
 TOTAL: 3,903 sq ft

**BUILDING E
 FLOOR PLANS**

DATE: 1/1/2004 PROJECT NO: 444273
DAHLIN GROUP

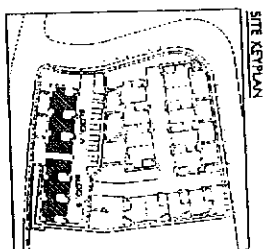
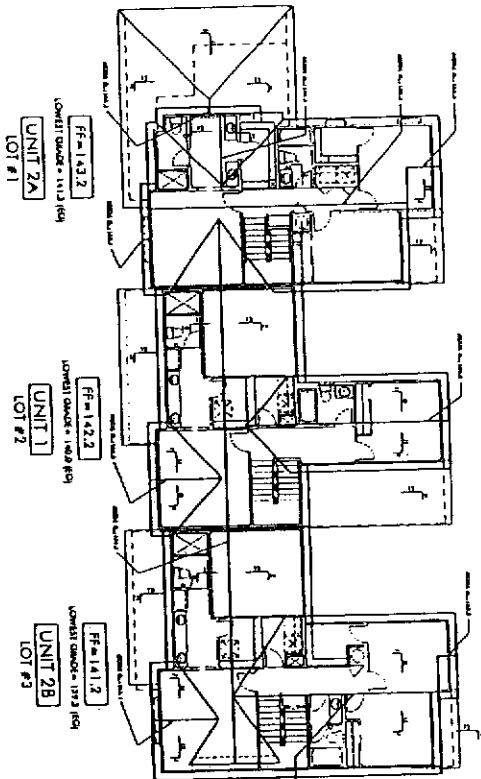
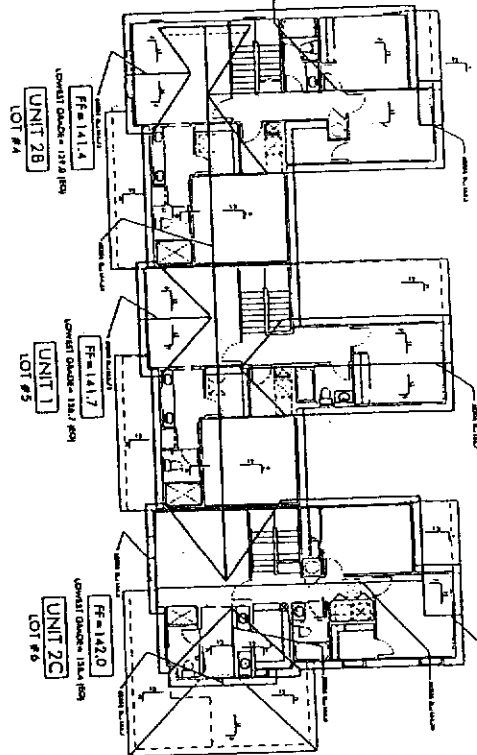
DAHLIN GROUP, INC.
 11111 1st Ave.
 San Diego, CA 92121
 TEL: 619/591-7800
 FAX: 619/591-7801



A2.5

CANTERBURY PARK
SOUTH COUNTY HOUSING CORPORATION
 APTOS, CA
 APN: 038-081-39/TRACT NO. 1550
 APPLICATION NO. 08-0259

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CANTERBURY PARK
SOUTH COUNTY HOUSING CORPORATION

APTOS, CA
APN: 038-081-39/TRACT NO. 1550
APPLICATION NO. 08-0259

REVISION 4, FEBRUARY 13, 2009

**BUILDINGS A & B
ROOF PLANS**

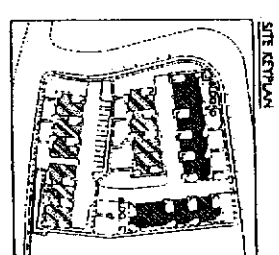
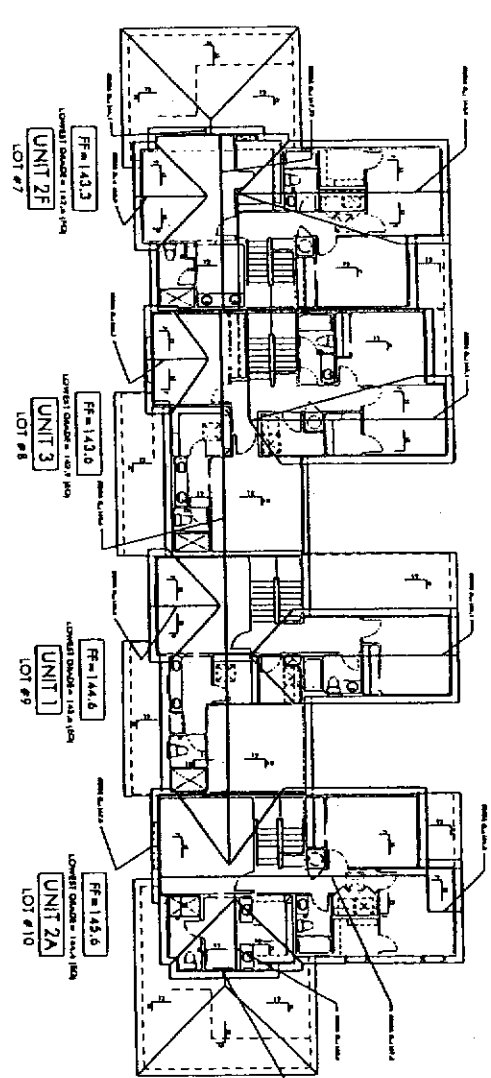
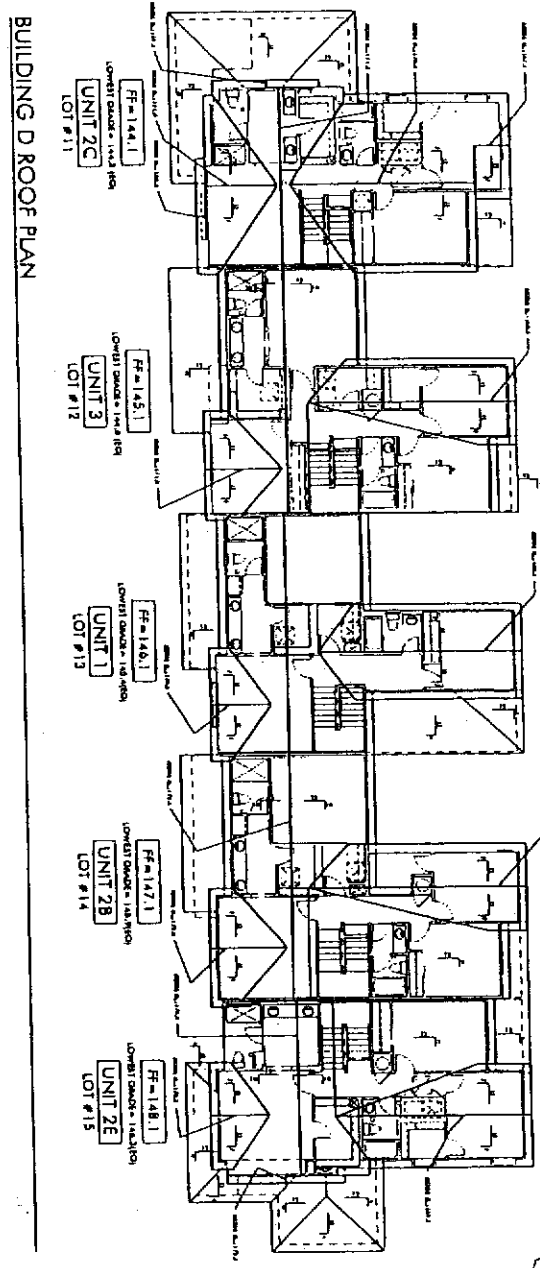
DAHLIN GROUP

DATE: 11/2008 PROJECT NO: 08-0259

ALL OTHERS
APPROVED
DATE: 11/2008



A2.6



CANTERBURY PARK
SOUTH COUNTY HOUSING CORPORATION

APTOS, CA
APN: 038-081-39/ TRACT NO. 1550
APPLICATION NO. 08-0259

REVISION 1, FEBRUARY 22, 2009

DAHLIN GROUP
BUILDINGS C & D
ROOF PLANS



DAHLIN GROUP
ARCHITECTS
1000 S. GATEWAY AVENUE
SUITE 200
SAN JOSE, CA 95128
(408) 291-7700

A2.7

CANTERBURY PARK SOUTH COUNTY HOUSING CORPORATION

APTOS, CA
APN: 038-081-39/TRACT NO. 1550
APPLICATION NO. 08-0259

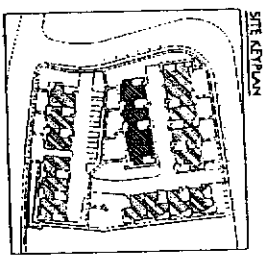
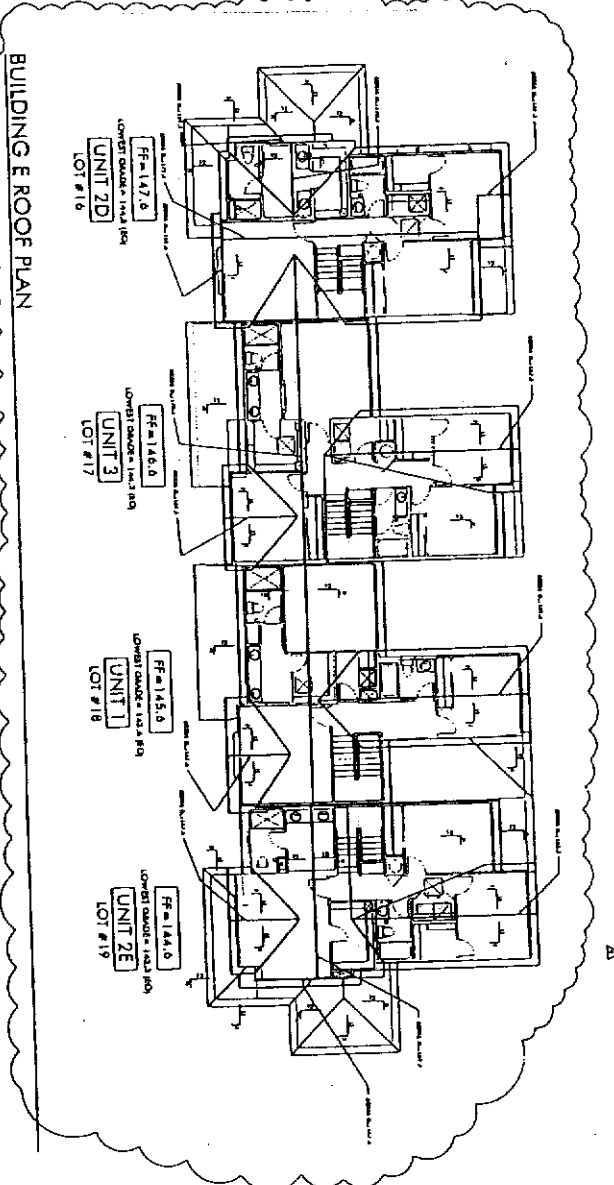
APTOS, CA

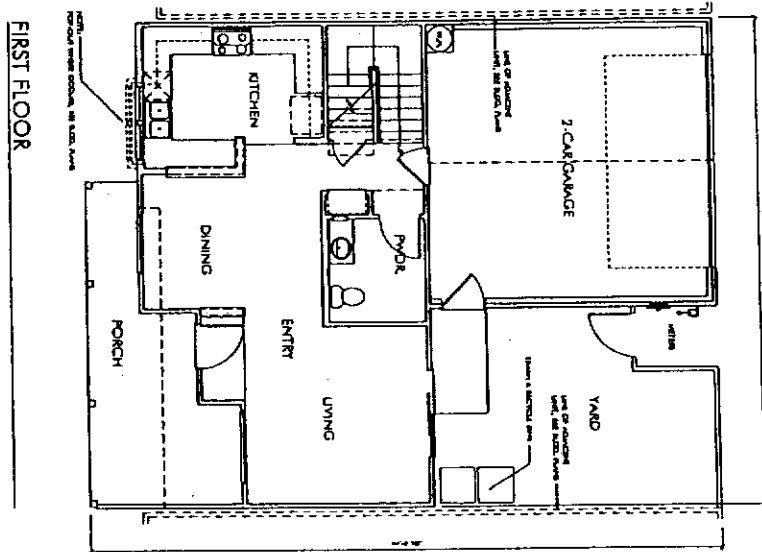
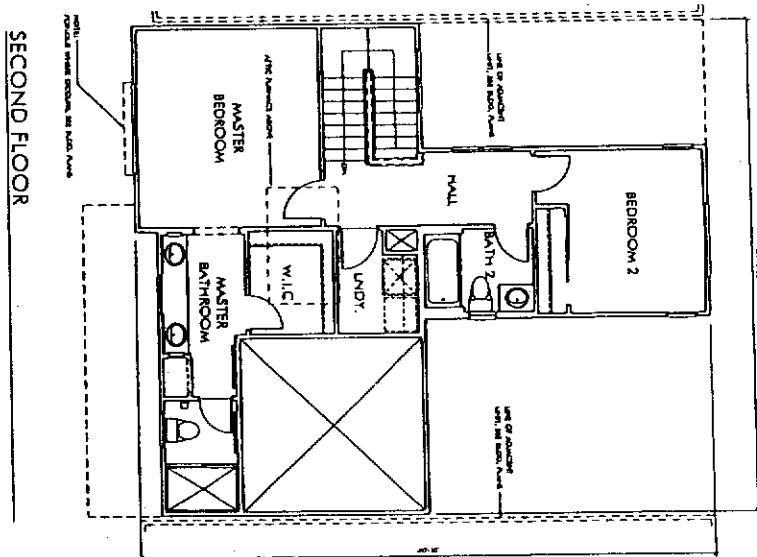
REVISION 1: 11/14/2008
REVISION 2: 11/14/2008

DAHLIN GROUP
ARCHITECTS
1111 17th St.
Berkeley, CA 94710
(415) 863-1111

DAHLIN GROUP
ARCHITECTS
1111 17th St.
Berkeley, CA 94710
(415) 863-1111

A2.8



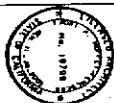


UNIT SQUARE FOOTAGE
APRIL 11, 2008
PROJECT NO. 08-0259
1,550

UNIT PLAN 1
2-BEDROOM
FLOOR PLANS



DAHLIN GROUP
1500 10TH AVENUE
SUITE 100
DENVER, CO 80202
724.771.1111



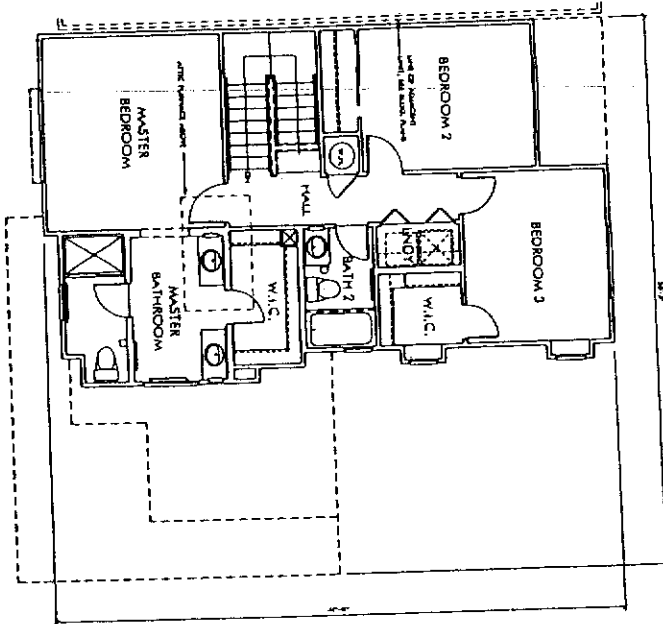
APN: 038-081-39/TRACT NO. 1550
APPLICATION NO. 08-0259

APTOS, CA

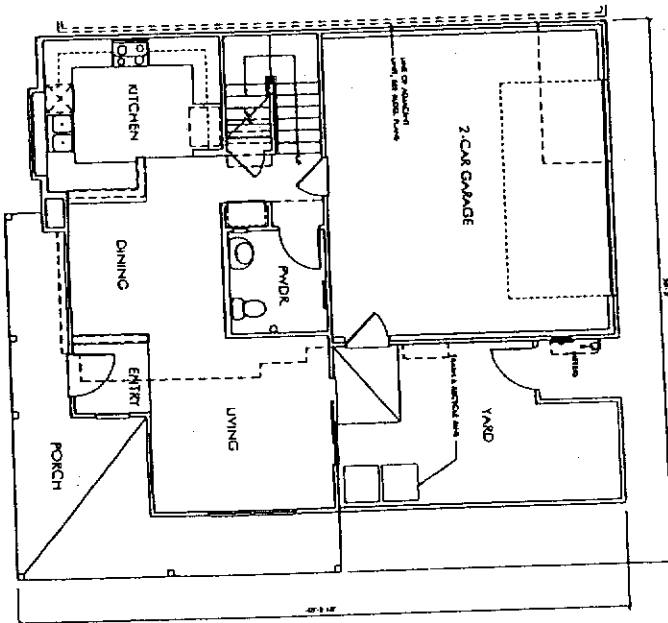
CANTERBURY PARK
SOUTH COUNTY HOUSING CORPORATION

3:\440\025\proj\50\A3-1.dwg, 2/25/2009 12:02:15 PM, DWG6 aplot.pc3

A3.1



SECOND FLOOR



FIRST FLOOR

UNIT SQUARE FOOTAGE
TOTAL FLOOR AREA 1,785
TOTAL GARAGE AREA 1,785
TOTAL FLOOR AREA 1,785

UNIT PLAN 2A
3-BEDROOM
FLOOR PLANS

DAHLIN GROUP
DAHLIN GROUP, INC.
DAHLIN GROUP, INC.
DAHLIN GROUP, INC.



A3.2

APTOS, CA
APN: 038-081-39/ TRACT NO. 1550
APPLICATION NO. 08-0259

CANTERBURY PARK
SOUTH COUNTY HOUSING CORPORATION

J:\440\025\Plot\SD\A3-2.dwg, 2/25/2009 12:02:20 PM, DWG6 ePlot.pc3

APTOS, CA

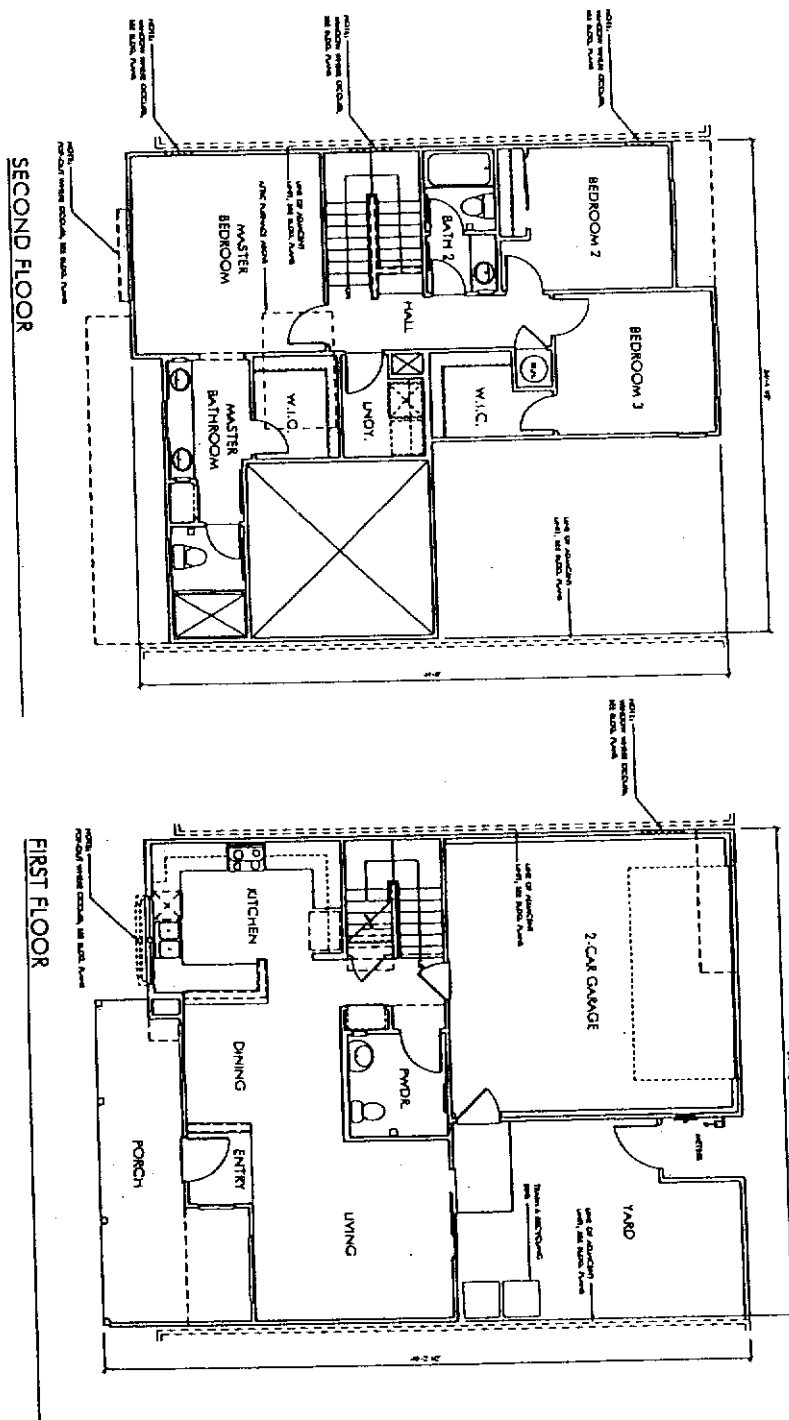
APN: 038-081-39 / TRACT NO. 1550
APPLICATION NO. 08-0259

A3.3.3

DAHLIN GROUP

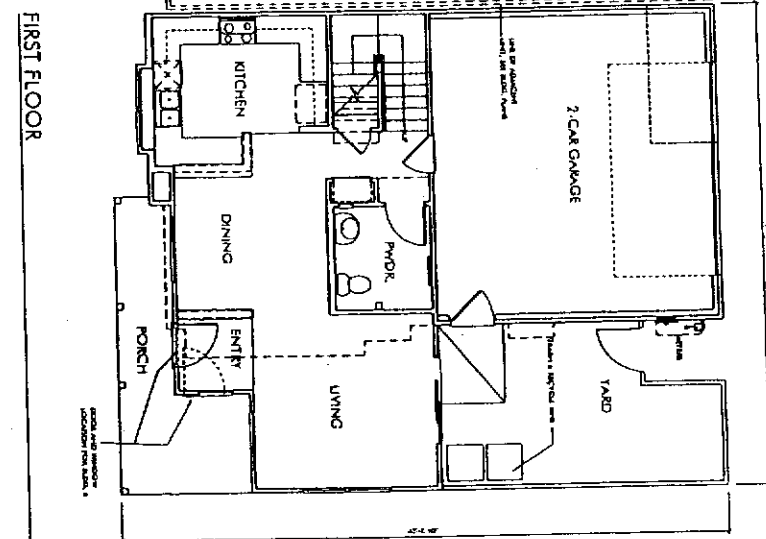
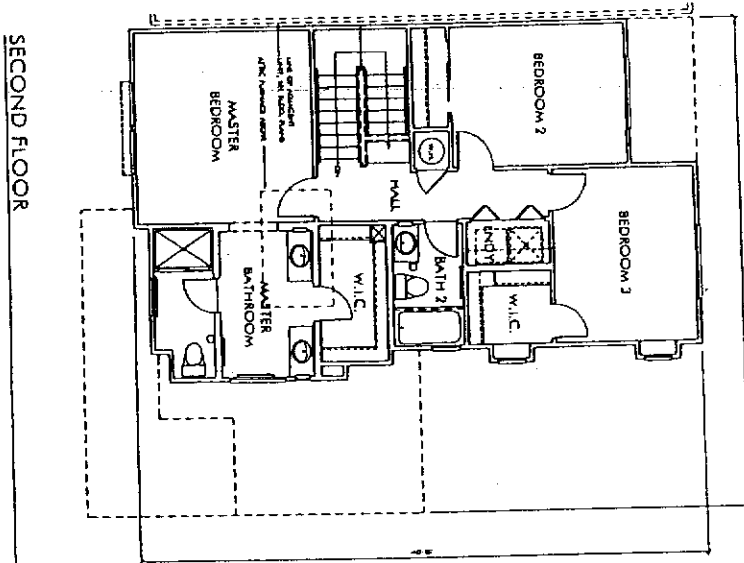
UNIT PLAN 2B
3-BEDROOM
FLOOR PLANS

UNIT SQUARE FOOTAGE
 PART 1 MOOD LUMINOUS: 42.2 SF
 PART 2 MOOD LUMINOUS: 44.8 SF
 TOTAL (PARTS): 87.0 SF



APN: 038-081-39/ TRACT NO. 1550
APPLICATION NO. 08-0259

2:1440\025\P101\50\A3-4.dwg, 2/25/2009 12:02:30 PM, DWG6 aP101.p3



UNIT SQUARE FOOTAGE	
FIRST FLOOR (UNITED):	227 sq
SECOND FLOOR (UNITED):	222 sq
TOTAL (UNITED):	449 sq

UNIT PLAN 2C
3-BEDROOM
FLOOR PLANS

DAHLIN GROUP

Small Business Dept.
FALCONER CO., Inc.
725.381.7300
91A.381.7384, Fax 625.381.7300



SOUTH COUNTY HOUSING CORPORATION

J:\440\025\Plot\50\A3-5.dwg, 2/25/2009 12:02:35 PM, DWG6 aPlot.pc3

APTOS, CA

APN: 038-081-39/TRACT NO. 1550
APPLICATION NO. 08-0259

APR 11, 2004 PROJECT NO. 440.072

DAHLIN GROUP

SALES OFFICES: 1200 W
MILWAUKEE, WI 53201
724.331.1700
724.331.1701 Fax

UNIT PLAN 2D
3-BEDROOM
FLOOR PLANS

UNIT SQUARE FOOTAGE
FUEL (GAL/HR) _____ 0.25
ACID (GAL/HR) _____ 0.1
TOTAL (GAL/HR) _____ 0.35

This floor plan shows a three-bedroom house with a central hall. The layout includes:

- Bedroom 2:** Located at the top left, with a closet.
- Bedroom 3:** Located at the top right, with a closet.
- Bedroom 1:** Located at the bottom left, with a closet.
- Hall:** A central hallway connecting the bedrooms and bathroom.
- Bath:** A full bathroom located in the center of the house.
- Master Bath:** A full bathroom located at the bottom right, with a closet.
- Laundry:** A laundry room located at the bottom right, with a closet.
- Living Area:** A large open area at the bottom of the plan, including a fireplace and a bay window.
- Stairs:** A set of stairs leading up, located near the top center.
- Entry:** An entry area with a closet, located at the top center.

This is a detailed floor plan of a 2-car garage house. The layout includes a large 2-CAR GARAGE on the right side, which has a dashed line indicating a partition. Adjacent to the garage is a YARD. The main living area consists of a LIVING room, a DINING room, and a KITCHEN. The KITCHEN is located at the top left and includes a sink, stove, and refrigerator. The DINING room is to the right of the kitchen. The LIVING room is at the bottom left and features a fireplace. An ENTRY leads from the living area to the KITCHEN. A PORCH is located on the far left. A BATH and a BED are situated in the center of the plan, near a staircase. A label 'LIFE OR REAR PORCH' is located near the garage. A note 'TYPICAL 1-1/2\"/>

APTOS, CA

J:\440\025\P101\50\A3-6.dwg, 2/25/2009 12:02:40 PM, DWG6 ePlot.pc3

3436 Oregon Drive
Rancho Viejo, CA 92683
924.231.5700
924.231.7301 Fax

A3.6

APR 17, 1994 PROJECT #04 440 873

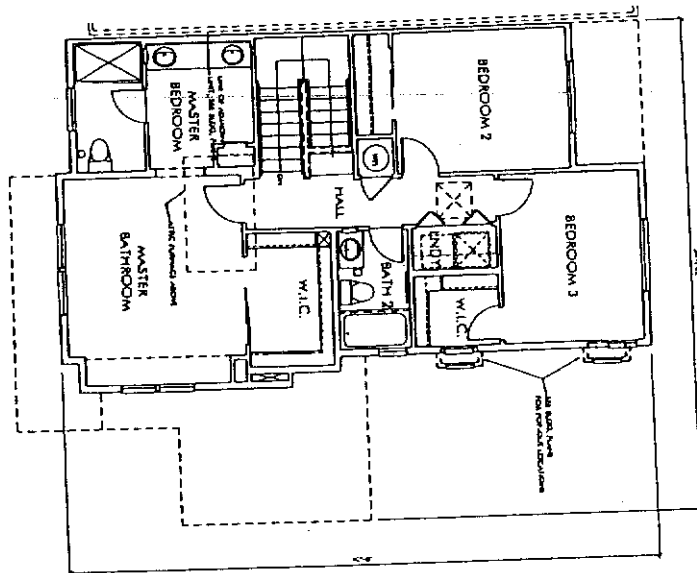
DAHLIN GROUP



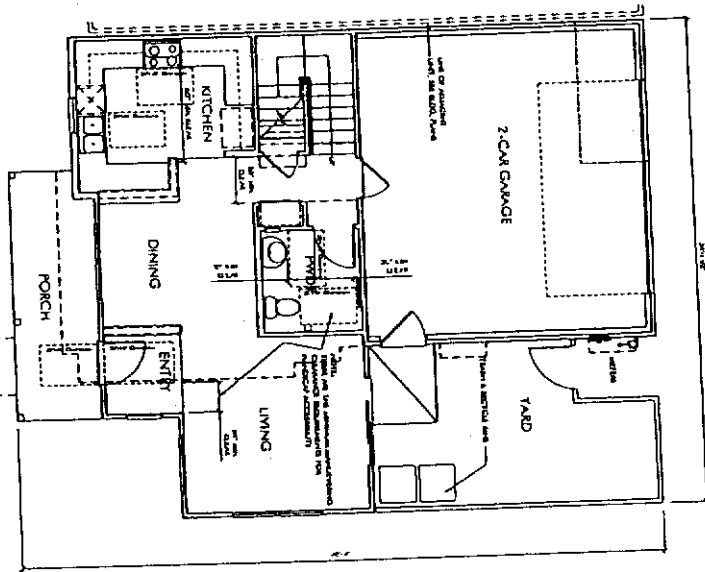
UNIT PLAN 2E
3-BEDROOM
FLOOR PLANS

UNIT SQUARE FOOTAGE	4.3
NET FLOOR (SQ. FT.)	812
SECOND FLOOR (SQ. FT.)	1,448
TOTAL (SQ. FT.)	2,260

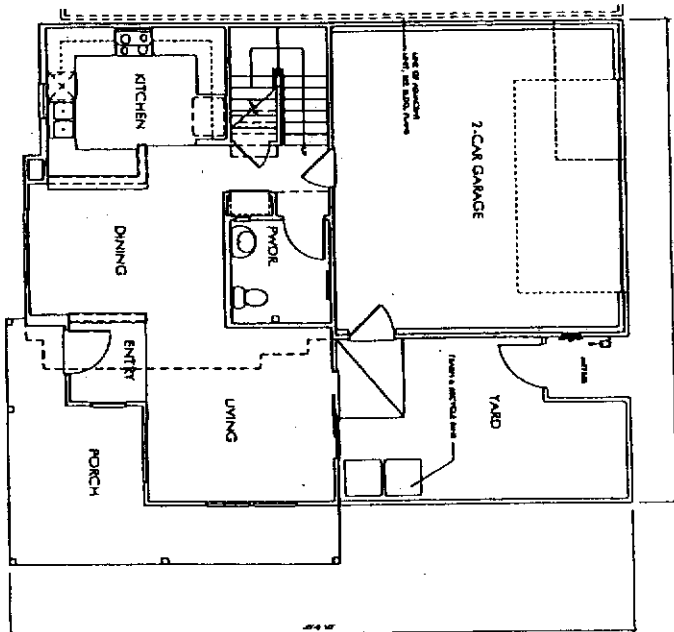
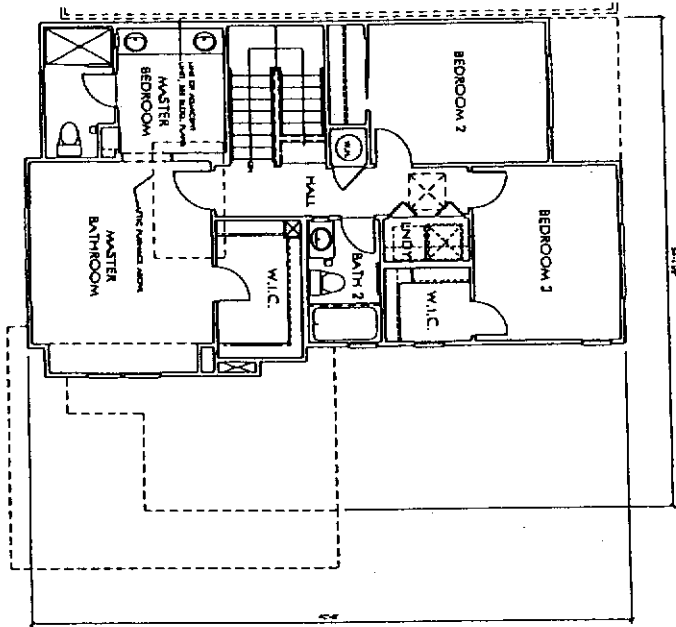
SECOND FLOOR



FIRST FLOOR



NOTE:
THIS LEAD TO COME IN WITH PROVIDER
ACCESSIBILITY REQUIREMENTS (SEE BLDG. D & E
SEE PLAN ABOVE FOR REQUIREMENTS).



UNIT SQUARE FOOTAGE
 1,718 S.F.
 1,718 S.F.
 1,718 S.F.

UNIT PLAN 2F
 3-BEDROOM
 FLOOR PLANS

DAHLIN GROUP

DAHLIN GROUP
 11111 11111
 11111 11111



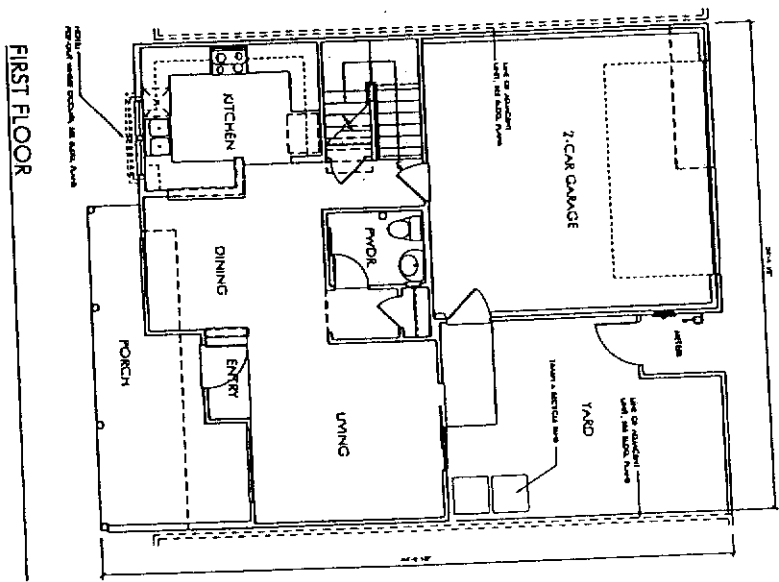
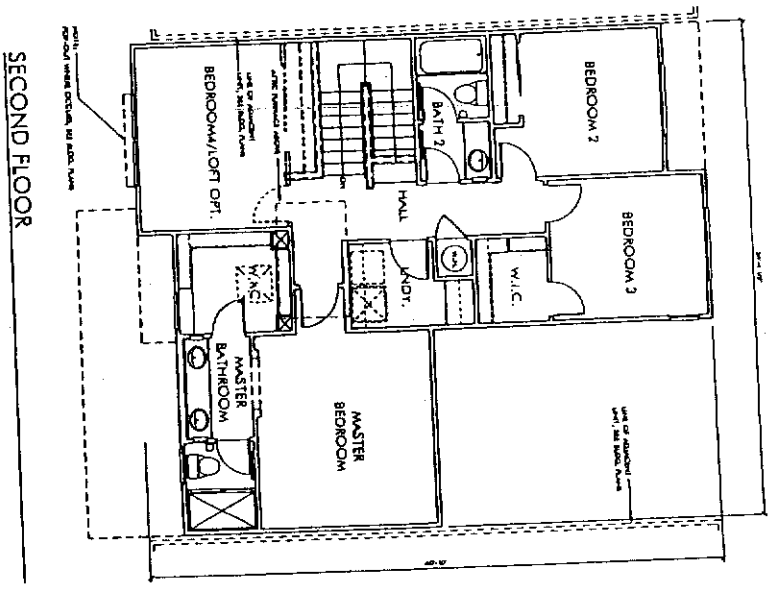
A3.7

APTOS, CA

APN: 038-081-39/TRACT NO. 1550
 APPLICATION NO. 08-0259

CANTERBURY PARK
 SOUTH COUNTY HOUSING CORPORATION

3:\440\025\Plot\SD\A3-7.dwg, 2/25/2009 12:02:45 PM, DWG6 aPlot.pc3



UNIT SQUARE FOOTAGE
 FIRST FLOOR UNITS: 481 SF
 SECOND FLOOR UNITS: 481 SF
 TOTAL UNITS: 962 SF

UNIT PLAN 3
 4-BEDROOM
 FLOOR PLANS

DAHLIN GROUP

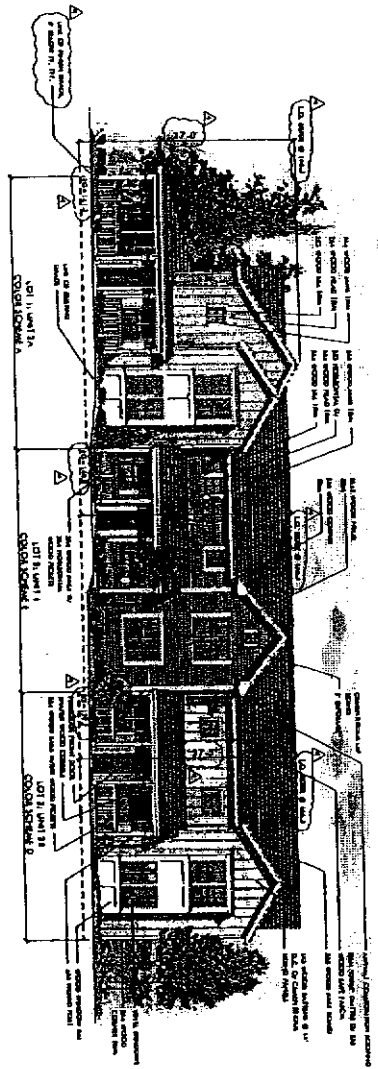
DAHLIN GROUP, INC.
 10000 N. 10TH AVE.
 SUITE 100
 DENVER, CO 80231
 (303) 751-1000



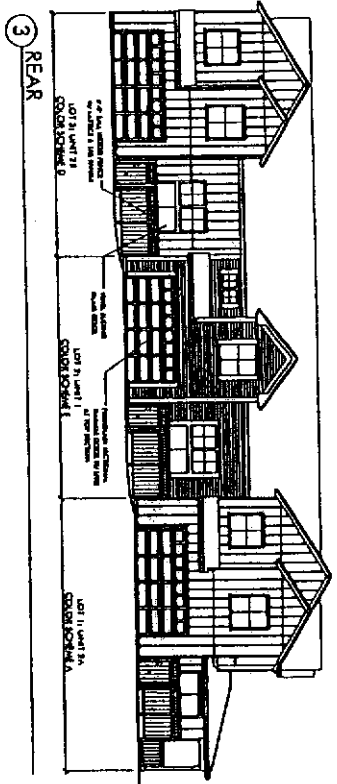
CANTERBURY PARK
 SOUTH COUNTY HOUSING CORPORATION

APTOS, CA
 APN: 038-081-39/TRACT NO. 1550
 APPLICATION NO. 08-0259

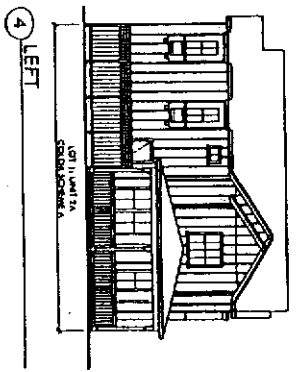
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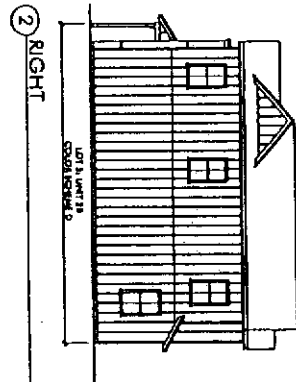
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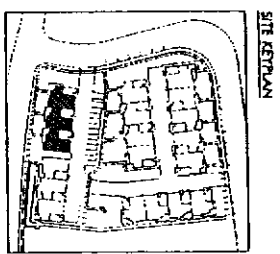
3 REAR



4 LEFT



2 RIGHT



CANTERBURY PARK
SOUTH COUNTY HOUSING CORPORATION

APTOS, CA
APN: 038-081-39/TRACT NO. 1550
APPLICATION NO. 08-0259

REVISION 11/15/2009

**BUILDING A
ELEVATIONS**

DATE: 11/15/2009
PROJECT NO.: 08-0259
DAHLIN GROUP

DAHLIN GROUP
11111 15TH AVE, SUITE 100
SAN DIEGO, CA 92121
TEL: 619-594-1111
WWW.DAHLINGROUP.COM



A4.1

CANTERBURY PARK SOUTH COUNTY HOUSING CORPORATION

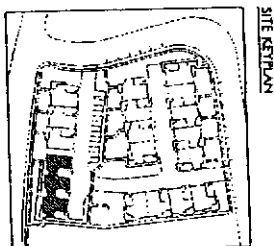
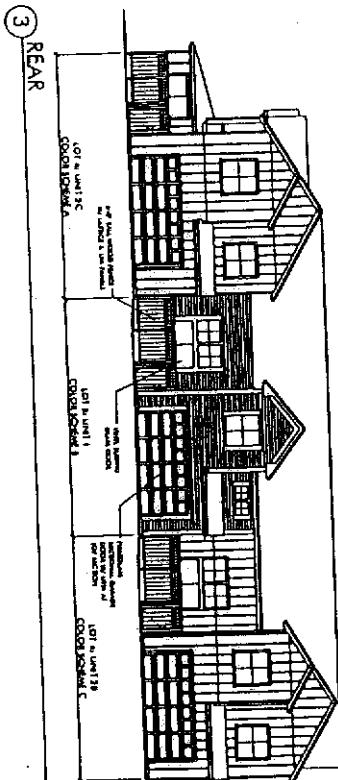
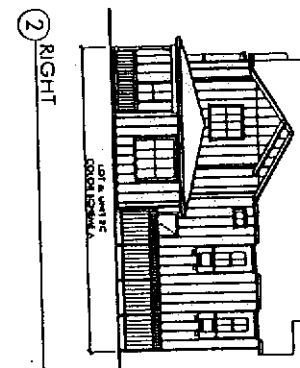
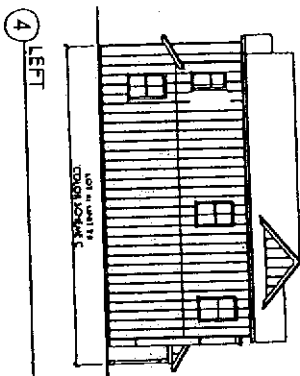
APTOS, CA
APN: 038-081-39/TRACT NO. 1550
APPLICATION NO. 08-0259

APTOS, CA

REVISION 11 FEBRUARY 29, 2009

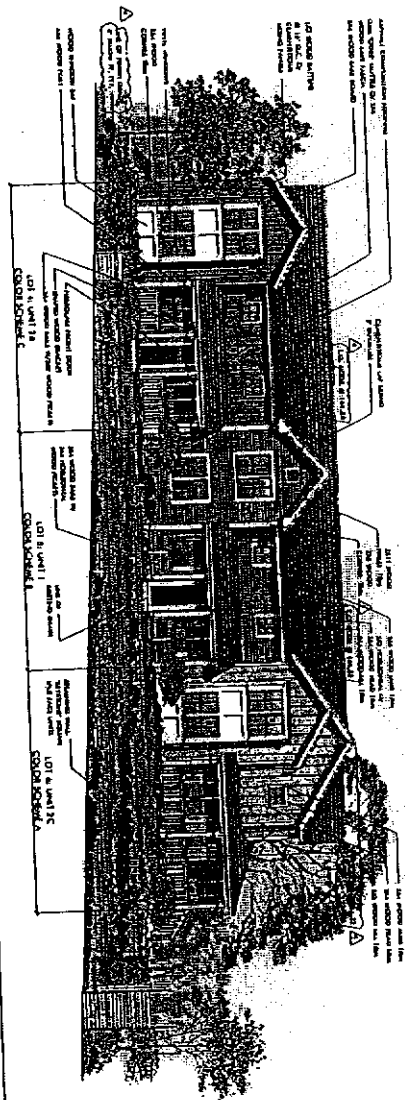
DAHLIN GROUP
ARCHITECTS
11770 N. 117TH AVE.
SUITE 100
TAMPA, FL 33613
TEL: 813/281-1177
FAX: 813/281-1178

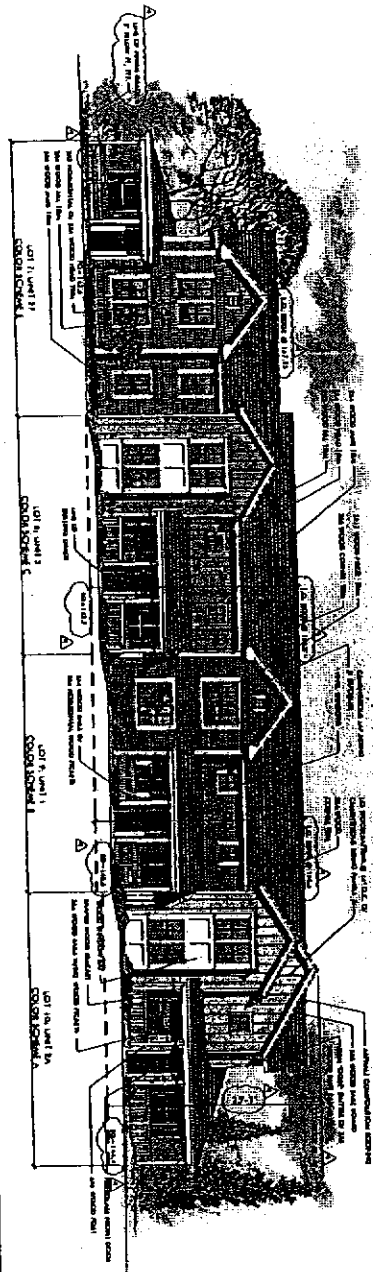
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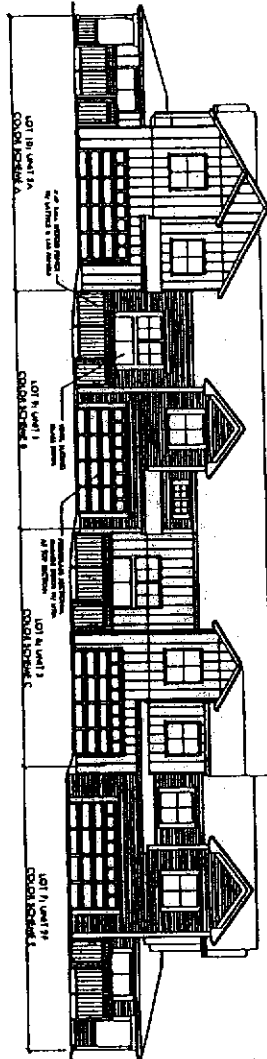
SITE PLAN

1 FRONT

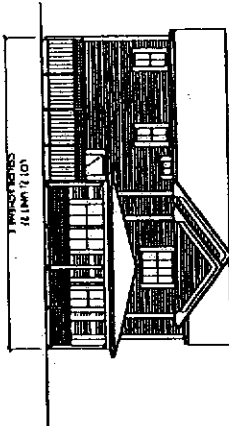




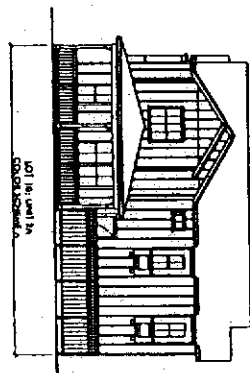
① FRONT



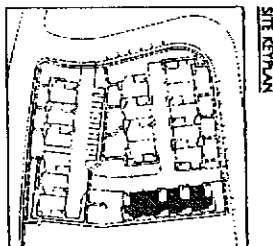
④ REAR



③ LEFT



② RIGHT



SITE PLAN

BUILDING C
ELEVATIONS



APRIL 11, 2008
PROJECT NO. 448273
DAHLIN GROUP
SOUTH COUNTY HOUSING CORPORATION

CANTERBURY PARK
SOUTH COUNTY HOUSING CORPORATION

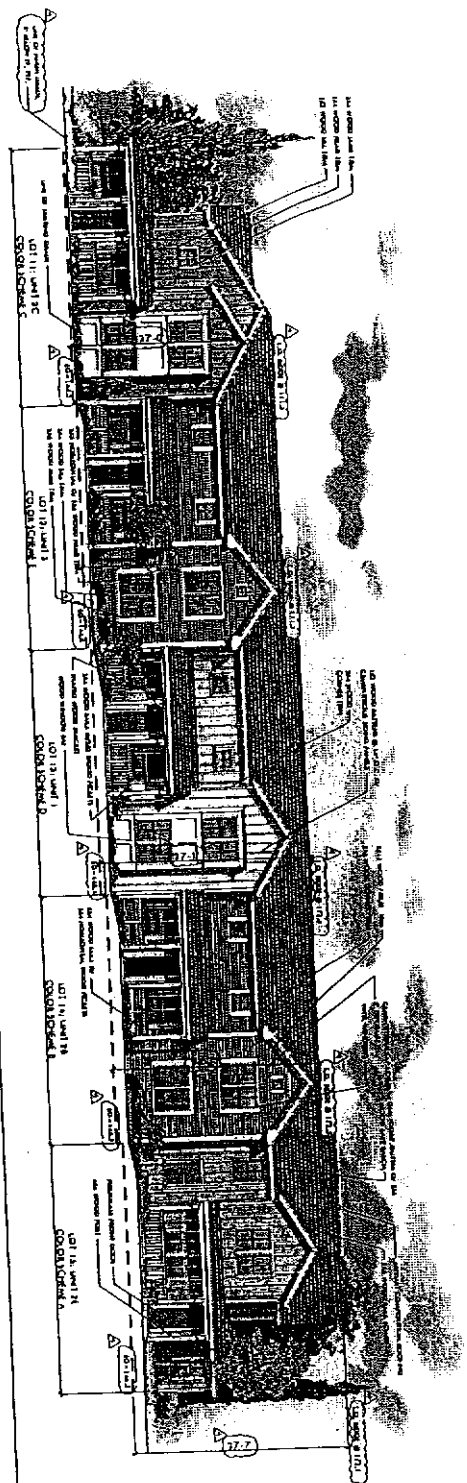
APTOS, CA

APN: 038-081-39/ TRACT NO. 1550
APPLICATION NO. 08-0259

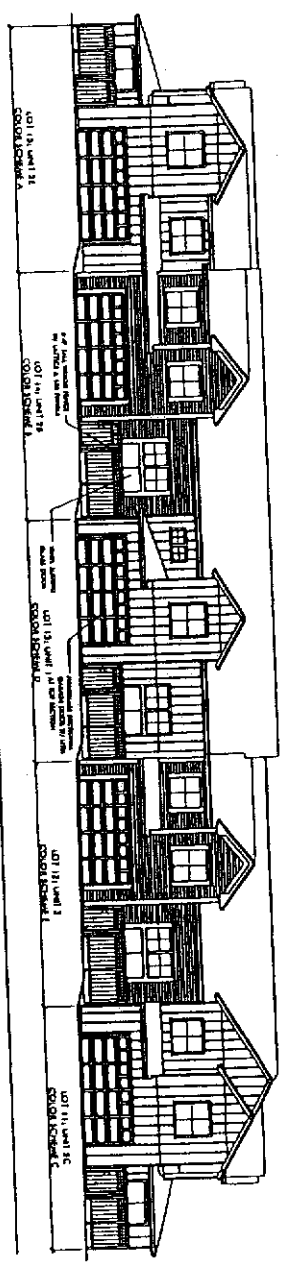
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A4.3

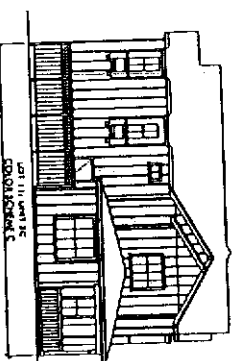
EXHIBIT D



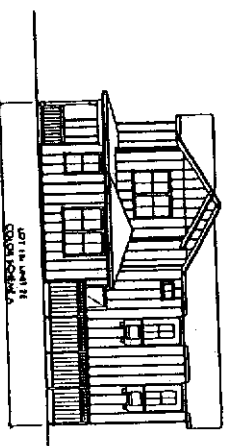
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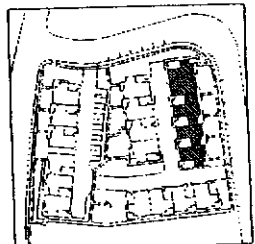
4 REAR



3 LEFT



2 RIGHT



SITE SECTION

CANTERBURY PARK

SOUTH COUNTY HOUSING CORPORATION

APTOS, CA
 APN: 038-081-39/ TRACT NO. 1550
 APPLICATION NO. 08-0259

**BUILDING D
 ELEVATIONS**

DAHLIN GROUP

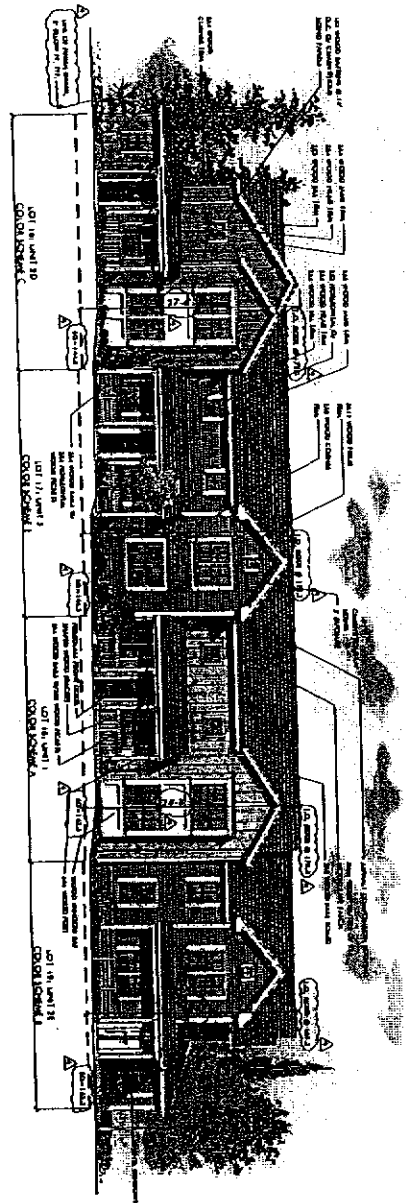
ARCHITECT

DATE: 11/2008 PROJECT NO: 44-2015

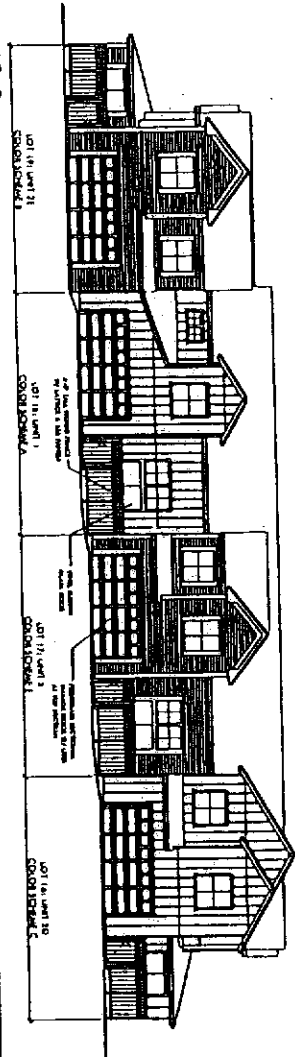
10000 S. GARDEN AVE. SUITE 100
 DALLAS, TEXAS 75243



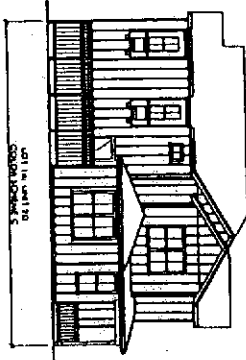
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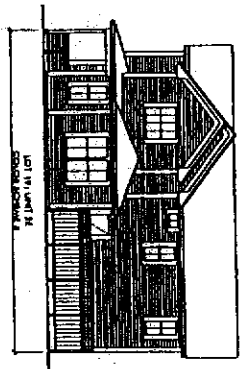
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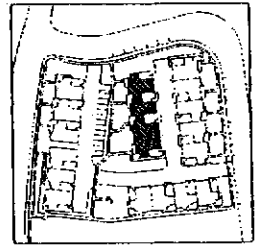
④ REAR



③ LEFT



② RIGHT



SITE PLAN

BUILDING E
ELEVATIONS

APR 11, 2008 PROJECT NO. 08-0259
DAHLIN GROUP

DAHLIN GROUP
11111 1st Street
San Francisco, CA 94103
(415) 774-1234



APTOS, CA
APN: 038-081-39/ TRACT NO. 1550
APPLICATION NO. 08-0259

CANTERBURY PARK
SOUTH COUNTY HOUSING CORPORATION

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A4.5

EXHIBIT D

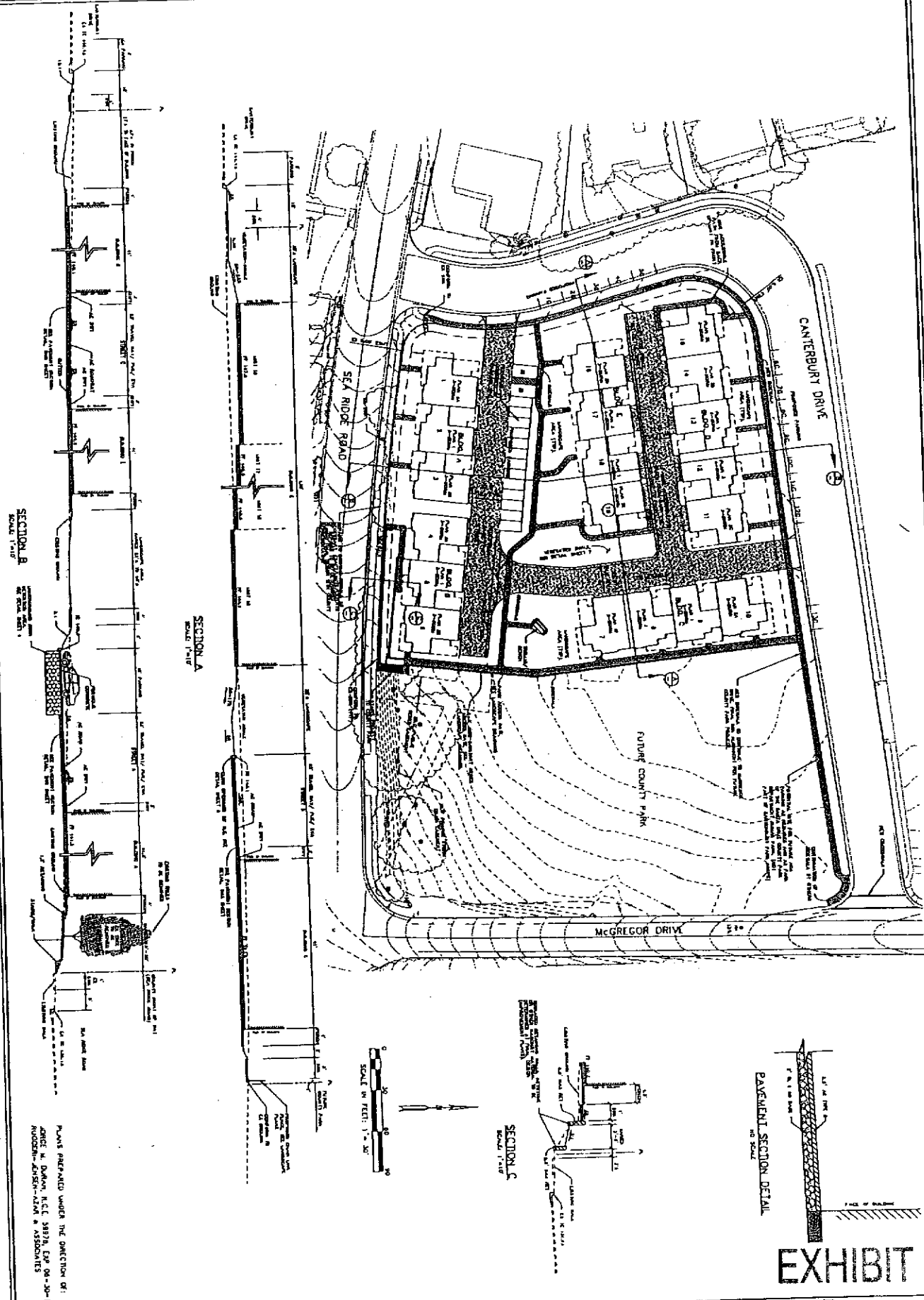
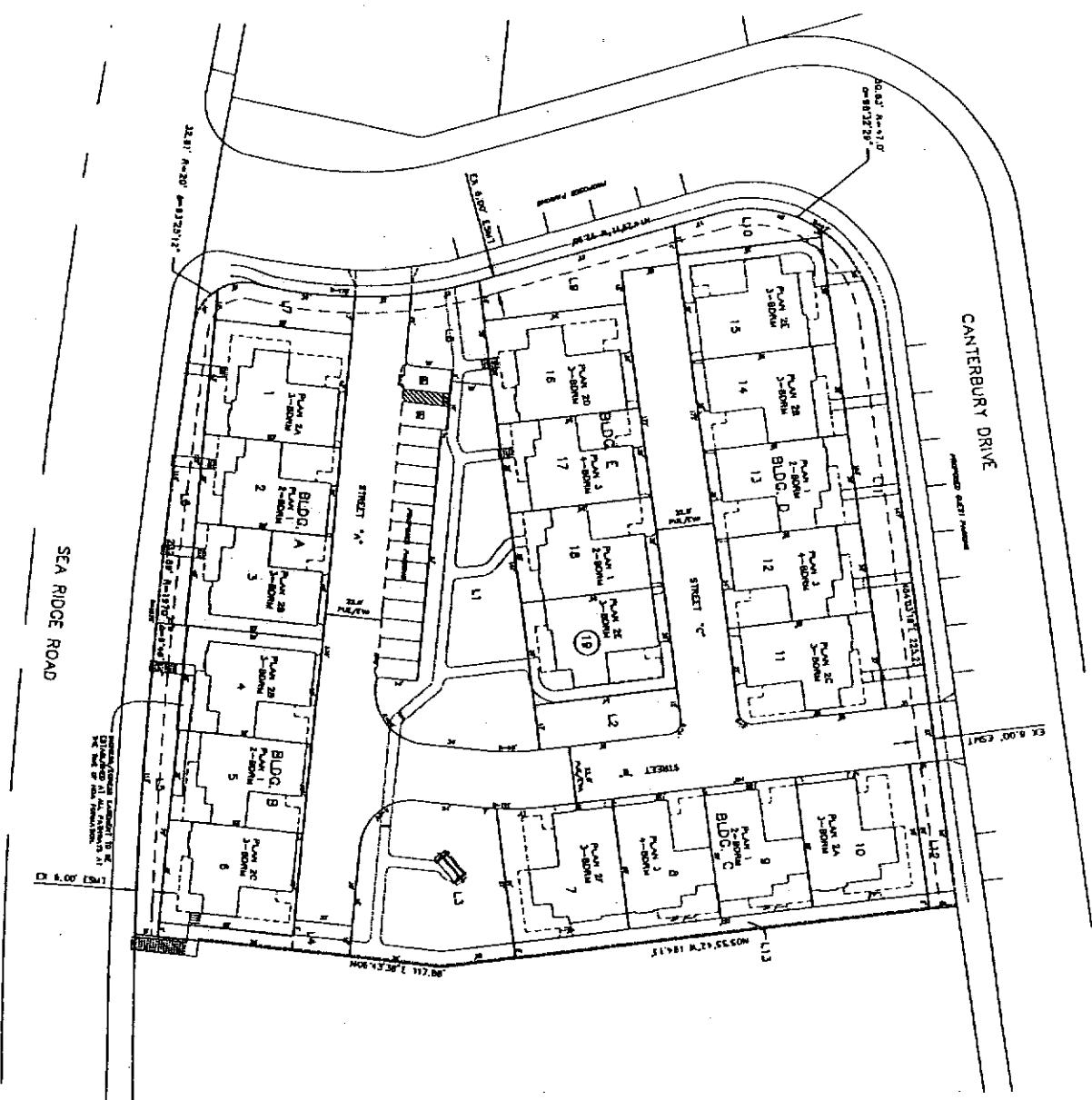


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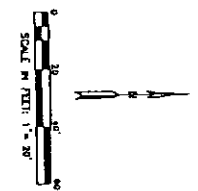
RJA
RUGGERI-JENSEN-AZAR
 ENGINEERS • PLANNERS • SURVEYORS

NO.	DATE	DESCRIPTION
3		



LOT DESCRIPTION			
BLK/LOT	LOT NUMBER	TYPE OF LOT	REMARKS
1	1-1	BLK/LOT	
2	2-1	BLK/LOT	
3	3-1	BLK/LOT	
4	4-1	BLK/LOT	
5	5-1	BLK/LOT	
6	6-1	BLK/LOT	
7	7-1	BLK/LOT	
8	8-1	BLK/LOT	
9	9-1	BLK/LOT	
10	10-1	BLK/LOT	
11	11-1	BLK/LOT	
12	12-1	BLK/LOT	
13	13-1	BLK/LOT	
14	14-1	BLK/LOT	
15	15-1	BLK/LOT	
16	16-1	BLK/LOT	
17	17-1	BLK/LOT	
18	18-1	BLK/LOT	
19	19-1	BLK/LOT	
20	20-1	BLK/LOT	

LOT AREA	
LOT NUMBER	AREA
1	1.000
2	1.000
3	1.000
4	1.000
5	1.000
6	1.000
7	1.000
8	1.000
9	1.000
10	1.000
11	1.000
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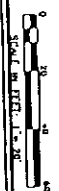
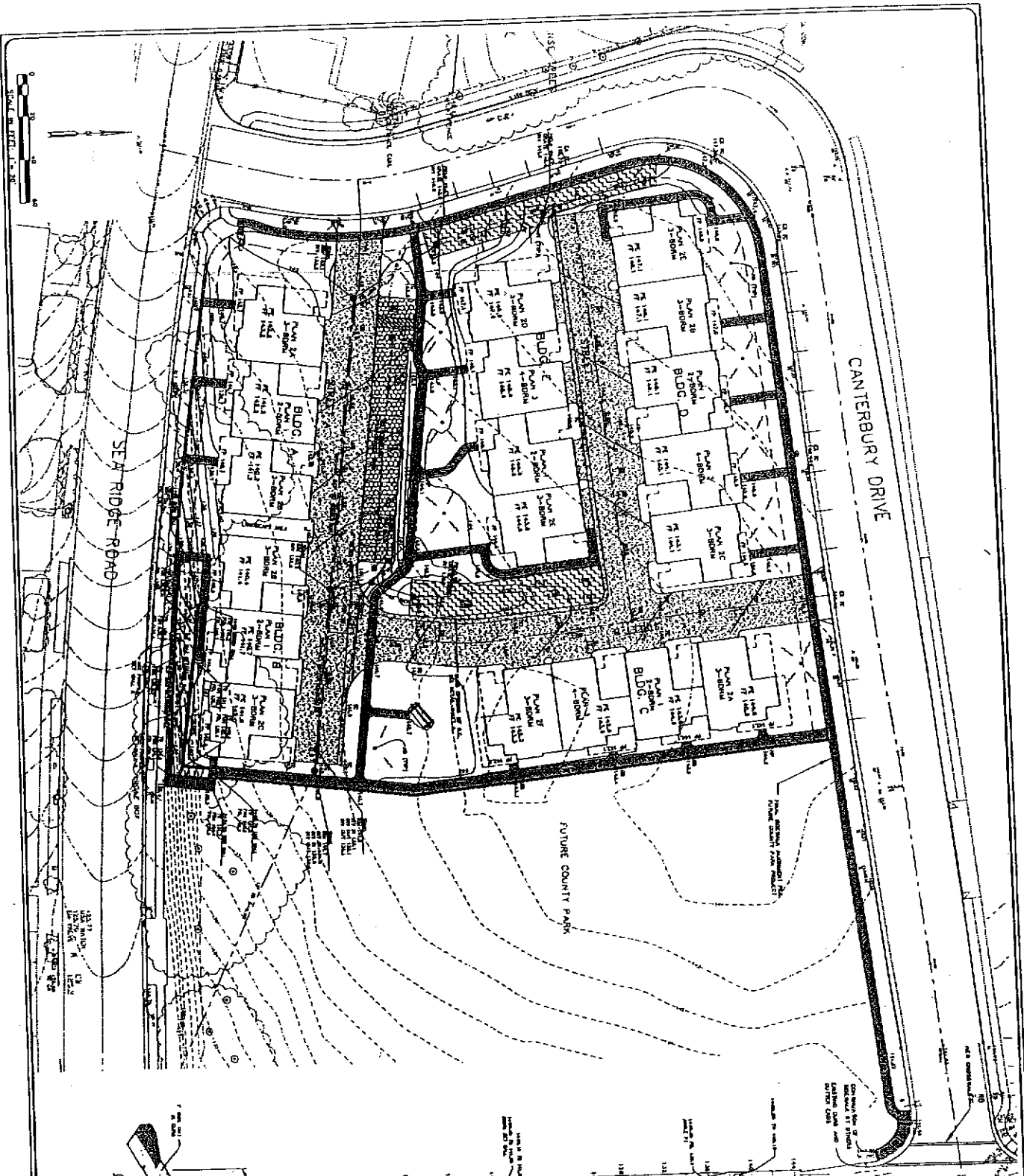


PLANS PREPARED UNDER THE DIRECTION OF:
 JONIE M. DUNN, R.C.S. 3897, L.P. 88-20-10
 REGISTERED ARCHITECT & ASSOCIATES

EXHIBIT D

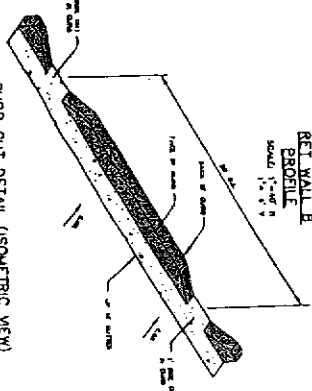
RJA
 RUGGERI-JENSEN-AZAR
 ENGINEERS • PLANNERS • SURVEYORS

DATE	BY	REVISION
4		

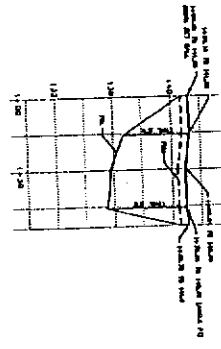


CURB CUT DETAIL (ISOMETRIC VIEW)

PLANS PREPARED UNDER THE DIRECTION OF:
JAMES H. JENSEN, P.E., L.P.E. 10-10
REGISTERED ARCHITECT & ENGINEER



RET WALL E
PROFILE



RET WALL A
PROFILE

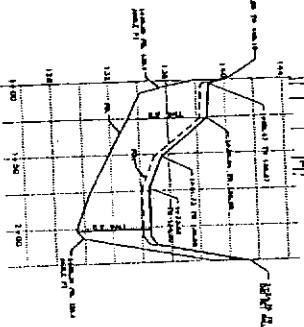
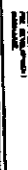
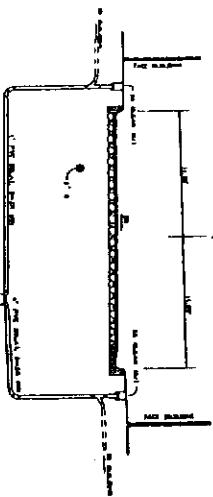


EXHIBIT D

RJA
RUGGERI-JENSEN-AZAR
ENGINEERS & PLANNERS - SURVEYORS
1000 CALLE ARROYO DUREY, CA 94029

DATE	BY	REVISION
10/10/10	JH	1
10/10/10	JH	2
10/10/10	JH	3
10/10/10	JH	4
10/10/10	JH	5

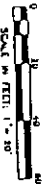
- NOTE:
1. SEE ENTRY 9 FOR PARALLEL V UTILITY PROJECT.
2. NOTES FOR AUTOMATA SEE VA PROJ DEPARTMENT SHALL BE
CORRECT AT THIS BUILDING PLAN SUBMITTAL STAGE.



PLANS PREPARED UNDER THE DIRECTION OF:
JONAS W. DURAN, R.C.E. 9897A, EXP 98-30-10
RUGGERO-ENSEN-AZAM & ASSOCIATES

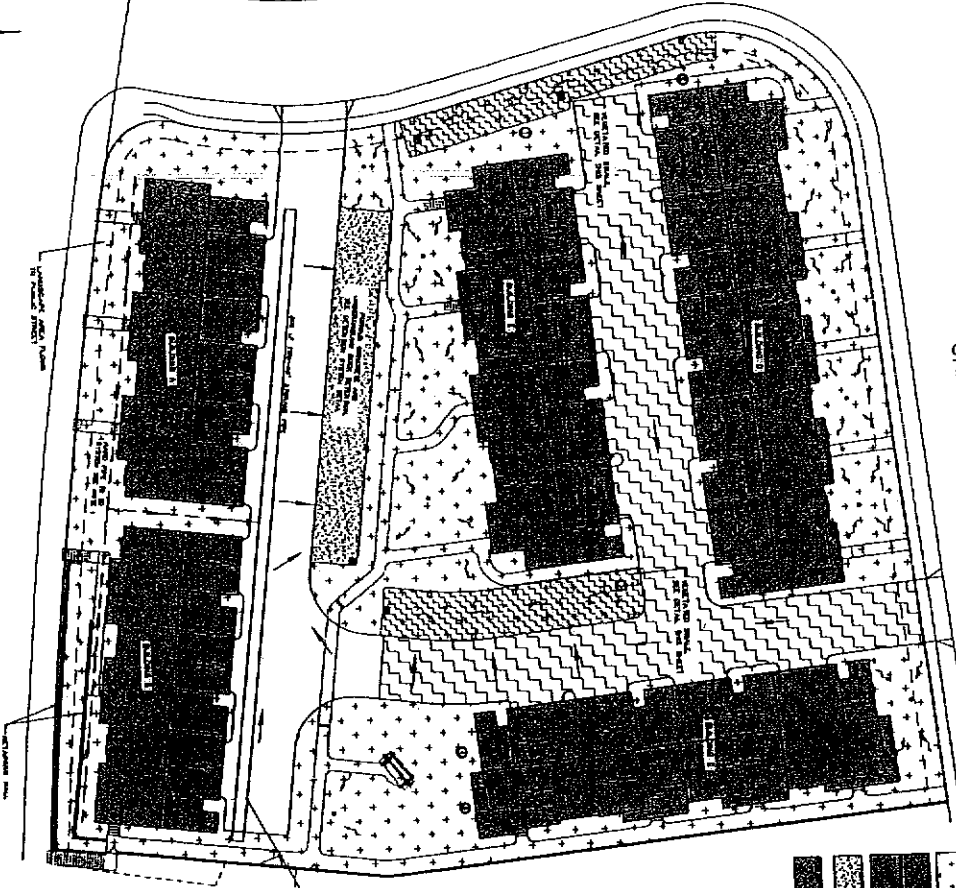


DATE	HR	SURVEY DESCRIPTION	BY	CR	PLAN
					1" = 36"
					INTD FEDERALLY



SEA RIDGE ROAD

CANTERBURY DRIVE

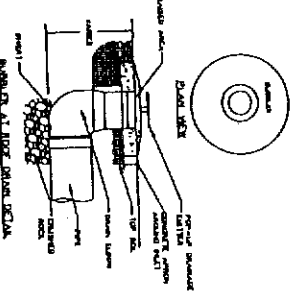
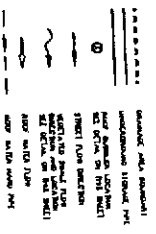


AREA LEGEND



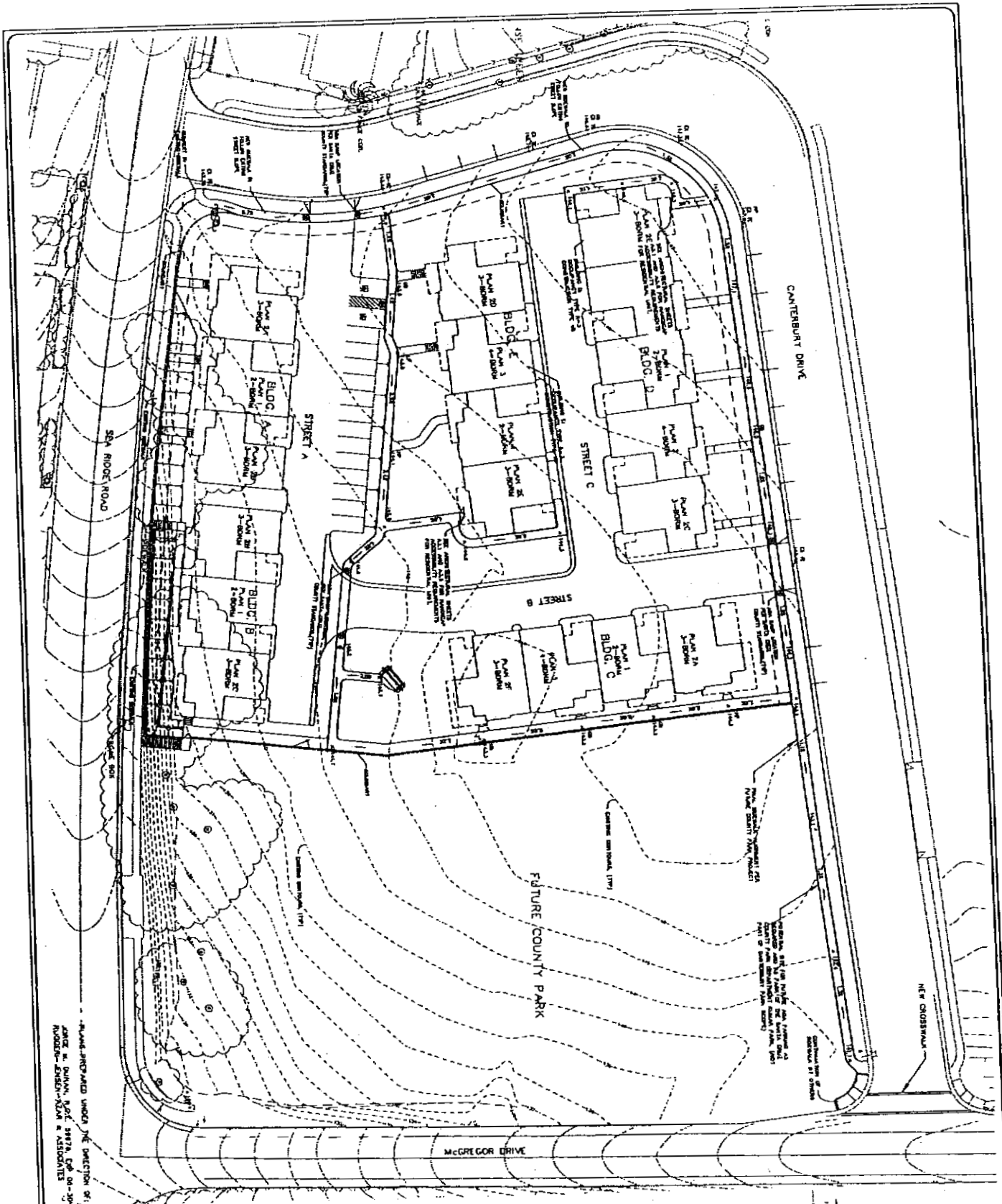
TREATMENT AREAS				
AREA	PROJECT NUMBER	AREA (SQ FT)	% OF TOTAL AREA	TOTAL AREA (SQ FT)
1	PROJECT TO LANDSCAPE AND RETENTION	4,384	4.8%	90,816
2	PROJECT TO LANDSCAPE	4,000	4.4%	90,816
3	PROJECT TO LANDSCAPE	3,678	4.0%	90,816
4	PROJECT TO LANDSCAPE	3,678	4.0%	90,816
5	PROJECT TO LANDSCAPE	3,678	4.0%	90,816
6	PROJECT TO LANDSCAPE	3,678	4.0%	90,816
7	PROJECT TO LANDSCAPE	3,678	4.0%	90,816
8	PROJECT TO LANDSCAPE	3,678	4.0%	90,816
9	PROJECT TO LANDSCAPE	3,678	4.0%	90,816
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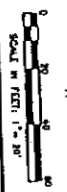


PLANS PREPARED UNDER THE DIRECTION OF:
JAMES M. OLSON, A.C.E. 38178, C.P. 10-10
MODERN-DESIGN-PLAN & ASSOCIATES

DATE	BY	CHK	APP
7			



AS SHOWN AND PREPARED UNDER THE DIRECTION OF:
 JAMES M. DUNN, VICE PRES. OF J.A. AZAR & ASSOCIATES
 ARCHITECTS - ENGINEERS - PLANNERS - SURVEYORS

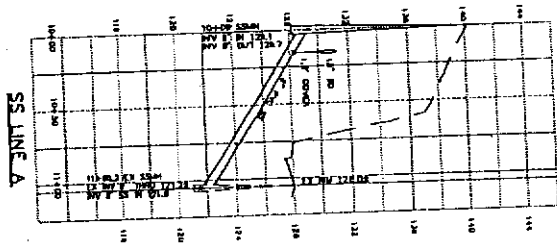
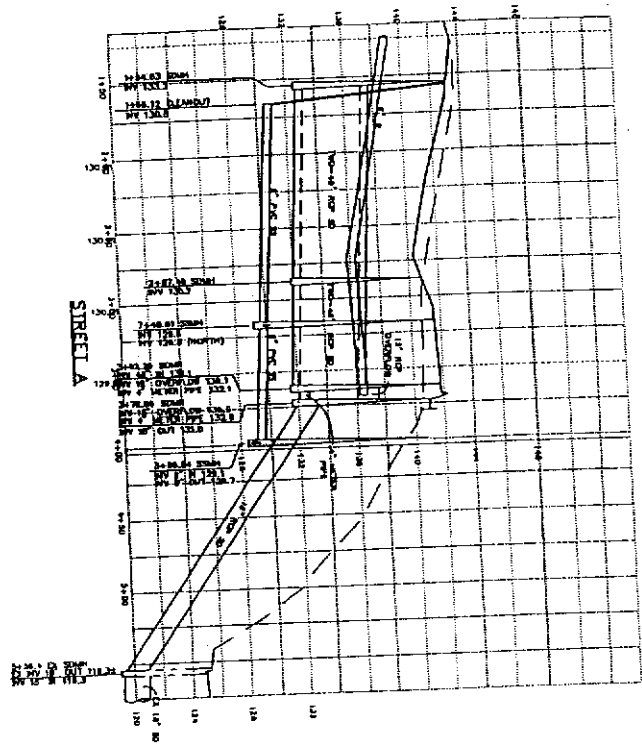
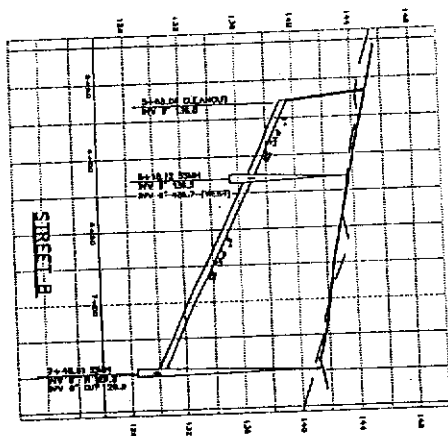


DATE	BY	REVISION	DESCRIPTION
8			

- LEGEND**
- ▲ LOT/BLDG. OF ACQUISITION
 - FLOODED AREA
 - EXISTING DRAINAGE
 - EXISTING DRAINAGE
 - LOT LOCATION

EXHIBIT D

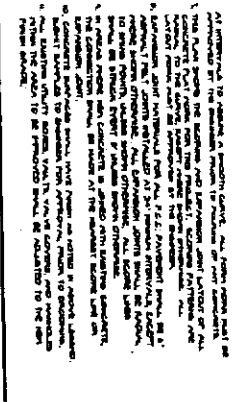
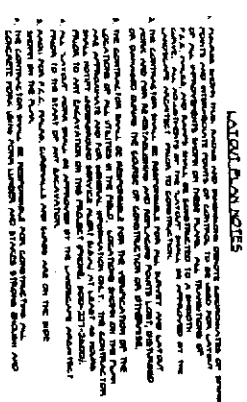
RJA
RUGGERI-JENSEN-AZAR
 ENGINEERS • PLANNERS • SURVEYORS

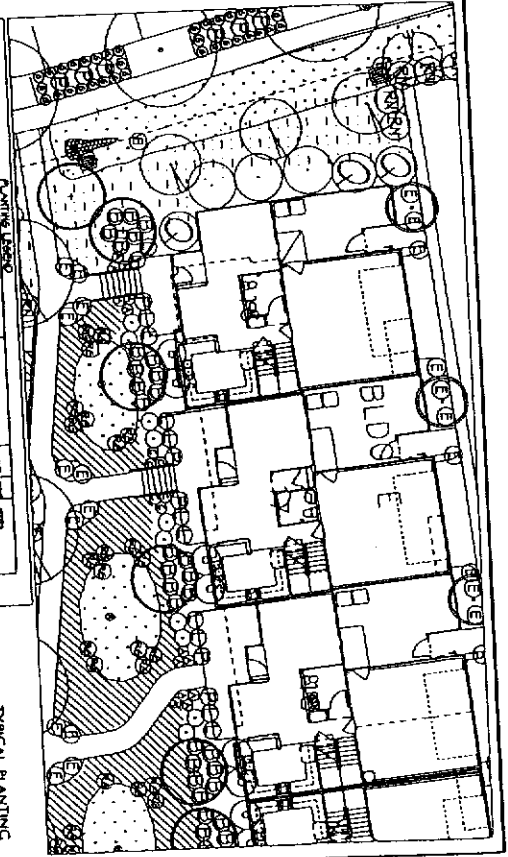

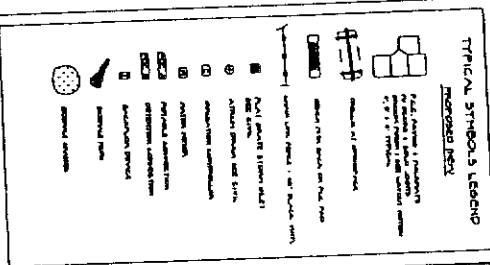


PROFILES
Scale 1"=10'

PLANS PREPARED UNDER THE DIRECTION OF:
JOSE M. DAVILA, R.C.E. 39478, EXP. 04-20-10
RUGGERI-JENSEN-AZAR & ASSOCIATES

DATE	BY	CHK	REMARKS
04-20-10	JMD		



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

















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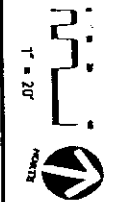
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TYPICAL SYMBOLS LEGEND

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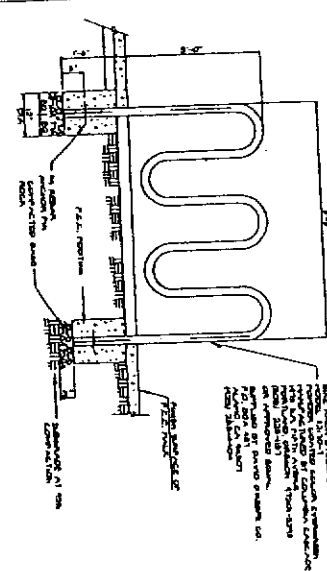
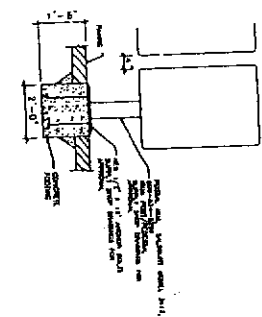
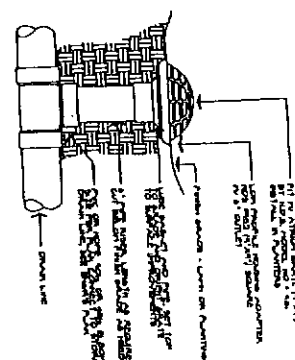
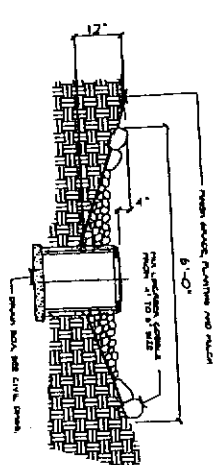
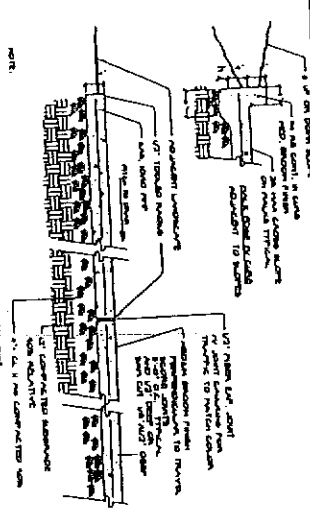
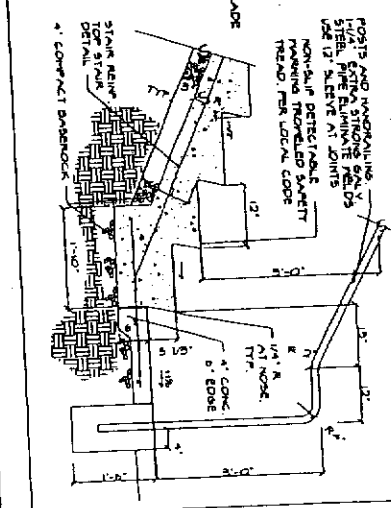
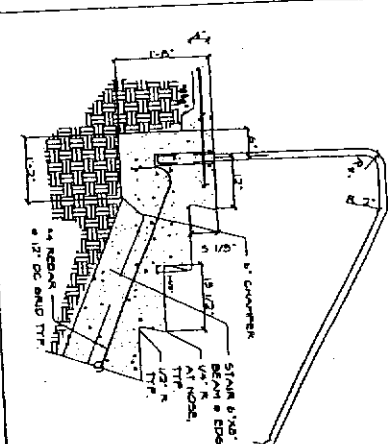
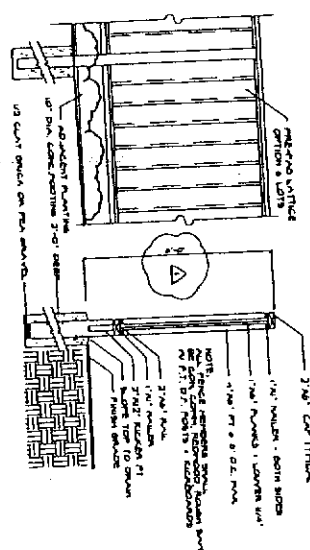


EXHIBIT D

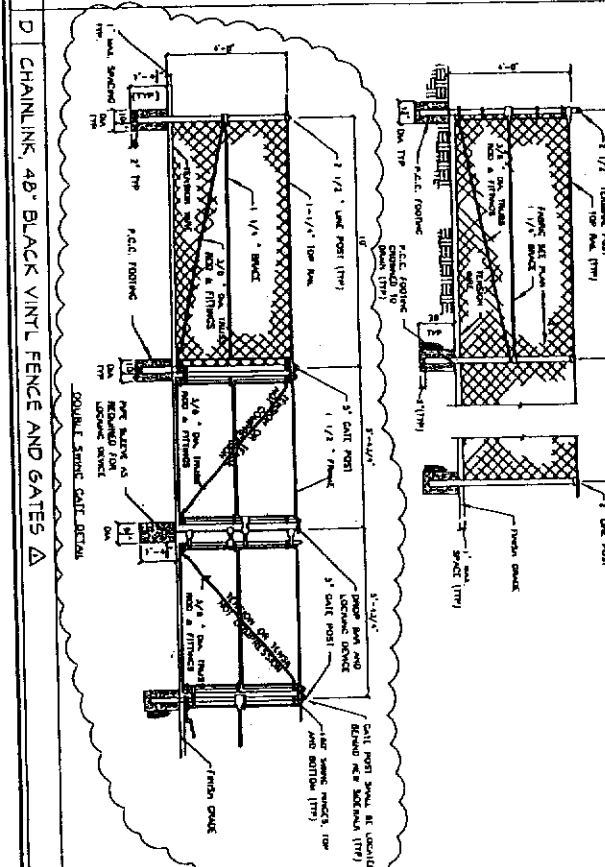
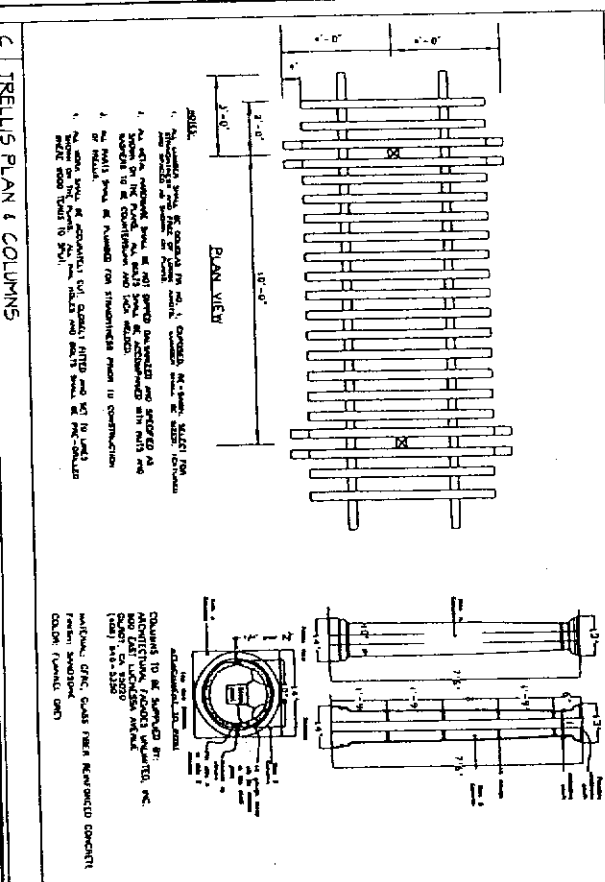
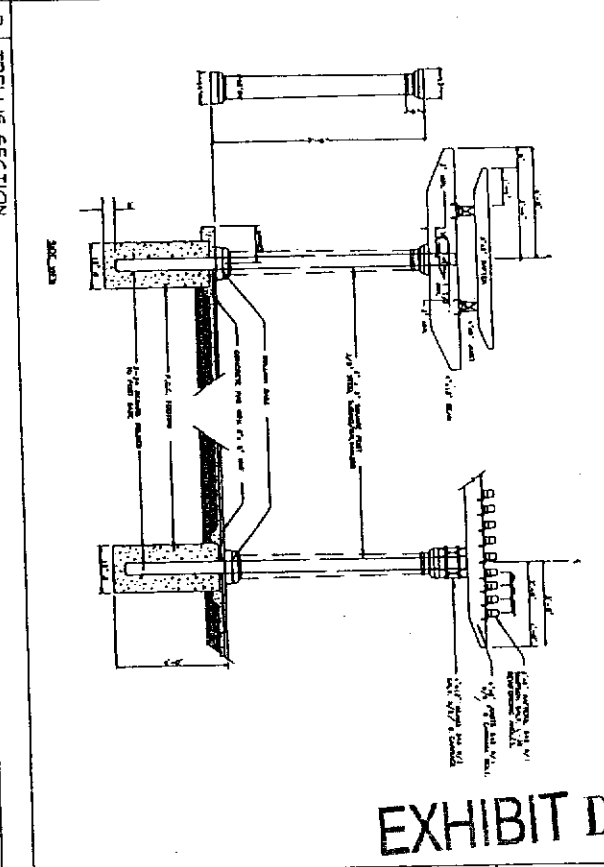
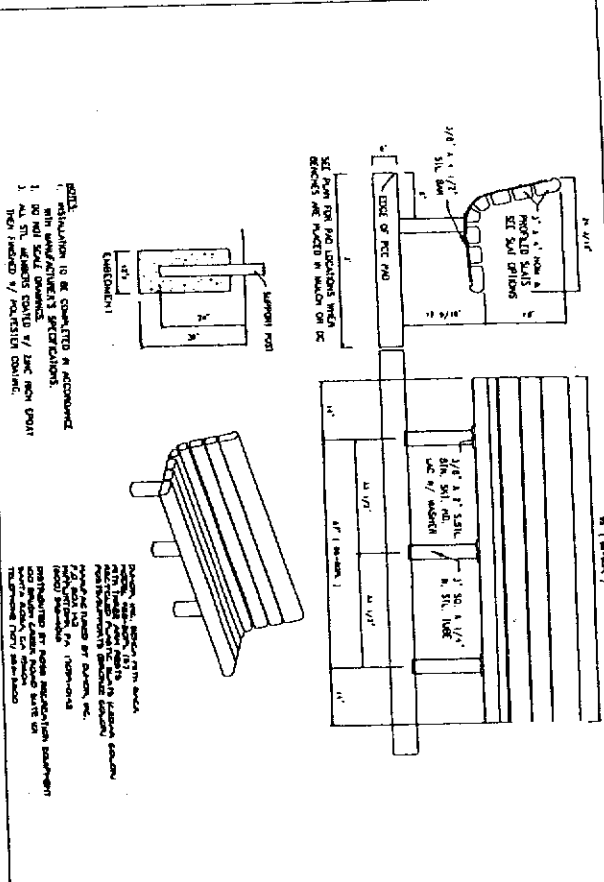
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 DRAWN BY: J. H. HARRIS
 CHECKED BY: J. H. HARRIS
 SCALE: 1/4\"/>

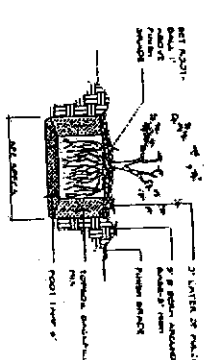
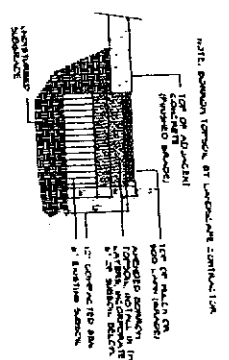
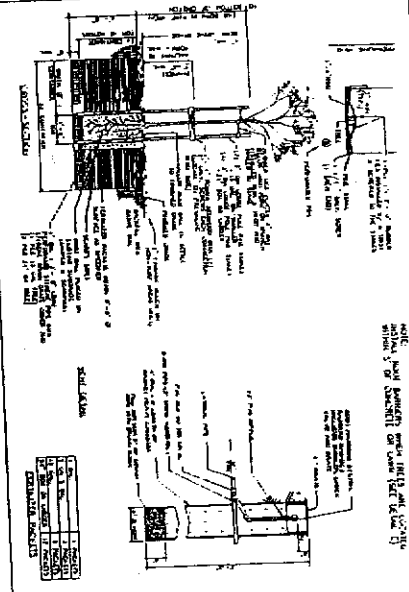
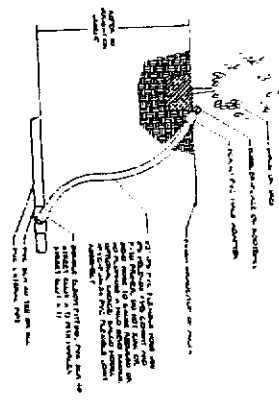
Project: CANTEBURY PARK
 APTOS, CA
 South County Housing
 11111 CANTEBURY PARK DRIVE, APTOS, CA 95020



LANDSCAPE DETAILS
 Sheet Title: L4

EXHIBIT D





PROJECT: CANTERBURY PARK APARTS, CA

DATE: 10/1/88

SCALE: 1" = 1'-0"

DESIGNED BY: SOUTHERN CALIFORNIA IRRIGATION

CHECKED BY: SOUTHERN CALIFORNIA IRRIGATION

APPROVED BY: SOUTHERN CALIFORNIA IRRIGATION

1. 2" x 4" x 8" MULCH BUBBLER

2. 2" x 4" x 8" MULCH BUBBLER

3. 2" x 4" x 8" MULCH BUBBLER

4. 2" x 4" x 8" MULCH BUBBLER

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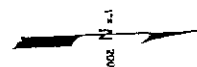
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 LIABILITY FOR OTHER USES. NOT TO BE REPRODUCED. ALL RIGHTS RESERVED.
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APTOS RANCHO
 POR. N.E. 1/4 SEC. 13, T.11S., R.1W., M.D.B. & M.

Tax Area Code
 69-273

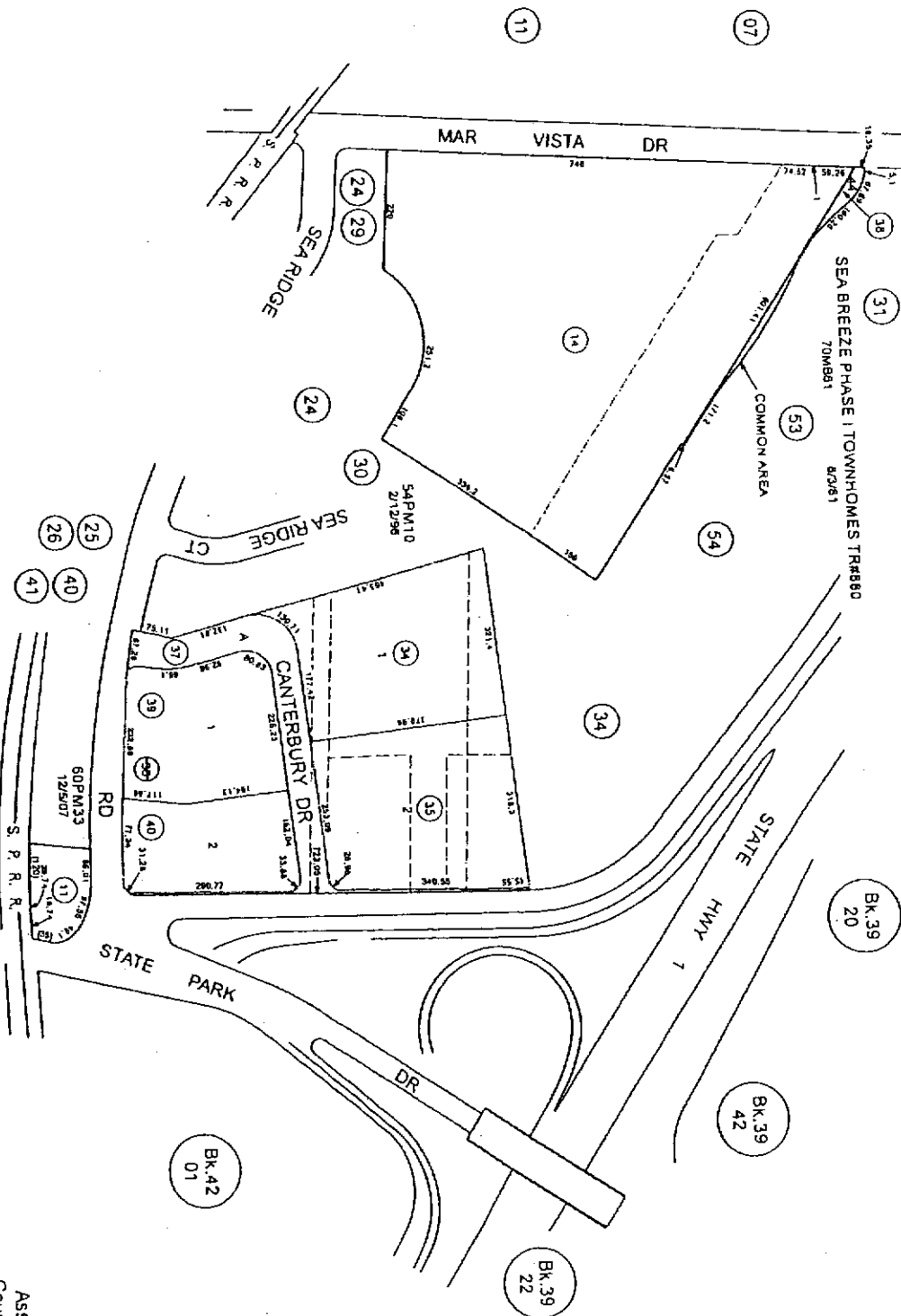
Attachment 5

38-08



Electronically Redrawn 11/24/97 wfp
 Rev. 11/24/97 (Pat. from H. 37) wfp
 Rev. 5/5/98 HSA (LCA)
 Rev. 4/26/01 with Exchange page (rth.)
 Rev. 3/16/02 mm (Add'l Cardstock Dr.)
 Rev. 12/31/07 C.B. (60P403) Sp. 1-35 & 40

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



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

EXHIBIT D



Earth Systems Pacific

EXHIBIT D
Attachment 6

Consulting Engineers and Geologists

GEOTECHNICAL ENGINEERING REPORT
SOUTH COUNTY HOUSING
KUMAR SITE DEVELOPMENT
SANTA CRUZ COUNTY, CALIFORNIA

December 21, 2007

Prepared for:
South County Housing

Prepared by
Earth Systems Pacific
400 Park Center Drive, Suite 1
Hollister, CA 95023

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Soils encountered in the borings were categorized and logged in general accordance with the Unified Soil Classification System. Copies of the boring logs are included in Appendix A. As the borings were drilled, soil samples were obtained using a ring-lined barrel sampler (ASTM D 3550-01 with shoe similar to D 2937-04). Standard penetration tests were performed at selected intervals (ASTM D 1586-99), and bulk soil samples were obtained from the auger cuttings.

Ring samples of the soil were tested for moisture and density (ASTM D 2937-04, modified for ring liners). A ring sample and a bulk soil sample were tested for grain size distribution (ASTM D 422-63 (2002)). A bulk sample was tested for plasticity index (ASTM D 4318-05). Copies of the laboratory test results are included in Appendix B.

5.0 GENERAL SUBSURFACE PROFILE

Surface layers of previously-placed fill were present at the locations of Borings 1 and 4. The fill was classified as medium dense, yellow brown, clayey sand (SC) and had a thickness of 1 to 1-½ feet at those boring locations. The underlying native soils, and the upper soils at the other boring locations, were also classified as clayey sands (SC). They generally had medium dense to dense consistencies, except for a zone of very dense material between 4 and 6 feet in Boring 3. Three to 5-foot thick layers of very stiff sandy lean clay (CL) and lean clay with sand (CL) were present in Borings 2 and 4 below a depth of 7-½ feet. The deeper soils consisted of medium dense to dense silty sands (SM) and clayey sands (SC). The soils were generally moist to very moist at the time of drilling, except for some slightly moist surface material. Free subsurface water was not encountered within the maximum 20-foot depths of the borings.

6.0 CONCLUSIONS

Site Suitability: Based on the results of the field investigation and the laboratory testing program, in our opinion, the site is geotechnically suitable for the proposed South County Housing Kumar site development provided that the recommendations contained herein are implemented in the design and construction. The primary geotechnical concern is the presence of previously-placed, undocumented fill on portions of the site.

Soil Expansion Potential: An Atterberg limits test of samples of the near-surface clayey sand resulted in a plasticity index of 13. This value indicates that the upper soil has a moderately low expansion

EXHIBIT D



potential. Thus, measures other than moistening and compacting the soil are not considered necessary to mitigate soil expansion.

Site Grading: Due to the presence of previously-placed fill and the variable consistency of the upper soil at the site, removal (overexcavation) and recompaction of the upper soil are recommended. The overexcavated materials can be re-used as compacted fill at the site.

Low Impact Development Features: As water retained or detained in the gravel beds beneath the low impact development (LID) features could have an adverse effect on nearby foundations, pavement, concrete flatwork, and other improvements, the planned LID features should be reviewed by the geotechnical engineer during the design process. Depending on the proximity of the LID features to other planned improvements, use of geomembranes or other forms of geotextiles may be recommended to reduce the potential for water to enter the subgrade soil or to separate the gravel from the surrounding soils. The upper several feet of soil at the boring locations consisted of medium dense to dense clayey sands that should have relatively low permeabilities. The LID features should be designed accordingly.

Seismic Setting: The site is located within a seismically active region of California but outside Alquist-Priolo Earthquake Fault Zones. According to the Maps of Known Active Fault Near Source Zones in California and Adjacent Portions of Nevada (International Conference of Building Officials, February 1998), the site is approximately 6 km southwest of the Zayante-Vergeles Fault. The nearest Type A fault is the San Andreas Fault (Pajaro segment), located about 11 km to the northeast. Strong ground shaking should be expected during the design life of the planned structures. At a minimum, the planned improvements should be designed to resist seismic shaking in accordance with current California Building Code (CBC) requirements. Seismic design parameters based on the 2007 edition of the CBC are presented later in the report.

Liquefaction Potential: The term liquefaction refers to the liquefied condition and subsequent softening that can occur in soils when they are subjected to cyclic strains, such as those generated during a seismic event. Studies of areas where liquefaction has occurred have led to the conclusion that saturated soil conditions, low soil density, grain sizes within a certain range, and a sufficiently strong earthquake, in combination, create a potential for liquefaction. When liquefaction occurs, the visible expression of the phenomenon can be localized loss of soil bearing capacity, sand boils at the ground surface, and dynamic settlement. Previous studies indicated that the soils in the site vicinity

EXHIBIT D



have a low potential for liquefaction, and potentially liquefiable soils were not identified in our borings. Thus, measures are not considered necessary to mitigate soil liquefaction.

Pavement Sections: A previously-performed R-value test of a sample of upper clayey soil obtained from the adjacent South County Housing Seacliff Highlands Apartments development resulted in an R-value of 19. This value indicates that the upper soil has a moderately low resistance to the types of loading imposed by traffic. To account for variability in the soil, pavement sections based on a reduced R-value of 15 are presented later in the report.

7.0 RECOMMENDATIONS

Site Preparation and Grading

1. The ground surface should be prepared for grading by stripping the site of existing trees, tree stumps and other vegetation, large roots, debris, and other potentially deleterious materials. Existing utility lines that will not be serving the development should be either removed or abandoned. The appropriate method of utility abandonment will depend upon the type and depth of the utility. Recommendations for abandonment can be made as necessary.
2. The existing fill at the site should be entirely removed from areas to receive improvements. The fill depths at the locations of Borings 1 and 4 were approximately 1 and 1-½ feet, respectively. However, the fill depth may be greater at other locations on the site. The actual depth and extent of the fill to be removed should be identified by the geotechnical based on conditions observed at the time of grading.
3. Following removal of the existing fill, the soil in planned building areas should be removed (overexcavated) to a minimum depth of 1 foot below existing grade. The overexcavated areas should extend a minimum of 5 feet beyond the planned edges of the foundation perimeters.
4. Overexcavation should generally not be necessary in areas where cuts exceed 1 foot in depth. However, if buried objects, large roots or other adverse conditions are observed during grading, additional depth of overexcavation or other remedial grading measures may be recommended by the geotechnical engineer. The overexcavated surfaces should be observed by the geotechnical engineer prior to continuing grading.

EXHIBIT D



5. The overexcavated surfaces should be cross-scarified to an approximate depth of 8 inches, moisture conditioned to a level above optimum, and recompact to a minimum of 90 percent of maximum dry density. Cut surfaces and surfaces to receive fill, foundations, exterior flatwork, or other improvements should be scarified and recompact in a similar manner.
6. Fill should be placed in thin moisture conditioned lifts, compacted to a minimum of 90 percent of maximum dry density. Large roots, rock, debris, and irreducible material larger than 4 inches in diameter should be removed from the soil prior to compaction.
7. If fill is to be imported to the site, the fill should be coarse grained (ASTM D 2487-06) with a plasticity index (ASTM D 4318-05) of 15 or less. Imported fill should also contain sufficient binder material to allow foundation and utility trenches to stand vertically without caving. Proposed imported soils should be evaluated by a representative of this firm before being transported to the site, and on an intermittent basis during placement and compaction on the site.
8. In areas to be paved, the upper 12 inches of subgrade soil and the aggregate base courses should be compacted to a minimum 95 percent of maximum dry density. For public street improvements, the subgrade and aggregate base compaction should be in accordance with the requirements of the County of Santa Cruz Department of Public Works. The subgrade and base should be firm and unyielding when proofrolled with heavy, rubber-tired equipment prior to continuing construction. The subgrade soil should be periodically moistened as necessary prior to placement of the aggregate base to maintain the soil moisture content above optimum.
9. Due to the fine-grained nature of the upper native soils, there is a potential for the soils to become unstable during grading. Unstable soils hinder compactive effort and are inappropriate for placement of additional fill. Alternatives to correct instability include aeration to dry the soils and the use of gravel or geotextiles, and chemical (quicklime/cement) treatment as stabilizing measures. Recommendations for stabilization should be provided by a representative of this firm as needed during construction.
10. Cut and fill slopes should not be steeper than 2:1, measured horizontally to vertically.

EXHIBIT D

**Foundations**

1. The structural mat foundations should be designed to span unsupported zones that may result from differential soil expansion and contraction based on the following criteria.

Edge cantilever length	4 feet
Interior free span	8 feet

2. The following criteria should also apply to design of structural mat foundations.

Allowable Bearing Capacity (dead loads)	1,200 psf
Allowable Bearing Capacity (dead + live loads)	1,500 psf
Allowable Bearing Capacity (DL+LL+ wind or seismic)	2,000 psf
Subgrade Friction Factor (slab against subgrade)	0.3
Total settlement	1 inch
Differential settlement	½ inch

3. The seismic design parameters for the site per Chapter 16 of the California Building Code (2007 Edition) are as follows. The values were determined utilizing the USGS Earthquake Hazards Program Earthquake Ground Motion Parameter Java Application and the NEHRP Recommended Provisions for Seismic Regulations for New Buildings and Other Structures.

Site Class = D (stiff soil profile)

Short Term Spectral Response Parameter, $S_s = 1.50g$

1 Second Spectral Response Parameter, $S_1 = 0.64g$

Site Coefficient, $F_a = 1.0$

Site Coefficient, $F_v = 1.5$

4. In areas where moisture transmitted from the subgrade would be undesirable, a vapor retarding membrane should be utilized beneath the structural mat foundations. The vapor retarder should comply with ASTM Standard Specification E 1745-97 (Reapproved 2004) and the latest recommendations of ACI Committee 302. The vapor retarder should be installed in accordance with ASTM Standard Practice E 1643-98 (2005). Care should be taken to properly lap and seal the vapor retarder, particularly around utilities, and to protect it from damage during construction.

EXHIBIT D



5. The building pads should be periodically moisture conditioned as necessary to maintain the soil moisture content at a minimum of 2 percent above optimum at the time of placement of concrete or vapor retarding membranes. The moisture content of the soil should be tested by a representative of this firm prior to placement of the concrete or vapor retarding membranes.
6. If sand, gravel or other permeable material is to be placed over the vapor retarder, the material over the vapor retarder should be only lightly moistened and not saturated prior to casting the slab concrete. Recent studies, including those by ACI Committee 302, have concluded that excess water above the vapor retarder would increase the potential for moisture damage to floor coverings and could increase the potential for mold growth or other microbial contamination. The studies also concluded that it is preferable to eliminate the sand layer and place the slab concrete in direct contact with the vapor retarder, particularly during wet weather construction. However, placing the concrete directly on the vapor retarder would require special attention to using the proper vapor retarder, concrete mix design, and finishing and curing techniques.
7. When concrete slabs are in direct contact with vapor retarders, the concrete water to cement (w/c) ratio must be correctly specified to control bleed water and plastic shrinkage cracking. The concrete w/c ratio for this type of application is typically in the range of 0.45 to 0.5. The concrete should be properly cured to reduce slab curling and plastic shrinkage cracking. Concrete materials, placement and curing methods should be specified by the design professional.
8. To further protect moisture-sensitive floor coverings, the perimeters of the post-tensioned slabs should be deepened to penetrate a minimum of 6 inches into the subgrade soil. Also, the concrete could be proportioned to reduce its porosity (and its corresponding potential for transmitting moisture) by limiting the water/cement ratio to 0.48 or less.
9. It must be recognized that structural mat foundations are designed to deflect under pressures caused by soil expansion and contraction. This flexibility can cause deflection of the structure and distress in relatively rigid surfaces such as exterior stucco or interior drywall. This flexibility should be considered in the design of the structure and selection of surface treatments.



Exterior Flatwork

1. Exterior concrete flatwork should have a minimum thickness of 4 full inches and should be reinforced as directed by the architect/engineer. The flatwork should be cast over a minimum of 4 inches of nonexpansive sand or aggregate base. However, use of a greater thickness of nonexpansive material would enhance the flatwork performance.
2. Patios and other flatwork adjacent to the structures should be designed to be independent of the building foundations. The flatwork should not be doweled to foundations, and a separator should be placed between the two.
3. Prior to placement of the concrete, the soil surface in the flatwork area should be at or above optimum moisture content, and no desiccation cracks should be present.
4. To reduce shrinkage cracks in concrete, the concrete aggregates should be of appropriate size and proportion, the water/cement ratio should be low, the concrete should be properly placed and finished, contraction joints should be installed, and the concrete should be properly cured. Concrete materials, placement and curing specifications should be at the direction of the architect/engineer.

Retaining Walls

1. Foundations for retaining walls should bear either in recompact soil or firm native material. Retaining wall footings should have minimum depths of 12 inches below lowest adjacent grade. Retaining wall footing reinforcement should be as required by the architect/engineer. It is assumed that retaining wall heights will not exceed 5 feet.
2. The retaining wall footing excavations should be observed by the geotechnical engineer prior to placement of formwork or reinforcement. The excavations should be lightly moistened to close any desiccations cracks prior to concrete placement.

3. Retaining wall design should be based on the following parameters:

Active equivalent fluid pressure	40 pcf
At-rest equivalent fluid pressure	55 pcf
Passive equivalent fluid pressure	300 pcf
Maximum toe pressure.....	2,000 psf
Coefficient of sliding friction	0.3

EXHIBIT D



4. No surcharge loads are taken into consideration in the above values. The maximum toe pressure is an allowable value for dead plus live loads; all others are ultimate values that will require application of appropriate factors of safety by the architect/engineer.
5. The above pressures are applicable to a horizontal retained surface behind the wall. Walls having a retained surface that slopes upward from the wall should be designed for an additional equivalent fluid pressure of 1 pcf for the active case and 1.5 pcf for the at-rest case, for every degree of slope inclination.
6. The retaining wall backfill should be drained using either a horizontal perforated drain pipe encased in a free draining gravel blanket, or a manufactured synthetic drainage system. If a drain pipe is to be used, the pipe should be placed perforations downward and should discharge in a nonerosive manner away from the wall, foundations and other improvements. The gravel blanket should have a width of approximately 1 foot and should extend upward to within 1 foot of the top of the backfill. The upper backfill over the gravel should consist of native soil to reduce the flow of surface drainage into the wall drain system. To reduce infiltration of the native soil into the gravel, a permeable synthetic fabric conforming to Caltrans Standard Specifications, Section 88-1.03 for edge drains, should be placed between the two. Manufactured synthetic drains such as Miradrain or Enkadrain are acceptable alternatives to the use of a gravel blanket, provided that they are installed in accordance with the recommendations of the manufacturer.
7. As an alternative to the use of a perforated pipe, where seepage at the base of the wall is acceptable, the backfill may be drained by weep holes. The weep holes should consist of 2-inch diameter holes at 8-foot maximum spacings. The weep holes should be placed as low as possible while still discharging on the downslope side of the wall. Where gravel drainage medium is utilized, filter fabric conforming to Caltrans Standard Specifications, Section 88-1.03 for "edge drains" should be placed behind the weep holes to reduce the chance of gravel washing out from behind the wall.
8. Retaining wall backfill should be placed in thin, moisture conditioned, and compacted lifts. Refer to Site Preparation and Grading for the recommended degrees of relative compaction.
9. The architect/engineer should bear in mind that retaining walls by their nature are flexible structures, and this flexibility can result in cracking of surface coatings. Where walls are to be



plastered or will otherwise have a finish surface applied, this flexibility should be considered in determining the suitability of the surfacing material, spacing of horizontal and vertical joints, connections to structures, etc.

10. Long-term settlement of properly compacted sand or gravel retaining wall backfill should be assumed to be about $\frac{1}{4}$ percent of the depth of the backfill. Long-term settlement of properly compacted clayey retaining wall backfill should be assumed to be about $\frac{1}{2}$ to 1 percent of the depth of the backfill. Improvements constructed near the tops of retaining walls should be designed to accommodate the estimated settlement.

Pavement Sections

The following pavement sections are based on an R-value of 15. The asphalt concrete (A.C.) sections were designed in accordance with the Caltrans Highway Design Method for Traffic Indices (T.I.s) of 4.0 through 6.0. Determination of the appropriate T.I. for each area to be paved is the province of the architect/engineer and the County of Santa Cruz Public Works Department. The calculated base and A.C. thicknesses are for compacted material. Normal Caltrans construction tolerances should apply. The aggregate base should conform to Caltrans Class 2. Modifications to the pavement sections may be necessary where pervious pavement will be used for the parking spaces. The pervious pavement mix design and the planned under-pavement gravel section should be reviewed, and if necessary, the pavement sections should be adjusted accordingly.

R-value	Traffic Index	A.C. Thickness	Class 2 Base Thickness
15	4.0	2.25"	7"
15	4.5	2.50"	8"
15	5.0	2.75"	9"
15	5.5	3.00"	10"
15	6.0	3.25"	11"

1. The upper 12 inches of subgrade soil and the aggregate base courses should be compacted to a minimum 95 percent of maximum dry density. For public street improvements, the subgrade and aggregate base compaction should be in accordance with the requirements of the County of Santa Cruz Department of Public Works. The subgrade and base should be firm and unyielding when proofrolled with heavy, rubber-tired equipment prior to continuing construction. The subgrade soil should be periodically moistened as necessary prior to placement of the aggregate base to maintain the soil moisture content above optimum.



2. To provide stability for curbs, they should be set back to a minimum of 3 feet from the tops of slopes. Foundations may be provided to increase curb stability, particularly atop slopes.
3. Pavement longevity will be enhanced if the surface grade drains away from the edges of the pavement. Finished A.C. surfaces should slope toward drainage facilities at 2 percent where practicable, but in no case should water be allowed to pond.
4. Cutoff walls below curbs and around landscape islands may be used to extend the life of the pavement by reducing irrigation water and runoff that seeps into the aggregate base. Where utilized, cutoff walls should extend through the aggregate base to penetrate a minimum of 3 inches into the subgrade soils.
5. To reduce migration of surface drainage into the subgrade, maintenance of the paved areas is critical. Any cracks that develop in the A.C. should be promptly sealed.

Utility Trenches

1. A select, noncorrosive, granular, easily compacted material should be used as bedding and shading immediately around utility pipes. The site soils may be used for trench backfill above the select material. If obtaining compaction is difficult with the site soils, use of a more easily compacted sand may be desirable. The upper foot of backfill in landscaped or other open areas should consist of native material to reduce the potential for seepage of water into the backfill.
2. Trench backfill in the upper 12 inches of subgrade beneath the driveways should be compacted to a minimum of 95 percent of maximum dry density. Trench backfill in other areas should be compacted to a minimum of 90 percent of maximum dry density. For public utilities, the trench backfill and compaction should be in accordance with the specifications of the County of Santa Cruz Department of Public Works. Jetting of utility trench backfill should not be allowed.
3. Where utility trenches extend under perimeter foundations, the trenches should be backfilled entirely with native soil compacted to a minimum of 90 percent of maximum dry density. The zone of native soil should extend to a minimum distance of 2 feet on both sides of the foundation. If utility pipes pass through sleeves cast into the perimeter foundations, the annulus between the pipes and sleeves should be completely sealed.



Site Drainage and Finish Improvements

1. Unpaved ground surfaces should be finish graded to direct surface runoff away from site improvements at a minimum 2 percent grade for a minimum distance of 5 feet. If this is not practicable due to the terrain or other site features, swales with improved surfaces must be provided to divert drainage away from improvements. The landscaping should be planned and installed to maintain the recommended surface drainage.
2. Raised planter beds adjacent to foundations should be provided with sealed sides and bottoms so that irrigation water is not allowed to penetrate the subsurface beneath foundations. Outlets should be provided in the planters to direct accumulated irrigation water away from foundations.
3. Runoff from driveways, roof gutters, downspouts, planter drains and other improvements should discharge in a nonerosive manner away from foundations, pavement, and other improvements in accordance with the requirements of the governing agencies.
4. The areas around the building foundations should be landscaped and irrigated in accordance with the recommendations of the publication *Construction and Maintenance Manual for Post-tensioned Slab-on-Ground Foundations* by the Post-Tensioning Institute.
5. Open areas adjacent to exterior flatwork should be irrigated or otherwise maintained so that constant moisture conditions are created throughout the year. However, irrigation systems should be controlled to the minimum levels that will sustain the vegetation without saturating the soil.
6. Stabilization of surface soils, particularly those disturbed during construction, by vegetation or other means during and following construction is essential to protect the site from erosion damage. Care should be taken to establish and maintain vegetation.

8.0 OBSERVATION AND TESTING

It must be recognized that the recommendations contained in this report are based on a limited subsurface investigation and rely on continuity of the subsurface conditions encountered. It is assumed that this firm will be retained to provide consultation during the design phase, to review final plans once they are available, to interpret this report during construction, and to provide construction monitoring in the form of testing and observation. The standard test used to define maximum dry



density and field density should be ASTM D 1557-02 and ASTM D 2922-04, respectively, or other methods acceptable to the geotechnical engineer and jurisdiction.

At a minimum, the following items should be reviewed, tested, or observed by this firm:

- Final grading and foundation plans
- Planned low impact development features
- Removal of existing fill
- Overexcavation to the recommended depth
- Scarification and recompaction
- Fill placement and compaction
- Retaining wall footing excavations
- Retaining wall backfill compaction
- Utility trench backfill compaction
- Pavement subgrade and aggregate base compaction

It will be necessary to develop a program of quality control prior to beginning grading. It is the responsibility of the owner, contractor, or project manager to determine any additional inspection items required by other design professionals or the governing jurisdiction. A preconstruction conference between a representative of the owner, this firm, the architect/engineer and contractors is recommended to discuss planned construction procedures and quality control requirements. This firm should be notified at least 48 hours prior to beginning grading operations.

If Earth Systems Pacific is not retained to provide construction observation and testing services, it shall not be responsible for the interpretation of the information by others or any consequences arising therefrom.

9.0 CLOSURE

This report is valid for conditions as they exist at this time for the type of development described herein. Our intent was to perform the investigation in a manner consistent with the level of care and skill ordinarily exercised by members of the profession currently practicing in the locality of this project under similar conditions. No representation, warranty, or guarantee is either expressed or implied. This report is intended for the exclusive use by the client as discussed in the Scope of Services section. Application beyond the stated intent is strictly at the user's risk.



If changes with respect to development type or location become necessary, if items not addressed in this report are incorporated into plans, or if any of the assumptions stated herein are not correct, this firm shall be notified for modifications to this report. Any items not specifically addressed in this report shall comply with the current edition of the California Building Code and the requirements of the governing jurisdiction.

The preliminary recommendations of this report are based upon the geotechnical conditions encountered during the investigation, and may be augmented by additional requirements of the architect/engineer, or by additional recommendations provided by this firm based on conditions exposed at the time of construction.

This document, the data, conclusions, and recommendations contained herein are the property of Earth Systems Pacific. This report shall be used in its entirety, with no individual sections reproduced or used out of context. Copies may be made only by Earth Systems Pacific, the client, and his authorized agents for use exclusively on the subject project. Any other use is subject to federal copyright laws and the written approval of Earth Systems Pacific.

Thank you for this opportunity to have been of service. Please feel free to contact this office at your convenience if you have any questions concerning this report.

End of Text

EXHIBIT D



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

December 1, 2008

South County Housing Corporation
9015 Murray Avenue #100
Gilroy, CA, 95020

Subject: Review of Geotechnical Engineering Report by Earth Systems Pacific
Dated December 21, 2007; Project #: SH-10268-SC
APN 038-081-39, Application #: 08-0259

Dear Applicant:

The purpose of this letter is to inform you that the Planning Department has accepted the subject report and the following items shall be required:

1. All construction shall comply with the recommendations of the report.
2. Final plans shall reference the report and include a statement that the project shall conform to the report's recommendations. Plans shall also provide a thorough and realistic representation of all grading necessary to complete this project
3. Prior to building permit issuance a *plan review letter* shall be submitted to Environmental Planning. The author of the report shall write the *plan review letter*. The letter shall state that the project plans conform to the report's recommendations.
4. Please provide an electronic copy of the soils report and addendum in .pdf format. This document may be submitted on compact disk or emailed to kent.edler@co.santa-cruz.ca.us.

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

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

Please call the undersigned at (831) 454-3168 if we can be of any further assistance.

Sincerely,

A handwritten signature in black ink, appearing to read "Kent Edler".

Kent Edler
Senior Civil Engineer

Cc: Samantha Hascher, Development Review
Earth Systems Pacific

Attachment 7

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

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

1. When a project has engineered fills and / or grading, a letter from your soils engineer must be submitted to the Environmental Planning section of the Planning Department prior to foundations being excavated. This letter must state that the grading has been completed in conformance with the recommendations of the soils report and per the requirements of the 2007 California Building Code. Please note that all fill placement requires continuous inspection by your soils engineer. Compaction reports or a summary thereof must be submitted.
2. Prior to placing concrete for foundations, a letter from the soils engineer must be submitted to the building inspector and to Environmental Planning stating that the soils engineer has observed the foundation excavation and that it meets the recommendations of the soils report. Please note that if your project involves a pier foundation, the soils engineer is required per the Building Code to continuously observe drilling operations and maintain records for each pier. The records of the piers must be submitted prior to placing concrete.
3. At the completion of construction, a final letter from your soils engineer is required to be submitted to Environmental Planning that summarizes the observations and the tests the soils engineer has made during construction. The final letter must also state the following: "Based upon our observations and tests, the project has been completed in conformance with our geotechnical recommendations."

If the *final soils letter* identifies any items of work remaining to be completed or that any portions of the project were not observed by the soils engineer, you will be required to complete the remaining items of work and may be required to perform destructive testing in order for your permit to obtain a final inspection.

EXHIBIT D



Board of Directors
Bruce Daniels, President
Dr. Thomas R. LaHue, Vice President
Dr. Don Hoernschemeyer
Dr. Bruce Jaffe
Daniel F. Kriege

Laura D. Brown, General Manager

February 6, 2008

Mr. Andy Lief, Sr. Project Manager
South County Housing Corporation
9015 Murray Avenue, Ste. 100
Gilroy, CA 95020

**SUBJECT: Conditional Water Service Application - Sea Ridge Road @
Canterbury Drive, Aptos, APN 038-081-36**

Dear Mr. Lief:

In response to the subject application, the Board of Directors of the Soquel Creek Water District at their meeting of February 5, 2008 voted to grant you a conditional Will Serve Letter for your proposed 19-unit condominium project so that you may proceed through the appropriate planning entity. An Unconditional Will Serve Letter cannot be granted until such time as you are granted a Final Discretionary Permit on your project. At that time, an Unconditional Will Serve Letter will be granted subject to your meeting the requirements of the District's Water Demand Offset Program and any additional conservation requirements of the District prior to obtaining the actual connection to the District facilities subject to the provisions set forth below.

Possible Infrastructure Check List	yes	no
1. LAFCO Annexation required		X
2. Water Main Extension required off-site		X
3. On-site water system required		X
4. New water storage tank required		X
5. Booster Pump Station required		X
6. Adequate pressure	X	
7. Adequate flow	X	
8. Frontage on a water main	X	
9. Other requirements that may be added as a result of policy changes.	X	

This present indication to serve is valid for a two-year period from the date of this letter; however, it should not be taken as a guarantee that service will be available to the project in the future or that additional conditions, not otherwise listed in this letter, will not be imposed by the District prior to granting water service. Instead, this present indication to serve is intended to acknowledge that, under existing conditions, water service would be available on condition that the developer agrees to provide the following items without cost to the District:

Attachment 8

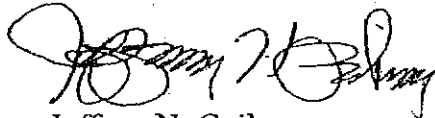
- 1) Destroys any wells on the property in accordance with State Bulletin No. 74;
- 2) Satisfies all conditions imposed by the District to assure necessary water pressure, flow and quality;
- 3) Satisfies all conditions of Resolution No. 03-31 Establishing a Water Demand Offset Policy for New Development, which states that all applicants for new water service shall be required to offset expected water use of their respective development by a 1.2 to 1 ratio by retrofitting existing developed property within the Soquel Creek Water District service area so that any new development has a "zero impact" on the District's groundwater supply. Applicants for new service shall bear those costs associated with the retrofit as deemed appropriate by the District up to a maximum set by the District and pay any associated fees set by the District to reimburse administrative and inspection costs in accordance with District procedures for implementing this program;
- 4) Satisfies all conditions for water conservation required by the District at the time of application for service, including the following:
 - a) Plans for a water efficient landscape and irrigation system shall be submitted to District Conservation Staff for approval. Current Water Use Efficiency Requirements are enclosed with this letter, and are subject to change;
 - b) All interior plumbing fixtures shall be low-flow and all Applicant-installed water-using appliances (e.g. dishwashers, clothes washers, etc.) shall have the EPA Energy Star label plus new clothes washers also shall have a water use factor of 8.5 or less;
 - c) District Staff shall inspect the completed project for compliance with all conservation requirements prior to commencing domestic water service;
- 5) Completes LAFCO annexation requirements, if applicable;
- 6) All units shall be individually metered with a minimum size of 5/8-inch by 3/4-inch standard domestic water meters;
- 7) A memorandum of the terms of this letter shall be recorded with the County Recorder of the County of Santa Cruz to insure that any future property owners are notified of the conditions set forth herein.

Future conditions which negatively affect the District's ability to serve the proposed development include, but are not limited to, a determination by the District that existing and anticipated water supplies are insufficient to continue adequate and reliable service to existing customers while extending new service to your development. In that case, service may be denied.

EXHIBIT D

You are hereby put on notice that the Board of Directors of the Soquel Creek Water District is considering adopting additional policies to mitigate the impact of new development on the local groundwater basins, which are currently the District's only source of supply. Such actions are being considered because of concerns about existing conditions that threaten the groundwater basins and the lack of a supplemental supply source that would restore and maintain healthy aquifers. The Board may adopt additional mandatory mitigation measures to further address the impact of development on existing water supplies, such as the impact of impervious construction on groundwater recharge. Possible new conditions of service that may be considered include designing and installing facilities or fixtures on-site or at a specified location as prescribed and approved by the District which would restore groundwater recharge potential as determined by the District. The proposed project would be subject to this and any other conditions of service that the District may adopt prior to granting water service. As policies are developed, the information will be made available at the District Office.

Sincerely,
SOQUEL CREEK WATER DISTRICT



Jeffery N. Gailey
Engineering Manager/Chief Engineer

*Enclosures: Water Use Efficiency Requirements & Sample
Unconditional Water Service Application*

Drainage Report for the Storm Drain Trunk System Downstream
of the Canterbury Park Project

CANTERBURY PARK PROJECT
APTOS, CA

November 13, 2008

FOR
SOUTH COUNTY HOUSING
9015 Murray Ave., Suite 100
Gilroy, CA 95020

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



RUGGERI-JENSEN-AZAR
ENGINEERS • PLANNERS • SURVEYORS

Attachment 9

EXHIBIT D .

Drainage Report for the South Storm Drain Trunk System Downstream of the Canterbury Park Project

November 13, 2008

<u>DESCRIPTION</u>	<u>PAGE</u>
1) Background	2
2) Basin Overview	2
3) Surface Characteristics of the Basin Area	2 - 3
4) Characteristics of the Storm Drain Trunk System	3
5) Method of Analysis	3 - 5
6) Storm Drain Trunk System	5
7) Conclusions	5 - 8

APPENDICES

- A) 50-year Existing Condition Drainage System Calculations
- B) 10-year Existing Condition Drainage System Calculations
- C) 10-year Full Buildout Condition Drainage System Calculations
- D) SCS Calculations
- E) Hydraulic/Hydrologic Data
- F) Gutter Capacity Analysis

ATTACHMENTS

- 1) Basin Map
- 2) Basin Map with Soils Information
- 3) Basin Map with Tributary Areas
- 4) Site Conditions
- 5) Drainage System Details, September 26, 1989 by Cary Edmundson & Associates
- 6) Canterbury Park Project Storm Drain System

REFERENCES

- 1) County of Santa Cruz Design Criteria June 2006, Part 3 – Stormwater Management

1) Background

The Canterbury Park Project is (MLD 08-0259) located west of Highway 1 off of Sea Ridge Drive, between McGregor Drive and Canterbury Drive. The site consists of 1.7 acres of undeveloped land. The intent of the project is to construct approximately 19 single-family units. The site would be serviced through privately owned and maintained streets and utilities, as well as public utilities. Road entrances to the project site would be from Canterbury Drive.

The project site is tributary to a watershed of approximately 136 acres, as shown on the attached Basin Map. The 1.7 acres of the site drains south-east towards Sea Ridge Drive to an existing storm drain system that continues south through a series of pipes and open channels until ultimately discharging into Monterey Bay at Seascliff State Beach.

The scope of this report is focused on the drainage basin and it's relationship to the watershed contributing to the downstream stormwater trunk line system. It is the intent of this report to study in general the adequacy of the main trunk line to convey stormwater for the entire drainage basin under the existing conditions and at full build out conditions as proposed by the County of Santa Cruz. For purposes of this report, storm drain truck line is defined as the conveyance system consisting of a combination of pipes and channels. A drainage study for this basin was prepared by Ruggeri-Jensen-Azar & Associates in November 2003 for the MLD 93-0437 Property, located adjacent to the Canterbury Park Project (MLD 08-0259). The data, calculations, and conclusions of the November 2003 report are used as the basis for this report.

2) Basin Overview

The limits of the basin area of this watershed are shown in the attached Basin Map (see Attachment 1). The size of the watershed is approximately 136 acres and consists of a mix of low density housing, high density housing, commercial uses, undeveloped areas, and streets. The topography of the watershed varies from elevation 345 feet (+/-) at the high point of the basin to elevation 9.7 feet (+/-) at the trunk system outfall at Seascliff State Beach. The storm drain trunk system downstream of the Canterbury Park Project consists primarily of pipes interconnected with short open channels.

3) Surface Characteristics of the Basin Area

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

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

EXHIBIT D

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

4) Characteristics of the Storm Drain Trunk System

The storm drain trunk system downstream of the Canterbury Park Project is a series of pipes connected by short open channels that lead to an outfall at Seacliff State Beach. The Resurrection Church project replaced an existing 48" CMP with a 60" HDPE pipe in Center Avenue near State Park Drive. The alignment of the trunk system shown in this report is based on a Drainage System Details plan for Watsonville Community Hospital prepared by Cary Edmundson & Associates Land Surveying dated September 26, 1989 and was part of a drainage study prepared by Island Engineers in February 1994 (see Attachment 5). Portions of the trunk system shown on the plan are not observable due to overgrown dense vegetation. However, there does not appear to be a failure in the pipe system to convey runoff due to the observed condition of the ditches interconnecting the pipe system.

5) Method of Analysis

A drainage study for the 136 acre watershed basin was prepared by Ruggeri-Jensen-Azar in November 2003 for the MLD 93-0437 Property, see Attachment 1. The Canterbury Park Project is 1.7 acres and is tributary to sub-basin Area F, 18.6 acres, as shown on Attachment 3. The focus of this report is the storm drain trunk system downstream of the Canterbury Park project and analysis is based on the 50-year return period for the flood overflow design analysis, corresponding to County of Santa Cruz design criteria for the 136 acre watershed basin. A site investigation was conducted by Ruggeri-Jensen-Azar in November 2008 to supplement the downstream study analysis and is included in the preceding section.

The data, calculations, and conclusions of the November 2003 report are used as the basis for this report and are summarized in the following paragraphs. The initial point of evaluation of the trunk system will be at the inlet in the loop ramp to SB Highway 1. The SCS method was used to determine the quantity of runoff for the area tributary to Node 1. The Rational Method and Manning's equation was used to determine the hydraulics of the existing trunk system (see Attachment 1). A similar analysis was performed for the 10-year return period for the existing condition and full buildout of the watershed based on proposed land uses by the County of Santa Cruz.

The SCS Method estimates peak unconfined runoff in small watersheds based on the amount of precipitation, soil type, cover type, and travel time applied to a rainfall distribution for the area in question. The United States Department of Agriculture Technical Release 55 (TR-55) procedures were used as outlined in the June 1986 version of the document. The TR-55 computer program pond and swamp factor was utilized to account for detention in Area A and Area B (detention from Heather Terrace and Seabreeze projects). The TR-55 program allows for up to 5% of the

tributary area to be counted as pond and swamp area as long as these areas are not in the main flow path.

The Rational Method was used for hydraulic calculations:

$$Q = CIA$$

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

1. Runoff coefficient:

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

2. Rainfall Intensities:

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

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

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

50-year: $K = 7.537$ and $n = 0.449$
10-year: $K = 4.755$ and $n = 0.376$

3. Design Capacity:

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

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

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

EXHIBIT D

$n = 0.025$ (for open channels in good condition)

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

6) Storm Drain Trunk System

This section describes the procedure used in the November 2003 study for the MLD 93-0437 Property, see Attachment 1. The SCS Method was used to calculate the amount of runoff at Node 1 from tributary areas A and B (see attached Basin Map with Tributary Areas Attachment 3). Using the Rational Method, an equivalent runoff coefficient (c value) was calculated for the combined areas A and B. Then, the SCS time of concentration, the appropriate rainfall intensity equation, and the calculated runoff coefficient were used in the Rational Formula to model the storm drain trunk system starting at Node 1.

The evaluation of the trunk system begins with the same amount of runoff that was calculated by the SCS Method. The open channel between Node 6 and Node 9 was shown as being constrained with a 16" CMP and an 18" CMP going through what appears to be a property line wall (see attached Drainage System Details plan by Cary Edmundson & Associates Attachment 5). The plan also indicates that the wall was undermined. Although the condition of the wall could not be verified due to dense vegetation, this report models an open channel between Node 6 and Node 9 without the wall and double CMP constraint. Zone 6 Drainage District Ortho/Topo Mapping Sheet 10H shows a localized low point in the vicinity of this wall based on contouring at the time of mapping this area.

The Canterbury Park Project enters the storm drain truck system at node 9, just upstream of the Railroad culvert crossing. The upstream stormwater point of origin tributary to the Canterbury Project begins where the Canterbury Park Project connects to an existing storm drain inlet at the northwest side of Sea Ridge Drive and McGregor Drive. The project connects to the existing drain inlet with a new 15" RCP. The project will detain the post 25-year storm events and release at the 5-year predevelopment flow rates. From the project connection point an 18" pipe runs southwest to a 30" RCP outfall (see Attachment 6). The water then surface flows through a natural channel to the 60" CMP at the railroad crossing at node 9. Field observations indicate that this drainage channel is significantly overgrown with trees and brush and could benefit from being cleared out to maximize its hydraulic efficiency. The water continues to under the railroad track through the 60" CMP and through a series of open channels and pipe flows until reaching the 60" HDPE in Center Drive. The storm drain system continues down State park drive to the outfall at the Seacliff State Beach.

7) Conclusions

For existing conditions, the 50-year storm is not contained in the last segment of trunk system just upstream of the outfall to Monterey Bay. Although a theoretical flooding of the system would occur within the street catch basins on State Park Drive (water backing up on the pipe), overland release in the street's steep slope would convey flows to Monterey Bay. This storm return period of 50-years is consistent with County Design Criteria for flood overflow design. For the 10-year storm, the following is a summary of flows at Seacliff State Beach (from previous drainage study performed for this basin by Ruggeri-Jensen-Azar in November 2003 for the MLD 93-0437 Property):

$Q_{10} = 152$ cfs (existing condition)

$Q_{10} = 162$ cfs (buildout condition)

The capacity of the 30 inch storm drain pipe at Seaclyff State Beach is approximately 125 cfs, which is less than the existing condition flow of 152 cfs.

Storm water from the Canterbury Park Project eventually flows to a natural channel just south of Sea Ridge Drive and which runs parallel and to the north of the railroad tracks. Storm water is conveyed through surface flow through the channel and eventually enter the storm drain trunk main system at the 60" CMP running below the railroad tracks at node 9. From field observations and measurements, the natural channel does not appear to have signs of failure or fatigue. Like most natural channels, it has light to heavy brush and plant growth.

The Canterbury Park Project is providing peak flow rate mitigation by releasing at 5 year storm predevelopment flow rates. Storm waters in the natural channel will continue to flow most likely as in existing conditions. The Project is also providing for storm detention for 25-year storm events, which is higher standard than the County required 10-year storm criteria. The surrounding projects in the area developing in the same watershed boundary part of this study provide an overall and collective mitigation to the downstream system. The Church property (2008), Sea Cliff Highlands Project (2004), and the Canterbury Park Project (2009), and other future development project in the area will have or already have collectively be releasing lower predevelopment peak flow rates (5-year predevelopment) and detaining larger storm events (25-year storm), with a collective net result in helping the existing downstream storm drain trunk system.

Other options to alleviate the downstream conditions and the storm drain trunk system includes projects by the County of Santa Cruz. The following are options that can be made system wide to the storm drain trunk system:

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

Option II - Installation of a 42" pipe. Install a 42" pipe on the east side of State Park Drive from Node 5 southerly along State Park Drive and then outfalling into the railroad right-of-way. This option would provide additional capacity in the system by creating approximately 2,800 cubic feet of storage. A disadvantage of this option is that again, a more detailed analysis would be needed that is beyond the scope of this report.

The solutions outlined above are based on the following assumptions: 1) flooding upstream of the railroad would be contained in the street and overland release away from structures, and 2) flooding downstream of the railroad would overland release to Seaclyff State Beach. The County of Santa Cruz should perform a more detailed drainage study beyond this report for each solution outlined above before implementation is considered.

EXHIBIT D

STORM DRAIN SYSTEM
REPORT & CALCULATIONS
CANTERBURY PARK
Aptos, California
September 26, 2008

STORM DRAIN SYSTEM ANALYSIS
REPORT & CALCULATIONS
CANTERBURY PARK
APTOS, CALIFORNIA
SEPTEMBER 26, 2008

Attachment 10

STORM DRAIN SYSTEM
REPORT & CALCULATIONS
CANTERBURY PARK
Aptos, California
September 26, 2008

C. Results

The results of the calculations show that the storm drainage detention improvements for the Canterbury Park Project meet the minimum detention design requirements of the County of Santa Cruz. The project will provide a detention volume of 5,888 cf that exceeds the required volume by the County of Santa Cruz by 13%.

The on-site detention will be a combination of a rock detention basin and storage pipes as follows :

- Underground 48" Storage Pipes: Two 48" storage pipes will be placed in the street adjacent to Buildings A and B to provide a detention volume 3,980 cf.
- An Underground Rock Detention Basin will be constructed in the parking stall areas adjacent to the storage pipes next to Buildings A and B to provide a detention volume of 1,908 cf. The surface of the parking stalls will be 6" porous concrete with 15% min void spaces and 4' of 1.5" to 2.5" coarse aggregate that is washed, angular, and uniformly graded assuring void space of not less than 0.40%. The release rate from the rock basin will be metered at the 5 year pre-development rate of 0.09 cfs with a 1.2" pipe (see Attachment 2 for calculations).
- Metered release rate from the 48" storage pipes to limit release rate to 5 year pre-development rate of 0.52 cfs with a 2.9" pipe (see Attachment 2 for calculations).



June 18, 2008

Matt Johnston,
Planning Department
County of Santa Cruz
801 Ocean Street, 4th Floor
Santa Cruz, CA 95060

Subject: Results of Wetland Assessment at the McGregor Drive Affordable Housing Site and
Proposed San Andreas Road Mitigation Site

Dear Mr. Johnston;

This letter report presents the findings of a wetland assessment on the McGregor Drive Affordable Housing Property (Assessor's Parcel Numbers: 038-081-34, 35, 39, 40) located in Aptos, Santa Cruz County, California. The project site lies to the west of McGregor Drive and north of Sea Ridge Road. Residential properties border the parcel to the north and east. The assessment focused primarily on two undeveloped vacant lots bisected by Canterbury Drive. The site was assessed for potential indicators of wetland hydrology, soils and vegetation as well as the potential for special status species and sensitive habitats. The County of Santa Cruz is seeking approval to construct affordable housing and a public park on the property.

EcoSystems West also visited a potential mitigation site in the Seascape Uplands neighborhood of Aptos, California (APN 053-161-33). The site is bordered by Uplands Drive to the north, San Andreas Road to the east, and a dense stand of eucalyptus and acacia trees to the south. An approximately 0.31 acre constructed wetland is located in the northwest corner of a moderately sloped grassy field. This enhanced feature serves as mitigation for natural wetlands impacted by the nearby Seascape Uplands housing development. The County plans to expand this mitigation wetland or construct an additional enhanced wetland in the field adjacent to the existing mitigation site to offset impacts from the McGregor Drive project.

Regulatory Background

Wetlands and "other waters" of the U.S. are regulated by Section 404 of the Clean Water Act which gives the U.S. Environmental Protection Agency (EPA) and the U.S. Army Corps of Engineers (ACOE) regulatory and permitting authority regarding the discharge of dredged or fills material into "navigable waters of the United States". These areas include tributaries and wetlands adjacent to navigable waters. Wetlands that are considered "isolated" from navigable waters are not specifically regulated by the Corps, although they may be regulated by state and local laws. Section 328.3 of the Federal Code of Regulations defines wetlands as:

"Those areas that are inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs, and similar areas."

Attachment 11

EXHIBIT D

The three criteria used to delineate wetlands are the presence of: (1) hydrophytic vegetation, (2) wetland hydrology, and (3) hydric soils. According to the Corps Manual:

"...[E]vidence of a minimum of one positive wetland indicator from each parameter (hydrology, soil, and vegetation) must be found in order to make a positive wetland delineation."

Plant species identified on the project site were assigned a wetland status according to the U.S. Fish and Wildlife Service list of plant species that occur in wetlands (Reed 1988). This wetland classification system is based on the expected frequency of occurrence in wetlands as follows:

Table 1. Wetland Indicator Categories for Vascular Plants.

INDICATOR STATUS	SYMBOL	FREQUENCY
OBLIGATE	OBL	greater than 99%
FACULTATIVE WETLAND	FACW	67-99%
FACULTATIVE	FAC	34-66%
FACULTATIVE UPLAND	FACU	1-33%
UPLAND (Not Listed)	UPL	less than 1%
NO INDICATOR	NI	Undetermined

Plants with OBL, FACW, and FAC classifications are classified as hydrophytic vegetation in the ACOE Manual methodology. The hydrophytic vegetation criterion is met when greater than 50 percent of the dominant plant species have an indicator status of OBL, FACW, and/or FAC. Dominant herbaceous plant species are those having 20 percent or more relative aerial cover.

Areas that are inundated for sufficient duration and depth to exclude growth of hydrophytic vegetation, such as lakes and ponds, or convey water, such as streams, are also subject to Section 404 jurisdiction. In the Central California, these "other waters" can include intermittent and ephemeral streams, as well as lakes, and rivers. Areas delineated as "other waters" are characterized by an ordinary high water (OHW) mark, defined as:

...that line on the shore established by the fluctuations of water and indicated by physical characteristics such as clear, natural line impresses on the bank, shelving, changes in the characteristics of the soil, destruction of terrestrial vegetation, the presence of litter and debris, or other appropriate means that consider the characteristics of the surrounding areas

Federal Register Vol. 51, No. 219,
Part 328.3 (d). November 13, 1986.

"Other waters" are further identified in the field by the presence of a defined river or stream bed, a bank, and evidence of the flow of water, or by the absence of emergent vegetation in ponds or lakes.

In the coastal zone, the California Coastal Commission (CCC) regulates development activities in wetlands and has the authority to issue coastal development permits for projects compliant with policies outlined in the California Coastal Act (State of California 1976). Under CCC guidelines, wetlands are delineated using a one parameter approach where only one positive

wetland indicator (hydrology, hydric soils, or hydrophytic vegetation) is required to make a sufficient determination. As a result, the CCC will often assume jurisdiction over a greater extent of wetlands in the Coastal Zone than the ACOE.

Results

The U.S. Soil Conservation Survey of Santa Cruz County (1980) classifies the soil on the McGregor property as Watsonville loam, thick surface, 2 to 15 percent slopes. Taxonomic nomenclature describes this soil type as Xeric Argialbolls, consisting of deep, somewhat poorly drained soil formed in alluvium on marine terraces. Permeability is very slow with a slow to rapid runoff potential and a slight to moderate potential for erosion. This soil type is classified as a hydric soil on the National Hydric Soils List based on hydric criteria 2.b3: "soils in Aquic suborder...that are poorly drained or very poorly drained, and have a frequently occurring water table at less than 1.5 feet from the surface for a significant period (usually more than 2 weeks) during the growing season if permeability is less than 6.0 in/hr in any layer within 20 inches of the soil surface."

The soils on the Seascape Uplands mitigation site are classified as Baywood loamy sand, 30 to 50 percent slopes. Taxonomically, the soils are described as Entic Haploxerolls, consisting of very deep, somewhat excessively drained soil formed on sand dunes along the coast and near the base of coastal foothills. Permeability and surface runoff is rapid and erosion potential is high. This soil type is not classified as a hydric soil on the National Hydric Soils; however, inclusions of Watsonville loam within this soil type are considered hydric.

A field reconnaissance level survey was conducted at the McGregor Road property January 10, 2008. The property is bisected into two distinct parcels by Canterbury Drive. The southernmost parcel consists of a ruderal/grassy field with flat to gently sloped topography. The majority of vegetation consists of non-native grasses and forbs including brome grasses (*Bromus diandrus*, *B. hordeaceus*, *B. carinatus*), wild oats (*Avena barbata*, *A. fatua*), Mediterranean barley (*Hordeum marinum*), English plantain (*Plantago lanceolata*), common dandelion (*Taraxacum officinale*), rough cat's ear (*Hypochaeris radicata*), Italian ryegrass (*Lolium multiflorum*), and Pampas grass (*Cortaderia selloana*). The northern parcel is also comprised of ruderal grassland vegetation dominated by an assortment of annual grasses, English plantain, black mustard (*Brassica nigra*), and wild radish (*Raphanus sativus*).

One potential wetland occurs on the property. A mature grove of Pacific willows (*Salix lasiandra* var. *lasiandra*; OBL) and one blackwood acacia (*Acacia melanoxylon*; UPL) is located in the center of the southern lot and appears to be remnant vegetation from a former stockpond or other artificial aquatic feature possibly associated with historic livestock grazing activities (Appendix A). A review of historic aerial photographs of the property may reveal the original hydrology source for this feature. The understory vegetation is comprised of California blackberry (*Rubus ursinus*; FAC+), spreading rush (*Juncus patens*; FAC), wild oats (UPL), and coyote brush (*Baccharis pilularis*, UPL). Pacific willow, California blackberry and spreading rush are the dominant species in this area and are considered wetland indicator species (Reed 1988). As a result, this area meets the ACOE criteria for hydrophytic vegetation. However, this feature does not appear to meet criteria for wetland hydrology or hydric soils. The area is mapped as Watsonville loam which is listed as a hydric soil by the U.S. Soil Conservation Service. However, upon closer inspection, the soils in the vicinity of the willows appeared to be

comprised of a loose aggregate of rocks and non-native fill material and did not have the color or texture typical of Watsonville loam. Moreover, despite recent rainfall, the ground did not appear to be saturated and evidence of wetland hydrology, which consists of 18 consecutive days of saturation or inundation, was not observed. Nevertheless, because the property is located within the Coastal Zone, the Coastal Commission is likely to apply the "one parameter" approach to wetland delineation and consider the footprint of the Pacific willow grove a coastal wetland feature. No other potential wetlands are located in either parcel.

The Seascape Uplands site contains an existing mitigation wetland dominated by creeping wild rye (*Leymus triticoides*; FAC+), poison hemlock (*Conium maculatum*; FAC), spreading rush (FAC), California blackberry (FAC+), and periwinkle (*Vinca major*; UPL). Immediately upslope of the wetland the grassy field is dominated by a mix of wetland and upland plant species including spreading rush (FAC), mulefat (*Baccharis salicifolia*; FACW), rose clover (*Trifolium hirtum*; UPL), soft chess (*Bromus hordeaceus*; FACU-), cutleaf geranium (*Geranium dissectum*; UPL), and Harding grass (*Phalaris aquatica*; FAC). With minor topographical modifications and soil amendments, this area could serve as an effective wetland mitigation site for permanent impacts to the Pacific willow grove on the McGregor Road property (Figure 1). Based on measurements obtained using resource grade GPS, approximately 0.64 acres are available for mitigation wetland construction.


No sensitive plant species known to exist in the vicinity were observed on the McGregor Road property. The Xeric Agriabolls soil type is not known as an indicator soil for many of the special status plants that occur in the parcel vicinity, including state and federally listed plant species of Monterey spineflower (*Chorizanthe pungens* var. *pungens*) and robust spineflower (*Chorizanthe robusta*) found on sandstone derivatives, or Dudley's lousewort (*Pedicularis dudleyi*), a state rare species typically found in redwood forests and maritime chaparral. Furthermore, the property does not contain habitat known to support sensitive wildlife species; although, the Pacific willows on the property may provide temporary stopover habitat for foraging migratory birds.

Discussion

As presently designed the McGregor Road Affordable Housing Project would impact one small coastal wetland feature and will likely require a coastal development permit from the California Coastal Commission. No other wetlands or special status plant and animal species are likely to be impacted by this project. The Seascape Uplands site would be a suitable offsite mitigation site for wetland impacts resulting from this project. The site appears to have suitable acreage and hydrology to support an additional mitigation wetland.

Should you require additional information or clarification, please do not hesitate to contact me.

Sincerely,


Justin Davilla



Biologist, EcoSystems West Consulting Group

EXHIBIT D



Figure 1.

Location of Potential
Wetland Mitigation
Site at Seascape Uplands

-  Existing Mitigation Wetland (0.31 acres)
-  Potential Mitigation Site (0.64 acres)

0 125 500 Feet
- 144 -

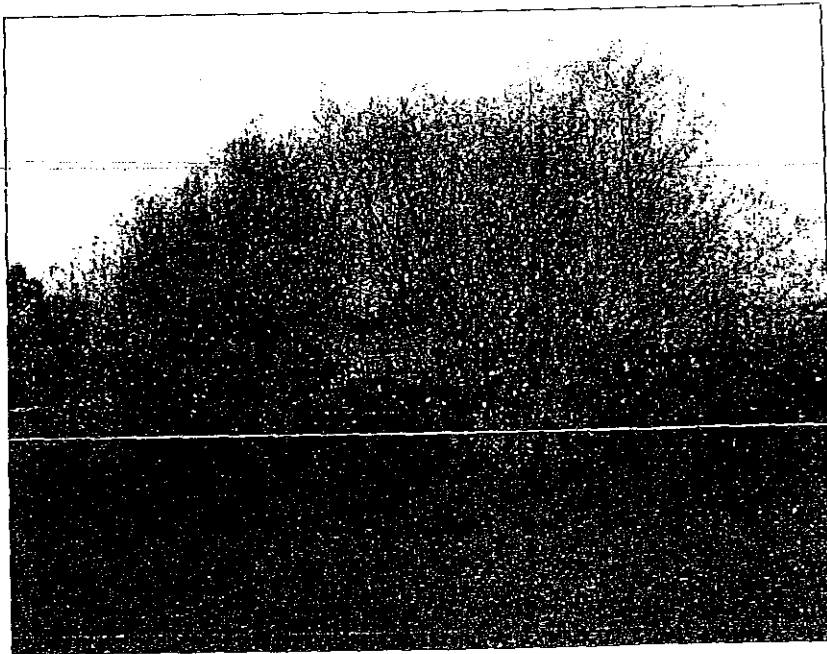


EXHIBIT D
EcoSystems Wet
Consulting Group

Appendix A

Representative Photographs of the McGregor Drive Affordable Housing and Seascape Uplands Potential Wetland Mitigation Sites

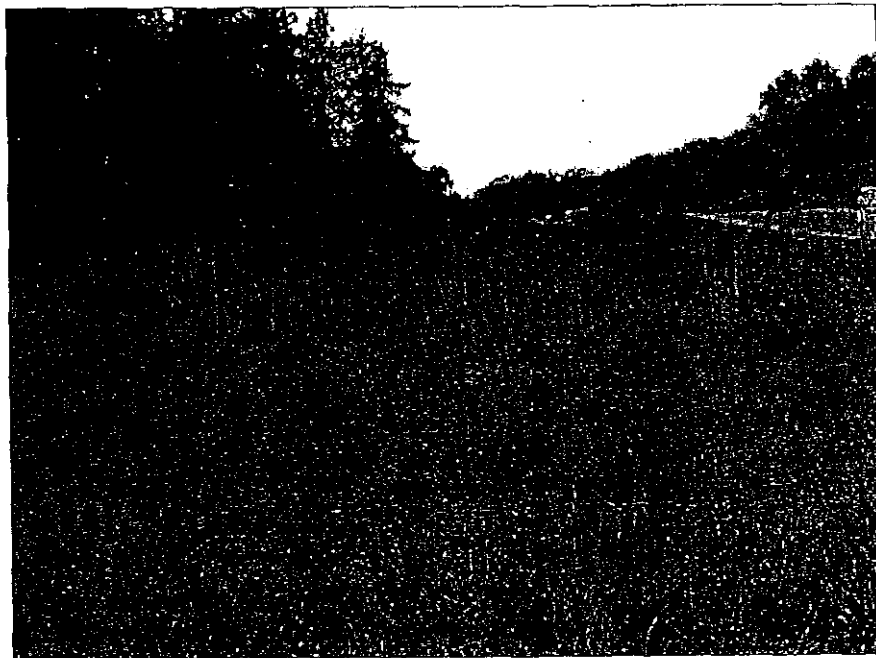
EXHIBIT D



Top: Pacific willow grove in southern parcel of the McGregor Road affordable housing site.

Bottom: Blackwood acacia adjacent to Pacific willows in southern parcel of McGregor Road affordable housing site.

ECOSYSTEMS
WEST

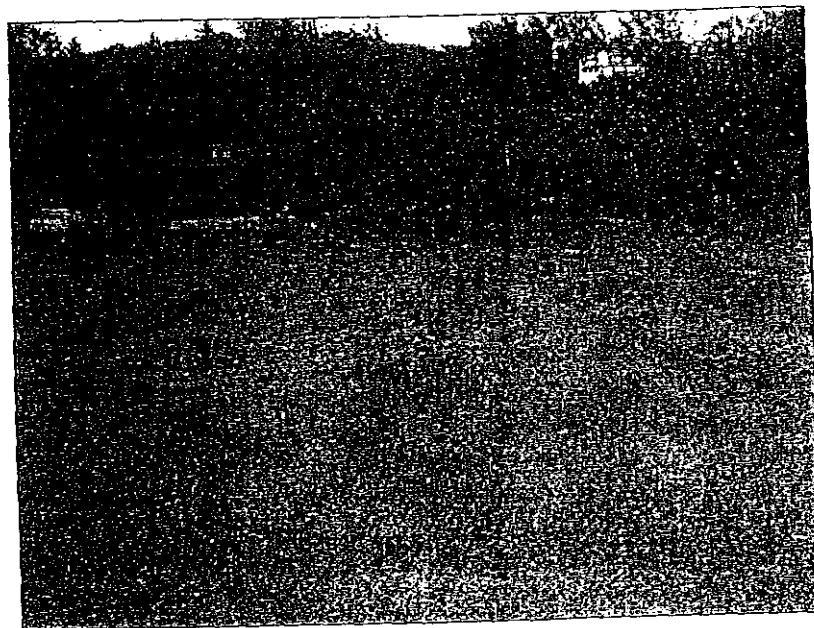
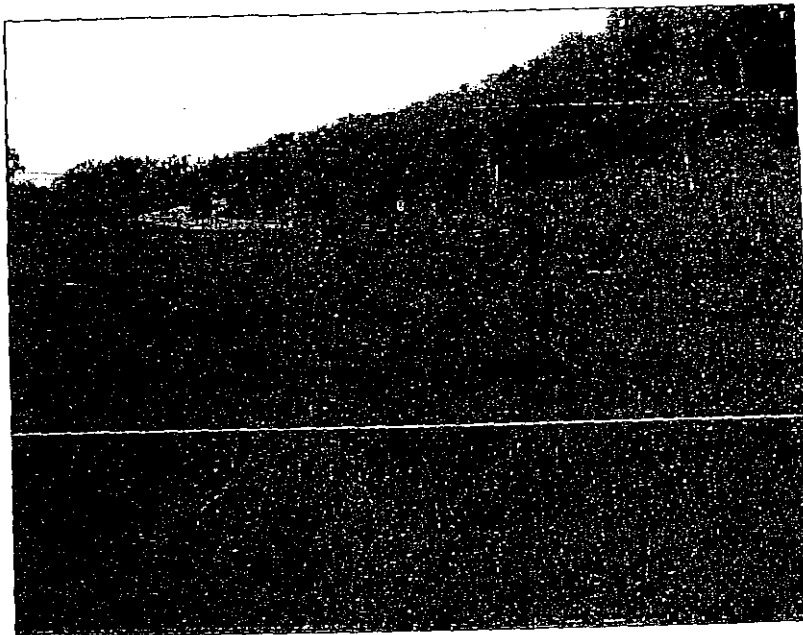


Top: Pampas grass in non-native rocky soil adjacent to willow grove in southern parcel of the McGregor Road affordable housing site.

Bottom: Existing mitigation wetland at the Seascape Uplands proposed mitigation site.

ECOSYSTEMS
WEST

EXHIBIT D



Top: Seascape Uplands potential mitigation site immediately adjacent to existing constructed wetlands.

Bottom: Reverse view of Seascape Uplands potential mitigation site.

ECOSYSTEMS
WEST



July 16, 2008

Matt Johnston
Planning Department
County of Santa Cruz
801 Ocean Street, Room
Santa Cruz, CA 95060

Subject: Addendum to Wetland Assessment at the McGregor Drive Affordable Housing Site and Proposed San Andreas Road Mitigation Site

Dear Mr. Johnston;

The potential wetland at the McGregor Drive Affordable Housing Project Site described in the June 18, 2008 letter report is estimated to be 0.037 acres. This determination was made using resource grade GPS with sub-meter accuracy. The wetland is not likely to meet all three wetland parameters (vegetation, hydrology, soils) required by the U.S. Army Corps of Engineers protocols and/or is likely to be considered an isolated wetland. As a result, this feature is not expected to be considered jurisdictional under Section 404 of the Clean Water Act. However, because the McGregor Drive Project Site is located within the Coastal Zone, the Coastal Commission is likely to apply the "one parameter" approach to wetland delineation and assume jurisdiction based on dominance by hydrophytic plant species including Pacific willow and California blackberry.

Please see the attached figure for further clarification of this matter.

Sincerely,

Justin Dayilla

A handwritten signature in dark ink, appearing to read "Justin Dayilla".



Biologist, EcoSystems West Consulting Group

EXHIBIT D



Potential Coastal Commission
Wetland on the McGregor
Drive Property, Aptos, CA

Drawn by: Justin Davilla
Date: July 16, 2008

-  Project Boundary (5.85 acres)
-  Potential Wetland (0.037 acres)

0 75 150 300 Feet



ECOSYSTEMS
WEST
EXHIBIT D



**TREE RESOURCE EVALUATION
CONSTRUCTION IMPACT ANALYSIS**

**CANTERBURY PARK
SEA RIDGE & CANTERBURY DRIVE
APN 038-081-39**

**Prepared for
South County Housing
9015 Murray Avenue
Gilroy, CA 95020**

August 13, 2008

ASSIGNMENT/SCOPE OF SERVICES

Plans have been completed for a 19 unit townhome project located at the corner of Sea Ridge Road and Canterbury Drive in Santa Cruz County. The southern property boundary and frontage along Sea Ridge is populated with acacia trees that will be affected by the development. South County Housing retained me to evaluate the condition of the trees and the potential impacts. To complete the evaluation I have completed the following:

- Inventory and visually assess the health, structural stability and suitability of individual trees or tree clusters growing within or adjacent to the project boundaries.
- Identify species and measure trunk diameter at a point 54 inches above natural grade.
- Review development plans to evaluate potential impacts to existing trees.
- Provide recommendations for tree removal/tree retention based on construction related impacts or tree condition.

SUMMARY

A residential development project is proposed for a large vacant property located at the corner of Sea Ridge Road and Canterbury Drive. The site is absent of tree growth other than one cluster of willow and acacia stems. Several mature acacia trees and dense clusters of small acacia stems (sucker growth) are growing along the southern property boundary along Sea Ridge Road.

I have completed a visual assessment of the trees and found them to be in poor condition. The dense clusters of sucker growth appear to have developed from old stumps. The four mature trees display structural defects including weakly attached branching, broken branching and large areas of decay. This type of structural defect is commonly found in this tree species.

The plans as proposed include modification of existing grade and installation of improvements in the area where the acacia trees and the acacia/willow cluster are located. The removal of the four mature trees and all the clusters of stems will be required to construct the site.

The landscape plan proposed for the new neighborhood includes a significant number of trees. Chinese pistache trees will be planted along the entire frontage along Sea Ridge Road, screening the new homes from the roadway. Coast redwood, coast live oak and other landscape trees are proposed for the other areas of the neighborhood. These trees will serve as more functional, long-term replacements than the existing trees that require removal.

BACKGROUND

In June and July of this year, I completed a visual assessment of the trees growing this development site to evaluate overall condition and suitability for incorporation into the project. This type of assessment is based on methods developed by Claus Mattheck and documented in The Body Language of Trees. It involves an analysis of the biology and mechanics of each tree, which are then rated as "good", "fair" or "poor".

Suitability is determined using overall tree condition and industry data on species characteristics, including tolerances to site changes and specific construction impacts.

Trees that contain large dead branches, decayed areas or other structural defects that cannot be mitigated are not suitable for preservation on developed sites and should not be retained in areas where improvements are proposed.

OBSERVATIONS/RECOMMENDATIONS

The main tree population is located along the Sea Ridge Road frontage between the sidewalk and the development area (pictured here)



EXHIBIT D

The more dense areas consist of clusters of small diameter stems that have emerged from old cut stumps. The dominant species is black acacia (*Acacia melanoxylon*), with both mature and sucker growth present. As a species black acacia is fast growing with aggressive development from stumps and brittle branching that is prone to failure.


Two young coast live oaks (less than six inches in trunk diameter) are growing amongst the acacia.

The adjacent property (future Public Park) is bordered by Monterey pines (*Pinus radiata*) that are standing dead or in decline due to either pitch canker or infestations of bark beetles (pictured below). The pines are prone to branch failure or whole tree failure and could present a risk to the users of the proposed project or the general public.




Tree #1 is a black acacia 21 inches in trunk diameter measured at 54 inches above natural grade. The tree is in poor condition with several large areas of decay where branches have previously failed. One broken branch is attached to the main trunk. This tree leans significantly over the public road and sidewalk.

Recommendations: Remove due to condition and impacts, within development area.



Large area of decay from previous branch failure



Long heavy branching extends over the public sidewalk and roadway.

EXHIBIT D

Tree #2 is a black acacia with several main stems ranging from 13 to 20 inches in diameter. The tree is in poor condition with decayed areas where previous branch failure has occurred.

Recommendations: Remove due to condition and impacts, within development area.



Tree #3 is a black acacia 16 inches in trunk diameter measured at 54 inches above natural grade. As with the other trees, areas of decay are visible along the main stem, dead branching is visible in the canopy.

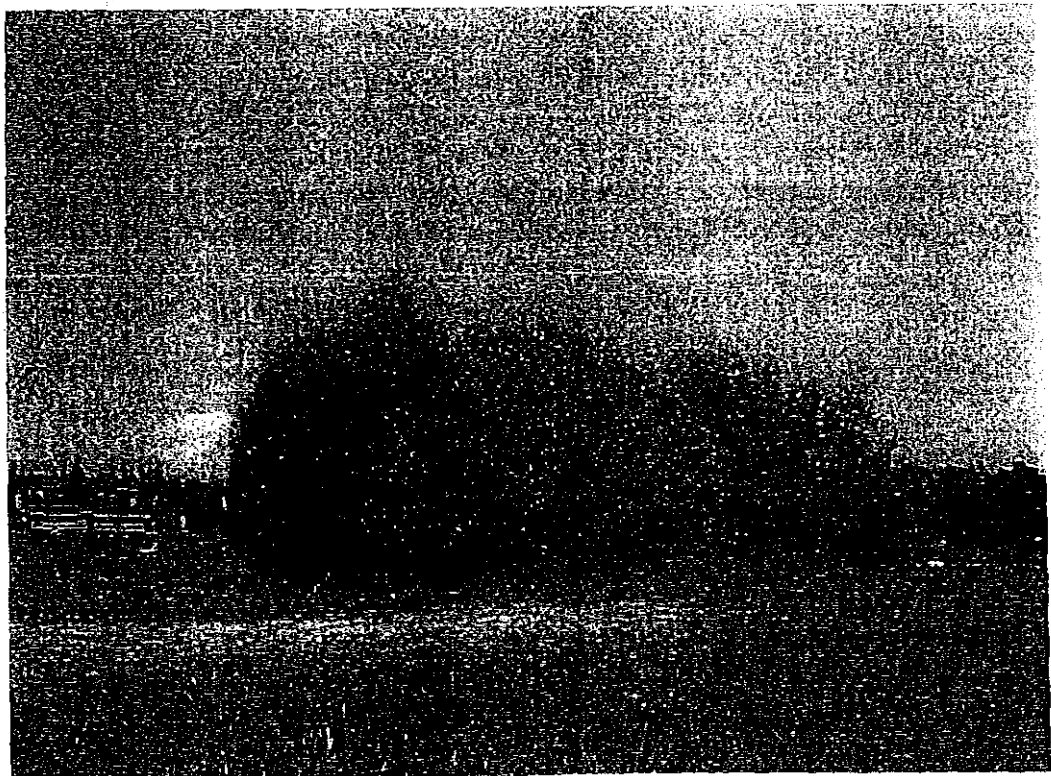
Recommendations: Remove due to condition and impacts, within development area.



EXHIBIT D

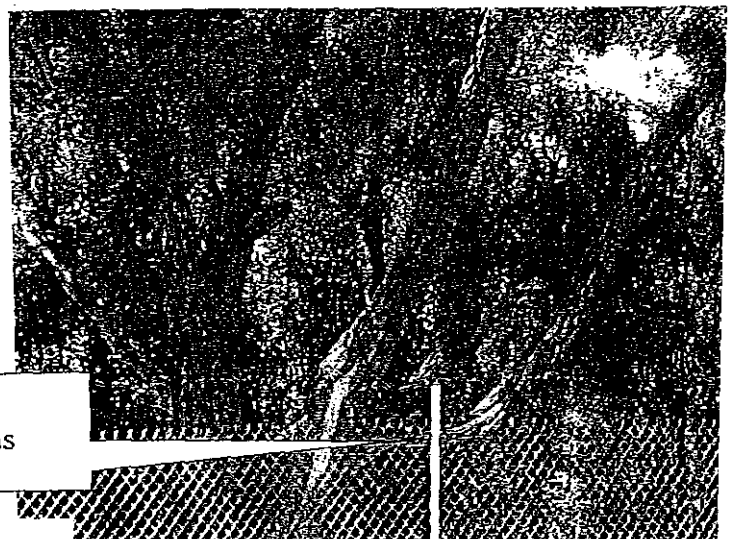
Tree #4 is a cluster of willow and acacia growth. Generally, they are sucker type stems that have developed as a group. Branch/stem breakage has occurred at the base or within the canopies throughout the group. The center of the group is littered with debris and an old mattress.

Recommendations: Remove due to condition and impacts, within development footprint/not suitable for retention.



Tree #5 is a black acacia with two main trunks, 17 and 22 inches in diameter. This tree is weakly structured and at risk of failure due to extensive decay.

Recommendations: Remove due to condition/Not suitable for incorporation into development.



Two large areas of decay on main stems

CONCLUSION

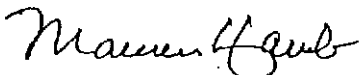
The tree growth on this development site is located along the Sea Ridge Road frontage and consists of clusters of black acacia growth that has emerged from old stumps as small diameter stems. The four mature black acacia are weakly structured and display a pattern of failure that will continue.

The trees are within the development envelope and are not suitable for retention and incorporation into the project.

The proposed landscape plan includes a significant number of trees that are more suitable for a residential area and will provide shade, aesthetics and screening for the long term.

Please call my office with any questions regarding the trees on this project site.

Respectfully submitted,



Maureen Hamb-WCISA Certified Arborist #2280

Final

**Traffic Impact Study for
the Townhome
Development Aptos
Kumar Project**

In the County of Santa Cruz

May 13, 2009

Attachment 13

Pleasanton
Fresno
Sacramento
Santa Rosa



EXHIBIT D

Vision That Moves Your Community

Final

**Traffic Impact Study for the
Townhome Development Aptos Kumar Project**

In the County of Santa Cruz

May 13, 2009



Prepared by:
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Introduction and Summary

Introduction

This report presents the results of TJKM's traffic impact analysis for the proposed residential development located northwest of the intersection of Sea Ridge Road and McGregor Drive in Aptos, Santa Cruz County.

The project site is currently a vacant lot, and is bounded by property owned by the County (future park) to the east, Sea Ridge Road to the south, and residential areas to the west and to the north. The project consists of 19 townhome units. The project site and its vicinity are shown in Figure 1. The conceptual site plan of the proposed development is shown in Figure 2.

This study addresses the potential traffic impacts on the adjacent roadway network resulting from the proposed residential development, and determines possible improvement measures.

The study focused on evaluating traffic operations at the following five intersections that may potentially be impacted by the proposed project:

1. State Park Drive/Highway 1 Northbound Ramps
2. State Park Drive/Highway 1 Southbound Ramps
3. State Park Drive/Sea Ridge Road
4. McGregor Drive/Sea Ridge Road
5. State Park Drive/Center Avenue/Sea Cliff Drive

Intersection level of service (LOS) analysis was performed for the following four scenarios:

- Scenario 1 - Existing Conditions
- Scenario 2 - Existing plus Project Conditions
- Scenario 3 - Existing plus Approved Project Conditions
- Scenario 4 - Existing plus Approved Project plus Project Conditions

Summary

The proposed development is expected to add approximately 111 daily trips to the local street system, with 8 trips occurring during the a.m. peak period and 10 trips during the p.m. peak period.

Under Scenario 1, Existing Conditions, all the study intersections, with the exception of State Park Drive/Sea Ridge Road, operate at acceptable levels of service. The intersection of State Park Drive/Sea Ridge Road operates at LOS F during both a.m. and p.m. peak periods.

Installation of a traffic signal is warranted at the intersection of State Park Drive/Sea Ridge Road, which would improve the operation of this intersection to LOS A during the a.m. peak period, and LOS B during the p.m. peak period. Allowing right-in/right-out-only at the eastbound approach is another option to improve the operation at this intersection.

Under Scenario 2, Existing plus Project Conditions, all the study intersections are expected to continue operating at acceptable levels of service during the peak periods, with the exception of State Park Drive/Sea Ridge Road, which is expected to continue operating at LOS F during both a.m. and p.m. peak periods.

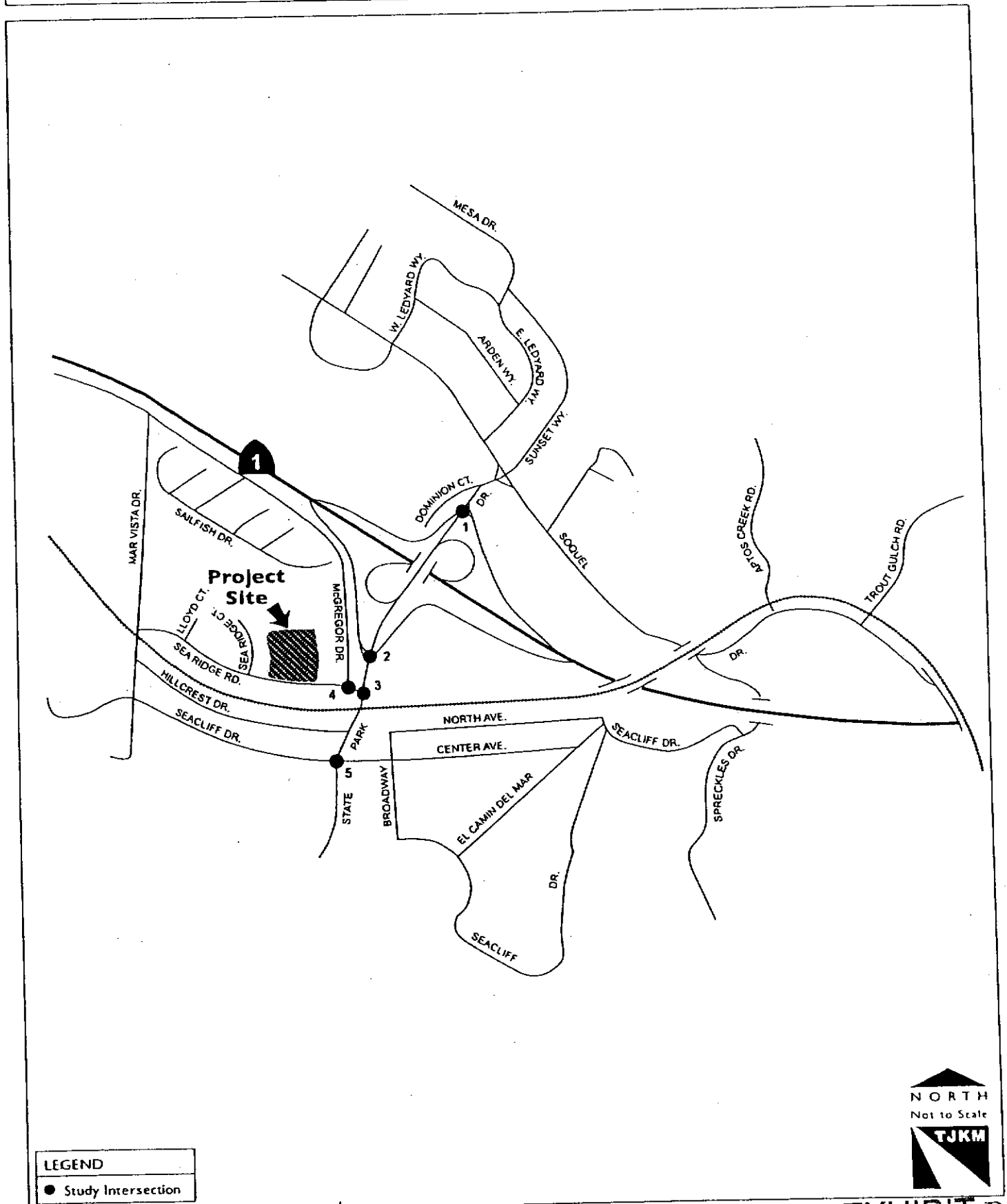
Although the proposed townhome development does not trigger any significant additional delay, installation of a traffic signal would improve the operation of this intersection to a LOS A in the a.m. peak period, and a LOS B in the p.m. peak period.

Under Scenarios 3 and 4, Existing plus Approved Project Conditions and Existing plus Approved plus Project Conditions, all five study intersections are expected to operate at acceptable levels of service during the peak periods.

Santa Cruz County – Traffic Impact Study for Aptos Kumar Project
Vicinity Map

Figure

1





Intersection Analysis Methodology

Study Intersections and Scenarios

TJKM evaluated traffic conditions at five study intersections during a.m. and p.m. peak hours for a typical weekday. The peak periods are between 7:00 - 9:00 a.m. and 4:00 - 6:00 p.m. The study intersections are as follows:

1. State Park Drive/Highway 1 Northbound Ramps (signalized)
2. State Park Drive/Highway 1 Southbound Ramps (signalized)
3. State Park Drive/Sea Ridge Road (un-signalized)
4. McGregor Drive/Sea Ridge Road (un-signalized)
5. State Park Drive /Center Avenue/Sea Cliff Drive (un-signalized)

TJKM evaluated traffic conditions at the above study intersections under the following four scenarios:

1. Existing Conditions –This scenario evaluates the study intersections based on existing traffic counts and field surveys. Traffic volumes for existing conditions were obtained from the "Traffic Study for Affordable Housing Development" report.
2. Existing plus Project Conditions –This scenario is similar to the Existing Conditions, with the addition of traffic generated by the proposed townhome project.
3. Existing plus Approved Project Conditions –This scenario is similar to the Existing Conditions, with the addition of traffic generated by the approved project.
4. Existing plus Approved Project plus Conditions –This scenario is similar to the Existing plus Approved Project Conditions, with the addition of traffic generated by the proposed townhome project.

Level of Service Analysis Methodology

LOS ratings are qualitative descriptions of intersection operations and are reported using an 'A' through 'F' letter rating system to describe travel delay and congestion. LOS A indicates free flow conditions with little or no delay and LOS F indicates jammed conditions with excessive delays and long back-ups. The LOS methodology is described in detail in Appendix A.

Peak hour intersection conditions at the study intersections are reported as average control delay (seconds/vehicle), with corresponding levels of service. The operating conditions at study intersections were evaluated using the 2000 Highway Capacity Manual (HCM 2000) operations methodology contained in the SYNCHRO software package. HCM 2000 method provides an overall intersection LOS for signalized intersections. It also provides the LOS for the minor approaches at two-way stop controlled intersections.

LOS Standards

For this study, LOS D was considered as the acceptable threshold for the study intersections. Any intersection operating worse than LOS D is clearly identified in this report.

Existing Conditions - Scenario 1

Traffic counts were obtained from the "Traffic Study for Affordable Housing Development" report. The traffic volumes from the Background plus Project plus Adjacent Pending projects Conditions were used as the existing traffic volumes. Figure 3 shows the existing turning movement volumes at the study intersections.

Existing Roadway Network

State Park Drive is a two-lane arterial with its interchange at Highway 1 providing access to the Aptos area. The majority of its length is oriented north-south from Soquel Drive to the Seacliff State Beach.

McGregor Drive is a frontage road, running parallel to Highway 1 southbound approach and southbound off-ramp at State Park Drive, connecting to Sea Ridge Road.

Sea Ridge Road is a residential road, running east-west from Mar Vista Drive to State Park Drive.

Level of Service Analysis

Table 1 summarizes the results of the intersection analysis under Existing Conditions. The detailed LOS calculations (output from SYNCHRO) are included in Appendix B.

Table 1: Intersection Levels of Service - Scenario 1

Intersection	Control	A.M. Peak Hour		P.M. Peak Hour	
		Delay	LOS	Delay	LOS
1. State Park Dr/Hwy 1 NB Ramps	Signal	21.4	C	20.3	C
2. State Park Dr/Hwy 1 SB Ramps	Signal	9.2	A	11.0	B
3. State Park Dr/Sea Ridge Rd	Two-Way Stop	> 120.0	F	90.3	F
4. McGregor Dr/Sea Ridge Rd	One-Way Stop	13.0	B	16.8	C
5. State Park Dr/Center/Sea Cliff	All-way STOP	15.0	B	16.7	C

Notes: LOS = Level of Service
X = Intersection level of service
X.X = Average Intersection Delay in seconds per vehicle
The delay and LOS at two-way stop controlled intersections is for the critical minor Approach

Under Existing Conditions, four of the five study intersections operate at an acceptable LOS. Intersection of Sea Ridge Road and State Park Drive performs at LOS F during both a.m. and p.m. peak periods. This is due to the large volume of eastbound traffic turning left onto State Park Drive. Since the traffic on State Park Drive does not stop at this intersection, there are not adequate gaps for the eastbound traffic to turn left, resulting in long delays for the eastbound traffic.

Proposed Improvements for Existing Conditions – Scenario 1

The following improvement measure was studied for the intersection of State Park Drive and Sea Ridge Road:

Install traffic signal

A signal warrant analysis, included in Appendix C, determined that installation of a traffic signal is warranted at the intersection of State Park Drive and Sea Ridge Road. A traffic signal would reduce the delays and improve the operation of the intersection.

Based on the California Manual on Uniform Traffic Control Devices (MUTCD), this intersection meets the peak hour signal warrant. Installation of a traffic signal at this intersection would improve the operation of the intersection from a LOS F during both a.m. and p.m. peak periods to a LOS A during a.m. peak period, and a LOS B during p.m. peak period.

Because of the proximity of this intersection with the signalized intersection of State Park Drive and Highway 1 Southbound Ramps, the proposed signal needs to be interconnected and coordinated with the existing signal.

Right-in/right-out-only at the eastbound approach

This option would improve the operation of the eastbound approach, although it would direct traffic to other intersections. The impact on the other intersections was not studied in this report.

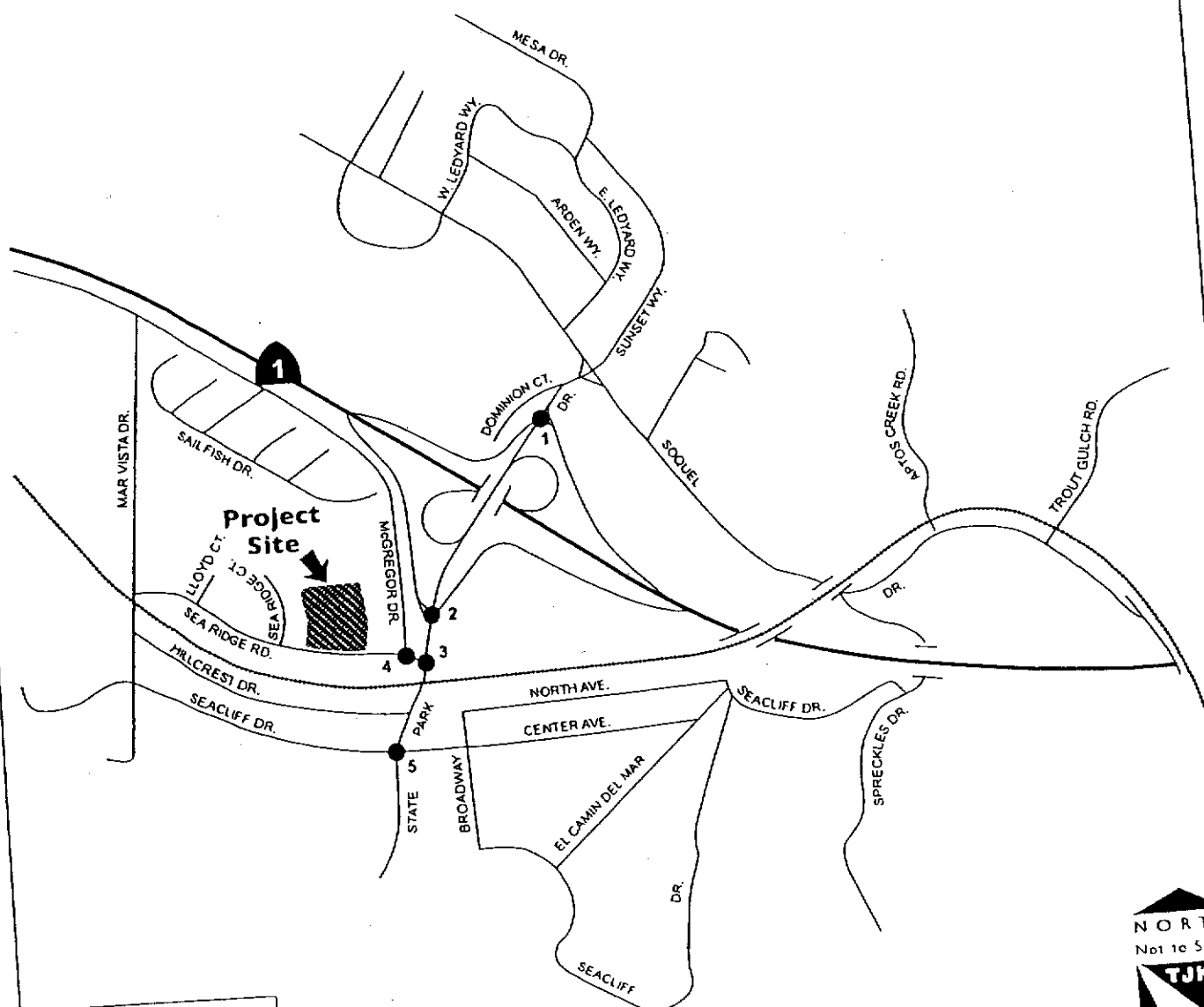
EXHIBIT D

Santa Cruz County – Traffic Impact Study for Aptos Kumar Project Existing Peak Hour Turning Movement Volumes (Scenario 1)

Figure

3

Intersection #1 Hwy. 1 NB Ramps/State Park	Intersection #2 Hwy. 1 SB Ramps/State Park	Intersection #3 Sea Ridge/State Park	Intersection #4 Sea Ridge/McGregor	Intersection #5 Seacliff/State Park
<p>288 (334) 404 (755) 576 (508) 133 (211) 545 (591) 140 (208)</p>	<p>287 (446) 273 (368) 114 (206) 413 (431) 167 (156)</p>	<p>247 (314) 172 (345) 203 (243) 30 (87) 274 (50) 377 (344)</p>	<p>4 (5) 70 (210) 478 (123) 43 (241) 5 (6) 164 (121)</p>	<p>25 (61) 54 (80) 122 (285) 468 (201) 50 (45) 7 (5) 102 (59) 25 (56) 9 (25) 4 (27) 73 (128) 0 (7)</p>



LEGEND

- Study Intersection
- XX AM Peak Hour Volume
- (XX) PM Peak Hour Volume



Proposed Townhome Development in Aptos

Project Description

The proposed residential development consists of 19 townhome units. The project site is located on north of Sea Ridge Road and west of McGregor Drive in Santa Cruz County. Figure 1 shows the project site, and its vicinity. Figure 2 shows the conceptual site plan.

Trip Generation – Proposed Project

Trip generation rates were obtained from the standard reference *Trip Generation*, 7th Edition, published by the Institute of Transportation Engineers (ITE). Table II summarizes the trip generation for the proposed project, which is expected to generate approximately 111 daily trips, with 8 trips occurring during the a.m. peak hour and 10 trips during the p.m. peak hour.

Table II: Project Trip Generation

Use	Size	Daily		A.M. Peak Hour					P.M. Peak Hour				
		Rate	Trips	Rate	In:Out	In	Out	Total	Rate	In:Out	In	Out	Total
Townhomes (230)	19 units	5.86	111	0.44	16:84	1	7	8	0.52	67:33	7	3	10
Total			111			1	7	8			7	3	10

Source: ITE Trip Generation, 7th Edition.

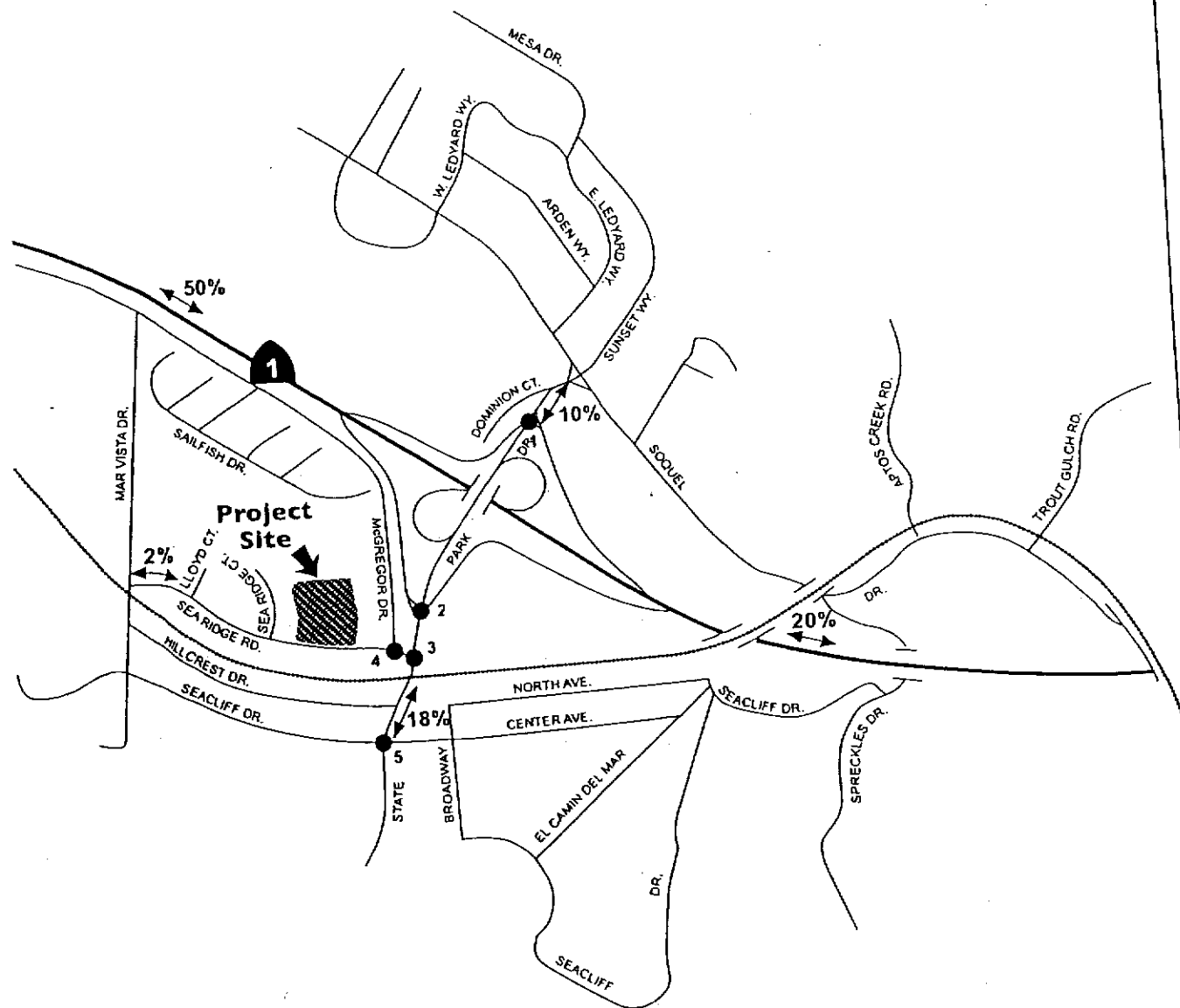
Trip Distribution and Assignment

Trip distribution is a process that determines in what proportion vehicles would travel between a given project site and various destinations outside the project study area. The process of trip assignment determines the various routes that vehicles would take from the project site to each destination, using the estimated trip distribution.

TJKM determined the proposed project's trip distribution based on the "Traffic Study for Affordable Housing Development". The trip distribution assumptions are presented in Figure 4.

Santa Cruz County – Traffic Impact Study for Aptos Kumar Project Project Trip Distribution

Figure
4



LEGEND
● Study Intersection

NORTH
Not to Scale
TJKM

Existing plus Project Conditions – Scenario 2

Project trips were assigned according to the trip distribution depicted in Figure 4. Figure 5 shows the resulting turning movement volumes at the study intersections under this scenario. Table III summarizes the results of the intersection LOS and delay analysis. The detailed LOS calculations are included in Appendix D.

Level of Service Analysis

Table III: Intersection Levels of Service – Scenario 2

Intersection	Control	A.M. Peak Hour		P.M. Peak Hour	
		Delay	LOS	Delay	LOS
1. State Park Dr/Hwy 1 NB Ramps	Signal	21.5	C	20.4	C
2. State Park Dr/Hwy 1 SB Ramps	Signal	9.2	A	11.0	B
3. State Park Dr/Sea Ridge Rd	Two-Way Stop	>120.0	F	94.5	F
4. McGregor Dr/Sea Ridge Rd	One-Way Stop	13.1	B	17.0	C
5. State Park Dr/Center/Sea Cliff	All-way STOP	15.0	B	16.7	C

Notes: LOS = Level of Service

X = Intersection level of service

X.X = Average Intersection Delay in seconds per vehicle

The delay and LOS at two-way stop controlled intersections is for the critical minor approach

With addition of the proposed project trips, the same four study intersections are expected to continue operating at acceptable levels of service.

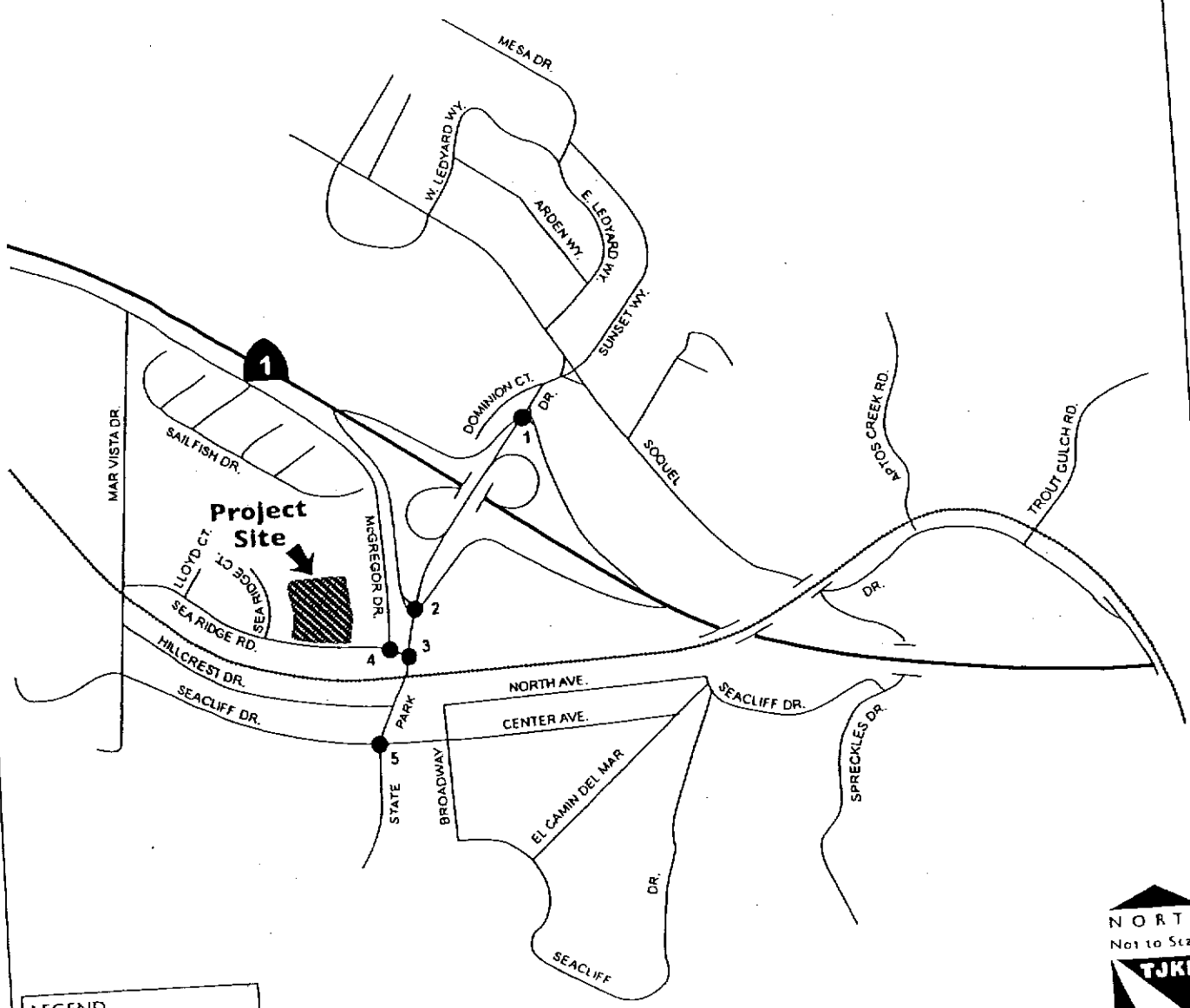
The intersection of Sea Ridge Road at State Park Drive is expected to continue operating at a LOS F. However, since the increase in V/C is less than one percent, the project does not trigger any significant impact. Installation of a traffic signal is expected to improve the operation of intersection from a LOS F during both the a.m. and p.m. periods to LOS A during the a.m. peak period, and a LOS B during the p.m. peak period. Allowing right-in/right-out-only at the eastbound approach is another option to improve the operation of this intersection.

Santa Cruz County – Traffic Impact Study for Aptos Kumar Project
Existing Plus Project Peak Hour Turning Movement Volumes (Scenario 2)

Figure

5

Intersection #1 Hwy. 1 NB Ramps/State Park	Intersection #2 Hwy. 1 SB Ramps/State Park	Intersection #3 Sea Ridge/State Park	Intersection #4 Sea Ridge/McGregor	Intersection #5 Seacliff/State Park
<p>288 (334) 404 (755) 576 (508) 133 (213) 545 (551) 144 (210)</p>	<p>287 (448) 273 (368) 115 (209) 417 (433) 168 (157)</p>	<p>248 (319) 172 (345) 208 (246) 30 (87) 274 (50) 377 (344)</p>	<p>4 (5) 75 (213) 479 (128) 43 (241) 5 (6) 164 (121)</p>	<p>25 (61) 54 (80) 122 (285) 468 (201) 50 (45) 7 (5) 102 (59) 25 (56) 9 (25) 4 (27) 73 (128) 0 (7)</p>



LEGEND
● Study Intersection
XX AM Peak Hour Volume
(XX) PM Peak Hour Volume



EXHIBIT D

Existing plus Approved Project Conditions – Scenario 3

This scenario is similar to the Existing Conditions, with the addition of traffic generated by the approved project.

Approved Project

The Poor Clares High Density Housing project got recently approved by the County, which is included as part of existing plus approved project conditions analysis. The approved project includes 80 multi-family apartment units, 80,000 square feet of medical office space, and a 150-room hotel. The approved project site is located in the southeast quadrant of the SR 1/State Park Drive interchange, which is currently occupied by a church. The traffic impact study conducted for the approved project analyzed two site access alternatives for the project. Based on the discussion with County staff, access to the project site would be provided through the intersection of State Park Drive/Sea Ridge Drive, which currently provides access to the existing church. The approved project will add a traffic signal at the currently unsignalized intersection of State Park Drive and Sea Ridge Road.

Level of Service Analysis

The traffic volumes for the approved development were derived from traffic study memorandum – "Poor Clares High-Density Housing Site in Santa Cruz County, California – Revised Project Description" prepared by Fehr and Peers in March 2, 2009. The trips associated with the approved development were assigned to the roadway network based on distribution pattern assumed in the traffic study and added to existing volumes to represent Existing plus Approved Project Conditions. Figure 6 shows the resulting turning movement volumes at the study intersections under this scenario. Table IV summarizes the results of the intersection analysis under Existing plus Approved Project Conditions. The detailed LOS calculations (output from SYNCHRO) are included in Appendix E.

Table IV: Intersection Levels of Service – Scenario 3

Intersection	Control	A.M. Peak Hour		P.M. Peak Hour	
		Delay	LOS	Delay	LOS
1. State Park Dr/Hwy 1 NB Ramps	Signal	23.1	C	33.1	C
2. State Park Dr/Hwy 1 SB Ramps	Signal	9.4	A	12.7	B
3. State Park Dr/Sea Ridge Rd	Signal	13.0	B	21.5	C
4. McGregor Dr/Sea Ridge Rd	One-Way Stop	13.0	B	16.8	C
5. State Park Dr/Center/Sea Cliff	All-way STOP	18.8	C	25.4	D

Notes: LOS = Level of Service
X = Intersection level of service
X.X = Average Intersection Delay in seconds per vehicle
The delay and LOS at two-way stop controlled intersections is for the critical minor Approach

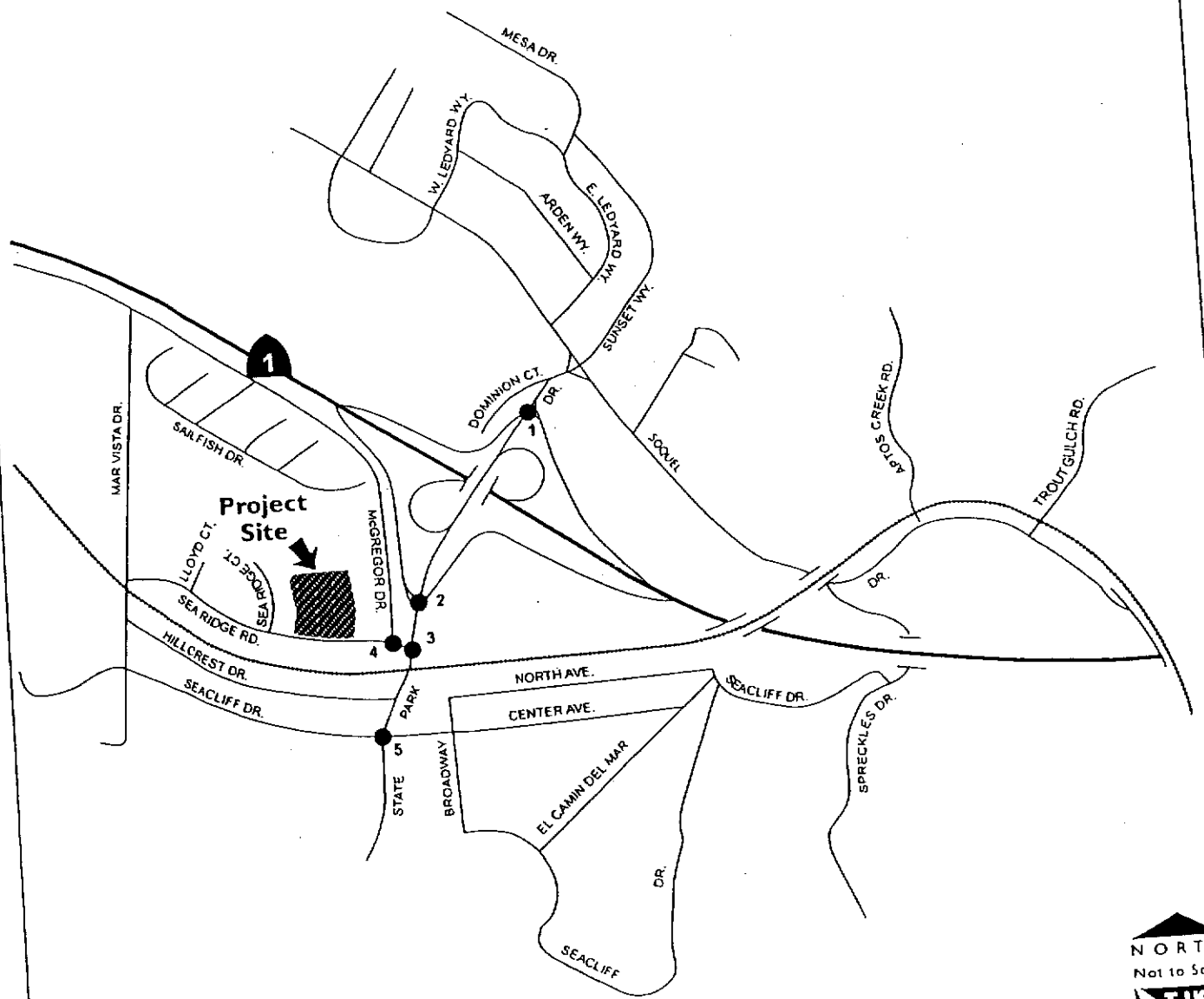
With the addition of approved project trips, all study intersections are expected to continue operating at acceptable levels of service. Installation of a traffic signal at the intersection of State Park Drive/Sea Ridge Road improves the operation of the intersection from a LOS F during both the a.m. and p.m. periods to LOS B during the a.m. peak period, and a LOS C during the p.m. peak period.

Figure

Santa Cruz County – Traffic Impact Study for Aptos Kumar Project

Existing plus Approved Project Peak Hour Turning Movement Volumes (Scenario 3) 6

Intersection #1 Hwy. 1 NB Ramps/State Park	Intersection #2 Hwy. 1 SB Ramps/State Park	Intersection #3 Sea Ridge/State Park	Intersection #4 Sea Ridge/McGregor	Intersection #5 Seacliff/State Park
<p>288 (334) 449 (792) 576 (508) 195 (261) 566 (643) 178 (303)</p>	<p>394 (532) 273 (368) 196 (272) 473 (578) 196 (227)</p>	<p>247 (314) 172 (345) 190 (153) 89 (218) 3 (7) 5 (12) 203 (243) 6 (5) 30 (87) 274 (50) 377 (344) 10 (8)</p>	<p>4 (5) 70 (210) 478 (123) 43 (241) 5 (6) 164 (121)</p>	<p>25 (61) 54 (80) 127 (297) 478 (209) 50 (45) 7 (5) 102 (59) 25 (56) 9 (25) 4 (27) 73 (128) 0 (7)</p>



LEGEND

- Study Intersection
- XX AM Peak Hour Volume
- (XX) PM Peak Hour Volume



Existing plus Approved Project plus Project Conditions – Scenario 4

This scenario is similar to the Existing plus Approved Project Conditions, with the addition of traffic generated by the proposed townhome project.

Level of Service Analysis

Figure 7 shows the resulting turning movement volumes at the study intersections under this scenario. Table V summarizes the results of the intersection LOS and Delay analysis. The detailed LOS calculations are included in Appendix F.

Table V: Intersection Levels of Service – Scenario 4

Intersection	Control	A.M. Peak Hour		P.M. Peak Hour	
		Delay	LOS	Delay	LOS
1. State Park Dr/Hwy 1 NB Ramps	Signal	23.2	D	33.2	C
2. State Park Dr/Hwy 1 SB Ramps	Signal	9.4	A	12.8	B
3. State Park Dr/Sea Ridge Rd	Signal	13.3	B	22.1	C
4. McGregor Dr/Sea Ridge Rd	One-Way Stop	13.1	B	17.0	C
5. State Park Dr/Center/Sea Cliff	All-way STOP	18.8	C	25.4	D

Notes: LOS = Level of Service
X = Intersection level of service
X.X = Average Intersection Delay in seconds per vehicle
The delay and LOS at two-way stop controlled intersections is for the critical minor Approach

With addition of the proposed project trips, all study intersections are expected to continue operating at acceptable levels of service.

Santa Cruz County – Traffic Impact Study for Aptos Kumar Project
Existing plus Approved plus Project Peak Hour Turning Movement Volumes
(Scenario 4)

Figure
7

Intersection #1 Hwy. 1 NB Ramps/State Park	Intersection #2 Hwy. 1 SB Ramps/State Park	Intersection #3 Sea Ridge/State Park	Intersection #4 Sea Ridge/McGregor	Intersection #5 Seacliff/State Park
<p>288 (334) 449 (792) 576 (508) 195 (263) 565 (643) 183 (305)</p>	<p>394 (534) 273 (368) 197 (275) 477 (580) 197 (228)</p>	<p>248 (319) 172 (345) 180 (153) 89 (218) 3 (7) 5 (12) 208 (246) 6 (5) 30 (87) 274 (50) 377 (344) 10 (8)</p>	<p>4 (5) 75 (213) 479 (128) 43 (241) 5 (6) 164 (121)</p>	<p>25 (61) 54 (80) 127 (297) 478 (209) 50 (45) 7 (5) 102 (59) 25 (56) 9 (25) 4 (37) 73 (128) 0 (7)</p>

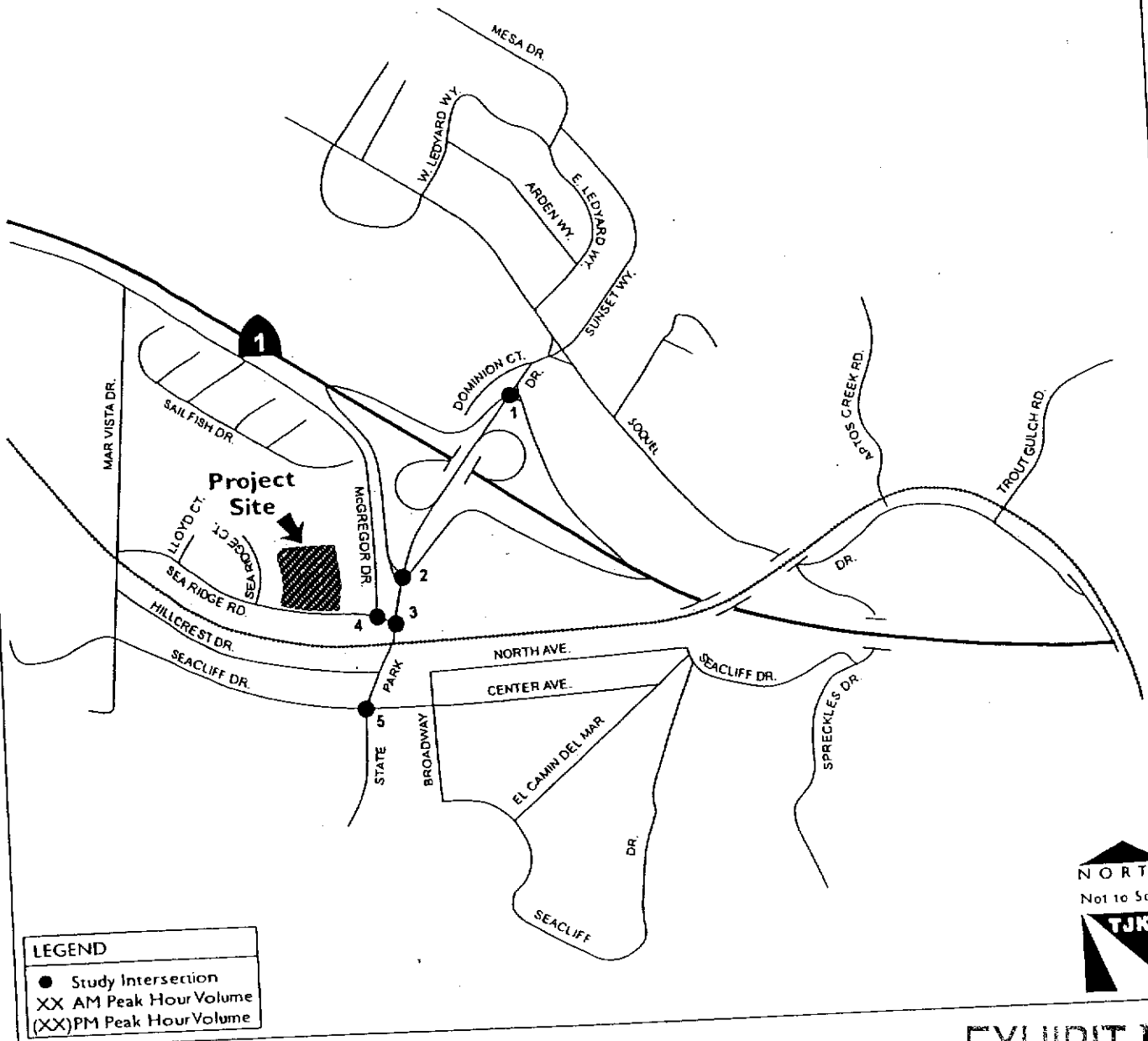


EXHIBIT D

Conclusions

TJKM has reached the following conclusions regarding the proposed residential development in Aptos, Santa Cruz County:

Under Scenario 1, *Existing Conditions*, the following study intersections operate at acceptable levels of service

- State Park Drive/Highway 1 Northbound Off-ramp,
- State Park Drive/Highway 1 Southbound Off-ramp
- McGregor Drive/Sea Ridge Road
- State Park Drive/Center Avenue/Sea Cliff Drive

At the intersection of State Park Drive/Sea Ridge Road, the eastbound left turn movement operates at a LOS F during both a.m. and p.m. peak periods. The following improvement measures were studied:

- Install traffic signal: Based on the California Manual on Uniform Traffic Control Devices (MUTCD), this intersection meets the peak hour signal warrant. Installation of a traffic signal at this intersection would improve the operation of the intersection from a LOS F during both a.m. and p.m. peak periods to a LOS A during a.m. peak period, and a LOS B during p.m. peak period. Because of the proximity of this intersection with the signalized intersection of State Park Drive and Highway 1 Southbound Ramps, the proposed signal needs to be interconnected and coordinated with the existing signal.
- Right-in/right-out-only at the eastbound approach is another option to improve the operation of this intersection.

Under Scenario 2, *Existing plus Project Conditions*, the same intersections as indicated above are expected to continue operating at acceptable levels of service during the peak periods.

At the intersection of State Park Drive/Sea Ridge Road, the eastbound left turn movement is expected to continue operating at a LOS F during both a.m. and p.m. peak periods. The following improvement measures were studied:

- Install traffic signal: Installation of a traffic signal is expected to improve the operation of intersection from a LOS F during both the a.m. and p.m. periods to LOS A during the a.m. peak period, and a LOS B during the p.m. peak period.
- Right-in/Right-out only at the eastbound approach is another option to improve the operation of this intersection.

Under Scenarios 3 and 4, *Existing plus Approved Project Conditions and Existing plus Approved plus Project Conditions*, all five study intersections are expected to operate at acceptable levels of service during the peak periods.

Table VI summarizes the resulting delays and LOS for Scenarios 1 and 2:

Table VI: Intersection Levels of Service – Summary

Intersection	Control	Scenario 1				Scenario 2			
		AM Peak		PM Peak		AM Peak		PM Peak	
		Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
1. State Park Dr./Hwy 1 NB Ramps	Signal	21.4	C	20.3	C	21.5	C	20.4	C
2. State Park Dr./Hwy 1 SB Ramps	Signal	9.2	A	11.0	B	9.2	A	11.0	B
3. State Park Dr./Sea Ridge Rd.	Two-way Stop	>120.0	F	90.3	F	>120.0	F	94.5	F
With proposed traffic signal	Signal	9.3	A	10.5	B	9.4	A	10.6	B
4. McGregor Dr./Sea Ridge Rd.	One-way Stop	13.0	B	16.8	C	13.1	B	17.0	C
5. State Park Dr./Sea Cliff Dr.	All-way Stop	15.0	B	16.7	C	15.0	B	16.7	C

Notes: LOS = Level of Service
X = Intersection level of service
X.X = Average Intersection Delay in seconds per vehicle
The delay and LOS at two-way stop controlled intersections is for the critical minor approach

Table VII summarizes the resulting delays and LOS for Scenarios 3 and 4:

Table VII: Intersection Levels of Service – Summary

Intersection	Control	Scenario 3				Scenario 4			
		AM Peak		PM Peak		AM Peak		PM Peak	
		Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
1. State Park Dr./Hwy 1 NB Ramps	Signal	23.1	C	33.1	C	23.2	D	33.2	C
2. State Park Dr./Hwy 1 SB Ramps	Signal	9.4	A	12.7	B	9.4	A	12.8	B
3. State Park Dr./Sea Ridge Rd.	Signal	13.0	B	21.5	C	13.3	B	22.1	C
4. McGregor Dr./Sea Ridge Rd.	One-way Stop	13.0	B	16.8	C	13.1	B	17.0	C
5. State Park Dr./Sea Cliff Dr.	All-way Stop	18.8	C	25.4	D	18.8	C	25.4	D

Notes: LOS = Level of Service
X = Intersection level of service
X.X = Average Intersection Delay in seconds per vehicle
The delay and LOS at two-way stop controlled intersections is for the critical minor approach

Study Participants

TJKM Transportation Consultants

Joy Bhattacharya, P.E., PTOE	Project Manager
Afsaneh Yavari	Project Engineer
Jeff Lacap	Project Engineer
Geri Foley	Graphics Production
Margie Pfaff	Word Processing

Persons Consulted

Jack Sohriakoff	Public Works Department, Santa Cruz County
Marisol Verdugo	South County Housing Corporation
Candace Koo	South County Housing Corporation

References

- *Highway Capacity Manual 2000*, Transportation Research Board, Washington D.C., 2000.
- *Trip Generation*, 7th Edition, Institute of Transportation Engineers, Washington D.C., 2003.

Appendix A – Level of Service Methodology

APPENDIX A LEVEL OF SERVICE

The description and procedures for calculating capacity and level of service (LOS) are found in Transportation Research Board, *Highway Capacity Manual 2000*. *Highway Capacity Manual 2000* represents the latest research on capacity and quality of service for transportation facilities.

Quality of service requires quantitative measures to characterize operational conditions within a traffic stream. LOS is a quality measure describing operational conditions within a traffic stream, generally in terms of such service measures as speed and travel time, freedom to maneuver, traffic interruptions, and comfort and convenience.

Six levels of service are defined for each type of facility that has analysis procedures available. Letters designate each level, from A to F, with LOS A representing the best operating conditions and LOS F the worst. Each LOS represents a range of operating conditions and the driver's perception of these conditions. Safety is not included in the measures that establish service levels.

A general description of service levels for various types of facilities is shown in Table A-1

Table A-1: Level of Service Description

Facility Type	Uninterrupted Flow	Interrupted Flow
	Freeways Multi-lane Highways Two-lane Highways Urban Streets	Signalized Intersections Unsignalized Intersections Two-way Stop Control All-way Stop Control
LOS		
A	Free-flow	Very low delay.
B	Stable flow. Presence of other users noticeable.	Low delay.
C	Stable flow. Comfort and convenience starts to decline.	Acceptable delay.
D	High-density stable flow.	Tolerable delay.
E	Unstable flow.	Limit of acceptable delay.
F	Forced or breakdown flow.	Unacceptable delay

Source: *Highway Capacity Manual 2000*

Urban Streets

The term "urban streets" refers to urban arterials and collectors, including those in downtown areas.

Arterial streets are roads that primarily serve longer through trips. However, providing access to abutting commercial and residential land uses is also an important function of arterials.

Collector streets provide both land access and traffic circulation within residential, commercial and industrial areas. Their access function is more important than that of arterials, and unlike arterials their operation is not always dominated by traffic signals.

Downtown streets are signalized facilities that often resemble arterials. They not only move through traffic but also provide access to local businesses for passenger cars, transit buses, and trucks.

EXHIBIT D

Pedestrian conflicts and lane obstructions created by stopping or standing buses, trucks and parking vehicles that cause turbulence in the traffic flow are typical of downtown streets.

The speed of vehicles on urban streets is influenced by three main factors, street environment, interaction among vehicles and traffic control. As a result, these factors also affect quality of service.

The street environment includes the geometric characteristics of the facility, the character of roadside activity and adjacent land uses. Thus, the environment reflects the number and width of lanes, type of median, driveway density, spacing between signalized intersections, existence of parking, level of pedestrian activity and speed limit.

The interaction among vehicles is determined by traffic density, the proportion of trucks and buses, and turning movements. This interaction affects the operation of vehicles at intersections and, to a lesser extent, between signals.

Traffic control (including signals and signs) forces a portion of all vehicles to slow or stop. The delays and speed changes caused by traffic control devices reduce vehicle speeds, however, such controls are needed to establish right-of-way.

The average travel speed for through vehicles along an urban street is the determinant of the operating LOS. The travel speed along a segment, section or entire length of an urban street is dependent on the running speed between signalized intersections and the amount of control delay incurred at signalized intersections.

LOS A describes primarily free-flow operations. Vehicles are completely unimpeded in their ability to maneuver within the traffic stream. Control delay at signalized intersections is minimal.

LOS B describes reasonably unimpeded operations. The ability to maneuver within the traffic stream is only slightly restricted, and control delays at signalized intersections are not significant.

LOS C describes stable operations, however, ability to maneuver and change lanes in midblock location may be more restricted than at LOS B. Longer queues, adverse signal coordination, or both may contribute to lower travel speeds.

LOS D borders on a range in which small increases in flow may cause substantial increases in delay and decreases in travel speed. LOS D may be due to adverse signal progression, inappropriate signal timing, high volumes, or a combination of these factors.

LOS E is characterized by significant delays and lower travel speeds. Such operations are caused by a combination of adverse progression, high signal density, high volumes, extensive delays at critical intersections, and inappropriate signal timing.

LOS F is characterized by urban street flow at extremely low speeds. Intersection congestion is likely at critical signalized locations, with high delays, high volumes, and extensive queuing.

The methodology to determine LOS stratifies urban streets into four classifications. The classifications are complex, and are related to functional and design categories. Table A-II describes the functional and design categories, while Table A-III relates these to the urban street classification.

Once classified, the urban street is divided into segments for analysis. An urban street segment is a one-way section of street encompassing a series of blocks or links terminating at a signalized intersection. Adjacent segments of urban streets may be combined to form larger street sections, provided that the segments have similar demand flows and characteristics.

Levels of service are related to the average travel speed of vehicles along the urban street segment or section.

Travel times for existing conditions are obtained by field measurements. The maximum-car technique is used. The vehicle is driven at the posted speed limit unless impeded by actual traffic conditions. In the maximum-car technique, a safe level of vehicular operation is maintained by observing proper following distances and by changing speeds at reasonable rates of acceleration and deceleration. The maximum-car technique provides the best base for measuring traffic performance.

An observer records the travel time and locations and duration of delay. The beginning and ending points are the centers of intersections. Delays include times waiting in queues at signalized intersections. The travel speed is determined by dividing the length of the segment by the travel time. Once the travel speed on the arterial is determined, the LOS is found by comparing the speed to the criteria in Table A-IV. LOS criteria vary for the different classifications of urban street, reflecting differences in driver expectations.

Table A-II: Functional and Design Categories for Urban Streets

Criterion	Functional Category			
	Principal Arterial	Minor Arterial		
Mobility function	Very important	Important		
Access function	Very minor	Substantial		
Points connected	Freeways, important activity centers, major traffic generators	Principal arterials		
Predominant trips served	Relatively long trips between major points and through trips entering, leaving, and passing through city	Trips of moderate length within relatively small geographical areas		
Criterion	Design Category			
	High-Speed	Suburban	Intermediate	Urban
Driveway access density	Very low density	Low density	Moderate density	High density
Arterial type	Multilane divided; undivided or two-lane with shoulders	Multilane divided; undivided or two-lane with shoulders	Multilane divided or undivided; one way, two lane	Undivided one way; two way, two or more lanes
Parking	No	No	Some	Usually
Separate left-turn lanes	Yes	Yes	Usually	Some
Signals per mile	0.5 to 2	1 to 5	4 to 10	6 to 12
Speed limits	45 to 55 mph	40 to 45 mph	30 to 40 mph	25 to 35 mph
Pedestrian activity	Very little	Little	Some	Usually
Roadside development	Low density	Low to medium density	Medium to moderate density	High density

Source: Highway Capacity Manual 2000

EXHIBIT D

Table A-III: Urban Street Class based on Function and Design Categories

Design Category	Functional Category	
	Principal Arterial	Minor Arterial
High-Speed	I	Not applicable
Suburban	II	II
Intermediate	II	III or IV
Urban	III or IV	IV

Source: Highway Capacity Manual 2000

Table A-IV: Urban Street Levels of Service by Class

Urban Street Class	I	II	III	IV
Range of Free Flow Speeds (mph)	45 to 55	35 to 45	30 to 35	25 to 35
Typical Free Flow Speed (mph)	50	40	33	30
LOS	Average Travel Speed (mph)			
A	>42	>35	>30	>25
B	>34	>28	>24	>19
C	>27	>22	>18	>13
D	>21	>17	>14	>9
E	>16	>13	>10	>7
F	≤16	≤13	≤10	≤7

Source: Highway Capacity Manual 2000

Interrupted Flow

One of the more important elements limiting, and often interrupting the flow of traffic on a highway is the intersection. Flow on an interrupted facility is usually dominated by points of fixed operation such as traffic signals, stop and yield signs. These all operate quite differently and have differing impacts on overall flow.

Signalized Intersections

The capacity of a highway is related primarily to the geometric characteristics of the facility, as well as to the composition of the traffic stream on the facility. Geometrics are a fixed, or non-varying, characteristic of a facility.

At the signalized intersection, an additional element is introduced into the concept of capacity: time allocation. A traffic signal essentially allocates time among conflicting traffic movements seeking use of the same physical space. The way in which time is allocated has a significant impact on the operation of the intersection and on the capacity of the intersection and its approaches.

LOS for signalized intersections is defined in terms of control delay, which is a measure of driver discomfort, frustration, fuel consumption, and increased travel time. The delay experienced by a motorist is made up of a number of factors that relate to control, traffic and incidents. Total delay is the difference between the travel time actually experienced and the reference travel time that would result during base conditions, i. e., in the absence of traffic control, geometric delay, any incidents, and any other vehicles. Specifically, LOS criteria for traffic signals are stated in terms of average control delay per vehicle, typically for a 15-minute analysis period. Delay is a complex measure and depends on a number of variables, including the quality of progression, the cycle length, the ratio of green time to cycle length and the volume to capacity ratio for the lane group.

For each intersection analyzed the average control delay per vehicle per approach is determined for the peak hour. A weighted average of control delay per vehicle is then determined for the intersection. A LOS designation is given to the control delay to better describe the level of operation. A description of levels of service for signalized intersections can be found in Table A-V

Table A-V: Description of Level of Service for Signalized Intersections

LOS	Description
A	Very low control delay, up to 10 seconds per vehicle. Progression is extremely favorable, and most vehicles arrive during the green phase. Many vehicles do not stop at all. Short cycle lengths may tend to contribute to low delay values.
B	Control delay greater than 10 and up to 20 seconds per vehicle. There is good progression or short cycle lengths or both. More vehicles stop causing higher levels of delay.
C	Control delay greater than 20 and up to 35 seconds per vehicle. Higher delays are caused by fair progression or longer cycle lengths or both. Individual cycle failures may begin to appear. Cycle failure occurs when a given green phase does not serve queued vehicles, and overflow occurs. The number of vehicles stopping is significant, though many still pass through the intersection without stopping.
D	Control delay greater than 35 and up to 55 seconds per vehicle. The influence of congestions becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high volumes. Many vehicles stop, the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.
E	Control delay greater than 55 and up to 80 seconds per vehicle. The limit of acceptable delay. High delays usually indicate poor progression, long cycle lengths, and high volumes. Individual cycle failures are frequent.
F	Control delay in excess of 80 seconds per vehicle. Unacceptable to most drivers. Oversaturation, arrival flow rates exceed the capacity of the intersection. Many individual cycle failures. Poor progression and long cycle lengths may also be contributing factors to higher delay.

Source: *Highway Capacity Manual 2000*

The use of control delay, which may also be referred to as signal delay, was introduced in the 1997 update to the *Highway Capacity Manual*, and represents a departure from previous updates. In the third edition, published in 1985 and the 1994 update to the third edition, delay only included stopped delay. Thus, the LOS criteria listed in Table A-V differs from earlier criteria.

Unsignalized Intersections

The current procedures on unsignalized intersections were first introduced in the 1997 update to the *Highway Capacity Manual* and represent a revision of the methodology published in the 1994 update to the 1985 *Highway Capacity Manual*. The revised procedures use control delay as a measure of effectiveness to determine LOS. Delay is a measure of driver discomfort, frustration, fuel consumption, and increased travel time. The delay experienced by a motorist is made up of a number of factors that relate to control, traffic and incidents. Total delay is the difference between the travel time actually experienced and the reference travel time that would result during base conditions, i. e., in the absence of traffic control, geometric delay, any incidents, and any other vehicles. Control delay is the increased time of travel for a vehicle approaching and passing through an unsignalized intersection, compared with a free-flow vehicle if it were not required to slow or stop at the intersection.

EXHIBIT D

Two-Way Stop Controlled Intersections

Two-way stop controlled intersections in which stop signs are used to assign the right-of-way, are the most prevalent type of intersection in the United States. At two-way stop-controlled intersections the stop-controlled approaches are referred as the minor street approaches and can be either public streets or private driveways. The approaches that are not controlled by stop signs are referred to as the major street approaches.

The capacity of movements subject to delay are determined using the "critical gap" method of capacity analysis. Expected average control delay based on movement volume and movement capacity is calculated. A LOS designation is given to the expected control delay for each minor movement. LOS is not defined for the intersection as a whole. Control delay is the increased time of travel for a vehicle approaching and passing through a stop-controlled intersection, compared with a free-flow vehicle if it were not required to slow or stop at the intersection. A description of levels of service for two-way stop-controlled intersections is found in Table A-VI.

Table A-VI: Description of Level of Service for Two-Way Stop Controlled Intersections

LOS	Description
A	Very low control delay less than 10 seconds per vehicle for each movement subject to delay.
B	Low control delay greater than 10 and up to 15 seconds per vehicle for each movement subject to delay.
C	Acceptable control delay greater than 15 and up to 25 seconds per vehicle for each movement subject to delay.
D	Tolerable control delay greater than 25 and up to 35 seconds per vehicle for each movement subject to delay.
E	Limit of tolerable control delay greater than 35 and up to 50 seconds per vehicle for each movement subject to delay.
F	Unacceptable control delay in excess of 50 seconds per vehicle for each movement subject to delay.

Source: Highway Capacity Manual 2000

2008 FEB 7 PM 1 14

6 February 2008

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Subject: **Kumar Site, Aptos -- Acoustical Consulting**
CSA Project No: 08-0042

Charles M Salter, PE
David R Schwind, FAES
Anthony P Nash, PE
Eva Duesler
Thomas A Schindler, PE
Kenneth W Graven, PE
Eric L Broadhurst, PE
Philip N Sanders
Robert P Alvarado
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Ethan Salter
Elaine Y Hsieh
Alexander K Salter
Jeremy L Decker
Ryan McClain
Claudia Kraehe
Heather Migut
Josselyn Salter
Candice Huey
Brian Good
Marva D Noordzee
Debbie Garcia
Jasmine Recidoro
Alison Whitson

Dear Andy:

This letter presents the results of our environmental noise analysis for the subject project located along Canterbury Drive and Sea Ridge Road. We understand that the project would consist of 19 townhome units in four buildings. The site is also southwest of State Highway 1 and west of McGregor Drive and State Park Drive in Santa Cruz County. In summary, the County and State's indoor noise standards can be achieved without any special acoustical requirements at the dwelling units.

NOISE MEASUREMENTS

On 30 to 31 January 2008, we conducted a 24-hour noise measurement to document the existing noise environment at the northeast corner of the project site. This is the portion of the site that is exposed to the most traffic noise from Highway 1. At a distance of approximately 750 feet southwest of the Highway 1 median centerline and 11 feet above the site elevation, we measured a DNL¹ of 59 dB. This measurement location is also approximately 400 feet west of the State Park Drive median centerline. To account for up to a 25% increase in future traffic volumes, we added one decibel to the measured noise level of DNL 59 dB used in our analysis.

ACOUSTICAL CRITERIA

The applicable noise standards for the project are included in the Public Safety and Noise Element of the Santa Cruz County 1994 General Plan. The County has an indoor noise standard of DNL 45 dB or less that needs to be maintained in habitable rooms of new multi-family residential units that are exposed to an outdoor DNL greater than 60 dB. This County standard is similar to that of Section 1208A of the California Building Code.

Attachment 14

¹ **Day-Night Average Sound Level (DNL)**--The A-weighted noise level which corresponds to average human sensitivity to sound. The DNL sound level corresponds to an energy average during a 24-hour period. A 10-decibel penalty is applied during the hours of 10 pm to 7 am due to increased human sensitivity during the night. An A-weighting is applied to the microphone signal to approximate human sensitivity to different frequencies.

Andy Lief
6 February 2008
Page 2

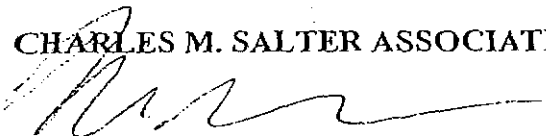
FINDINGS

Since the subject dwelling units would not be exposed to future DNLs in excess of 60 dB, the indoor DNL standard of 45 dB or less could be achieved without any sound-rated windows or exterior wall assemblies.

This concludes our environmental noise analysis for the subject project. We are available to review unit-to-unit acoustical issues under a separate contract at your direction. Please call with any questions.

Sincerely,

CHARLES M. SALTER ASSOCIATES, INC.



Michael D. Toy, P.E.
Principal Consultant

MDT/dg
P: 08-0042_08Feb05_MDT_Kumar Site, Aptos - Acoustical Consulting

C O U N T Y O F S A N T A C R U Z
D I S C R E T I O N A R Y A P P L I C A T I O N C O M M E N T S

Project Planner: Samantha Haschert
Application No.: 08-0259
APN: 038-081-39

Date: March 27, 2009
Time: 15:47:15
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Environmental Planning Completeness Comments

===== REVIEW ON JULY 14, 2008 BY KENT M EDLER =====

Following are completeness comments with respect to soils and grading:

1. Provide an original copy of the soils report as well as an electronic copy of the report in .pdf format. The electronic copy can be emailed to kent.edler@co.santa-cruz.ca.us.
2. On sheet C-1, indicate the grading quantities (cut and fill in cubic yds). There also needs to be a breakdown of the over-excavation / recompaction quantities.
3. Sheet C-5 must show proposed contours.
4. Sheet C-5 must show drainage details (locations of pipes and proposed top of grate elevations for all inlets, area drains, etc.).

===== UPDATED ON JULY 15, 2008 BY ANTONELLA GENTILE =====
Completeness comments with respect to biotic / riparian resources:

5. Submit a tree survey, prepared by a certified arborist, that identifies the trees along Searidge Road by size (in diameter at breast height), species, and evaluates the health of the tree. ===== UPDATED ON OCTOBER 1, 2008 BY ANTONELLA GENTILE =====

1. The following comments refer to the comments above dated July 14 and 15, 2008:

1. Original and electronic copies of the soils report have not been received. Please submit these at this time. The soils report will not be accepted until these items have been submitted.
2. Thank you for including the grading quantities. Please also include the amount of overexcavation and recompaction as required by the soils engineer. These amounts will be considered during the Environmental Review process.
3. Thank you for showing the proposed contours on sheet C-5.
4. Include a detail for the proposed area drains and show how they will connect to stormwater system.
5. Thank you for submitting an arborist's report.

===== UPDATED ON DECEMBER 1, 2008 BY KENT M EDLER ===== Following are completeness comments for grading and soils issues:

1. The grading plans need to include a breakdown of the quantities for over-excavation and re-compaction of the soils. (previous comment was not addressed).
2. Sheet 5 by RJA has proposed contours shown now, but the existing contours are no longer shown. Please show the existing contours on sheet 5.

EXHIBIT D

Discretionary Comments - Continued

Project Planner: Samantha Haschert
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Please also show proposed contours between buildings A/B and Sea Ridge Road.

3. Include drainage information on sheet 5 including the location of pipes, inlets and top of grate and invert elevations for the drainage devices.

===== UPDATED ON JANUARY 6, 2009 BY KENT M EDLER ===== Application is complete for grading and soils issues.

Environmental Planning Miscellaneous Comments

===== REVIEW ON JULY 14, 2008 BY KENT M EDLER =====

Following are compliance comments with respect to soils and grading:

1. Grading plans are too incomplete at this point to review for compliance issues.

Misc. Comments and Conditions of Approval to follow once Complete plans are submitted and reviewed.

===== UPDATED ON JULY 15, 2008 BY ANTONELLA GENTILE =====
Miscellaneous comments with respect to biotic and riparian issues:

1. Once the arborist's report has been reviewed, an appropriate tree replacement plan shall be required. Potential tree replacement locations include individual lots, the open space area, and the adjacent park site.

2. A marginal wetland, not connected to the waters of the U.S., has been identified and evaluated in a report from Ecosystems West Consulting Group, dated 6/18/08. An offsite mitigation area (parcel 053-161-33) is identified in the report, where construction of additional enhanced wetland habitat will be superior in quality to the existing wetland at the McGregor site. ===== UPDATED ON OCTOBER 1, 2008 BY ANTONELLA GENTILE =====

The landscape plan is adequate to replace the trees that will be removed in order to construct this project.

As stated above, the marginal wetland loss will be mitigated for offsite.

===== UPDATED ON DECEMBER 1, 2008 BY KENT M EDLER ===== Following are compliance comments for grading and soils issues:

1. The grading plans are still too incomplete to review for compliance to County Codes. Once the completeness comments have been addressed, the plans will be reviewed for compliance issues.

2. Please note that the grading quantities indicated on sheet 1 indicate approx. 1,800 cy's of export. This project will be reviewed for minimizing grading policies and the project will need to have balanced cut and fill quantities. 1,800 cy's of export is not acceptable from an essentially flat site.

Conditions of Approval and Misc. comments on grading and soils issues will be provided once the grading plans that meet minimum requirements are submitted.

Discretionary Comments - Continued

Project Planner: Samantha Haschert
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The soils report has been accepted.

===== UPDATED ON JANUARY 6, 2009 BY KENT M EDLER =====

All compliance issues for grading and soils issues have been adequately addressed.

Conditions of Approval:

1. A plan review letter from the soils engineer will be required to be submitted with the improvement plans.
2. Plan review letters from the soils engineer must be submitted with the application(s) for the townhomes.
3. The improvement plans must include an operational erosion and sediment control plan prepared by a Certified Professional in Erosion and Sediment Control. The plans must indicate how erosion, sediment and drainage will be controlled and staged between October 15 and April 15.
4. Grading for the site must start prior to August 15, otherwise site grading must not commence until the following April 15.
5. Winter grading will not be permitted on this site.

Housing Completeness Comments

===== REVIEW ON JUNE 27, 2008 BY PATRICK J HEISINGER =====

NO COMMENT

Julie Conway will be the point of contact for this project within the Housing Division.

Housing Miscellaneous Comments

===== REVIEW ON JUNE 27, 2008 BY PATRICK J HEISINGER =====

NO COMMENT

None

Long Range Planning Completeness Comments

===== REVIEW ON JULY 9, 2008 BY GLENDA L HILL =====

NO COMMENT

===== UPDATED ON JULY 9, 2008 BY GLENDA L HILL =====

Long Range Planning Miscellaneous Comments

===== REVIEW ON JULY 9, 2008 BY GLENDA L HILL =====

This parcel is located within the Seacliff Village Plan and is a Coastal Priority Site in the LCP. These documents were amended in 2007 to allow the land division and rezoning/General Plan Amendment that created this parcel. The use proposed in this application is consistent with the specific language of these documents for this parcel.

Discretionary Comments - Continued

Project Planner: Samantha Haschert
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Dpw Drainage Completeness Comments

LATEST COMMENTS HAVE NOT YET BEEN SENT TO PLANNER FOR THIS AGENCY

===== REVIEW ON JULY 11, 2008 BY DAVID W SIMS =====

1st Review Summary Statement:

Project improvement plans are developed to only a conceptual stage as noted the title blocks and revealed by submittal content. Improvement plans need to be fully developed. The Stormwater Management section cannot recommend approval of the project as proposed, however the conceptual plans generally appear appropriate.

Reference for County Design Criteria: <http://www.dpw.co.santa-cruz.ca.us/DESIGNCRITERIA.PDF>

Policy Compliance Items:

Item 1) Plans indicate stormwater mitigation systems are intended to provide release not exceeding 5-yr predevelopment rates, but it is not clear that a 25-yr post-development storm volume will be controlled.

Item 2) Additional topography along Canterbury Drive should be shown per County Design Criteria for 50 feet minimum extents beyond the project work limits.

Information Items:

Item 3) Incomplete. Calculations and plan design details supporting all mitigation measures are required. The impacts from new off-site hardscape surfaces such as the sidewalks along the property perimeter, are to be accounted for in mitigation calculations.

Item 4) Incomplete. Offsite assessment of the flow path routing and capacity along the parcel frontages (gutter capacities) and between the lower SE corner of the property under State Park Drive to the culvert crossing under the railroad (pipes and channel) will be required. Depending on study results, improvements could be conditioned.

Please see miscellaneous comments. ===== UPDATED ON OCTOBER 3, 2008 BY LOUISE B DION =====

Application with civil plans dated August 26, 2008 and Storm Drain System Analysis Report & Calculations dated September 26, 2008 have been received.

2nd Review Summary Statement:

Item 1) Incomplete: Predevelopment release rate should be based on new impervious area of 1.2 acres. See additional guidance under item 4.

Item 2) Complete.

Item 3) Incomplete: a) The impacts from new off-site hardscape surfaces such as the sidewalks along the property perimeter, do not appear to have been accounted for in

Discretionary Comments - Continued

Project Planner: Samantha Haschert
Application No.: 08-0259
APN: 038-081-39

Date: March 27, 2009
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mitigation calculations.

b) Attachment 2, page 1 of 6, indicates a C post = 0.7. However Page 2 of the Report uses C post = 0.9. Please clarify.

c) Post development time of concentration is $T=10$ minutes.

d) Page 3 of the Report uses 43,200 ft^2 to convert from acres to ft^2 . The correct conversion is 43,560 ft^2 .

e) Qpre for the developed area, 1.2 acres, is approximately 0.35 cfs for a 5 year release rate.

f) Required detention volume determinations shall be based on all net new impervious areas, both on and off-site, resulting from the proposed project. Pervious areas shall not be included in detention volume sizing; an exception may be made for incidental pervious areas less than 10% of the total area.

Please provide details showing how design will 1) provide for continuous bypass of pre-development rate, 2) allow for bypassing of landscape runoff, 3) account for off-site new impervious areas.

g) For underground structural detention systems, the pre-project runoff flow shall bypass the detention facility so that the storage volume is used only for the additional runoff generated by the new development.

Item 4) Incomplete: Offsite assessment of the flow path routing and capacity along the parcel frontages (gutter capacities) and between the lower SE corner of the property under State Park Drive to the culvert crossing under the railroad (pipes and channel) is required. Depending on study results, improvements could be conditioned.

For drainage impact review please submit Site plan, Civil sheets and Landscaping, sheets if applicable. Please exclude all Architectural, Mechanical, Plumbing, Structural (unless retaining walls are proposed), Electrical, Title 24, Fire Alarm sheets.

A summary of the intended approach to managing site drainage may be useful. This summary would clarify the intent of the various designs.

Because this application is incomplete in addressing County requirements, resulting revisions and additions will necessitate further review comments and possibly different or additional requirements.

All resubmittals shall be made through the Planning Department. Materials left with Public Works will not be processed or returned. Please call the Dept. of Public Works, Stormwater Management Section, from 8:00 am to 12:00 noon if you have questions. (831) 454-2160.

EXHIBIT D

Discretionary Comments - Continued

Project Planner: Samantha Haschert
Application No.: 08-0259
APN: 038-081-39

Date: March 27, 2009
Time: 15:47:15
Page: 6

Previous miscellaneous comments still apply and should be addressed during building permit review.

===== UPDATED ON OCTOBER 3, 2008 BY LOUISE B DION =====
===== UPDATED ON OCTOBER 3, 2008 BY LOUISE B DION =====
===== UPDATED ON OCTOBER 5, 2008 BY LOUISE B DION =====
===== UPDATED ON OCTOBER 5, 2008 BY LOUISE B DION =====
===== UPDATED ON NOVEMBER 26, 2008 BY LOUISE B DION =====

Revised plans dated November 4, 2008 and Drainage Report dated November 13, 2008 have been received.

The application is deemed complete with respect to the discretionary permit application stage. See miscellaneous comments to be addressed during building permit application.

Please note all all prior incomplete completeness comments will be addressed during the building permit application phase. Please note runoff should not be directed to detention through solid pipe or hard surface. Please address all previous miscellaneous comments during building permit application.

===== UPDATED ON JANUARY 6, 2009 BY LOUISE B DION =====
No comment.

Dpw Drainage Miscellaneous Comments

LATEST COMMENTS HAVE NOT YET BEEN SENT TO PLANNER FOR THIS AGENCY

===== REVIEW ON JULY 11, 2008 BY DAVID W SIMS =====

A) Please note on the plans a provision for permanent bold markings at each inlet that reads: "NO DUMPING - DRAINS TO BAY".

B) Maintenance procedures for the drainage facilities and mitigation measures must be provided on the plans.

C) Yard area drain pipe routings should be shown.

D) The western vegetated swale seems under utilized relative to the eastern swale. Could some of street C runoff be directed to the west swale and the uppermost basin inlet omitted to increase vegetated routing distances for roof runoff from bubbler

Discretionary Comments - Continued

Project Planner: Samantha Haschert
Application No.: 08-0259
APN: 038-081-39

Date: March 27, 2009
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2?

E) Will a 3" section of porous concrete be enough structurally?

F) Would it be possible to discharge the hard-piped runoff from buildings A and B to the gravel detention bed to attain routing delay for small storms?

G) An easement may be required for the 15" storm drain crossing the future park parcel. Please check with Stormwater management on this issue. Also check that the specific routing shown is acceptable to the Parks Department and their future development plans.

H) If retaining wall back drains are planned, please indicate means of drainage discharge. Configurations where long term ground water seepage is possible may not discharge to the street gutter where slime formation and a slipping hazard could be created.

A recorded maintenance agreement will be required for the stormwater facilities.

County construction inspection will be required, so an engineer's estimate of stormwater mitigation costs will be needed at time of final map recording to set 2% inspection fees.

Construction activity resulting in a land disturbance of one acre or more, or less than one acre but part of a larger common plan of development or sale must obtain the Construction Activities Storm Water General NPDES Permit from the State Water Resources Control Board. Construction activity includes clearing, grading, excavation, stockpiling, and reconstruction of existing facilities involving removal and replacement. For more information see:
<http://www.swrcb.ca.gov/stormwtr/constfaq.html>

A drainage impact fee will be assessed on the net increase in impervious area. The fees are currently \$1.00 per square foot, and are assessed upon permit issuance. Reduced fees are assessed for semi-pervious surfacing to offset costs and encourage more extensive use of these materials.

Because this application is incomplete in addressing County requirements, resulting revisions and additions will necessitate further review comment and possibly different or additional requirements.

All resubmittals shall be made through the Planning Department. Materials left with Public Works will not be processed or returned.

Please call the Dept. of Public Works, Stormwater Management Section, from 8:00 am to 12:00 noon if you have questions. (831) 454-2160 ===== UPDATED ON JULY 11, 2008 BY DAVID W SIMS =====
===== UPDATED ON OCTOBER 3, 2008 BY LOUISE B DION =====
Previous miscellaneous comments still apply.

===== UPDATED ON NOVEMBER 26, 2008 BY LOUISE B DION =====
Previous miscellaneous comments still apply.

EXHIBIT D

Discretionary Comments - Continued

Project Planner: Samantha Haschert
Application No.: 08-0259
APN: 038-081-39

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Dpw Road Engineering Completeness Comments

===== REVIEW ON JULY 8, 2008 BY GREG J MARTIN =====

The development is subject to Aptos Transportation Improvement (TIA) fees at a rate of \$3550 per additional dwelling unit created. The total TIA fee of \$67,450 is to be split evenly between transportation improvement fees and roadside improvement fees.

===== UPDATED ON JULY 9, 2008 BY GREG J MARTIN =====

Completeness

----- 1) An easement is required for the pedestrian access on the adjacent property.

----- Compliance -----

2) The sidewalk is required to be separated and in compliance with the County Design Criteria, as are driveways.

----- 3) A vegetated swale is not allowed in the right-of-way.

----- 4) Parking spaces shall not be numbered on the plans within the right-of-way as they may not be counted towards parking requirements.

----- 5) Full road and roadside improvements are recommended for the frontage of the entire parcel including the park site based upon previously approved improvement plans or approved plan line.

----- 6) The condition of the existing sidewalk fronting the project should be evaluated by a civil engineer and any deficient sections marked in the field and also shown on the plans for replacement.

<http://www.dpw.co.santa-cruz.ca.us/DESIGNCRITERIA.pdf>

Greg Martin 831-454-2811 ===== UPDATED ON JULY 9, 2008 BY GREG J MARTIN

=====

===== UPDATED ON JULY 17, 2008 BY GREG J MARTIN =====

===== UPDATED ON SEPTEMBER 29, 2008 BY RODOLFO N RIVAS =====

1) Provide roadside improvements for the frontage of the park's parcel on McGregor Drive. 2) Revise sidewalk segment fronting the park on Canterbury Drive to reflect typical alignment without handicapped parking detail since project has not yet been approved for the park. Additionally, revise sidewalk connection to wheelchair ramp at Canterbury Drive and McGregor Drive. 3) An easement is required for the pedestrian access on the adjacent property.

Dpw Road Engineering Miscellaneous Comments

===== REVIEW ON JULY 8, 2008 BY GREG J MARTIN =====

===== UPDATED ON JULY 9, 2008 BY GREG J MARTIN =====

===== UPDATED ON JULY 17, 2008 BY GREG J MARTIN =====

===== UPDATED ON SEPTEMBER 29, 2008 BY RODOLFO N RIVAS =====

NO COMMENT

Dpw Sanitation Completeness Comments

Discretionary Comments - Continued

Project Planner: Samantha Haschert
Application No.: 08-0259
APN: 038-081-39

Date: March 27, 2009
Time: 15:47:15
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No. 1 Review Summary Statement: Appl. No. 08-0259; APN: 38-081-39:

Sewer service is available for this project provided that the following completeness issues are addressed. The Proposal is out of compliance with District or County sanitation policies and the County Design Criteria (CDC) Part 4, Sanitary Sewer Design, June 2006 edition, and also lacks sufficient information for complete evaluation. The District/County Sanitation Engineering and Environmental Compliance sections cannot recommend approval the project as proposed.

This review notice is effective for one year from the issuance date to allow the applicant the time to receive tentative map, development or other discretionary permit approval. If after this time frame this project has not received approval from the Planning Department, a new availability letter must be obtained by the applicant. Once a tentative map is approved this letter shall apply until the tentative map approval expires.

Reference for County Design Criteria: <http://www.dpw.co.santa-cruz.ca.us/DESIGNCRITERIA.PDF> Completeness Items:

A complete engineered sewer plan, addressing all issues required by District staff and meeting County -Design Criteria- standards (unless a variance is allowed), is required. District approval of the proposed discretionary permit is withheld until the plan meets all requirements. The following items need to be shown on the plans:

Show proposed sewer laterals (including length of pipe, pipe material, cleanouts located maximum of 100-feet apart along with ground and rim and invert elevations) and slope noted (minimum 2%) and connection to the existing public sewer. On-site sewer system shall be private and shall meet requirements in Fig. SS-3 Sewer Layout Criteria for Developments. Collector lines shall be minimum 6-inch diameter. Each unit shall be connected to collector line with 4-inch diameter lateral with cleanouts within 2 feet of foundation. Easement shall be obtained for all portions of sewer collector system located on adjacent parcel. Include profile of on-site sewer system and include all utility and drainage pipe crossings.

Include existing and proposed invert and rim elevations on all sewer manholes and cleanouts to determine pipe cover and backflow prevention/overflow device requirement per Fig. SS-11 and 14.

Include District-s -General Notes- on plans. Contact staff for electronic copy.

A condition of this permit shall be to attach an approved (signed by the District/Public Works) copy of the sewer system plan to the building permit submittal.

The applicant must form a homeowner-s association with ownership, maintenance and response responsibilities for all on-site sewers for this project; reference to the homeowner-s association shall be included on the Final Map and in the Association-s CC&Rs which shall be recorded and include District-approved language on maintenance responsibilities. Applicant shall provide a copy of CC&Rs to the District prior to the filing the final map.

EXHIBIT D

Discretionary Comments - Continued

Project Planner: Samantha Haschert
Application No.: 08-0259
APN: 038-081-39

Date: March 27, 2009
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Any questions regarding the above criteria should be directed to Diane Romeo of the Sanitation Engineering division at (831) 454-2160. ===== UPDATED ON SEPTEMBER 29, 2008 BY DIANE ROMEO ===== No. 2 Review Summary Statement; Appl. No. 08-0259; APN: 38-081-39; Diane Romeo revised Review 2 and entered on 12/2/08. Comments on 9/29/08 have been saved in another document by Diane in ISD.

===== UPDATED ON DECEMBER 2, 2008 BY DIANE ROMEO ===== No. 2 Review Summary Statement; Appl. No. 08-0259; APN: 38-081-39:

Sewer service is available for this project provided that the following completeness issues are addressed. The Proposal is out of compliance with District or County sanitation policies and the County Design Criteria (CDC) Part 4, Sanitary Sewer Design, June 2006 edition, and also lacks sufficient information for complete evaluation. The District/County Sanitation Engineering and Environmental Compliance sections cannot recommend approval the project as proposed.

This review notice is effective for one year from the issuance date to allow the applicant the time to receive tentative map, development or other discretionary permit approval. If after this time frame this project has not received approval from the Planning Department, a new availability letter must be obtained by the applicant. Once a tentative map is approved this letter shall apply until the tentative map approval expires.

Reference for County Design Criteria: <http://www.dpw.co.santa-cruz.ca.us/DESIGNCRITERIA.PDF>

Completeness Items: Sheet 3: Show proposed sanitary sewer easement as 20-feet wide. (Easement shall be dedicated to the District for acceptance and shall be exclusive to public sanitary sewer.)

Sheet 6: Show proposed sanitary sewer easement as 20-feet wide. Note length of pipe on Sheet 6 and Sheet 9 and slope of pipe (minimum 2% onsite and minimum 1% for public sewer main) on Sheet 9. Show capped sewer lateral for Parks Department use (contact Cristina James). Include District's General Note No. 18 (regarding as-built plan preparation). Add note to Sheet 6 that a backflow or overflow device is required on all sewer laterals. Revise Typical Sewer Lateral Connection detail to resemble Fig. SS-12 (or make reference Fig. SS-12).

Sheet 9: revise connection of new pipe to existing manhole to reflect elevations required by above shelf connection shown in Fig. SS-4.

Show minimum 10-feet wide gate to park property at location of public manhole. Show all surface paving or pad surrounding manhole for District vehicle access.

Any questions regarding the above criteria should be directed to Diane Romeo of the Sanitation Engineering division at (831) 454-2160.

Please see miscellaneous comments.

Dpw Sanitation Miscellaneous Comments

Discretionary Comments - Continued

Project Planner: Samantha Haschert
Application No.: 08-0259
APN: 038-081-39

Date: March 27, 2009
Time: 15:47:15
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===== UPDATED ON SEPTEMBER 29, 2008 BY DIANE ROMEO ===== There are no miscellaneous comments.

===== UPDATED ON DECEMBER 2, 2008 BY DIANE ROMEO ===== Attach an approved (signed by the District) copy of the sewer system plan to the building permit submittal. All elements (notes and details) pertaining to the sewer improvement plan shall contained on sewer improvement plan and shall be the same as those approved under this permit. Signed copy shall be the version approved along with discretionary approval. Any changes subsequent to approved version shall be highlighted on plans and may result in delay in issuing building permit. This shall be condition of approval for this permit application.

Prior to the filing of the map, the applicant must form a homeowner-s association with ownership and maintenance responsibilities for all on-site sewers for this project; reference to the homeowner-s association shall be included on the Final Map and in the Association's CC&Rs which shall be recorded and include District-approved language on maintenance responsibilities. Applicant shall provide a copy of CC&Rs to the District prior to the filing of the final map and maintenance responsibilities shall outline maximum cleaning interval for sewer main.

Any questions regarding the above Miscellaneous comments should be directed to Diane Romeo of the Sanitation Engineering division at (831) 454-2160.

Aptos-La Selva Beach Fire Prot Dist Completeness C

LATEST COMMENTS HAVE NOT YET BEEN SENT TO PLANNER FOR THIS AGENCY

===== REVIEW ON JULY 16, 2008 BY ERIN K STOW =====

DEPARTMENT NAME: Aptos/La Selva Fire Dept.

No objection, however the following notes shall be on the building plan submittal. NOTE on the plans that these plans are in compliance with California Building and Fire Codes (2007) and District Amendment.

The County of Santa Cruz Emergency Services/Addressing must approve or assign an address before Fire Department approval is obtained.

Each APN (lot) shall have separate submittals for building and sprinkler system plans.

NOTE on the plans the OCCUPANCY CLASSIFICATION, BUILDING CONSTRUCTION TYPE/FIRE RATING and SPRINKERED or NONSPRINKERED as determined by the building official and outlined in Part IV of the California Building Code, e.g. R-3, Type V-N. Sprinklered.

FIRE FLOW requirements for the subject property are 1,750 GPM. Note on the plans the REQUIRED and AVAILABLE FIRE FLOW. The AVAILABLE FIRE FLOW information can be obtained from the water company.

NOTE on the plans that the building shall be protected by an approved automatic fire sprinkler system complying with the currently adopted edition of NFPA 13R and Chapter 35 of California Building Code and adopted standards of the authority having jurisdiction.

NOTE that the designer/installer shall submit three (3) sets of plans and calculations for the underground and overhead Residential Automatic Fire Sprinkler System to this agency for approval. Installation shall follow our guide sheet.

NOTE on the plans that an UNDERGROUND FIRE PROTECTION SYSTEM WORKING DRAWING must be prepared by the designer/installer. The plans shall comply with the UNDERGROUND FIRE

EXHIBIT D

Discretionary Comments - Continued

Project Planner: Samantha Haschert
Application No.: 08-0259
APN: 038-081-39

Date: March 27, 2009
Time: 15:47:15
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PROTECTION SYSTEM INSTALLATION POLICY HANDOUT.

NOTE on the plans, when servicing more than 20 sprinklers, automatic fire sprinkler systems shall be supervised by an approved Central, Proprietary or Remote Station or an approved local alarm which will give an audible signal at a constantly (24 hour) attended location. SPC 0 SHOW on the floor plan, location of fire extinguishers.

Building numbers shall be provided. Numbers shall be a minimum of 6 inches in height on a contrasting background and visible from the street, additional numbers shall be installed on a directional sign at the property driveway and street.

NOTE on the plans that the roof covering shall be no less than Class B rated roof.

The access road shall be 20 feet minimum width and maximum twenty percent slope.

The access road shall be in place to the following standards prior to any framing construction, or construction will be stopped:

- The access road surface shall be "all weather", a minimum 6" of compacted aggregate base rock, Class 2 or equivalent, certified by a licensed engineer to 95% compaction and shall be maintained. - ALL WEATHER SURFACE: shall be minimum of 6" of compacted Class II base rock for grades up to and including 5%, oil and screened for grades up to and including 15% and asphaltic concrete for grades exceeding 15%, but in no case exceeding 20%. The maximum grade of the access road shall not exceed 20%, with grades greater than 15% not permitted for distances of more than 200 feet at a time. The access road shall have a vertical clearance of 14 feet for its entire width and length, including turnouts. A turn-around area which meets the requirements of the fire department shall be provided for access roads and driveways in excess of 150 feet in length. Drainage details for the road or driveway shall conform to current engineering practices, including erosion control measures. All private access roads, driveways, turn-around and bridges are the responsibility of the owner(s) of record and shall be maintained to ensure the fire department safe and expedient passage at all times.

SHOW on the plans details of compliance with FIRE LANE requirements. FIRE LANE shall be 20 feet minimum unobstructed width with red painted curb and approved signage.

Fire lanes shall be maintained hereafter.

NOTE On the plans a 30 foot clearance shall be maintained with non-combustible vegetation around all structures or to the property line whichever is a shorter distance.

Aptos-La Selva Beach Fire Prot Dist Miscellaneous

LATEST COMMENTS HAVE NOT YET BEEN SENT TO PLANNER FOR THIS AGENCY

===== REVIEW ON JULY 16, 2008 BY ERIN K STOW =====
NO COMMENT

COUNTY OF SANTA CRUZ

DEPARTMENT OF PUBLIC WORKS

INTER-OFFICE CORRESPONDENCE

DATE: November 19, 2008

TO: Samantha Hascherl, Planning Department

FROM: Kate Seifried, Department of Public Works

SUBJECT: APPLICATION 08-0259, APN 038-081-39, SEARIDGE ROAD AND
CANTERBURY DR, THIRD SUBMITTAL

These comments were made on the previous submittal and not addressed. These changes must be made prior to hearing.

1. Add tract number to all sheets of the tentative map and improvement plans.
2. Re-label 10' SD PUE and 10' SS PUE to be *private* easements. These will not be public utility easements.
3. ~~Relocate all storm drainage facilities, field inlets and 12" RCP outside the public utility easement along Canterbury Drive. Please clarify note circled on sheet 5.~~

If you have any questions or would like to discuss these comments, please call me at extension 2824.

KNS:kns

EXHIBIT D

Sanitation District Review Comments

No. 3 Review Summary Statement; Appl. No. 08-0259; APN: 38-081-39:

Sewer service is available for this project provided that the following completeness issues are addressed. The Proposal is out of compliance with District or County sanitation policies and the County Design Criteria (CDC) Part 4, Sanitary Sewer Design, June 2006 edition, and also lacks sufficient information for complete evaluation. The District/County Sanitation Engineering and Environmental Compliance sections cannot recommend approval of the project as proposed.

This review notice is effective for one year from the issuance date to allow the applicant the time to receive tentative map, development or other discretionary permit approval. If after this time frame this project has not received approval from the Planning Department, a new availability letter must be obtained by the applicant. Once a tentative map is approved this letter shall apply until the tentative map approval expires.

Reference for County Design Criteria:

<http://www.dpw.co.santa-cruz.ca.us/DESIGNCRITERIA.PDF>

Completeness Items:

Sheet 3: Show proposed sanitary sewer easement as 20-feet wide. (Easement shall be dedicated to the District for acceptance and shall be exclusive to public sanitary sewer.)

Sheet 6: Show proposed sanitary sewer easement as 20-feet wide. Note length of pipe on Sheet 6 and Sheet 9 and slope of pipe (minimum 2% onsite and minimum 1% for public sewer main) on Sheet 9. Show capped sewer lateral for Parks Department use (contact Cristina James). Include District's General Note No. 18 (regarding as-built plan preparation). Add note to Sheet 6 that a backflow or overflow device is required on all sewer laterals. Revise Typical Sewer Lateral Connection detail to resemble Fig. SS-12 (or make reference Fig. SS-12).

Sheet 9: revise connection of new pipe to existing manhole to reflect elevations required by above shelf connection shown in Fig. SS-4.

Show minimum 10-feet wide gate to park property at location of public manhole. Show all surface paving or pad surrounding manhole for District vehicle access.

Any questions regarding the above criteria should be directed to Diane Romeo of the Sanitation Engineering division at (831) 454-2160.

Please see miscellaneous comments.

Miscellaneous:

Attach an approved (signed by the District) copy of the sewer system plan to the building permit submittal. All elements (notes and details) pertaining to the sewer improvement plan shall contained on sewer improvement plan and shall be the same as those approved under this permit. Signed copy shall be the version approved along with discretionary approval. Any changes subsequent to approved version shall be highlighted on plans and may result in delay in issuing building permit. This shall be a condition of approval for this permit application.

Prior to the filing of the map, the applicant must form a homeowner's association with ownership and maintenance responsibilities for all on-site sewers for this project; reference to the homeowner's association shall be included on the Final Map and in the Association's CC&Rs which shall be recorded and include District-approved language on maintenance responsibilities. Applicant shall provide a copy of CC&Rs to the District prior to the filing of the final map and maintenance responsibilities shall outline maximum cleaning interval for sewer main.

Any questions regarding the above Miscellaneous comments should be directed to Diane Romeo of the Sanitation Engineering division at (831) 454-2160.



County of Santa Cruz

PARKS, OPEN SPACE & CULTURAL SERVICES

979 17TH AVENUE, SANTA CRUZ, CA 95062

(831) 454-7901 FAX: (831) 454-7940 TDD: (831) 454-7978

JOE SCHULTZ, DIRECTOR

TO: Samantha Haschert
FROM: Cristina James
SUBJECT: CANTERBURY PARK DEVELOPMENT REVIEW 3rd SUBMITTAL
DATE: 11.21.08
CC: Joe Schultz, Gretchen Iliff, Bob Olson, File

CANTERBURY PARK DEVELOPMENT PLAN COMMENTS

This letter includes both new and previous comments listed by sheet number. Previous comments that were addressed have been crossed out. Previous comments that have not been addressed have been highlighted. These comments may overlap with those given by other Departments.

SPECIFIC COMMENTS:

Cover

- ~~1. List all applicable codes and abbreviations.~~

Sheet A1.1

- ~~1. A cross walk should be included (where indicated on attached plan) to ensure accessibility from accessible unit #19 to the park site.~~
2. Label McGregor Drive.

Sheet A4.2

- ~~1. The south retaining wall adjacent to Sea Ridge Road should terminate into adjacent stairway, step down similarly to the retaining wall above, or curve back, to avoid future erosion problems.~~
- ~~2. Please indicate what type of masonry is to be used on the 3'-0" retaining walls.~~
- ~~3. Please indicate location and height of fence in Front Elevation.~~

Sheet 1 Title Sheet

- ~~1. Regarding "General Notes" #6, #9 and #10 re: sewer facilities and storm drain facilities. These notes should be revised to reflect County Maintained sewer and storm drain facilities on the park site.~~
- ~~2. All references to "City of Milpitas" should be replaced with "County of Santa Cruz".~~
- ~~3. Please list applicable codes on this sheet.~~

The Mission of the Santa Cruz County Department of Parks, Open Space and Cultural Services is to provide safe, well designed and maintained parks and a wide variety of recreational and cultural opportunities for our diverse community

4. ~~Include power pole symbol on legend.~~
5. ~~The alignment of the sidewalk on the park property bordering Canterbury Drive has changed. (Most recent layout was sent to RJA engineer, Jorge Duran on 9/23/08.)~~

Sheet 2 Existing Site Plan

1. ~~Replace "Vacant Land" label with "Proposed Church Site".~~
2. ~~Locate existing willow trees (in wetland area) on this sheet.~~
3. ~~Eliminate the words "to remain" from note on existing park site trees.~~
4. ~~Show existing bus station and concrete pad.~~

Sheet 3 Proposed Site Plan

1. ~~Indicate location of gate access to park site on plan.~~
2. ~~Indicate chain link fence location and height on Section A.~~
3. ~~Proposed landing of stairway off Sea Ridge Road shall meet and match existing park grades within 6" tolerance. A future park pathway shall connect with this landing.~~
4. ~~Please indicate retaining wall material on Section C.~~
5. ~~Indicate location and extent of sidewalk repair work to be done along Sea Ridge Road.~~
6. ~~Section A indicates an 8'-0" height of the chain link fence bordering park property. This is in conflict with the chain link fence detail on sheet L-4.~~
7. ~~3'-0" max. height of retaining walls (shown on Section C) conflicts with sheet A1.1, which specifies a 4'-0" high max. height for the interior retaining wall.~~
8. ~~Please indicate whether there is signage planned in conjunction with the proposed crosswalk at the corner of McGregor Drive and Canterbury Drive.~~

Sheet 5 Conceptual Grading Plan

1. ~~Describe extent of sidewalk improvements along Sea Ridge Road.~~
2. ~~Indicate location of gate into future park site on plans.~~
3. ~~Please reference the location of the curb cut detail on plan.~~
4. ~~The layout for the park site sidewalk has changed. New layout was e-mailed to RJA on 9/23/08.~~

Sheet 6 Conceptual Utility Plan

1. ~~Verify that 15" SD pipe is sufficient to accommodate park run-off per County standards.~~

2. ~~Swale (as shown on sheet L-1) between the 3 bedroom units of building A is missing from this sheet. Is this area intended to detain?~~
3. ~~Note #16 should be revised to reflect project specific conditions.~~
4. ~~Verify Q calculations with Parks staff. Was County standard detail Fig. SWM-1 used to determine runoff coefficient? Was County standard detail SWM-2 used to determine rainfall intensity? Parks staff found a higher cfs value for the park site (see attached plan).~~

Sheet 8 Accessibility Plan

1. ~~Drawings do not indicate sidewalk improvements along development site. It was Parks staff understanding that sidewalk improvements would occur as part of this project.~~
2. ~~Intersections of pathways do not appear to meet cross slope requirements of 2.0% or less.~~
3. ~~Please specify which Santa Cruz County standard ramp detail is being used. Type "D"?~~
4. ~~The layout of the sidewalk on the park site bordering Canterbury Drive has changed.~~

Sheet 9 Utility Profiles

1. ~~Invert elevation shown for sewer manhole on park site conflicts with spot elevation shown on sheet 6.~~

Sheet L-1 Layout Plan

1. ~~A 6' 0" high fence is preferred to 48" high fence in order to increase privacy and security for residents of Canterbury Park.~~
2. ~~Please indicate location of gate at stairway landing on this sheet.~~
3. ~~No dimensions, radii, or score joints are shown as described in the legend.~~
4. ~~Show sidewalk joints on plan to match legend symbol.~~
5. ~~Clarify where chain link fence is located in relation to 6" curb. Parks would prefer chain link to be located within a 12" mow band if possible (see attached detail).~~
6. ~~Certain symbols on plan are missing from legend (see redlines).~~
7. ~~Indicate location and extent of cobble in swale.~~

Sheet L-2 Planting Plan

1. ~~Please indicate 'Prostratum' or other groundcover variety of *Myoporum parvifolium* to differentiate from shrub.~~
2. ~~Please specify Cotoneaster variety (Parks may want to match on Park site).~~
3. ~~*Quercus agrifolia* planting may conflict with (c) power poles.~~

Sheet L-3 Irrigation Plan

- ~~1. Irrigation plan is incomplete.~~
- ~~2. Annual irrigation water use table is needed.~~
3. The irrigation plan is difficult to read.

Sheet L-4 Landscape Details

- ~~1. Please provide detail on typical single gate entry into park on detail F.~~
2. Gates into park shall have accessible latches.
- ~~3. Please indicate mesh size on detail F (smaller is preferred).~~
4. A copy of the Parks Department standard chain link specifications was included with the previous set of comments.
5. Railings shall be located on both sides of stairway on park site. Stainless steel railings are preferred due to coastal conditions.
6. Please clarify underlayment material in cobble bioswale (on Detail D/Sheet L-4).
- ~~7. Is the large bioswale catch basin a typical condition? Bioswale width varies throughout plan.~~
8. Stairs constructed on Parks site must comply with all current and applicable California Building Code regulations.

Sheet L-5 Landscape Details

1. ~~Please indicate bench manufacturer. Parks Department memorial bench standard is DuMer 88-60PL.~~

Sheet L-7 Irrigation Details

- ~~1. Verify that backflow matches Soquel Water District standards (available on their website).~~
2. Remove duplicate label from Detail F/Sheet L-7.

Please call Park Planner, Cristina James, if there are any questions with these comments (831) 454-7963.

Accessibility: Project Comments for Development Review
County of Santa Cruz Planning Department

Date: July 16, 2008
Planner: Samantha Hascherl
Project: Canterbury Park

Application Number: 08-0259 (07-0539)
APN: 038-081-39

Dear Ms. Hascherl,

A preliminary review of the above project plans was conducted to determine accessibility issues. The following comments are to be applied to the project design.

Note: Santa Cruz County has adopted a new California Building Code, with the effective date January 1, 2008. Building Permit Applications made on or after January 1, 2008 will be subject to the new codes.

Please refer to the attached brochure entitled Accessibility Requirements - Building Plan Check which can also be found at the County of Santa Cruz Planning Department website:

http://www.sccoplanning.com/brochures/access_plancheck.htm

This document is an information source for the designer when preparing drawings for building plan check.

Completeness Items:

- The project appears to be complete. The accessibility plan, sheet 8, has enough information to review in concept.

Compliance Issues:

- Clarify that the path into the dwelling is accessible through the garage (level floor). CBC 1109A8.1.
- An exterior accessible route will be required from the entry door of accessible units (2D in Bldg. D and 2D in Bldg. E) to the garages from the driveway. CBC 1109A.2.1 Exception
- On the 2 bedroom unit: The garage door swing into the dwelling needs to be reversed in order to have the strikeside clearance.

Permit Conditions/Additional Information:

- The stair that enters the site from the southeast, enters from another parcel will need it's own building permit application. The application shall be made by the owner of that parcel or signed owner agent form will be required at submittal. Also, the stair will need signage that indicate this is not an accessible route and directs to another accessible route.
- These plans do not show the 18" strikeside at the interior door from the garage but it scales as correct. At building permit submittal, please carefully dimension everything.
- Other signage will be required throughout the site-please review the code and provide it at the building permit submittal.
- Building permit application must contain all the features that make the 2 units adaptable, such as blocking in walls and under counter cabinet removal.

Please contact me with any questions regarding these comments.

Jennifer Hutchinson

Building Official
County of Santa Cruz Planning Department
(831) 454-3195
pln625@co.santa-cruz.ca.us

EXHIBIT D

Samantha Haschert

From: Tom Stickel [toms@scmtd.com]
Sent: Monday, October 22, 2007 10:09 AM
To: Samantha Haschert
Subject: APN: 038-081-36, Application No.: 07-0539

Samantha,

METRO would condition this project for a turnout, ADA bus stop and shelter on McGregor, at the northeast corner of Canterbury and McGregor.

We already have placed a contingency on Parcel 038-081-35, which has an application # 03-0465, for the development of St. John the Baptist Episcopal Church. R. Adams is the planner listed.

The bus stop would serve both projects, so the developers for both parcels may want to collaborate on the bus stop amenities, as requested.

The shelter we are currently using comes from LNI Custom Manufacturing.

Thanks,

Tom Stickel
Maintenance Manager
110 B Vernon St.
Santa Cruz, CA. 95060
831-469-1954
FAX 831-469-1958
tstickel@scmtd.com



PAJARO VALLEY UNIFIED SCHOOL DISTRICT

Facility Planning & Construction Office

294 Green Valley Road, Watsonville, CA 95076

Phone: (831) 786-2100 Ext. 2380 Fax: 728-0136

Rick Mullikin, Interim Director

October 10, 2007

County of Santa Cruz
Planning Department
701 Ocean Street, Suite 410
Santa Cruz, CA 95060

Attn: Samantha Haschert, Project Planner

Re: APN# 038-081-36, South County Housing Corporation, Project at Searidge Road & McGregor Drive intersection

Dear Ms. Haschert,:

P.V.U.S.D. would like to thank you for the information you forward to the District regarding the above noted project and notice of the upcoming Development Review Group meeting. Unfortunately, no one from the District will be able attend the meeting due to scheduling conflicts, however the only issue/comment that the District would like the developer to be aware of, are the Developer Fees that need to be paid to the District. Please inform the developer that our current Developer Fees are levied as follows:

Residential	\$3.57 per sq. ft.
Commercial	\$0.42 per sq. ft.
Parking	\$0.07 per sq. ft.

Thank you for your help and cooperation in this matter, and if you should have any questions, concerns or remarks regarding this please feel free to contact me at the number listed above.

Cordially,,

Rick Mullikin,
Interim Director of Construction

RM/oc

EXHIBIT D

INTEROFFICE MEMO

APPLICATION NO: 08-0259

Date: July 2, 2008

To: Samantha Haschert, Project Planner

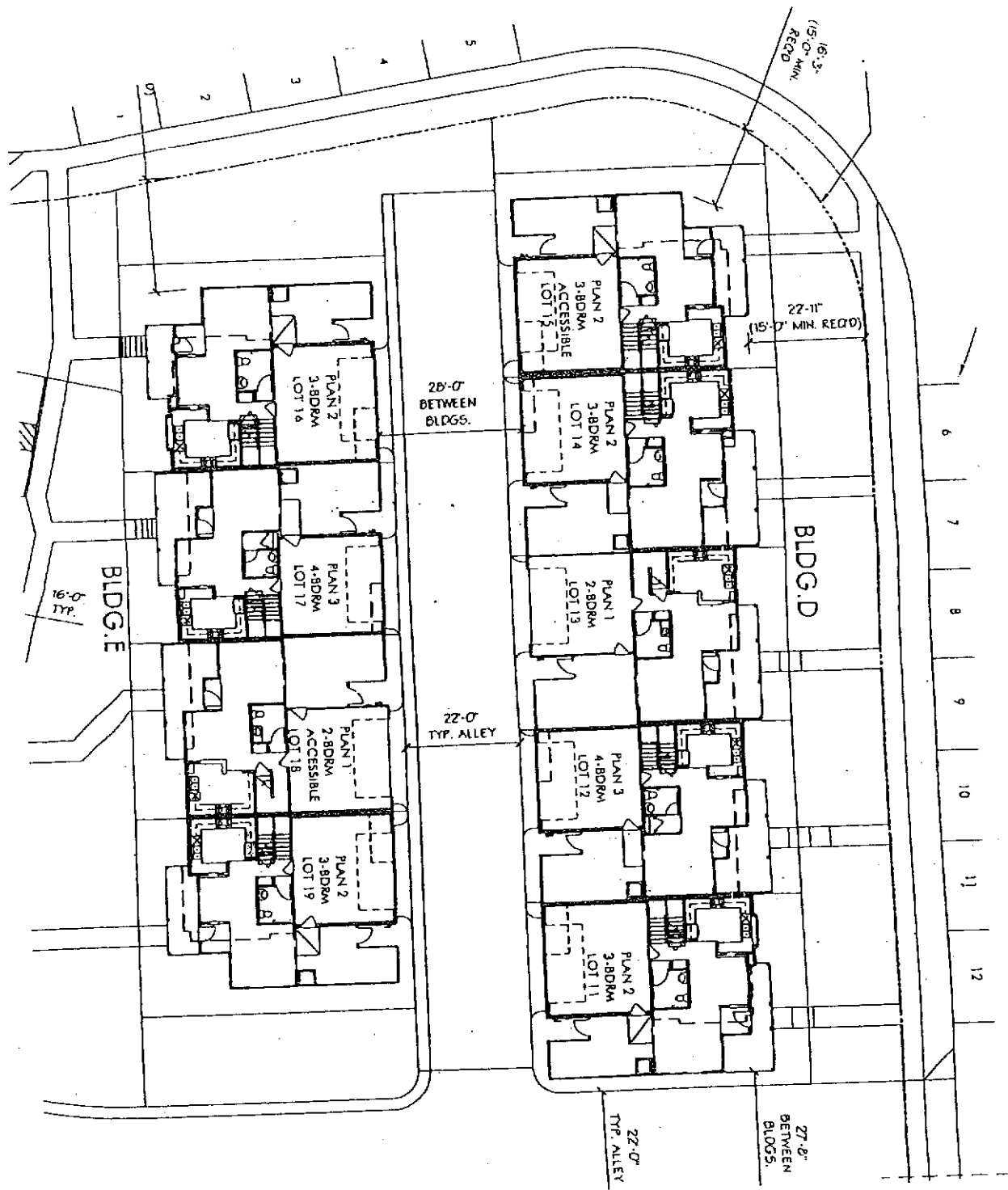
From: Larry Kasparowitz, Urban Designer

Re: New townhouse development at Canterbury Drive, Seacliff

The Urban Designer previously reviewed this project and some of the issues have been resolved. One outstanding issue, which the Planning Commission should discuss, is the question of providing a short driveway apron in front of the garages for Buildings D and E. A driveway would provide a space in front of each garage that would allow drivers to look to the side when pulling out of the garage (to avoid children and cars driving down the alley) and would provide a space when entering the garage that does not totally block the alley.

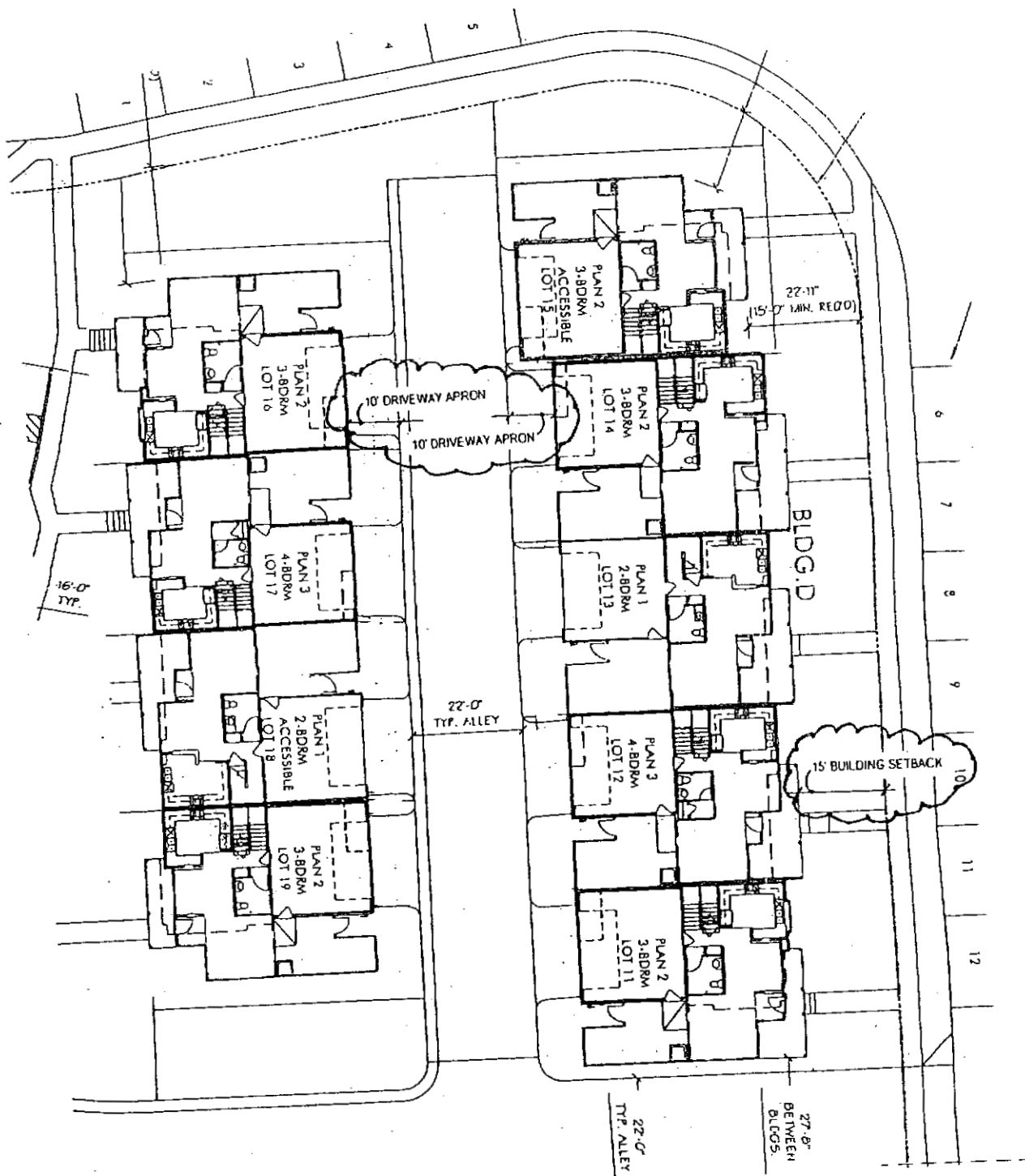
If Building D were pulled up to the fifteen feet setback line along Canterbury Drive, the porches would be closer to the street, line up with the end of Building C and provide approximately ten feet in front of the garage. Similarly, moving Building E to the South would provide about the same apron in front of the garage and bring the porches closer to the guest parking. Both alternatives assume the same centerline and width of the alley as shown on the plan.

See Exhibit for "as-proposed" and "as suggested" sections of site plan.



AS PROPOSED BY APPLICANT

EXHIBIT D



AS SUGGESTED BY URBAN DESIGNER



Aptos/La Selva Fire Protection District

6934 Soquel Drive • Aptos, CA 95003
Phone # 831-685-6690 • Fax # 831-685-6699

July 16, 2008

Planning Department
County of Santa Cruz
Attention: Samantha Hascherl
701 Ocean Street
Santa Cruz, CA 95060

Subject: APN: 38-081-39 / Appl #08-0259
Searidge Road & McGregor

Dear Ms. Hascherl:

Aptos/La Selva Fire Department has reviewed the plans for the above cited project and has no objections as presented, however the following notes shall be on the building plan submittal.

Each APN (lot) shall have separate submittals for building and sprinkler system plans.

The County of Santa Cruz Emergency Services Department/Addressing must approve or assign an address before Fire Department approval is obtained.

NOTE on the plans "these plans are in compliance with California Building and Fire Codes (2007 edition) and Aptos/LaSelva Fire District Amendments."

NOTE on the plans "the OCCUPANCY CLASSIFICATION, BUILDING CONSTRUCTION TYPE / FIRE RATING and SPRINKLERED or NON-SPRINKLERED as determined by the building official and outlined in the California Building Code. (e.g. B, Type V-1hr, Sprinklered)"

NOTE on the plans "the **REQUIRED** and **AVAILABLE FIRE FLOW**. FIRE FLOW requirements for this project is 1,750 gallons per minute. The AVAILABLE FIRE FLOW information can be obtained from the water company. The minimum fire-flow requirements shall not be less than that specified in Appendix Table B105.1 of the California Fire Code."

NOTE on the plans "the FIRE SPRINKLER SYSTEM drawings must be prepared and submitted for approval by a California State Licensed Contractor (Class A, or C-16) meeting the requirements of NFPA-13R, "Installation of Sprinkler Systems in Residential Occupancies up to and Including Four Stories in Height". Designer/installer shall submit three (3) sets of plans and calculations to this agency for approval."

NOTE on the plans "an UNDERGROUND FIRE PROTECTION SYSTEM WORKING DRAWING must be prepared and submitted for approval by a California State Licensed

EXHIBIT D

Contractor (Class A, C-16 or C-34). The plans shall comply with NFPA 24, "Standard for the Installation of Private Fire Service Mains and Their Appurtenances". Designer/installer shall submit three (3) sets of plans and calculations to this agency for approval."

NOTE on the plans, "when servicing more than 20 sprinklers, automatic fire sprinkler systems shall be supervised by an approved Central, Proprietary, or Remote Station or an approved local alarm which will give an audible signal at a constantly (24 hour) attended location."

SHOW on the floor plan, location of fire extinguishers.

NOTE on the plans "building numbers shall be provided. Numbers shall be a minimum of six (6) inches in height on a contrasting background and visible from the street. Where numbers are not visible from the street, additional numbers shall be installed on a directional sign at the property driveway and the street."

NOTE on the plans "the roof covering shall be no less than Class "B" rated roof."

NOTE on the plans "the driveway / access road shall be in place prior to any framing construction, or construction will be stopped."

SHOW on the plans, **DETAILS** of compliance with the access road requirements. The access road shall be 20 feet minimum unobstructed width and maximum twenty percent slope. The access road fronting the project property corner to property corner shall conform to the minimum width standard.

SHOW on the plans, **DETAILS** of compliance with **FIRE LANE** requirements. **FIRE LANE** shall be 20 feet minimum unobstructed width, with red painted curbs and approved signage. **FIRE LANES** shall be maintained hereafter.

ACCESS ROAD / DRIVEWAY REQUIREMENTS

- The access road / driveway shall be an "all weather" surface. "All Weather Surface" is defined as a minimum 6" of compacted aggregate base rock, Class II or equivalent, and certified in writing by a licensed engineer to 95% compaction for grades up to and including 5%. For grades in excess of 5% but not exceeding 15%, oil and screeds shall be applied to a minimum 6" of compacted aggregate base rock, Class II or equivalent, certified in writing by a licensed engineer to 95% compaction. For grades exceeding 15%, 2" of asphaltic concrete shall be applied over a minimum 6" of compacted aggregate base rock, Class II or equivalent, certified in writing by a licensed engineer to 95%.
- The maximum grade of the access road shall not exceed 20%, with grades greater than 15% not permitted for distances of more than 200 feet at a time.
- The access road shall have a vertical clearance of 13'-6" for its entire width and length, including turnouts.
- Drainage details for the road or driveway shall conform to current engineering practices, including erosion control measures.
- All private access roads, driveways, turn-around and bridges are the responsibility of the owner(s) of record and shall be maintained to ensure the fire department safe and expedient passage at all times.
- The driveway shall be thereafter maintained to these standards at all times.

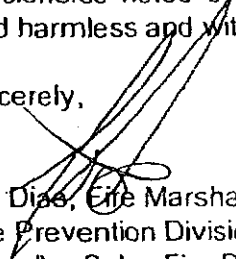
NOTE on the plans "a 30-foot clearance shall be maintained with non-combustible vegetation around all structures or to the property line whichever is a shorter distance.

EXCEPTION: Single specimens of trees, ornamental shrubbery or similar plants used as ground covers, provided they do not form a means of rapidly transmitting fire from native growth to any structure. "

NOTE on the plans" the job copies of the building and fire systems plans and permits must be on-site during inspections."

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.

Sincerely,



Jim Dias, Fire Marshal
Fire Prevention Division
Aptos/La Selva Fire Protection District

Cc: South County Housing Corporation
9015 Murray Avenue #100
Gilroy, CA 95020

EXHIBIT D

CALIFORNIA COASTAL COMMISSION

CENTRAL COAST DISTRICT OFFICE
725 FRONT STREET, SUITE 300
SANTA CRUZ, CA 95060
(831) 427-4863

ADOPTED

Prepared March 22, 2007 (for the April 11, 2007 hearing)

To: Commissioners and Interested Persons

From: Charles Lester, Deputy Director
Steve Monowitz, District Manager
Susan Craig, Coastal Planner

Subject: Santa Cruz County LCP Major Amendment Number 2-06 Part 1 (McGregor Re-Designation/Rezoning) Proposed major amendment to the Santa Cruz County certified Local Coastal Program to be presented for public hearing and Commission action at the California Coastal Commission's April 11, 2007 meeting to take place at Fess Parker's Doubletree Hotel, 633 East Cabrillo Blvd., Santa Barbara, CA 93103.

SYNOPSIS

The County of Santa Cruz proposes to re-designate and rezone the 2.95-acre McGregor parcel (APN 038-081-36) from a visitor accommodations land use designation and zoning (with a proposed park overlay) to a residential land use designation and zoning (for 1.7 acres of the parcel) and a parks and recreation land use designation and zoning (for the remaining 1.25 acres of the parcel) (see Exhibits #4 & #5). The amendment also proposes to make textual changes to Sections 3.2.1 and 3.2.3a of the certified Seacliff Village Plan to reflect the proposed land use and zoning changes for the McGregor parcel and require that housing be affordable on the site (see Exhibit #6). The amendment also includes changes to the LCP Coastal Priority Site Chart to add as designated uses the proposed residential and park uses on the McGregor parcel, to make corrections regarding the parcel numbers listed in the chart, and to change the allowable use on parcel 038-081-35 from "affordable housing" to "residential uses" (see Exhibit #7). The purpose of the amendment is to allow for development of high-density affordable housing on 1.7 acres of the McGregor parcel and for development of a neighborhood park on the remaining 1.25 acres of the parcel, and to acknowledge that the development of a church, which is an allowable use in a residential zone, will take place on parcel 038-081-35.

SUMMARY OF STAFF RECOMMENDATION

Staff has reviewed the proposed Land Use Map and Seacliff Village Plan amendments for consistency with the Coastal Act. Staff has reviewed the proposed Zoning Map amendments for consistency with the amended Land Use Plan. The main issue raised by the proposed amendments is the conversion of coastal land from a high priority visitor accommodation use to a lower priority residential and park use. As discussed in detail below, Staff recommends **approval** of the County of Santa Cruz Local Coastal Program proposed Land Use Plan and Implementation Plan Major Amendment #2-06 (Part 1), as submitted.



California Coastal Commission
April 11, 2007 Meeting in Santa Barbara

Staff: Susan Craig Approved by: Steve Monowitz

G:\STAFF REPORTS\3. Commission Action\2007\04\SCO L - 218 - (Part 1) (McGregor Re-Designation & Rezoning) ADOPTED

4.11.07.doc

EXHIBIT E

ANALYSIS CRITERIA

Santa Cruz County's Local Coastal Program (LCP) was certified in 1983 and has been amended many times since then. The LCP consists of: the *General Plan and Local Coastal Program*, which functions as the Land Use Plan (LUP); and, the Coastal Implementation Plan (IP), which consists of several County Code chapters and sections. This proposed amendment is to the LUP and IP and was originally submitted on December 26, 2006. The amendment was filed as complete on March 16, 2006.

The County has organized and submitted this LCP amendment request in accordance with the standards for amendments to certified LCPs (Coastal Act Sections 30512(c), 30512.2, 30513, and 30514, and California Code of Regulations 13551 through 13553).

The proposed amendment affects the LUP & IP components of the County of Santa Cruz LCP. The standard of review for land use plan amendments is that they must be consistent with and adequate to carry out the Coastal Act; the standard of review for implementation amendments is that they must be consistent with and adequate to carry out the policies of the certified coastal land use plan.

ADDITIONAL INFORMATION

Further information on the submittal may be obtained from Susan Craig at the Central Coast District Office of the Coastal Commission at 725 Front Street, Suite 300, Santa Cruz, CA 95060, (831) 427-4863.

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Exhibit 8: County's Resolution & Ordinance	



I. Staff Recommendation – Motions and Resolutions

Staff recommends that the Commission, after public hearing, approve the proposed amendments as submitted. The Commission needs to make two motions to act on this recommendation:

1. Approval of Land Use Plan Major Amendment Number 2-06 (Part 1) as Submitted

Motion (1 of 2). I move that the Commission certify Land Use Plan Amendment (SCO-MAJ-2-06 Part 1) as submitted by the County of Santa Cruz.

Staff recommends a YES vote. Passage of this motion will result in certification of the land use plan amendment component as submitted and adoption of the following resolution and findings. The motion passes only by an affirmative vote of a majority of the appointed Commissioners.

Resolution to Certify the Land Use Plan Amendment as Submitted. The Commission hereby certifies Major Amendment SCO-MAJ-2-06 (Part 1) to the Land Use Plan of the County of Santa Cruz as submitted and adopts the findings set forth below on grounds that the land use plan will meet the requirements of and be in conformity with the policies of Chapter 3 of the Coastal Act. Certification of the land use plan complies with the California Environmental Quality Act because either 1) feasible mitigation measures and/or alternatives have been incorporated to substantially lessen any significant adverse effects of the plan on the environment, or 2) there are no further feasible alternatives and mitigation measures that would substantially lessen any significant adverse impacts on the environment that will result from certification of the land use plan.

2. Approval of Implementation Plan Major Amendment Number 2-06 (Part 1) as Submitted

Motion (2 of 2). I move that the Commission reject Major Amendment #2-06 (Part 1) to the County of Santa Cruz Local Coastal Program Implementation Plan as submitted.

Staff recommends a NO vote. Failure of this motion will result in certification of the Implementation Plan amendment as submitted and the adoption of the following resolution and findings. The motion passes only by an affirmative vote of a majority of the Commissioners present.

Resolution to Certify the Implementation Plan Amendment as Submitted: The Commission hereby certifies Major Amendment #2-06 (Part 1) to the Implementation Plan of the County of Santa Cruz Local Coastal Program, as submitted, and adopts the findings set forth below on grounds that the Implementation Plan conforms with, and is adequate to carry out, the provisions of the certified Land Use Plan. Certification of the Implementation Plan amendment will meet the requirements of the California Environmental Quality Act because either 1) feasible mitigation measures and/or alternatives have been incorporated to substantially lessen any significant adverse effects of the Implementation Plan on the environment, or 2) there are no further feasible alternatives or mitigation measures that would substantially lessen any



significant adverse impacts on the environment that will result from certification of the Implementation Plan amendment as submitted.

II. Findings and Declarations

The Commission finds and declares as follows:

A. Background

The McGregor parcel is located at the northwest corner of the intersection of McGregor Drive and Searidge Road in the Seacliff area of Aptos (see Exhibits #1, #2, and #3 for location and parcels maps). A vacant parcel (038-081-35) is located to the north of the McGregor site, across Canterbury Drive. This vacant parcel has received discretionary approvals for the development of a church. Another parcel located to the north has recently been developed with affordable housing.

The McGregor parcel is located within the boundaries of the certified Seacliff Village Plan (see Exhibits #1 & #2) (the other two parcels mentioned in the above paragraph are not located within the Seacliff Village Plan boundaries). Seacliff Village is a small, predominantly commercial area located inland of Seacliff State Beach. The purpose of the Seacliff Village Plan is to provide a unifying theme and design aesthetic, as well as to emphasize the commercial core of the area for pedestrian-level visitor-serving facilities complementary to the Seacliff Village's special location adjacent to Seacliff State Beach and the Monterey Bay shoreline. The McGregor property was zoned for high density residential uses until 2003. In 2003, with the adoption of the Seacliff Village Plan, the parcel was re-designated C-V (Commercial-Visitor Accommodation, with a Proposed Parks and Recreation overlay) and rezoned to VA-D (Visitor Accommodation – Designated Park Site), which allows for either visitor accommodations, park uses, or both.

In the last election, a measure was defeated that would have raised money in the Seacliff neighborhood area for purchase of the entire McGregor parcel for park uses. Subsequently, an agreement was reached between Santa Cruz County and South County Housing (a non-profit affordable housing developer) to split the parcel, with one of the new resulting parcels being available for park use and the second parcel being available for development of affordable housing.

B. Amendment Description

The amendment proposes to re-designate the 2.95-acre McGregor parcel (APN 038-081-36) from C-V (Commercial-Visitor Accommodations with a proposed Parks and Recreation overlay) to R-UH (Residential – Urban High Density) for 1.7 acres of the parcel and to O-R (Parks and Recreation) for 1.25 acres of the parcel. The amendment proposes to rezone the 2.95-acre parcel from VA-D (Commercial-Visitor Accommodation/Proposed Park Site) to RM (Residential Multi-Family) for 1.7 acres of the parcel and to PR (Park) for 1.25 acres of the parcel. (The proposed land division into two

parcels is contingent upon approval of the amendments by the Commission; if the amendments are not approved, the County will not move forward with the land division.) Please see Exhibit #4 for the proposed changes to the Land Use Plan map and Exhibit #5 for the proposed changes to the Zoning Map.

The amendment proposes to make textual changes to the certified Seacliff Village Plan regarding the McGregor parcel to provide consistency with the proposed land use designation and zoning changes described in the paragraph above. This includes amendments that require housing on the McGregor site to be affordable. Please see Exhibit #6 for the proposed textual changes.

The amendment proposes changes to the LCP Coastal Priority Site chart (Figure 2-5) to remove visitor accommodations as a priority use for the McGregor parcel and add residential uses for 1.7 acres of the McGregor parcel and park uses for 1.25 acres of the McGregor parcel (see Exhibit #7 for the proposed changes to this chart). For parcel 081-34-35 (which is adjacent to the McGregor parcel but is not part of the Seacliff Village Plan; see Exhibits #2 & #3) the proposed amendment would change the designated priority use from "affordable housing" to "residential uses" to acknowledge that development of a church, which is an allowed use in residential zones, has been approved for this parcel. The amendment also proposes to correct three parcel numbers that are incorrectly listed in the Coastal Priority Site chart (Figure 2-5) of the LCP (typographical changes only).

C. Analysis of Land Use Plan Amendments

The following Coastal Act policies provide for visitor-serving and recreational opportunities along the coast:

Section 30210: *In carrying out the requirement of Section 4 of Article X of the California Constitution, maximum access, which shall be conspicuously posted, and recreational opportunities shall be provided for all the people consistent with public safety needs and the need to protect public rights, rights of private property owners, and natural resource areas from overuse.*

Section 30213 (in part): *Lower cost visitor and recreational facilities shall be protected, encouraged, and, where feasible, provided. Developments providing public recreational opportunities are preferred.*

Section 30222: *The use of private lands suitable for visitor-serving commercial recreational facilities designed to enhance public opportunities for coastal recreation shall have priority over private residential, general industrial, or general commercial development, but not over agriculture or coastal-dependent industry.*

Section 30223: *Upland areas necessary to support coastal recreational uses shall be reserved for such uses, where feasible.*

The amendment proposes to re-designate the 2.95-acre McGregor parcel (APN 038-081-36) from C-V



(Commercial-Visitor Accommodations with a Proposed Parks and Recreation overlay) to R-UH (Residential – Urban High Density) for 1.7 acres of the parcel and to O-R (Parks, Recreation, and Open Space) for 1.25 acres of the parcel (Exhibit #4). The amendment would make commensurate textual changes to the certified Seacliff Village Plan and to the LCP Coastal Priority Site chart to provide consistency with the new residential and parks/recreation/open space designations of this parcel and to ensure that the housing to be developed on the McGregor site will be affordable (i.e., meet the requirements of Section 50093 of the Health and Safety Code and Sections 65580 & 65590 of the Government Code) (see Exhibit #6 for proposed Seacliff Village Plan text changes and Exhibit #7 for proposed LCP Coastal Priority Site chart changes).

The McGregor parcel is located approximately 1/3 of a mile from the coast, directly adjacent to Highway 1. The current C-V (Commercial-Visitor Accommodation) designation allows for the development of visitor-serving uses such as hotels, motels, inns, lodges, recreational vehicle parks, hostels, commercial camping, as well as restaurants and retail shops. The proposed Parks and Recreation designation overlay was added because of the great interest from residents of the Seacliff neighborhood to have a community park on this site. The re-designation of 1.7 acres of the McGregor parcel from C-V to R-UH (Residential – Urban High Density) will disallow the above-stated visitor-accommodation uses on this portion of the parcel and instead allow for higher density residential development (10.9 to 17.4 units per acre). As stated above, the County has entered into a pre-development agreement with South County Housing to develop affordable housing on this portion of the McGregor parcel. The re-designation of 1.25 acres of the McGregor parcel from C-V to O-R (Parks and Recreation) will disallow visitor-accommodation use on this portion of the parcel and instead allow for development of a community park. Funding for development of the proposed park has been secured by the County. The specific components and design for the park will be defined through a future community design process and park development will be the subject of a future coastal development permit.

Coastal Act Section 30222 states that "...lands suitable for visitor-serving commercial recreational facilities designed to enhance public opportunities for coastal recreation shall have priority over private residential...development..." Therefore, the Commission needs to carefully consider any change in designation from a visitor-serving accommodation use to a residential use.

The Seacliff Village Plan area contains three other parcels (which total approximately 14.3 acres) that are designated for a Visitor Accommodations use (see Exhibit #2). An application for a 12-unit hotel with a restaurant has been submitted to the County for one of these sites. The other two sites contain a transient trailer/RV park and a church (Poor Clare's Site). Although there are no current plans for visitor accommodations on these two sites, the existing designations on these sites would allow for visitor accommodation uses in the future.

A variety of existing visitor accommodation facilities are located outside the Seacliff Village Plan boundaries but within a short distance of the McGregor parcel. The Best Western Seacliff Inn is located approximately 1,000 feet north of the McGregor parcel, on the other side of Highway 1. The Best



Western Seacliff Inn has 149 guestrooms and an onsite restaurant. Additionally, Seacliff State Beach is located approximately 1/3 of a mile south of the McGregor parcel (see Exhibit #1). Seacliff State Beach has 26 RV camping sites with full hookups and 26 RV camping sites without hookups, for a total of 52 RV camping sites. Furthermore, New Brighton State Beach is located less than two miles from the McGregor parcel (see Exhibit #1). New Brighton State Beach has 111 camp sites for RVs and tent camping. Taken together, these existing visitor-serving uses provide substantial accommodations opportunities for visitors to this section of the coast. Additionally, according to the Santa Cruz County Conference and Visitors' Council, the countywide occupancy rate for hotels and motels in 2006 was 59%, which means that, in general, there is a high level of hotel and motel availability in Santa Cruz County overall. Given the availability of existing visitor-serving accommodations and the fact that over 14 acres are designated for visitor accommodation uses in the vicinity of the McGregor parcel, the proposed land use plan amendment does not raise a conflict with the land use priorities and public access and recreation provisions of the Coastal Act.

Sections 30604(f)(g) of the Coastal Act provides for new affordable housing opportunities along the coast and states:

(f)(in relevant part) The commission shall encourage housing opportunities for persons of low and moderate income...

(g) The Legislature finds and declares that it is important for the commission to encourage the protection of existing and the provision of new affordable housing opportunities for persons of low and moderate income in the coastal zone.

The County has entered into a pre-development agreement with the non-profit South County Housing to develop approximately 20 to 30 affordable housing units on 1.7 acres of the McGregor parcel. Re-designation of 1.7 acres of the McGregor parcel to a high density residential use will provide new affordable housing opportunities in the coastal zone for low and moderate income persons, consistent with Sections 30604(f)(g).

The proposed amendment also changes the designated priority use for parcel 081-34-35 (see Exhibits #2 & #3) in the Coastal Priority Site chart of the LUP from "affordable housing" to "residential uses" (see Exhibit #7). This parcel is not located within the Seacliff Village Plan boundaries. A church, several youth buildings, and 93 parking spaces were approved by the County for this parcel in 2006. The proposed change to the chart acknowledges that the site is no longer available for development of affordable housing, but instead will allow for "residential uses" on this parcel (under the LCP, a church is an allowed use in residentially-zoned areas). The future development of affordable housing on the adjacent McGregor parcel will offset the loss of future affordable housing on parcel 081-34-35.

The proposed textual changes to the Seacliff Village Plan (Exhibit #6) and the LCP Coastal Priority Site chart (Exhibit #7) regarding the McGregor parcel require that the housing to be developed on the McGregor site be affordable. Thus, the re-designation of a portion of the McGregor parcel to allow for development of affordable housing is consistent with Coastal Act Sections 30604(f)(g).



D. Analysis of Implementation Plan (Zoning Ordinance)

Amendments

The following Santa Cruz County LCP policies provide for public opportunities for access to and enjoyment of parks and open space areas:

LCP Policy 7.1.1: Designate on the General Plan and Local Coastal Program Land Uses and Facilities Maps those areas existing as, or suitable for, Parks, Recreation, and Open Space uses.

LCP Policy 7.1.2: Designate specific parcels proposed to be acquired in whole or part for future public park sites on the General Plan and Local Coastal Program Land Use Maps for each Planning Area.

LCP Policy 7.1.3: Allow low intensity uses which are compatible with the scenic values and natural setting of the county for open space lands which are not developable; and allow commercial recreation, County, State, and Federal parks, preserves, and biotic research stations, local parks, and passive open space uses for park lands which are developable.

LCP Policy 7.2.1: Locate neighborhood parks based on the general standard that most urban residences should be within one-half mile of a neighborhood park serving a population of 1,500 to 2,000 people. An area of 4-6 acres is considered adequate for a neighborhood park; or when combined with school grounds, 2-3 acres would be sufficient. It should be recognized that park acreage standards are set as long-term goals rather than set objectives to be met. Facilities need not be elaborate and should include children's play equipment, play lots, paved game areas, free play fields, and areas for passive recreation and restroom facilities. Designate specific sites for neighborhood parks throughout the urban portion of the County on the General Plan and Local Coastal Program Land User Maps.

LCP Policy 7.2.2: Consider the development of mini-park sites as an alternative to meet minimum park acreage requirements in the event that designated neighborhood park sites cannot be acquired.

LCP Policy 2.13.5 provides for visitor services within Coastal Special Communities and states:

Encourage the provision of visitor serving commercial services within Coastal Special Communities, as follows:

... (b) Seacliff Beach Area: Entire Special Community...

The amendment proposes to rezone the 2.95-acre McGregor parcel from VA-D (Commercial-Visitor Accommodation/Proposed Park Site) to RM (Residential Multi-Family) for 1.7 acres of the parcel and to PR (Park) for 1.25 acres of the parcel (see Exhibit #5). The purpose of the RM District is to provide for areas of residential uses with a variety of types of dwellings in areas which are currently developed to an urban density or which are inside the Urban Services Line or Rural Services Line and have a full range



of urban services. The purpose of the PR district regarding local community parks is to recognize existing park sites and to designate and protect those locations designated by the adopted County General Plan for local park use, and to provide development and operation standards for such uses.

The proposed zoning amendments involve potential changes to visitor serving uses. The current zoning of VA-D (Visitor Accommodations – Designated Park Site) allows for a variety of visitor accommodations uses, such as hotels, motels, hostels, etc. The D overlay denotes those parcels that have been designated in whole or part by the County General Plan/LCP to be acquired and/or developed for future neighborhood, community or regional public recreational facilities.

The rezoning of the McGregor parcel will eliminate lodging as an allowable use. However, as discussed in the "Land Use Plan Amendments" section above, the Seacliff area has a number of existing visitor-accommodations, which consist of both low cost and higher cost options, as well as over 14 acres designated and zoned for visitor-serving development. These options, including the Best Western Seacliff Inn, the RV campground at Seacliff State Beach, and the RV and tent camping campground at New Brighton State Beach, will continue to provide visitor accommodation uses in this area of Santa Cruz County. Additionally, according to the Santa Cruz County Conference and Visitors' Council, the countywide occupancy rate for hotels and motels in 2006 was 59%, which means that, in general, there is a high level of hotel and motel availability in Santa Cruz County overall. Thus, the proposed zoning amendments do not raise a conflict with LCP Policy 2.13.5 regarding providing for visitor services within coastal special communities.

Also, the rezoning of 1.25 acres of the McGregor parcel to PR (Parks and Recreation) is consistent with the existing Designated Park Site zoning overlay and will provide consistency with the Parks and Recreation policies of the LCP, in particular with LCP Policy 7.2.2 regarding the development of mini-park sites.

Furthermore, the rezoning of 1.7 acres of the McGregor site to RM (Residential Multi-Family) is adequate to implement the proposed R-UH (Residential – Urban High) LUP designation for this portion of the McGregor parcel. The rezoning of 1.25 acres of the McGregor site to PR (Park) is adequate to implement the proposed O-R (Parks and Recreation) LUP designation for this portion of the McGregor parcel.

In conclusion, the proposed amendments regarding residential and parks and recreation uses are appropriate to implement the underlying land use designations and are consistent with the amended land use plan. Therefore, the Commission finds that the proposed Implementation Plan amendment, as submitted, is consistent with the amended Land Use Plan and is adequate to carry out its provisions.

III. California Environmental Quality Act (CEQA)

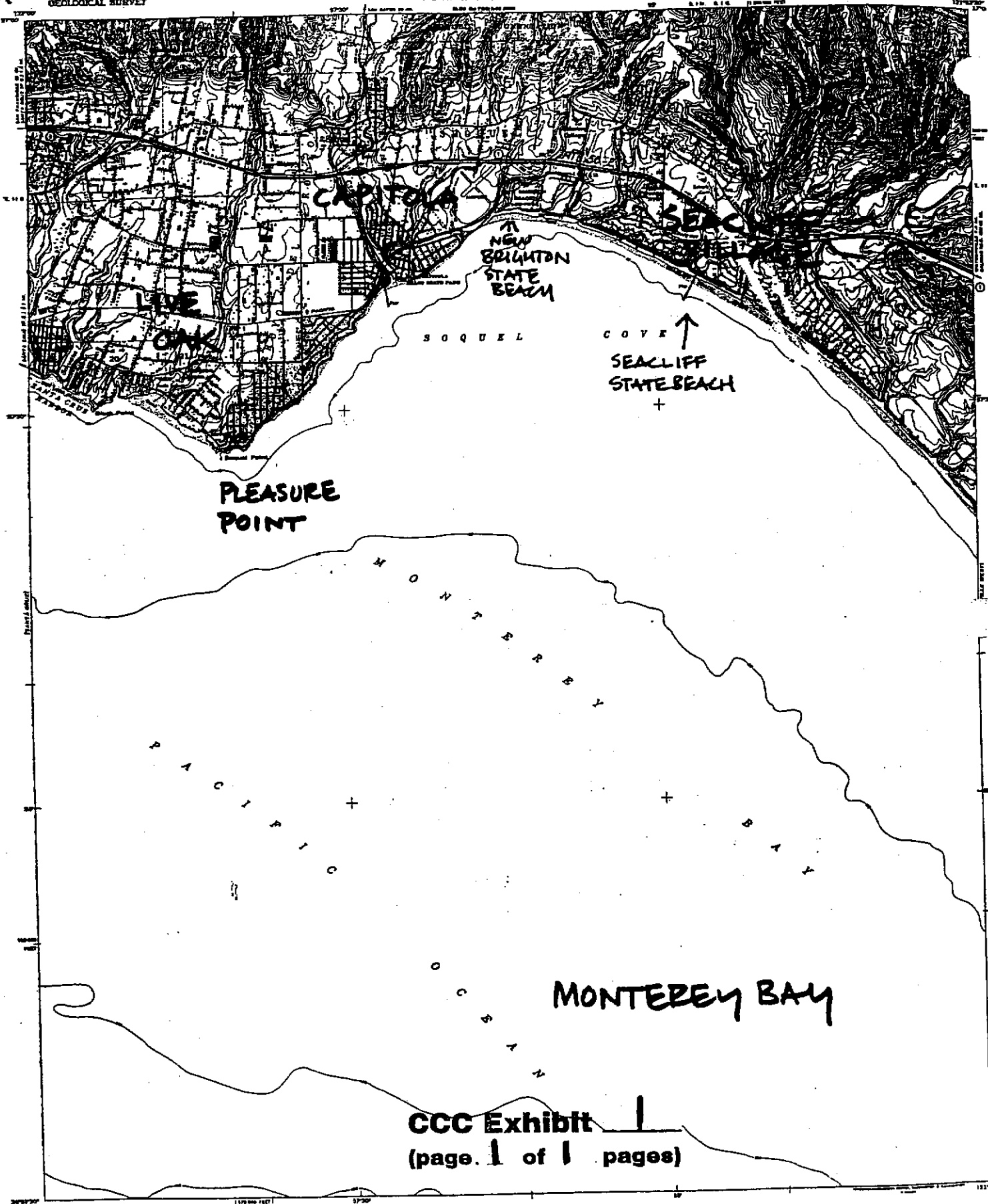
The Coastal Commission's review and development process for LCPs and LCP amendments has been certified by the Secretary of Resources as being the functional equivalent of the environmental review



required by CEQA. Pursuant to CEQA § 21080.9, local governments are exempt from the requirement to which they would otherwise be subject to undertake environmental analysis of proposed LCP amendments, although, as in this case, the Commission can and does use any environmental information that the local government has developed. CEQA requires that alternatives to the proposed action be reviewed and considered for their potential impact on the environment and that the least damaging feasible alternative be chosen as the alternative to undertake.

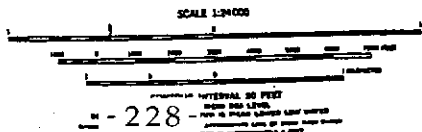
The County as lead agency issued a Negative Declaration with No Mitigations in connection with these LCP amendments and the minor land division. This staff report has discussed the relevant coastal resource issues with the proposal. All public comments received to date have been addressed in the findings above. The above findings are incorporated herein in their entirety by reference. Pursuant to CEQA Guidelines (Title 14, CCR) § 15252(b)(2), the Commission finds that the LCP amendments, as submitted, will not have significant effects on the environment, consistent with the California Environmental Quality Act.





CCC Exhibit 1
(page 1 of 1 pages)

Revised, edited, and published by the Geological Survey
Current by 1955 and 1956-58
Topographic base map photographed by multiple methods
and its elevation contour 1954. (first preliminary to 1955)
Hydrography completed from USGS (Data 540)
Photomicrograph. 1957 (from American Survey)
1:100,000 scale map from California topographic system, zone 1
and the coastline with its water body boundaries are shown
Detailed land from hydrographic data



STATE ROUTES MAY, 1959

ROAD CLASSIFICATION
Highway: _____
Federal: _____
U.S. Route: ☐ State Road: ☐

THIS MAP COMPLETES THE NATIONAL MAP SERIES OF THE UNITED STATES
FOR SALE BY U.S. GEOLOGICAL SURVEY, FEDERAL CENTER, DENVER, COLORADO OR WASHINGTON, D.C.

EXHIBIT F

SOQUEL, CALIF.
plus SURVEY OF 1954-55
1:100,000 scale
1954

1	McGregor Parcel
2	Poor Clare's Church Site
3	Trailer/RV Site
4	Vacant Parcel: Proposed 12-unit Hotel
5	Parcel 081-34-35: Church approved

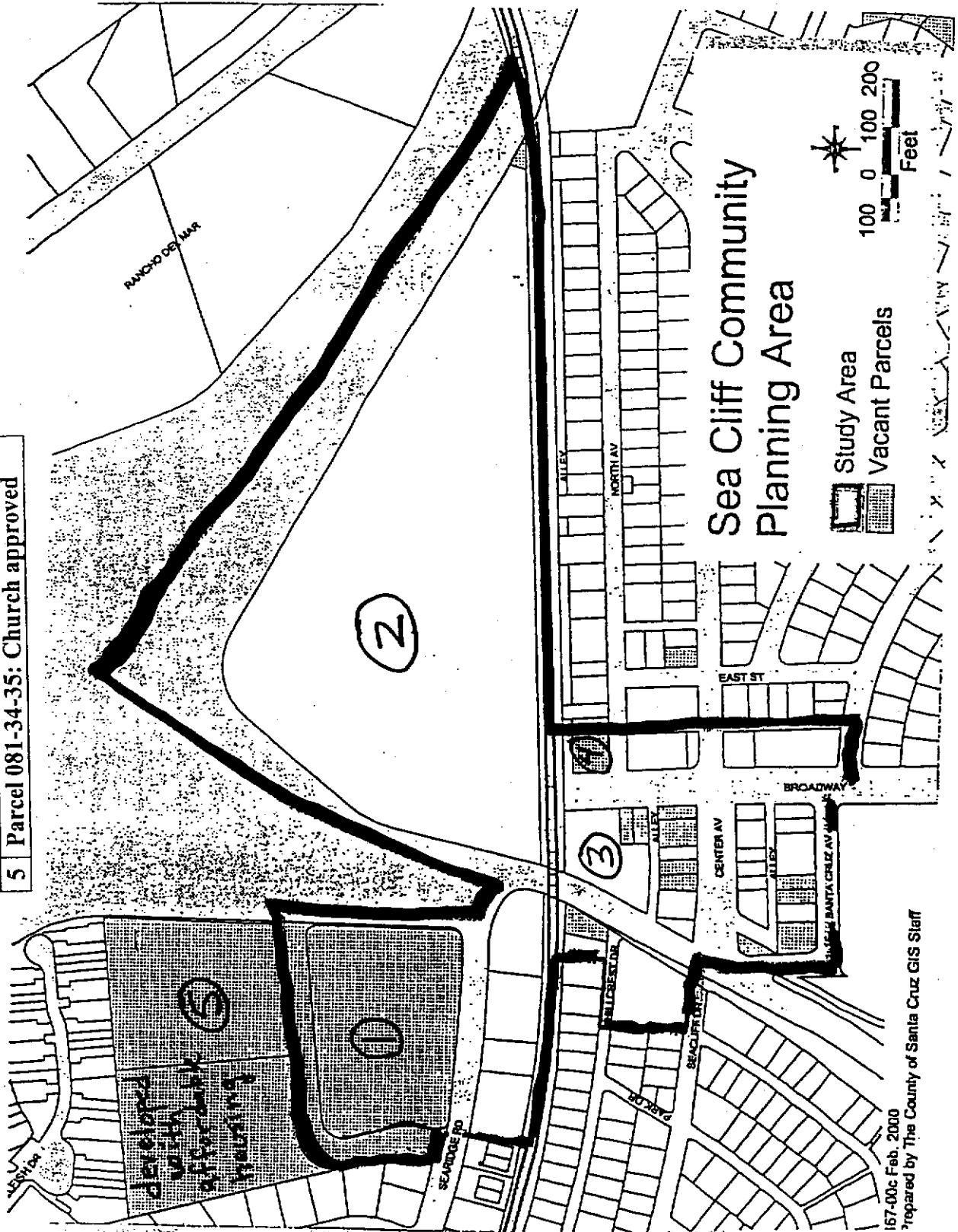


Figure 1 Maps of Seaclyff Community Planning Area

CCC Exhibit 2
(page 1 of 1 pages)

FOR TAX PURPOSES ONLY
 ISSUANCE MAKES NO GUARANTEE AS TO THE ACCURACY AND ASSUMES ANY
 FOR OTHER USES. NOT TO BE REPRODUCED. ALL RIGHTS RESERVED.
 © COPYRIGHT BLAKE CRUZ COUNTY ASSESSOR 1997

67

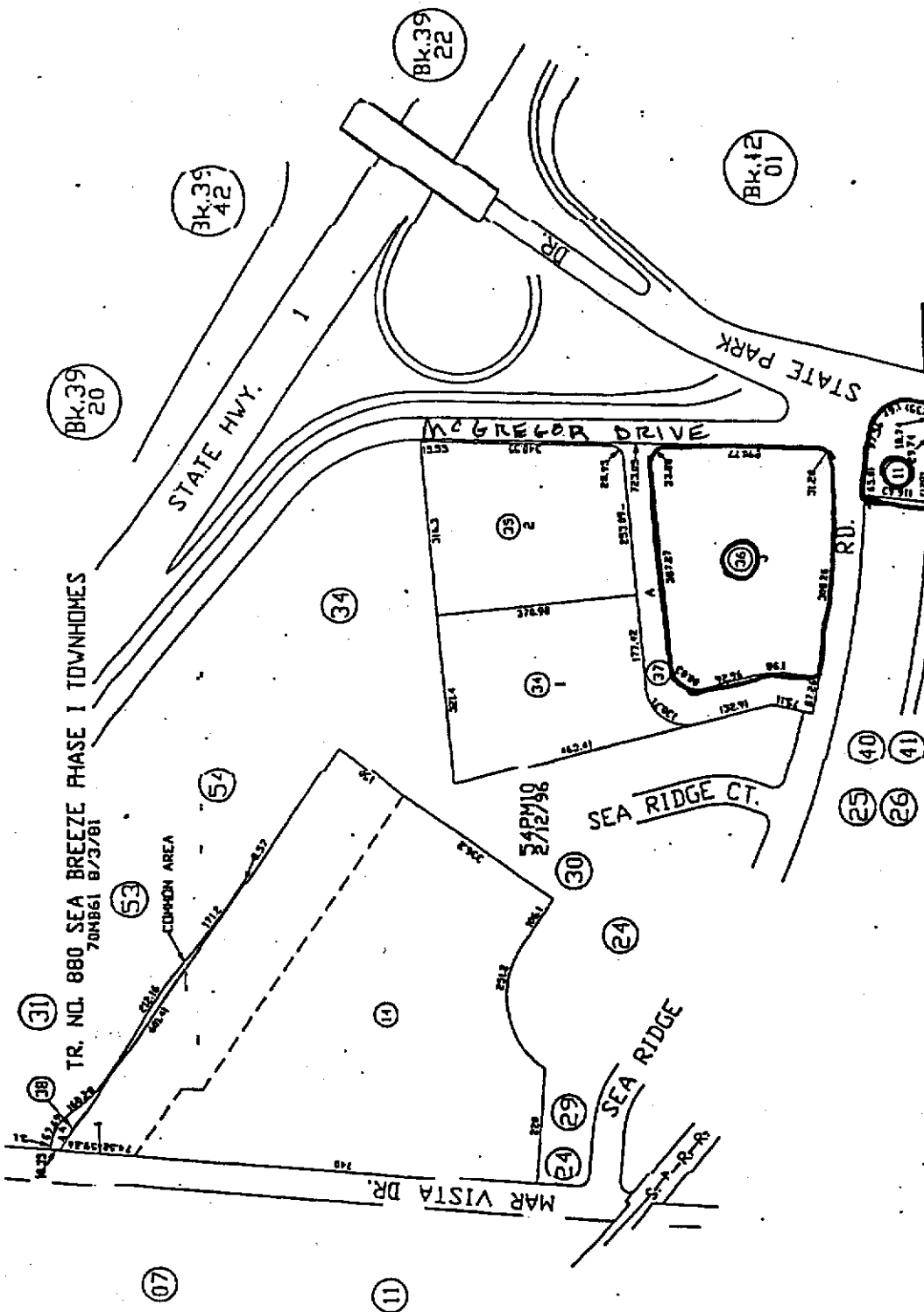
APTOS KANUCHU

Tax Area Code

38-08

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

69-273



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

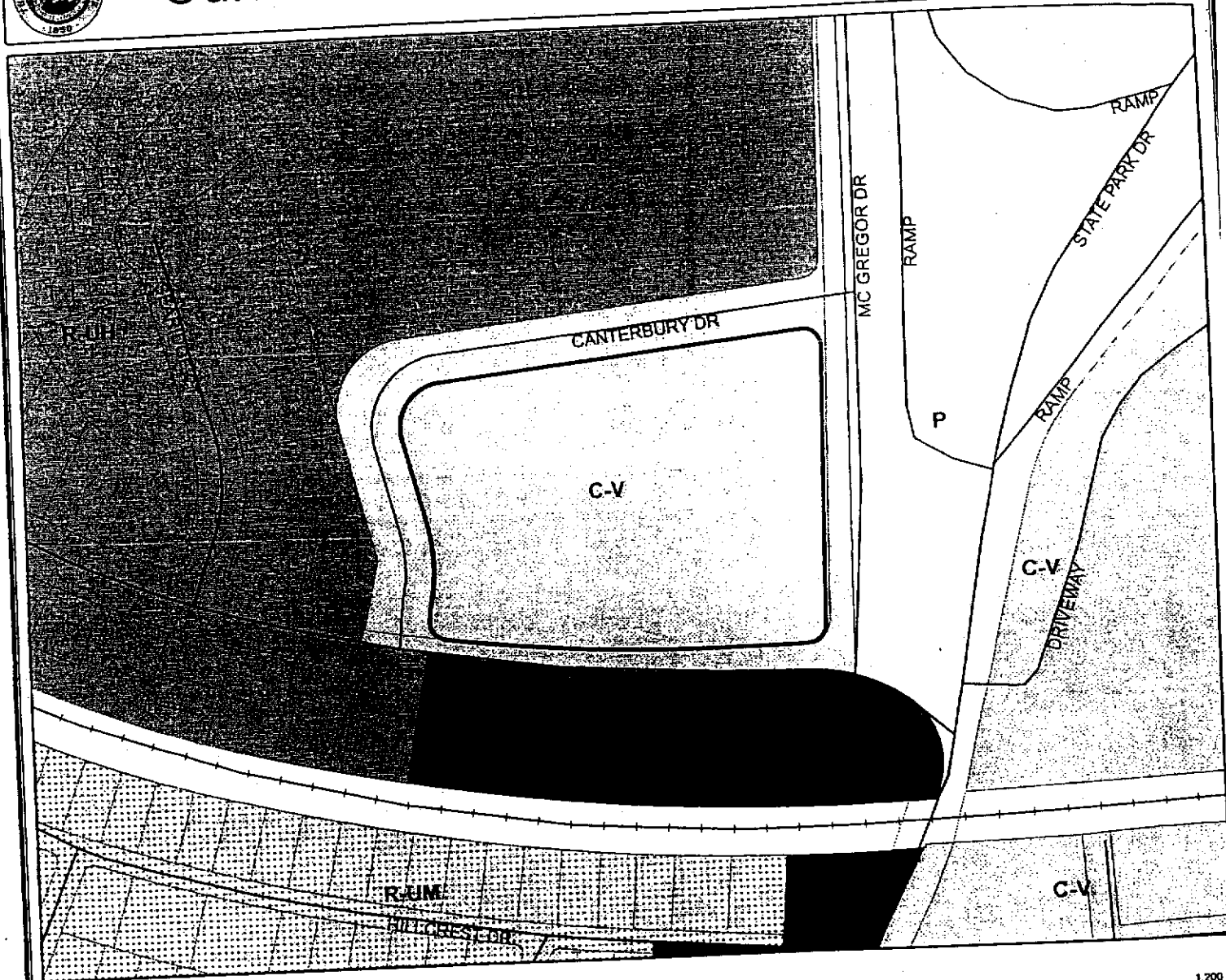
Note - Assessor's Parcel Block &
 Lot Numbers Shown in Circles.

CCC Exhibit 3
 (page 1 of 1 pages)

EXHIBIT E



Current General Plan Designation Map



Legend

- APN 038-081-36
- Assessors Parcels
- Streets
- Railroads
- Commercial-Visitor Accom. (C-V)
- Residential - Urban High Density (R-UH)
- Commercial-Neighborhood (C-N)
- Residential - Urban Medium Density (R-UM)
- Public Facilities (P)

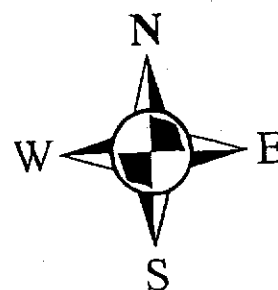


EXHIBIT E

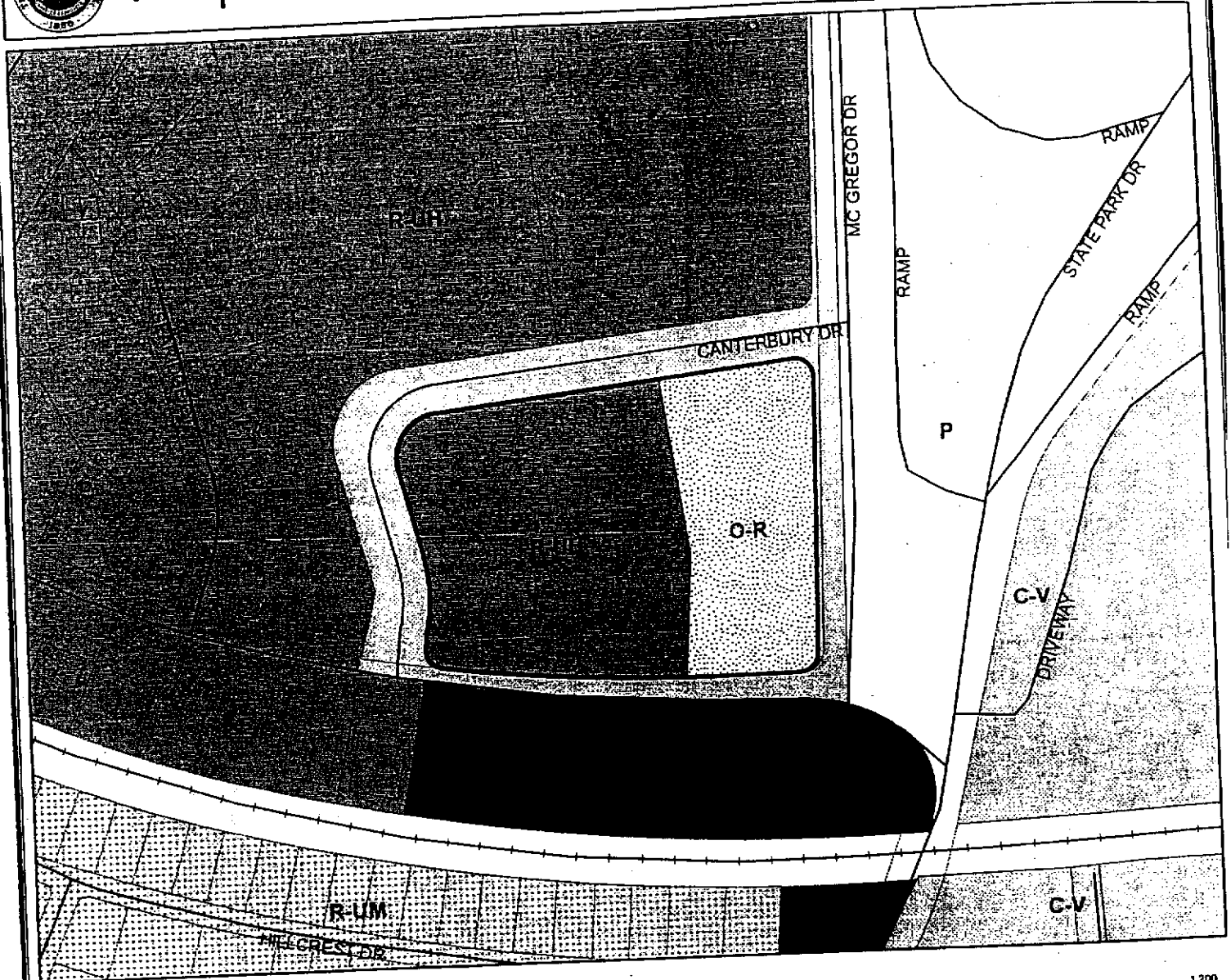
Map Created by
County of Santa Cruz
Planning Department
September 2005

CCC Exhibit

(page 1 of 2 pages)



Proposed General Plan Designation Map



Legend

- APN 038-081-36
- Assessors Parcels
- Streets
- Railroads
- Parks and Recreation (O-R)
- Residential - Urban High Density (R-UH)
- Commercial-Neighborhood (C-N)
- Public Facilities (P)
- Residential - Urban Medium Density (R-UM)
- Commercial-Visitor Accom. (C-V)

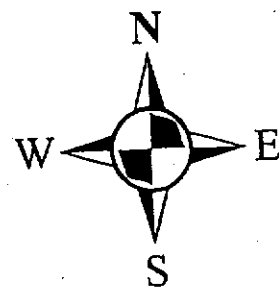
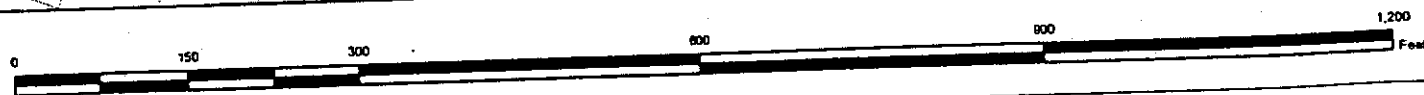
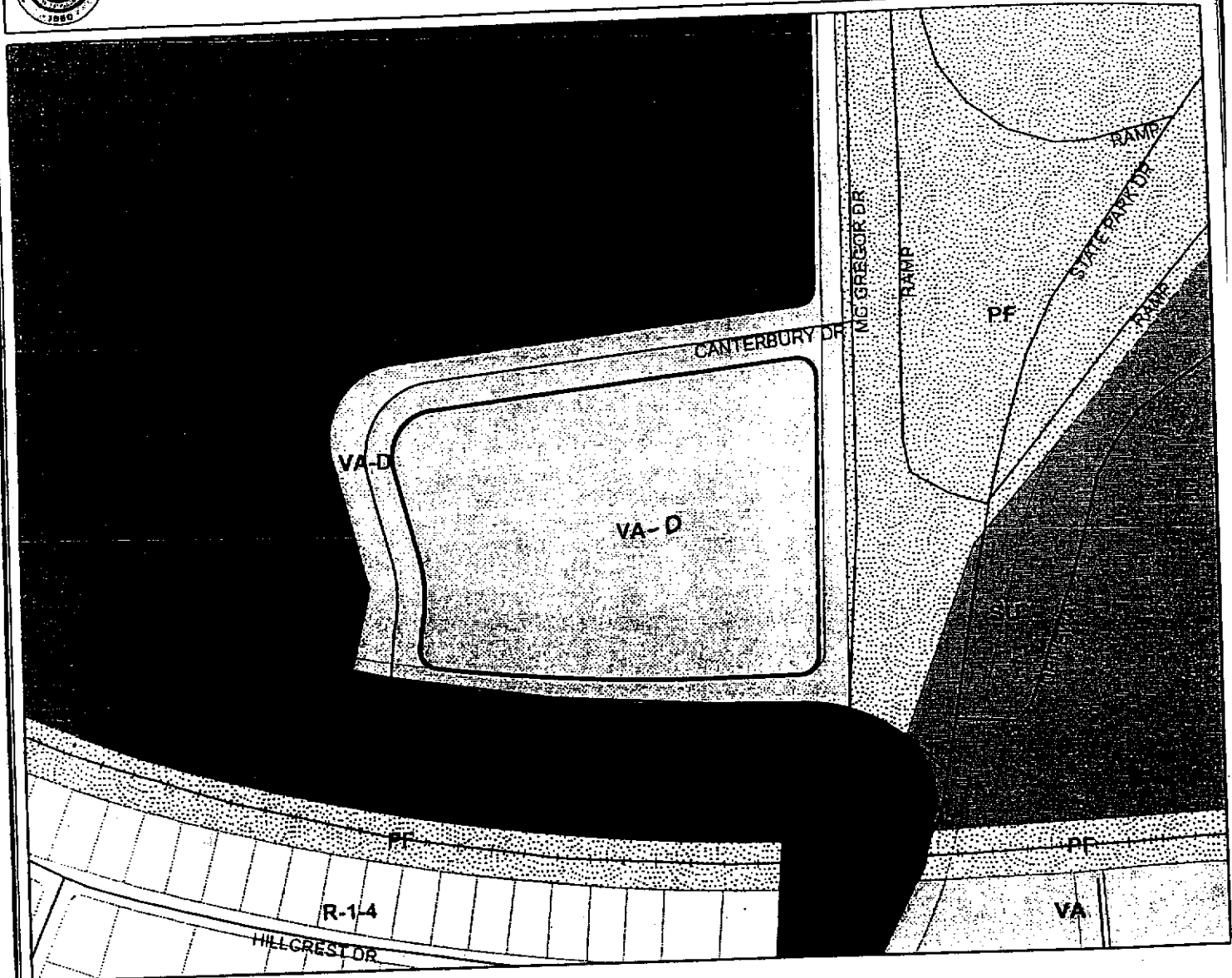


EXHIBIT F

Map Created by
County of Santa Cruz
Planning Department
September 2006



Current Zoning Map



Legend

- APN 038-081-36
- Assessors Parcels
- Streets
- Railroads
- RESIDENTIAL-MULTI FAMILY (RM)
- SPECIAL USE (SU)
- COMMERCIAL-VISITOR ACCOM. (VA)
- COMMERCIAL-NEIGHBORHOOD (C-1)
- PUBLIC FACILITY (PF)
- RESIDENTIAL-SINGLE FAMILY (R-1)

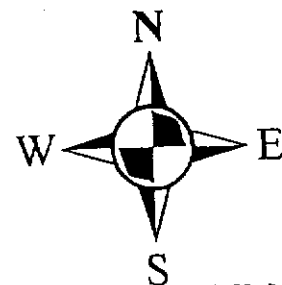


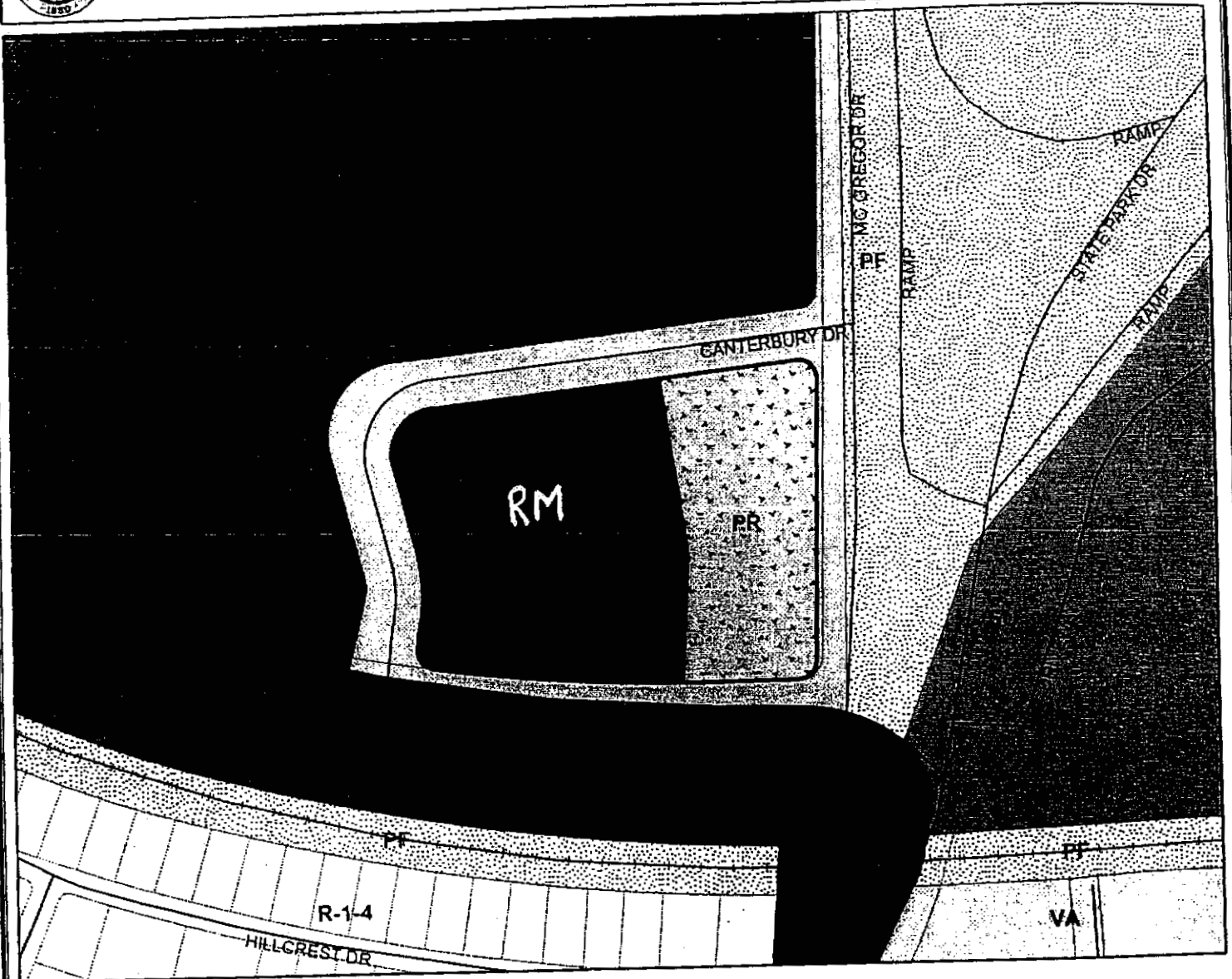
EXHIBIT F

Map Created by
County of Santa Cruz
Planning Department
September 2000

CCC Exhibit 5
(page 1 of 2 pages)



Proposed Zoning Map



Legend

- APN 038-081-36
- Assessors Parcels
- Streets
- Railroads
- PARK (PR)
- RESIDENTIAL-MULTI FAMILY (RM)
- SPECIAL USE (SU)
- COMMERCIAL-VISITOR ACCOM. (VA)
- COMMERCIAL-NEIGHBORHOOD (C-1)
- PUBLIC FACILITY (PF)
- RESIDENTIAL-SINGLE FAMILY (R-1)



EXHIBIT E

Map Created by
County of Santa Cruz
Planning Department
September 2006

CCC Exhibit 5

Proposed Text Changes to Sections 3.2.1 and 3.2.3.a of the Seacliff Village Plan

(Deleted language shown ~~struck through~~, new language shown underlined)

3.2.1 Existing Zoning and General Plan/Local Coastal Program (LCP) Designations

All but two of the parcels within the Seacliff Village Plan Area (the McGregor and Poor Clares sites) are currently zoned C-1 (Neighborhood Commercial) and have a General Plan/LCP designation of Neighborhood Commercial. The purpose of the Neighborhood Commercial designation, as stated in Section 13.10.331(e) of the County Code is:

To provide compact and conveniently located shopping and service uses to meet the limited needs within walking distance of individual urban neighborhoods or centrally located to serve rural communities. Neighborhood Commercial uses and facilities are intended to be of a small scale, with a demonstrated local need or market, appropriate to a neighborhood service area, and to have minimal adverse traffic, noise, or aesthetic impacts on the adjacent residential areas.

Types of uses allowed in the C-1 zone district include service stations, beauty and barber shops, laundries, offices up to 50% of a building's area, restaurants, small scale retail stores such as clothing stores, art galleries, and gift shops.

~~The "McGregor" parcel (APN 38 081 36) is currently zoned C 2 (Community Commercial) VA D (Visitor Accommodations Designated Park Site) and has a General Plan/LCP designation of Community Commercial Visitor Serving Commercial. The purpose of the Community Commercial designation, as stated in Section 13.10.331(f) of the County Code, is:~~

~~To provide centers of concentrated commercial uses accommodating a broad range and mixture of commercial activities, serving the general shopping and service needs of community wide service areas, and including visitor accommodations. This district is intended to be applied to areas designated on the General Plan as Community Commercial. The Community Commercial districts are intended to have definite boundaries to promote the concentration of commercial uses.~~

~~Typical uses allowed in the C 2 zone district include all C 1 uses and full offices, indoor entertainment such as dance halls and nightclubs, larger retail uses such as department stores and furniture stores, and visitor accommodations.~~

In addition, the parcel, The McGregor parcel, along with APNs 38-081-34, -35, which are not part of the Seacliff Village Plan, is part of a Priority Site, as designated in the General Plan/LCP. The mandated Priority Uses for these parcels are currently were changed with the original adoption of the Seacliff Village from:

CCC Exhibit 6
(page 1 of 4 pages)

Urban High Density Residential: affordable housing (4-5 acres) with remainder of site to be Community Commercial.

to

- 34, -35: "Urban High Density Residential": Affordable housing*
-36: "Visitor Accommodations" and "Proposed Park, Recreation and Open Space:" Development of visitor accommodations or a neighborhood park

The priority site designated land uses are being changed to facilitate future development of affordable housing and a park on the McGregor parcel and to facilitate the development of a church on APN 038-081-35. The new designated uses are as follows:

- 34: "Urban High Density Residential": Affordable housing*
-35: "Urban High Density Residential": Church or Affordable housing
-36: "Urban High Density Residential": Affordable housing on the westerly 1.7 acres and "Proposed Park, Recreation and Open Space:" Development of a neighborhood park on the easterly 1.25 acres

The "Poor Clares" parcel (APN 42-011-06) is currently zoned VA (Visitor Accommodations) and has a General Plan/LCP designation of Visitor Accommodations. The purpose of the Visitor Accommodations designation, as stated in Section 13.10.331(c) of the County Code, is:

To provide areas specifically reserved for visitor accommodations and limited appurtenant uses. To allow a broad range of such overnight or extended stay lodging for visitors and to recognize these as commercial uses. The Visitor Accommodations District is intended to be located primarily in areas designated Visitor Accommodation or in areas designated as Community Commercial on the General Plan, and in locations where there are existing or approved (at the date of this section) visitor accommodations developments. All visitor accommodations are intended to be located where adequate access and public services and facilities are available, and to be designed and operated to be compatible with adjacent land uses, utilize and complement the scenic and natural setting of the area, and provide proper management and protection of the environment and natural resources.

In addition, the parcel is a Priority Site, as designated in the General Plan/LCP. The mandated Priority Use for this parcel is currently:

Visitor Accommodations: Type A visitor accommodations. (Type A visitor accommodations include hotels, inns, pensions, lodging houses, bed and breakfast inns, motels, and recreational rental housing units.)

3.2.3.a Land Use Area 1: (McGregor/Searidge Road/Poor Clares area)
APNs 38-081-36; 42-021-06; 38-081-11; 38-242-03, 20, 21 (201, 207, 225, 227, 229, 231, 233, 245 Searidge Road)

CCC Exhibit 6
(page 2 of 4 pages)

This area consists of two large parcels — "McGregor" and "Poor Clares" — as well as four medium sized parcels. The "McGregor" site (APN 38-081-36) is currently vacant and the "Poor Clares" site (APN 42-021-06) is improved with a church. The four medium sized parcels are improved with various uses, as indicated in the chart above. Due to their larger sizes, these parcels do not have the pressing parking problems of the parcels to the south.

This large 2.9-acre vacant parcel is located at the northwest corner of Searidge Road and McGregor Drive. It is one of three vacant parcels created by Minor Land Division No. 93-0347 in 1994. Approved access (~~not yet improved~~) to these three parcels is via a loop road beginning at the west property line and then bisecting the larger 9 acre area in half and connecting to McGregor Drive. The result is that this parcel ~~will be~~ is surrounded on all four sides by road.

As stated earlier in the Evolution of the Seacliff Village Plan Section, this parcel has been the focus of considerable public debate as to its most appropriate use. Just as some members of the public have been concerned about the type of proposed commercial development, other members have viewed this parcel as the "last chance" to provide needed park land for the community.

The larger Seacliff area, as stated earlier, is a fairly dense residential area and is near build-out. While the Aptos Planning Area, in the aggregate, has sufficient parkland existing and proposed to meet the general guidelines established by the General Plan/LCP, there are currently no existing or proposed parks south of Highway 1 to serve these residents. The General Plan/LCP lists a general standard of locating neighborhood parks in areas where a population of 1500 to 2000 people would be within one-half mile of the park. Based on this standard, the larger Seacliff community needs parkland on the south side of Highway 1.

Most of the existing vacant parcels outside of the Village Plan Area are scattered and small. The General Plan/LCP states that neighborhood parks should be a minimum of three acres in size, although successful smaller neighborhood parks have been developed in the County. While locating pocket parks throughout the Seacliff area, particularly to the east of the Seacliff Village Plan Area, would help serve the park need, a larger parcel is needed, and that is why some members of the community believe the entire "McGregor" parcel should be designated as a neighborhood park. Purchase of the entire site by the County for park use has not proved feasible and in 2005 a ballot measure to tax parcels in the community to raise funds to purchase the site failed. Early in 2006, the Board of Supervisors, acting both as the Board of Directors of the Redevelopment Agency and the Board of Supervisors, approved a contract with South County Housing to facilitate purchase of 1.7 acres of the site for affordable housing and approved purchase of 1.25 acres of the site for park use.

Land Use:

There is no "ideal" site in Seacliff for a park, but the "McGregor" parcel ~~does meet the size requirements for a neighborhood park~~ is conveniently located and funds are available now to purchase a part of it for park use, while part of the site is developed with affordable housing. Therefore, the General Plan/LCP land use designation for the "McGregor" parcel (APN 38-081-36), including priority site language, shall be changed

~~to Proposed Park and Recreation and Visitor Accommodations and rezoned to V-A-D (Visitor Accommodations/Proposed Park Site). Upon application by the owner of a Development Permit, the Park Site Review Process, as outlined in County Code Section 15.01.080 and Program h of Chapter 7 of the General Plan/LCP, will be triggered, with the Board of Supervisors having one year to decide to acquire the parcel Open Space Recreation on the new 1.25 acre parcel and to Residential - Urban High on the new 1.7 acre parcel. The parcels shall be rezoned to the Parks, Recreation and Open Space zone district and the Multi-Family Residential (RM-2.5) zone district, respectively.~~

~~If the Board of Supervisors decides not to acquire the parcel, the allowed uses shall be visitor accommodations such as a hotel, motel, inn, or bed and breakfast inn, including ancillary restaurant use.~~

Parking Standards:

Parking for a visitor accommodation use or a public park use shall be in accordance with County Code Section 13.10.550 et seq.

CCC Exhibit 6
(page 4 of 4 pages)

Figure 2-5 (Continued)
Coastal Priority Sites - Aptos

Site Name and Assessor's Parcel Number	Designated Priority Use	Special Development Standards	Circulation and Public Access Requirements
McGregor Drive at Seaside Avenue 038-081-27, 32 038-081-34, -35, -36	<p>-34, -35: <u>"Urban High Density Residential":</u> Affordable housing</p> <p>-36: <u>"Visitor Accommodations"</u> and <u>"Proposed Park, Recreation and Open Space;"</u> Development of visitor accommodations or a neighborhood park</p> <p>-34: <u>"Urban High Density Residential":</u> Affordable housing</p> <p>-35: <u>"Urban High Density Residential":</u> Residential Uses</p> <p>-36: <u>"Urban High Density Residential":</u> Affordable housing on the westerly 1.7 acres and <u>"Proposed Park, Recreation and Open Space:"</u> Development of a neighborhood park on the easterly 1.25 acres</p>	Locate Affordable housing adjacent to Seabreeze Subdivision.	Participate in intersection improvements at State Park Drive and in Mar Vista pedestrian overpass. Provide connection to future walkway along State Park Drive

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

0525

RESOLUTION NO. 392-2006

On the motion of Supervisor Pirie
duly seconded by Supervisor Wormhoudt
the following Resolution is adopted:

BOARD OF SUPERVISORS RESOLUTION REGARDING A PROPOSAL TO AMEND THE GENERAL PLAN – LOCAL COASTAL PROGRAM, SEACLIFF VILLAGE PLAN, AND COUNTY CODE CHAPTER 13.10 TO CHANGE THE LAND USE DESIGNATION AND ZONING OF APN 038-081-36; AND TO AMEND THE GENERAL PLAN – LOCAL COASTAL PROGRAM COASTAL PRIORITY SITE CHART REGARDING APNS 038-081-34, 35, AND 36;

WHEREAS, the Board of Supervisors, on November 16, 1982, adopted the County General Plan-Local Coastal Program Land Use Plan (GP-LCP), which designated certain properties as coastal priority use sites, and on January 13, 1983, the County General Plan-Local Coastal Program was certified by the California Coastal Commission; and

WHEREAS, on May 20, 2003 the Board of Supervisors adopted the Seacliff Village Plan, which described and established certain land uses for APN 038-081-36, and on July 10, 2003 the Seacliff Village Plan was certified by the California Coastal Commission; and

WHEREAS, on January 24, 2006, the Board of Supervisors directed the Planning Department to initiate a County-sponsored application for amendments to the GP-LCP and Zoning amendments along with a related land division to facilitate future development of affordable housing and a park on existing APN 038-081-36; and

WHEREAS, on January 24, 2006, the Board of Supervisors, acting as the Board of Directors of the Redevelopment Agency, entered into a predevelopment agreement with South County Housing Corporation to provide funds to purchase APN 038-081-36; and

WHEREAS, on January 24, 2006, the Board of Supervisors directed the Parks Director to enter into an option with South County Housing Corporation to purchase 1.25 acres of APN 038-081-36 for future development of a park; and

WHEREAS, the Planning Commission held a duly noticed public hearing and considered the proposed amendments, and all testimony and evidence received at the public hearing; and

WHEREAS, the Planning Commission found that the proposed GP-LCP amendments and proposed amendments to the Zoning Plan contained in County Code Chapter 13.10 to facilitate the proposed minor land division and associated coastal development permit will be consistent with the policies of the GP-LCP and other provisions of the County Code; and

WHEREAS, the Environmental Coordinator issued a Negative Declaration with No Mitigations associated with these amendments, and minor land division, the Planning Commission reviewed the environmental document and found that the proposed amendments have been processed consistent with applicable provisions of the California Environmental Quality Act (CEQA) and the County of Santa Cruz environmental guidelines; and

WHEREAS, Chapter 13.10 of the County Code is an implementing ordinance of the Local Coastal Program (LCP) and the proposed amendments to Chapter 13.10 constitute an amendment to the Local Coastal Program; and

WHEREAS, the proposed amendments are consistent with the California Coastal Act; and

WHEREAS, the proposed changes in land use designations are amendments to the Local Coastal Program Land Use Plan and as such constitute amendments to the Local Coastal Program; and

WHEREAS, the proposed amendments are consistent with the Land Use Plan Amendment Criteria of County Code Section 13.03.110.

NOW, THEREFORE, BE IT RESOLVED, that the Board of Supervisors hereby certifies the negative declaration (Exhibit A) and approves the amendments to the General Plan-Local Coastal Program Land Use Plan, including the Seacliff Village Plan and the amendments to the Zoning Plan to facilitate the minor land division and associated coastal development permit (Exhibits B - L); and directs that the amendments to the General Plan-Local Coastal Program Land Use Plan, including the Seacliff Village Plan, and the amendments to the Zoning Plan be submitted to the California Coastal Commission for certification as part of Coastal Rounds 3 of 2006.

PASSED AND ADOPTED by the Board of Supervisors of the County of Santa Cruz, State of California, this 5th day of December, 2006 by the following vote:

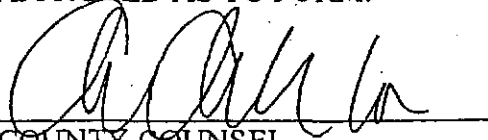
AYES:	SUPERVISORS	Pirie, Wormhoudt, Beautz, Campos and Stone
NOES:	SUPERVISORS	None
ABSENT:	SUPERVISORS	None
ABSTAIN:	SUPERVISORS	None

MARK W. STONE


Chair of the Board of Supervisors

ATTEST: **GAIL T. BORKOWSKI**
Clerk of the Board of Supervisors

APPROVED AS TO FORM:


COUNTY COUNSEL

cc: County Counsel
Planning Department

STATE OF CALIFORNIA)	ss
COUNTY OF SANTA CRUZ)	ss
SUSAN A. MAURIELLO, County Administrative Officer and ex-officio Clerk of the Board of Supervisors of the County of Santa Cruz, State of California do hereby certify that the foregoing is a true and correct copy of the resolution passed and adopted by and entered in the minutes of the said board. In witness whereof I have hereunto set my hand and affixed the seal of the said Board on <u>12/7</u> 20 <u>06</u>		
SUSAN A. MAURIELLO, County Administrative Officer		
By 		Deputy

CCC Exhibit 8

(page 2 of 3 pages)

EXHIBIT E

**ORDINANCE AMENDING CHAPTER 13.10 OF THE SANTA CRUZ COUNTY CODE CHANGING
THE ZONING OF APN 038-081-36 IN THE SEACLIFF VILLAGE OF THE APTOS PLANNING
AREA**

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

SECTION I

The Board of Supervisors hereby adopts the recommendation of the Planning Commission for the Zoning Plan amendment as described in Section II below, and adopts the Planning Commission findings in support thereof without modification as set forth below:

Development in the area is changing such that the proposed zone district will better serve the public interest and support a community related use not anticipated when the Zoning Plan was adopted.

SECTION II

The County Zoning Plan is hereby amended as follows (see map Exhibits A and B):

Assessor's Parcel Number
APN 038-081-36

Current zone district
VA-D

New zone districts
RM-2.5 and PR

SECTION III

This ordinance shall become effective upon final certification by the California Coastal Commission following its adoption by the Board of Supervisors.

PASSED AND ADOPTED by the Board of Supervisors of the County of Santa Cruz this
5th day of December, 2006, by the following vote:

AYES:	SUPERVISORS	Pirie, Wormhadt, Beautz, Campos and Stone
NOES:	SUPERVISORS	None
ABSENT:	SUPERVISORS	None
ABSTAIN:	SUPERVISORS	None

MARK W. STONE

CHAIR, BOARD OF SUPERVISORS

GAIL T. BORKOWSKI

ATTEST:

Clerk of the Board

APPROVED AS TO FORM:

County Counsel

Copies to: Planning
County Counsel

I HEREBY CERTIFY THAT THE FOREGOING INSTRUMENT IS A CORRECT COPY OF THE ORIGINAL ON FILE IN THE OFFICE ATTEST MY HAND AND SEAL THIS 8 DAY OF December 2006
SUSAN A. MAURIELLO, COUNTY ADMINISTRATIVE OFFICER AND EX OFFICIO CLERK OF THE BOARD OF SUPERVISORS OF THE COUNTY OF SANTA CRUZ, CALIFORNIA
BY *[Signature]* DEPUTY

CCC Exhibit
(page 3 of 3) **EXHIBIT F**



RESULTS OF PUBLIC MEETING

CANTERBURY PARK TOWNHOMES PROJECT

MEETING NOTIFICATION

South County Housing conducted a public meeting on April 23, 2008 for the purpose of describing the proposed project to community members. South County Housing notified the community via newspaper advertisements (see attached) and through an electronic mail sent to all members of the Seacliff Improvement Association.

Please find attached a list of persons who attended the meeting and signed the attendance sheet.

The attached site plan (March 25, 2008) and colored elevation (April 22, 2008) were presented at the meeting.

CONCERNS AND ISSUES

The community members in attendance at this meeting expressed relatively few concerns. Two issues mentioned were (1) adequate parking for residents and guests especially in light of parking needs for the future park and (2) relative lack of open space within the development itself.

RESPONSE TO CONCERNS AND ISSUES

- (1) the current site plan (see attached dated 11/05/08) reflects an addition of two parking spaces on the site.
- (2) The current site plan includes one less unit (19 instead of 20) and the project now includes an open space area and more room for storm water bio-filtration.

South County Housing will hold an additional community meeting on Monday July 6, 2009. We will share the final plans with the public that will go before the planning commission on July 22, 2009.

EXHIBIT F



A United Way Agency

7455 Carmel Street, Gilroy, California 95020 • 408-842-9181 • fax 408-842-0277

- 243 -



time shows at 9 a.m. or 12:30 p.m.
Tickets are \$10-\$18 from 831-345-6340 or www.allabouttheatre.org.

SAT / APR 26

BIG STICK SURFING LOGJAM CONTEST

The Logjam at Pleasure Point is the longest-running classic long-board surfing contest in the world, with elegant, old-school surfing with big, heavy boards made before 1970. The event is on Apr. 26 from 7 a.m. to 4 p.m. at East Cliff Drive and 36th Avenue, and Apr. 27 from 8 a.m. to 2 p.m. at East Cliff Drive and 32nd Avenue. For more information contact Neil Pearlberg at 831-818-7225 or neil@pearl123@mac.com.

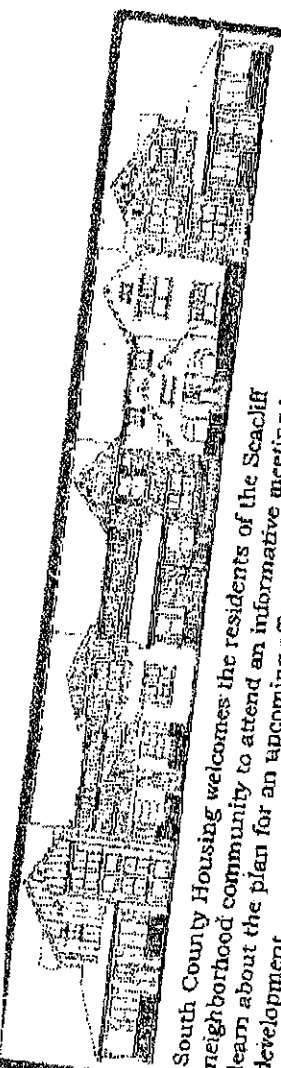
TREASURES OF THE EARTH GEM SHOW

Jewels, jade, ancient fossils and more will be featured at the Santa Cruz Mineral and Gem Society's 56th annual "Treasures of the Earth" show Apr. 26-27 at the Santa Cruz Civic Auditorium. Featured will be a fluorescent mineral room, a treasure hunt, soapstone carving, a treasure wheel, raffle and door prizes. Doors open at 10 a.m. Children under 12 admitted free. Admission is \$3. For more information visit www.scmgs.org.

BOWL FOR KIDS' SAKE

Last year, 600 bowlers helped raise more than \$115,000 for Big Brothers Big Sisters of Santa Cruz County's annual "Bowl for Kids' Sake."

EXHIBIT F

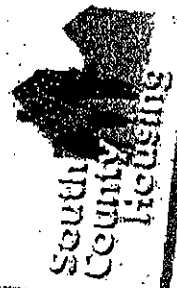


South County Housing welcomes the residents of the Seaciff neighborhood community to attend an informative meeting to learn about the plan for an upcoming affordable homeownership development.

When: April 23rd, 2008, 7:00 pm - 8:30 pm

Where: Seaciff Highlands Apartments Community Room
151 Canterbury Drive, Aptos CA

Why: Learn about the upcoming new home ownership development in Seaciff, near Searidge Road and McGregor Drive



prayer health plan in California. The public is invited. Call Trudie Falor at 831-662-8960.

SANTA CRUZ HISTORY OF JAZZ

"Santa Cruz Swings: A History of Jazz in Santa Cruz" is a locally produced film that explores the rich history of jazz in Santa Cruz County from the 1930s to the present. A premiere screening of the film will be held at the Nickelodeon Theater at 11:30 a.m. Advance tickets are available from Streetlight Records.

QUEER YOUTH LEADERSHIP AWARDS

The 11th annual Queer Youth Leadership Awards honor the leadership of Lesbian, Gay, Bisexual, Transgender, Intersex and Questioning young people throughout the county at New Brighton Middle School's Performing Arts Center, 250 Washburn Ave., Capitola. A community resource fair begins at 5 p.m., followed by a buffet dinner at 5:30 p.m. Advance tickets are available at 7 p.m. at the awards ceremony.

EARTH DAY RIVER CELEBRATION

Earth Day 2008 will be celebrated from 11 a.m. to 4 p.m. at the Farmer's Market parking lot on Lincoln Street in downtown Santa Cruz with vendors, kid's activities, music, delicious food, educational information, and even a river cleanup along the San Lorenzo River. For more information call 831-462-5660 or visit www.taveourshores.org.

CANTIAMO WITH ENSEMBLE MONTEREY CHAMBER ORCHESTRA

Cabrillo College's celebrated vocal ensemble Cantiamo teams up with the Ensemble Monterey - Cabrillo College. Refreshment

IRISH FILM FESTIVAL

The Fourth Annual Free Monterey Bay Irish Film Festival will be held from noon to 6 p.m. in the Forum 450 room at

Chamber Orchestra for a concert of masterworks entitled "The Ecstasies Above." There will be a free talk from the Conductor, a at 6 p.m. at First Congregational Church, 900 High St., Santa Cruz. Tickets are \$30 general/\$25 students and seniors. Call 831-333-1283 or visit www.ensemblemonterey.org.

ST. FRANCIS HIGH SPRING FESTIVAL

St. Francis Central Coast Catholic High School will host its annual Spring Festival from noon to 5 p.m. at Kennedy Youth Center at 2401 East Lake Ave. in Watsonville. The event will include game booths, a bounce house, dunk tank, food booths, live music, rifle drawing and silent auction. Tickets for a barbecue chicken and ravioli dinner, salad and dessert are \$15 each by contacting Brenda Tsuda at 831-534-9566 or bsa@charter.net.

Ducky Derby & Carnival

sales benefit the Camp Scholarship Fund for young musicians. See www.folkplanet.com/cce for full film descriptions or call Community Music School at 831-426-9153.

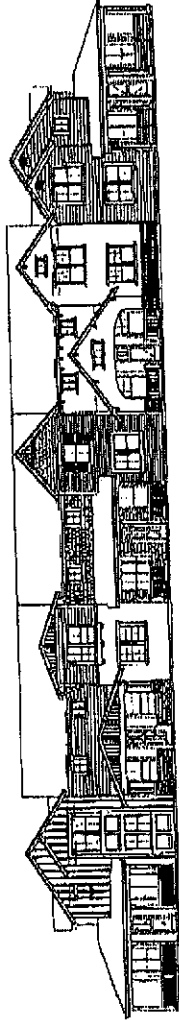
KIDPOWER PEOPLE SAFETY WORKSHOP

Do you or your teen want to learn effective "People Safety" skills to protect yourself from bullying, abuse, abduction, and other violence? Join Kidpower Aptos for a powerful and effective "People Safety" workshop. For more information, visit www.kidpower.org or call 831-426-4407 ext. 1.



www.kidpower.org

831-476-5023



South County Housing welcomes the residents of the Seacliff neighborhood community to attend an informative meeting to learn about the plan for an upcoming affordable homeownership development.

When:

April 23rd, 2008, 7:00 pm - 8:30 pm

Where:

Seacliff Highlands Apartments Community Room
151 Canterbury Drive, Aptos CA

Why:

Learn about the upcoming new home ownership development in Seacliff, near
Searidge Road and McGregor Drive



B.Y.G. Incorporated

DISPLAY ADVERTISING CONTRACT

☒ The Mid-County Post ☐ The Valley Post ☐ The Great Exchange ☐ Special
 Advertiser: South County Housing Agreement Date: 4/5/08
 Address: 7015 MURRAY AVE #105 Scheduled Expiration: 4/15/08
 City, State, Zip Code: GL Rcy, CA 95022 Account Number: _____
 Phone No: 408-843-9275 Contact: Andy Luf
 Ownership: ☐ Proprietorship ☐ General Partnership ☐ Corporation Name of Owner(s): _____
 Applicable Rate Card: 2000 ☐ Open/ Single Insertion ☐ 3x ☒ 6x ☐ 12x ☐ 26x ☐ 52x

Term of Contract: _____ Minimum Number of Ads: 1 (one)

Placement Schedule: ☐ Single Issue ☐ Every Issue ☐ Every Other Issue ☐ Other (Flex)

Advertiser agrees that he/she will place the minimum number of ads specified by this agreement on the specified schedule. Ads placed beyond the minimum monthly placement will be charged at contract rate, and will count to satisfying minimum number of ads under this contract.

Flex Schedule: (Must include ALL dates.)

Mid-County Post 4/15/08 = 1/14/2008

TERMS AND CONDITIONS...

The Publisher will accept copy, size or replacement changes prior to 5 p.m. on the copy deadline date that falls on the Tuesday of the week prior to the publication date. Should the Advertiser fail to give timely notice, the Publisher has no obligation to make the changes and Advertiser agrees to pay for any unchanged advertising. Should the Advertiser fail to submit copy in a timely manner as described above, Publisher may create copy for the Advertiser appropriate to meet this contractual commitment.

Advertiser or the Publisher may cancel this Agreement, at any time, by submitting written notification to the other party at least ten (10) working-days before the publication date. In the case of an Almanac publication, the Advertiser will pay a minimum of 25 percent of the cost of the advertisement even if he/she provides timely written notice of cancellation, should this agreement be cancelled by Advertiser.

Should this agreement be cancelled for any reason by the Advertiser or the Publisher, then discounts applied to ads already invoiced will be revoked and those charges immediately applied to Advertiser's account and all monies due on Advertiser's account will be due and payable immediately. Should Advertiser be qualified to receive and agree to receive a business profile, then Advertiser may not cancel this agreement prior to completing the minimum number of ads specified above. If the Advertiser fails to complete the minimum number of ads, after receiving the business profile, then the Advertiser will be invoiced as if the ads had run and all the monies will be due and payable immediately.

This written display advertising contract constitutes the entire Agreement, and may be executed in any number of counterparts and each counterpart shall be deemed to be an original.

PLEASE CHECK ONE...

- ☐ This Agreement will automatically renew unless ten (10) working days notice is provided in writing. Publisher guarantees rates for advertising will not increase during the term of the contract, including automatic renewal periods.
☒ This Agreement expires on the above Scheduled Expiration Date and any subsequent ads published for Advertiser after that date will be invoiced based on the applicable rate card at the time.

THE PUBLISHER ASSUMES NO FINANCIAL RESPONSIBILITY FOR TYPOGRAPHICAL ERRORS, OMISSION OF COPY OR MISREPRESENTATION IN COPY. PLACEMENT REQUESTS ARE NOT GUARANTEED. ANY LIABILITY FOR ERRORS WILL NOT EXCEED COST FOR THAT PORTION OF SPACE OCCUPIED BY SAID ERROR AND WILL BE COMPENSATED BY CREDIT FOR FUTURE ADVERTISING IN THE CONTRACTED PERIODICAL OR SIMILAR PERIODICAL ONLY. REPLACEMENT ADS DO NOT COUNT TOWARD FULFILLING MINIMUM NUMBER OF ADS UNDER THIS AGREEMENT. LIABILITY FOR ERRORS ON MULTIPLE INSERTIONS WILL NOT EXCEED THE COST OF THE FIRST AD.

CREDIT TERMS Credit Application on File: ☒ Yes ☐ No Approved: ☐ Yes ☐ No

Prior to credit approval, Advertiser agrees to pay an amount equal to the estimated scheduled cost of the two scheduled ads in advance upon the execution of this contract.


Advance Amount: None Date Received: _____ Check Number: _____

Should the Publisher deem it necessary to consult legal counsel or a collection agency in the collection of a past due bill, then Advertiser agrees to pay all costs (including filing fees) associated with such action.

Signature of Advertiser: Andrew Luf Title: Sr Project Manager Sales Rep: John Bailey

831 Bay Avenue, Suite 1C Capitola, CA 95010 • Voice: 831.476.9130 Fax: 831.476.5023

Proof accepted. AL

Name + Address	phone	email
①	662-0102	ghapto@yahoo.com
	Gary Harrold 534 La Honda Dr Aptos, CA 95003	
②	Peg + Pat by Daniels-Flechner 708-2018	pdf20@indmatl.com
③	Erik Schapiro 701 Ocean St 454-5166	
④	Cristina James	831.454.7963 PRE033@suparks.com
⑤	MICHAEL DILLON IDA STUDIO 831.420.1648	
⑥	Bob Olson	831-4547963 PRE031@suparks.com
⑦	RAY WOLFE	831 688 3918 raywolfe@gp-1.com
⑧	Valerie Lytle	688-4248 nandvlytle@sbccglobal.net
⑨	Sally Conway	455-5162
⑩	JOE SCHULTZ	454-7901 PRE001@suparks.com
⑪	Ellen Price	454-2200 ellen.price@co.santa-cruz.ca.us



SITE DATA

- 1.75 ACRES
- 5-2 Bdrm Units: Plan 1
- 12-3 Bdrm Units: Plan 2A, 2B, & 2C
- 3-4 Bdrm Units: Plan 3
- 20 Total Units
- On-Site Pkg. Reg.
2.5 R171 for 2/3 bdrm units=43
3 R21 for 4 bedroom units= 9
52 Spaces Required
- On-Site Pkg. Provided
Covered Pkg. = 40
Stalls= 11
51 Spaces Provided
- Guest Parking: 20% of 52 = 11 Required
(net 13.10.552, #4 On-Street curb pkg.,
All Guest Parking is On-Street)



SITE DEVELOPMENT PLAN

MARCH 28, 2008
PROJECT NO. 440.015

2472 Cove Center Rd
Santa Cruz, CA 95061
P.O. Box 8344
P.O. Box 75451 San Jose, CA 95175

A1-1

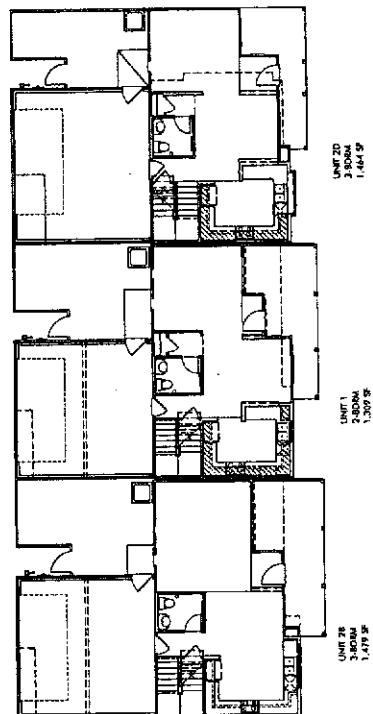
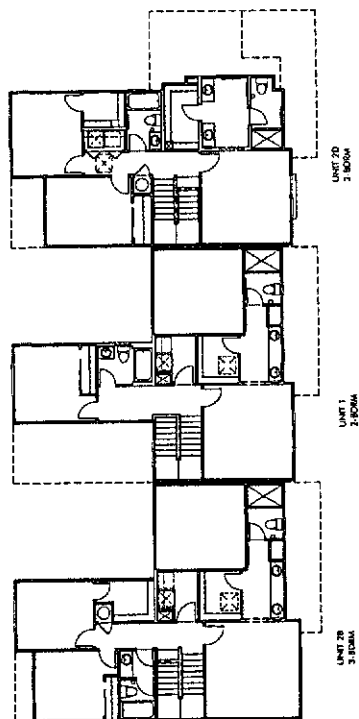
KUMAR SITE
APTOS, CA

*Presented at
April 23, 2008
Community Meeting*

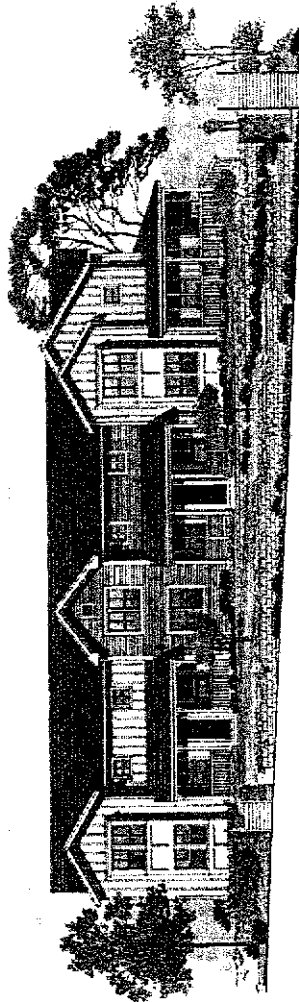
BUILDING B
FLOOR PLANS

APRIL 22, 2008 PROJECT NO: 440.025

26371 Crown Canyon Rd.
San Bruno, CA 94583
925.837.8286
925.837.2543 Fax



KUMAR SITE
APTOS, CA



FRONT ELEVATION

BUILDING B
ELEVATION

APRIL 22, 1988 PROJECT NO. 440.073

1/8" = 1'-0"

3421 Green Canyon Rd.
San Ramon, CA 94583
925 835-1000
925 835-2444 Fax

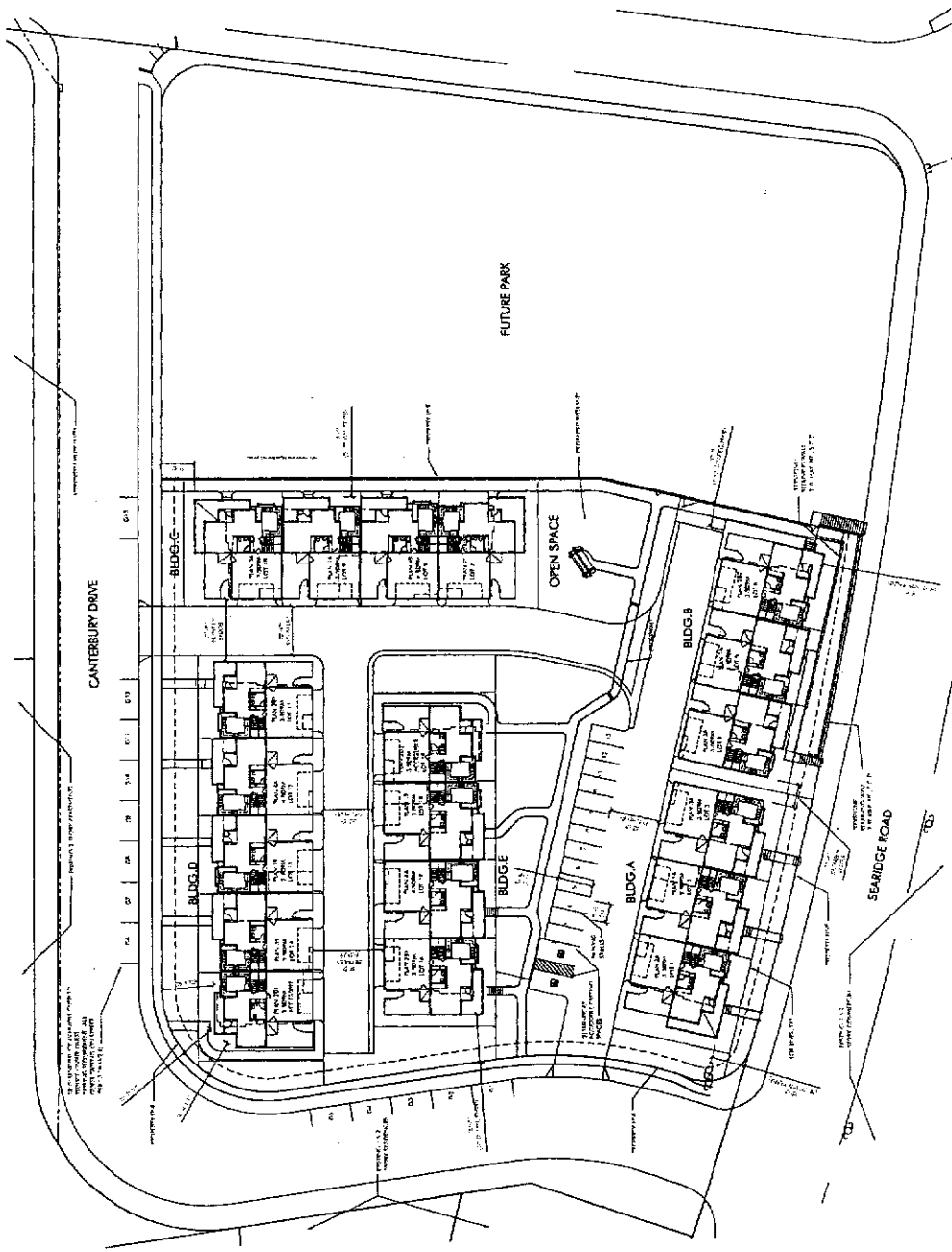
A4-1

KUMAR SITE
APTOS, CA

EXHIBIT F

4401-10000-0000
 4401-10000-0000
 4401-10000-0000
 4401-10000-0000

CANTERBURY PARK
 APTOS, CA
 SOUTH COUNTY HOUSING



REVISIONS
 1. 11/14/2008

ARCHITECTURAL SITE PLAN

JOB NO. 4401000
 SHEET
 DRAWN: CAD/USA
 CHECKED: A1.1
 DATE: 11/14/2008



FINAL