Staff Report to the Zoning Administrator

Application Number: 07-0643

Applicant: Tom Hart for Santa Cruz Medical Foundation
Owner: Palo Alto Medical Foundation
APN: 025-161-02, 16, 32, 025-171-18, 025-181-02

Agenda Date: July 25, 2008
Agenda Item #: 1
Time: After 10:00 a.m.

Project Description: Proposal to construct a new, two-story 19,711 square foot medical office building to include associated parking (including remote staff parking on the former "Drive-In" site); riparian restoration; site improvements including minor pedestrian improvements; and to install a new drop-off canopy on an existing medical office building.

Location: The property is located on the southwest and southeast corner of the intersection of Soquel Drive and Chanticleer Avenue, at 2851, 2900 and 2911 Chanticleer Avenue, and 1029 Commercial Way, and approximately 375 feet east of the intersection of Soquel Drive and Chanticleer Avenue, at 2260 Soquel Drive.

Supervisoral District: 1st District (District Supervisor: Janet K. Beautz)

Permits Required: Commercial Development Permit, an Amendment to Permit 86-1217, a Minor Variation to Permit 77-478-PD and 92-0633, and approval of a Parking Plan to allow for remote parking located more than 300 feet from the medical office buildings.

Technical Reviews: Preliminary Grading Review

Staff Recommendation:

- Certification of the Mitigated Negative Declaration in accordance with the California Environmental Quality Act.
- Approval of Application 07-0643, based on the attached findings and conditions.

Exhibits

A.	Project plans	F.	Zoning and General Plan maps
B.	Findings	G.	Initial Study
C.	Conditions	H.	Comments on Initial Study
D.	Location Map	I.	Applicant's Project Description
E.	Assessor's parcel map		

Parcel Information

Parcel Size:	1.2 acres (025-161-02); .2 acres (025-161-16); 1.1 acres (025-161-32); 3.5 acres (025-171-18) and 14.4 acres (025-181-02)
Existing Land Use - Parcel:	Vacant land (025-161-02, 16); medical office (025-161-32); hospital (025-171-18) and flea market/parking (025-181-02)
Existing Land Use - Surrounding:	Residential, commercial, service commercial and vacant
Project Access:	Soquel Drive, Chanticleer Avenue and Commercial Way
Planning Area:	Live Oak
Land Use Designation:	C-O, C-C and P (Professional and Administrative Office, Community Commercial and Public Facility)
Zone District:	PA, C-2 and PF (Professional Office, Community Commercial and Public Facility)
Coastal Zone:	__ Inside ✔ Outside

Environmental Information

Geologic Hazards:	Not mapped/no physical evidence on site
Soils:	Clayey sand/sandy clay with some silt. Soils Report submitted and accepted.
Fire Hazard:	Not a mapped constraint
Slopes:	Site is flat
Env. Sen. Habitat:	Riparian corridor on parcel 025-161-02
Grading:	Approximately 1,509 c.y. of excavation and 1,144 c.y. of fill
Tree Removal:	Two, 10-inch Redwood trees proposed to be removed
Scenic:	Within mapped resource, not visible from Highway 1
Drainage:	Adequate capacity in Leona Creek basin
Archeology:	Not mapped/no physical evidence on site

Services Information

Urban/Rural Services Line:	✔ Inside __ Outside
Water Supply:	City of Santa Cruz Water Department
Sewage Disposal:	County of Santa Cruz County Sanitation District
Fire District:	Central Fire Protection Distirct
Drainage District:	Zone 5

Project Description

The applicant proposes to construct a new, two-story medical office building of approximately 19,711 square feet in area. Also included is the construction of physician parking on a vacant parcel to the west, remote employee parking on the former "Skyview Drive In" site, minor pedestrian improvements to the hospital site, and construction of a new patient drop-off canopy for the existing medical office building. The new medical office building would be located on Assessor's Parcel

Number (APN) 025-161-02 and 52 patient parking spaces would be provided in the area surrounding the new office building. A portion of these spaces would be constructed with pervious pavement. Five new accessible spaces would be provided.

To provide additional parking, a new physician parking lot is proposed to the northwest, on a parcel fronting on Commercial Way. This parcel was formerly the site of a veterinary office, which has been demolished, and is currently vacant. This parcel would provide 26 parking spaces with easy access to Commercial Crossing and Dominican Hospital. Pervious pavement is proposed for the individual parking spaces to help reduce the post-development runoff.

Additional remote employee parking is proposed for an existing parking area at the former "Skyview Drive-In" site to the northeast of the new medical building. This parking area is accessed from Soquel Drive and would provide a minimum of 34 spaces for employees. A new pedestrian path is proposed to be installed (to include striping and crosswalks) from the remote employee parking lot through the existing Sutter Hospital parcel and across Chanticleer Avenue. An alternate route is available on existing sidewalks and crosswalks along Soquel Drive. Minimal improvements would be required to utilize this existing parking for the new employees. The remote parking is considered temporary in this location, pending future development of the remainder of the 14.4-acre former drive-in site.

Primary access to the proposed project would be from Chanticleer Lane with access to the employee parking (at the former Drive-In site) from Soquel Drive and an exit from the project onto Commercial Way from the proposed physician parking area to the west.

Landscaping is proposed as part of the new development and additional trees are proposed to be planted in existing landscaped areas, surrounding the existing medical office building. The riparian area is proposed to be restored, with additional plantings of arroyo willow and coffeeberry. Restoration is proposed to be performed in accordance with the recommendations of the biotic assessment prepared by John Gilchrist and Associates which has been reviewed and accepted by the County.

Project Setting

The proposed project, construction of a new, two-story medical office building, would be located on the west side of Chanticleer Avenue on a mostly vacant parcel that accommodates some parking for the adjacent medical office building fronting on Soquel Drive.

The project site is adjacent to non-conforming service commercial uses to the west and northwest, including a feed store and an equipment rental business in an area zoned for neighborhood commercial uses. The existing Sutter Maternity and Surgery Center is located to the east. Other service commercial uses including auto service and a tile warehouse are located to the south, on parcels zoned for service commercial uses. Directly to the north, across Soquel Drive, is a vacant parcel zoned for neighborhood commercial uses adjacent to Soquel Drive and zoned for professional office uses further north, along Thurber Lane.

The parcel where the medical office building is proposed is generally flat and vegetation on the site consists primarily of non-native grasses. Two large coast live oaks are located along the southern property line near a chain link fence separating the subject parcel from the neighboring commercial

property. Although the property is located within a mile of the Santa Cruz Gardens property that contains populations of federally listed and state endangered Santa Cruz tarplant and CNPS listed Gardener's yampah, these species are not expected to be found on the project site as vegetation has been removed and the site is highly disturbed.

A stream corridor is located along the western property line, separated from the upland portion of the site by another chain link fence. The stream corridor is part of a much larger drainage system known as Leona Creek that originates in the Santa Cruz Gardens area to the north and flows generally southward to Schwan Lake and is comprised of both below-ground channelized sections and sections of above-ground riparian stream channels. Both sides of the stream channel are within the parcel boundaries and vegetation in this area consists of non-native grasses, wild radish, non-native Himalayan blackberries and mature arroyo willows along both sides of the stream banks. The riparian corridor is proposed to be restored as part of the development.

Zoning & General Plan Consistency

The medical office building is proposed to be constructed on parcel 025-161-02, which is zoned PA (Professional Office), as is the adjacent parcel (025-161-32) where the existing office building is located. Minor modifications are proposed to the existing office to install a new drop-off canopy for clients and to repaint the structure in the same tones as the proposed office building and the existing Sutter Maternity and Surgery Center. An amendment to the prior office approval (86-1217) is required to recognize these changes and to reconfigure parking on the site. The General Plan designation for both parcels is C-O (Professional and Administrative Office). The proposed and existing use are allowed in the PA zone district and are consistent with the C-O General Plan designation which is intended to provide for office uses where there is a recognized need, such as near medical centers.

Physician parking is proposed on parcel 025-161-16 which is the site of a former veterinary office that has been demolished. The site is zoned C-2 (Community Commercial), and parking is an allowed use within that zone district which is consistent with the parcel's C-C or Community Commercial General Plan Designation.

Employee parking is proposed on parcel 025-181-02 which is the former "Skyview Drive-In" site and is also zoned C-2 (Community Commercial) and has a C-C or Community Commercial General Plan Designation. The area that is proposed for employee parking is currently permitted for flea market parking and a Minor Variation to the drive in and flea market permit, 77-478-PD, is proposed to recognize the new parking use, in an area previously approved for flea market parking. Because the parking is on a separate parcel, a Condition of Approval has been included to require a recorded easement in perpetuity for the off-site staff parking facility.

Only minor pedestrian improvements are proposed on parcel 025-171-18 which is the current site of the Sutter Maternity and Surgery Center. A Minor Variation to the hospital permit 92-0633 is proposed to recognize the pedestrian enhancements.

The proposed medical office building conforms to all site standards for the PA zone district. The building fronts on Chanticleer, and a 10-foot setback is provided. A 10-foot side setback is also provided to the southern parcel boundary, although no side setback is required in this zone

district. The rear setback, to the western parcel boundary is approximately 135-feet, where 10-feet would be required by the zone district standards. There is no residential zoning abutting or across the street from the subject parcel, so no additional setbacks would be required.
The height of the structure, to the top of the parapet, is 30-feet where 35-feet would be allowed by the zone district standards. A mechanical screen and equipment cabinet has been incorporated into the roof of the building. The screen does not exceed the 35-foot maximum height limit for the zone district, but a portion of the mechanical equipment does. A height exception can be allowed, however, per County Code Section 13.10.510(2), for portions of structures not used for human habitation and not covering more than 10% of the ground area covered by the structure. This exception would allow that portion of the structure to be erected to a height of not more than 25-feet above the height allowed in the zone district. The mechanical equipment covers 380 square feet of the roof area, and the ground area covered by the structure is approximately 10,330 square feet, so the portion over 35-feet in height would cover less than 3.7% of the ground area.

Design Review

The proposed medical office building complies with the requirements of the County Design Review Ordinance, in that the proposed project will incorporate site and architectural design features to reduce the visual impact of the proposed development on surrounding land uses and the natural landscape. The design of the new building is intended to relate to the existing office building and the Sutter Maternity and Surgery Center to establish a more campus-like appearance. Colors are proposed that would use a darker accent color at the base of the wall with the majority of the wall a lighter, complementary hue. Other proposed architectural elements of the new structure include a series of small horizontal reveals on the façade to reduce the scale of the plaster walls and to relate to the architectural treatment of the hospital. Standing seam metal roofing is proposed for the canopy, similar to that used for the hospital roof. Windows proposed for the new office building are similar to those found on the hospital.

The new canopy for the existing medical office building is proposed to be a cement plaster and column structure to match the existing building architecture. Additional landscaping is proposed, especially along Soquel Drive, to soften the appearance of the existing and proposed structures. The landscape plans include planting 10 new, 24-inch box sized redwood trees in the landscape strip adjacent to Soquel Drive and Chanticleer Avenue. In addition, significant restoration is proposed for the stream channel on the westerly edge of the site, which is currently degraded. Enhancement measures will improve the appearance of this area and contribute a natural amenity to the overall site plan.

Riparian Corridor

A stream corridor is located along the western property line, separated from the upland portion of the site by a chain link fence. The stream corridor is part of a much larger drainage system known as Leona Creek that originates in the Santa Cruz Gardens area to the north and flows generally southward to Schwan Lake and is comprised of both below-ground channelized sections and sections of above-ground riparian stream channels. Both sides of the stream channel are within the parcel boundaries. The channel is proposed to remain and the riparian area will be restored as part of the project. Although it was noted in the Initial Study that a riparian exception would be required, the project is actually exempt per County Code Section 16.10.060(d) as a

habitat restoration project required as a condition of approval. Development on the site meets the riparian buffer setback of 25-feet that was established as part of the Development Review Group Meeting (07-0186) for the proposed project.

John Gilchrist and Associates prepared a Biotic Assessment for this project. This report was reviewed and accepted by the Planning Department Environmental Planning Section. No special status species were identified on the subject property in either the Biotic Report or in site visits by Planning Department staff. The proposed project will have a beneficial impact on the riparian corridor on site, as the stream channel is currently in a degraded condition. Proposed enhancement and revegetation will improve habitat conditions within the riparian buffer. The Biotic Assessment noted that, with proper preparation, installation, and maintenance chances of restoration success are very good.

Stormwater Management

The proposed development includes both replacing and removing existing drain inlets to incorporate a new system that will treat and store stormwater runoff (the existing medical office building does not include water treatment). The proposed system has been sized and designed to accommodate runoff from both new impervious surfaces and existing impervious surfaces for the existing medical office building. The runoff rate from the proposed system will minimize storm water runoff that could contribute to flooding or erosion.

A Drainage Study prepared by Ifland Engineers was reviewed for potential drainage impacts and accepted by the Department of Public Works (DPW) Stormwater Management Section staff. On-site detention will be provided consisting of pervious pavers in the parking area, over an open-graded rock base to provide storage for the increase in runoff. DPW staff has determined that existing storm water facilities are adequate to handle the increase in drainage associated with the project. According to the Zone 5 Master Drainage Plan for the Leona Creek Basin, where the project is located, there are two downstream 54" reinforced concrete pipes (RCP) that can easily accommodate any additional runoff that would be generated by the proposed project.

Transportation and Parking Impacts

It is estimated that the proposed project would generate an additional 723 vehicle trips per day, with 50 occurring during the morning peak hour and 74 trips generated during the evening peak hour. A traffic analysis prepared by Higgins and Associates found that there would be no significant impacts on the intersections they studied, for the existing conditions and for the existing conditions plus the proposed project, but the cumulative Level of Service is projected to decline from Level of Service (LOS) D to F at the Soquel Drive/Soquel Avenue intersection. There are, however, currently improvements in signal synchronization underway which are expected to improve existing conditions in the area. These improvements are anticipated to be completed by the end of 2008, prior to building permit final for the proposed project. The traffic analysis noted that optimizing network signal timing and splits and re-configuring the lanes at this intersection would improve the cumulative LOS to D during the morning peak hour and to C during the evening peak hour. Transportation Improvement Area (TIA) fees will be required of the project and these fees will be used to fund future road improvements in the area to alleviate cumulative traffic impacts.

Parking improvements are proposed to meet the need generated by the new office building and to reconfigure existing parking to improve circulation and landscaping. During the review of this application, staff requested that the parking need be analyzed by the traffic engineer using County parking standards, parking demand rates published by the Institute of Traffic Engineers (ITE) and parking demand counts for the existing Chanticleer Avenue medical office building. Using County requirements, a total of 170 spaces would be needed based on 20 providers in the new building and 14 providers in the existing building (20+14=34 providers x 5 spaces per provider). Based on the ITE data, which uses building area to calculate parking demand, 95 spaces would be required. Parking demand counts performed by the traffic engineer for the existing office building indicated that the ratio of parked spaces to practitioners would be 4.1 spaces per practitioner during peak parking demand. In order to assure that sufficient parking would be available for the new and existing buildings, the most stringent standard was used (5 spaces per practitioner) to arrive at a requirement for 170 spaces. This would include the parking needed for clients, practitioners and staff. As proposed, 115 spaces are provided on site for clients, 26 spaces are provided for doctors in a separate lot fronting on Commercial Way, and an additional 32 remote spaces for staff are provided on the former "Skyview Drive-in" site for a total of 173 spaces. The total number and types of spaces required and provided are as follows:

Type	No. Provided	No. Required	% Provided	% Allowed
Total spaces	173	170	n/a	n/a
Accessible	9	7	n/a	n/a
Compact	43	n/a	25%	40%
Bicycle	32	32	n/a	n/a

Because the proposed office building relies on remote parking located on another parcel, a condition of approval has been included to require that the property owner record a reciprocal parking agreement to assure that adequate parking will be provided for all uses in the future, as required by County Code Section 13.10.555(c). Because the remote parking is located more than 300-feet from the uses it is intended to serve, approval of a Parking Plan is required. A condition of approval has also been included to require that the applicant submit a plan to assure that the remote staff parking is utilized as intended, including copies of informational materials to be provided to staff.

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 5, 2008. A preliminary determination to issue a Negative Declaration with Mitigations (Exhibit G) was made on May 8, 2008. The mandatory public comment period expired on June 11, 2008. One letter of comment was received from the Santa Cruz County Regional Transportation Commission (SCCRTC), primarily addressing impacts to State Route 1 and potential pedestrian and bicycle enhancements. The County Environmental Coordinator determined that the comments relating to State Route 1 were not within the scope of this project, due to the limited number of potential new trips highway relative to the existing highway capacity. Pedestrian and bicycle improvements recommended by SCCRTC have already been incorporated into the proposed project.

The environmental review process focused on the potential impacts of the project in the areas of drainage, biological resources, visual resources and traffic. The environmental review process generated one mitigation measure to reduce potential traffic impacts from the proposed development and adequately addresses that issue. Other issues were adequately addressed through the design of the proposed project.

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 in accordance with the California Environmental Quality Act.
- **APPROVAL** of Application Number **07-0643,** 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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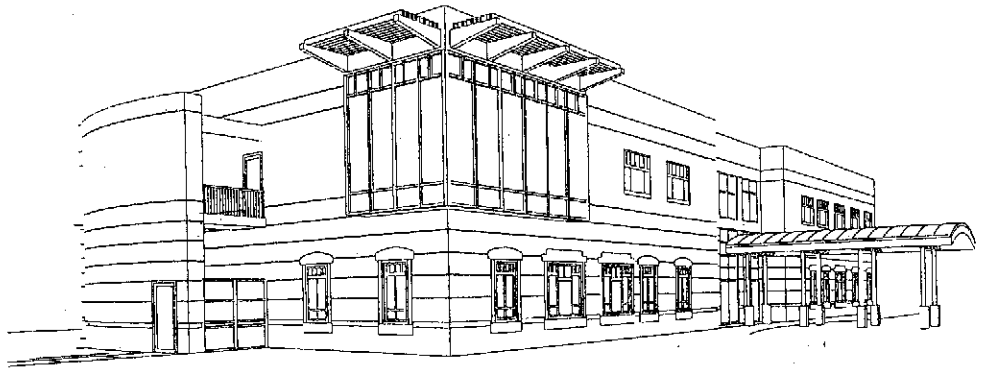
Santa Cruz Medical Foundation

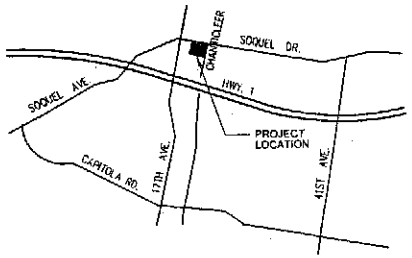
A Sutter Health Affiliate

CHANTICLEER MEDICAL OFFICE BUILDING

2851 Chanticleer Avenue, Santa Cruz, California 95062



VICINITY MAP



CODE REFERENCES

THE CONTRACTOR(S) SHALL COMPLY WITH ALL APPLICABLE LAWS AND BUILDING CODES GOVERNING THIS PROJECT. SUCH COMPLIANCE WILL INCLUDE, BUT NOT BE LIMITED TO THE FOLLOWING:

- 2007 CALIFORNIA BUILDING CODE (CBC) – CALIFORNIA CODE OF REGULATIONS, TITLE 24, PART 2
- 2007 CALIFORNIA ELECTRICAL CODE (CEC) – CCR TITLE 24, PART 3
- 2007 CALIFORNIA MECHANICAL CODE (CMC) – CCR TITLE 24, PART 4
- 2007 CALIFORNIA PLUMBING CODE (CPC) – CCR TITLE 24, PART 5
- 2007 CALIFORNIA ENERGY CODE – CCR TITLE 24, PART 6
- 2007 CALIFORNIA FIRE CODE (CFC) – CCR TITLE 24, PART 9
- CALIFORNIA ELEVATOR SAFETY CODE– CCR TITLE 8
- AMERICANS WITH DISABILITIES ACT (ADA)
- TITLE 19 (PUBLIC SAFETY) – CALIFORNIA CODE OF REGULATIONS
- TITLE 22 (SOCIAL SECURITY, DIVISIONS 5, 7) – CALIFORNIA CODE OF REGULATIONS
- TITLE 24 (BUILDING STANDARDS, PART A – 1,2,3,4,5,6) – CALIFORNIA CODE OF REGULATIONS

PROJECT TEAM

OWNER'S REPRESENTATIVE:
SANTA CRUZ MEDICAL FOUNDATION
2025 SOQUEL AVENUE
SANTA CRUZ, CA 95062
(831) 458-5591 (831) 423-4515 FAX

GENERAL CONTRACTOR:
BOGARD CONSTRUCTION, INC.
350-A CORAL STREET
SANTA CRUZ, CA 95060
(831) 426-8191 (831) 426-4921 FAX

BIOTIC CONSULTANT:
JOHN GILCHRIST & ASSOCIATES
228 SPRING STREET
SANTA CRUZ, CA 95060
(831) 429-4355

CIVIL ENGINEER/LAND PLANNER:
IFLAND ENGINEERS, INC.
1100 WATER STREET, SUITE 2
SANTA CRUZ, CA 95062
(831) 426-5313 (831) 426-1763 FAX

LANDSCAPE ARCHITECT:
THOMAS SCHERER ASSOCIATES
P.O. BOX 68
APTOS, CA 95001
(831) 688-8913 (831) 688-3735 FAX

ARCHITECT:
SILVA STOWELL ARCHITECTS, LLP
910 X STREET, SUITE 200
SACRAMENTO, CA 95818
(916) 736-3100 (916) 736-3003 FAX

TRAFFIC ENGINEER:
HIGGINS & ASSOCIATES
1300-B FIRST STREET
GILROY, CA 95020
(408) 848-3122 (408) 848-2202 FAX

GEOTECHNICAL ENGINEER:
THARPE & ASSOCIATES, INC.
347 SPRECKELS DRIVE
APTOS, CA 95003
(831) 662-8590 (831) 662-8592 FAX

PROJECT INFORMATION

ADDRESS:	2851 CHANTICLEER AVENUE SANTA CRUZ, CA.	ALLOWABLE HEIGHT:	
ASSESSORS PARCEL NUMBER:	VACANT (APN 025-161-16 & 025-161-02) EXISTING MOB (APN 025-161-32)	BASE ALLOWABLE (PER CBC):	85' OR 5 STORIES ABOVE GRADE
		SPRINKLER INCREASE (HEIGHT) +20'-0":	85'-0"
ZONING:	C2 – RETAIL / COMMERCIAL PA– PROFESSIONAL & ADMINISTRATIVE OFFICES	SPRINKLER INCREASE (STORIES) +1 STORY:	6 STORIES ABOVE GRADE PLANE
		ALLOWABLE (PER ZONING CODE):	35' ABOVE GRADE
OCCUPANCY:	GROUP B	ALLOWABLE AREA:	
CONSTRUCTION TYPE:	TYPE III–A, FULLY FIRE–SPRINKLERED	BASE ALLOWABLE:	26,500 SF PER STORY
		FRONTAGE INCREASE:	(282/424 – 0.25) 30/30 = 0.42
SEISMIC ZONE:	4	ALLOWABLE AREA INCREASE:	(26,500 + (26,500 x 0.42) + (26,500 x 2) = 97,470 SF
EXISTING BUILDING LOT COVERAGE:	11,924 (10.75%)	PROJECT AREA:	
		FIRST FLOOR	9,820 G.S.F.
		SECOND FLOOR	9,891 G.S.F.

SHEET INDEX

SILVA STOW ARCHITECTS
910 X STREET, SUITE 2
SACRAMENTO, CA 958
TEL: 916.736.3100 FAX: 916.7

LICENSED ARCHITECT No. C26237 STATE OF CALIFORNIA

APN #'s: 025-161-02 | 025-161-1

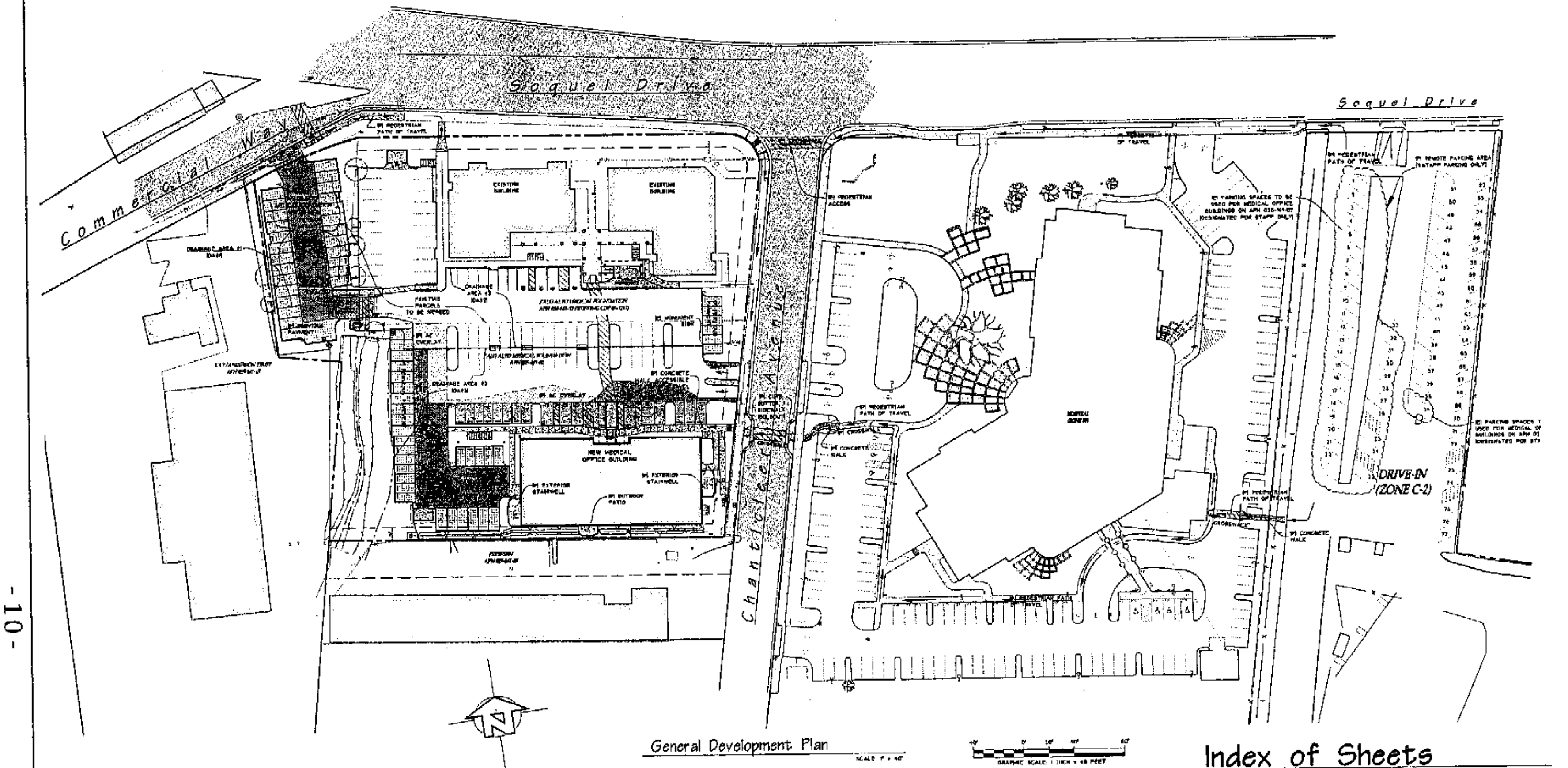
Santa Cruz Medical Fou
A Sutter Health Af

CHANTICLEER MEDICAL OFFICE BU
2851 CHANTICLEER AVENUE
SANTA CRUZ, CA 95062

Project Number	
Date	
Drawn By	
Checked By	
Scale	

COVER SHEE

Exhibit A



General Development Plan

Index of Sheets

SHEET NO.	DESCRIPTION
C1	GENERAL DEVELOPMENT PLAN
C2	EXISTING CONDITIONS / DEMOLITION PLAN
C3	SITE PLAN
C4	PAVING & GRADING PLAN
C5	SITE GRADING CROSS SECTIONS
C6	UTILITY PLAN (WET UTILITIES ONLY)
C7	DETENTION SYSTEM PROFILE & SECTIONS
C8	CONSTRUCTION DETAILS & COMMERICIAL WAY EGRESS PROFILE
EC1	EROSION CONTROL PLAN & DETAILS

For Plan Check Only

IFLAND ENGINEERS
CIVIL ENGINEERING • LAND PLANNING • STRUCTURAL DESIGN

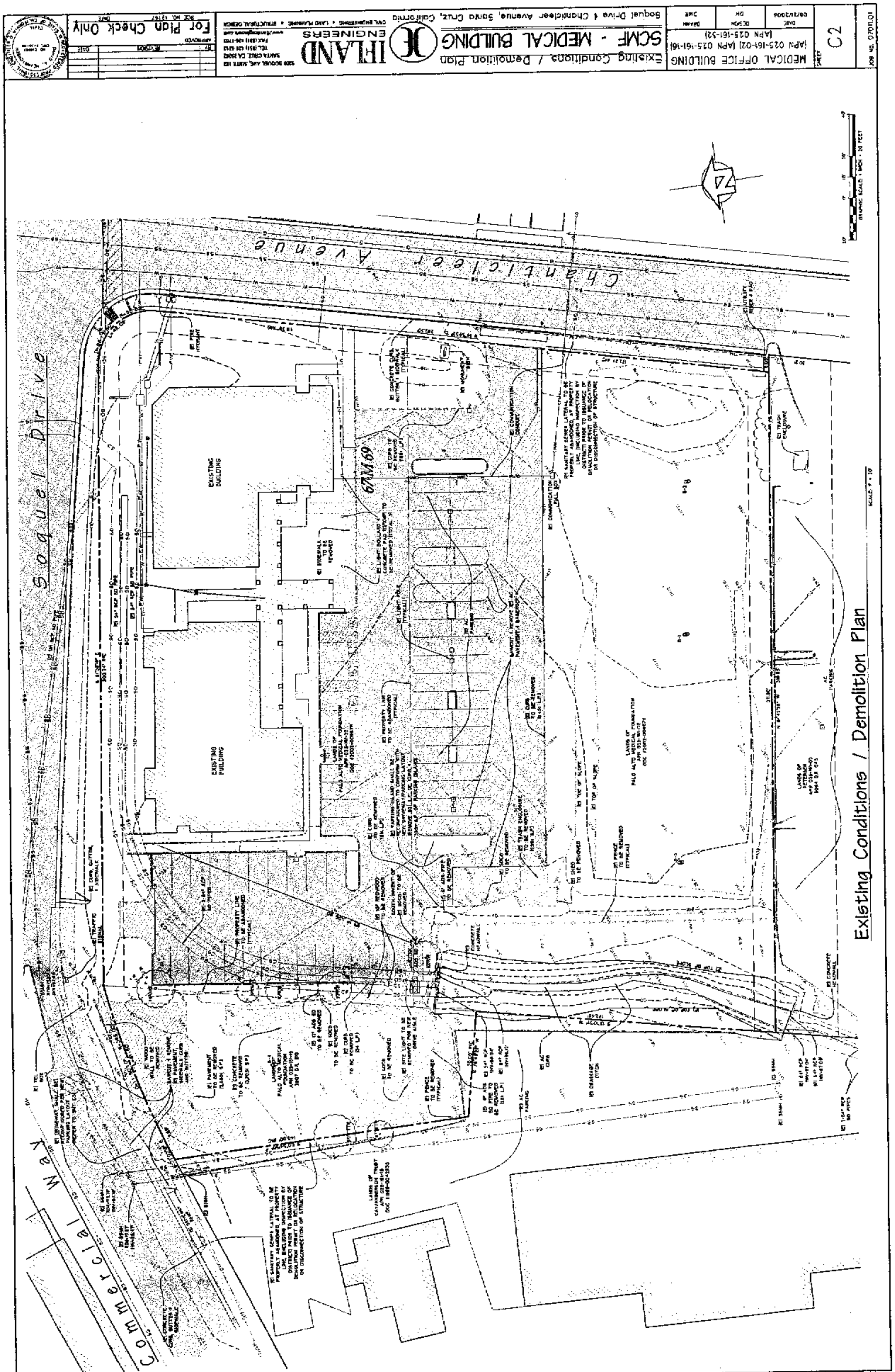
General Development Plan
SCMF - MEDICAL BUILDING
Soquel Drive & Chanticleer Avenue, Santa Cruz, California

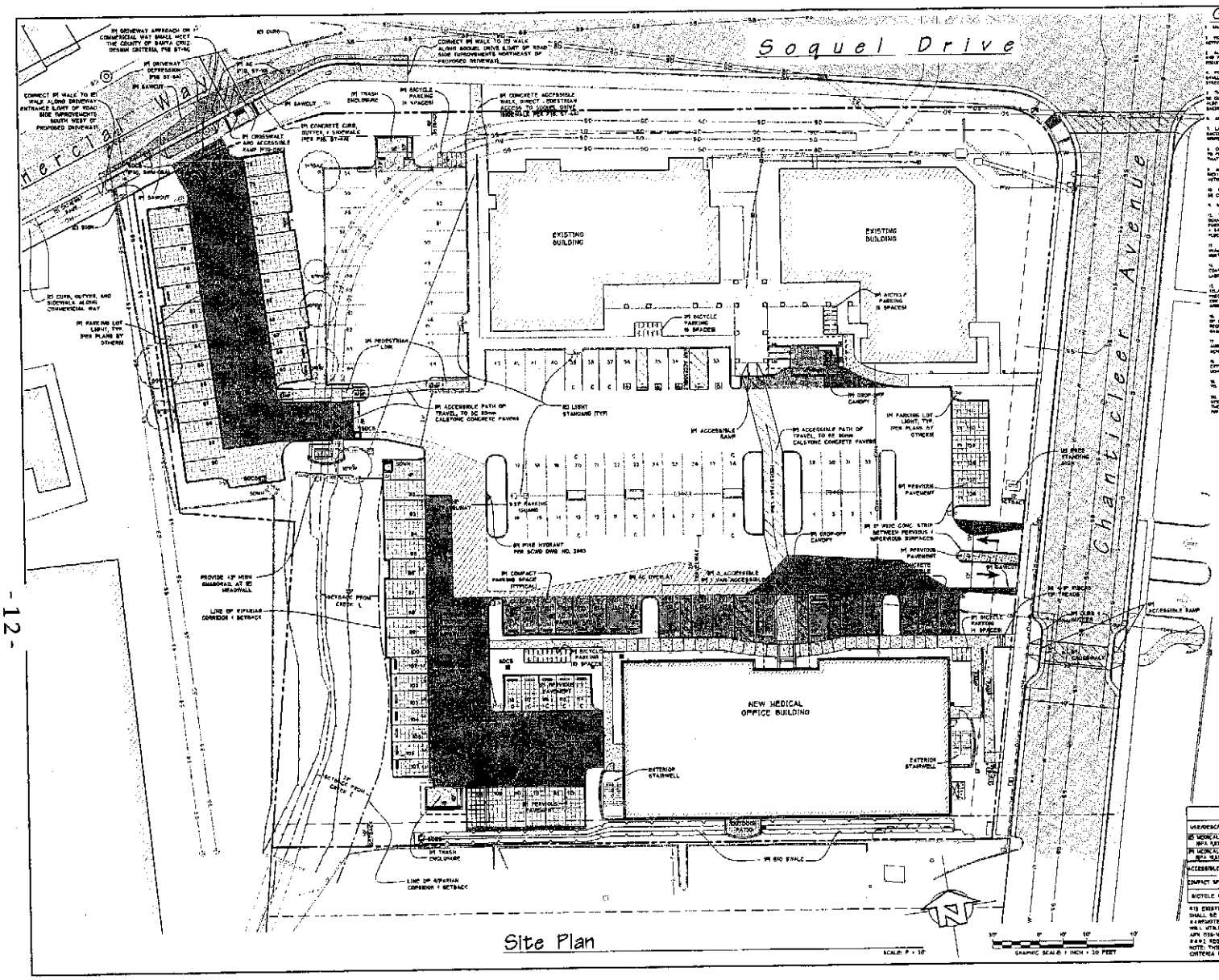
MEDICAL OFFICE BUILDING
(APN 025-161-02) (APN 025-161-16)
(APN 025-161-32)

DATE 06/21/2006 | DESIGN DH | DRAWN GMR

SHEET C1

JOB NO. 07011.01


Existing Conditions / Demolition Plan
Soquel Drive
Chanticleer Avenue
Commercial Way
EXISTING BUILDING
EXISTING BUILDING
SCMF - MEDICAL BUILDING
Existing Conditions / Demolition Plan
Soquel Drive & Chanticleer Avenue, Santa Cruz, California
IFLAND ENGINEERS
MEDICAL OFFICE BUILDING
C2
For Plan Check Only



General Notes

1. MARKING OF PLAN INDICATES NEW ASPHALTIC CONCRETE PAVING
2. WORK SHALL BE LIMITED TO 8:00 A.M. TO 5:00 P.M. WEEKDAYS. NON-NOISE PRODUCING ACTIVITIES, SUCH AS INTERIOR PAINTING, SHALL NOT BE SUBJECT TO THIS RESTRICTION.
3. ALL CONSTRUCTION STRUCTURES FOR CURB, GUTTER, SIDEWALK, SANITARY SEWER, STORM DRAINS AND WATER LINES SHALL BE DONE UNDER THE SUPERVISION OF A LICENSED LAND SURVEYOR OR REGISTERED CIVIL ENGINEER.
4. FOR DRAINAGE AND CONSTRUCTION PURPOSES, WHERE NO SLOPE IS SHOWN OR WHERE PLANS SHALL BE DEFINED AS THE CONTROL LINE FROM WHICH ANY LOCAL AGENCY REQUIRES THE STREET WIDTH TO BE DETERMINED.
5. THE TOP 6" OF SUB-GRADE BEFORE ALL PAVED SURFACES SUBJECT TO VEHICULAR USE SHALL BE COMPACTED TO A MINIMUM OF 90% RELATIVE COMPACTION. ANY CONTRACTORS ATTENTION IS ALSO REFERRED TO THE SOILS INVESTIGATION REPORT - STANDARD TRENCH BACKFILL FOR ADDITIONAL BACKFILL AND COMPACTION STANDARDS.
6. ALL UTILITIES SHALL BE UNDERGROUND.
7. LATERAL UTILITY TRENCHES IN EXISTING ASPHALTIC ROAD RIGHT OF WAY SHALL BE BACKFILLED WITH 2-SACK CEMENTITIOUS SLURRY, PER PAR 19-5, OR AS DIRECTED BY THE COUNTY INSPECTOR.
8. CONTRACTOR SHALL FIELD VERIFY ALL UNDERGROUND UTILITIES AND SUBSTRUCTURES WITH RELATIVE CONSTRUCTION. THE ENGINEER MUST BE NOTIFIED, IN WRITING, OF ANY DISCREPANCIES NOT NOTED.
9. ALL REQUIREMENTS OF THE CENTRAL FIRE PROTECTION DISTRICT SHALL BE MET. THIS SHALL INCLUDE ALL RECOMMENDATIONS RELATIVE TO SMOKE DETECTORS, ASBESTOS HAZARDS, FIRE ALARMS, AUTOMATIC SPRINKLER SYSTEM, ACCESS, WATER AND TURNAROUNDS, AND FIRE HYDRANTS.
10. FIRE SEWER PIPE SHALL BE MINIMUM 4" DIAMETER OR SIZING. ANY STORM DRAIN PIPE SHALL BE CLASS III - ASTM C-76 OR AASHTO M-170.
11. MAILBOXES SHALL BE PROVIDED PER U.S. POSTAL SERVICE REQUIREMENTS.
12. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE VERIFICATION OF CONSTRUCTION QUANTITIES PRIOR TO SUBMITTAL OF ANY BIDS. QUANTITY DISCREPANCIES SHOWN ON THESE PLANS OR EARTHWORK ESTIMATES ARE FOR ESTIMATING PURPOSES ONLY AND SHALL NOT BE CONSIDERED AS A BASIS FOR CONSTRUCTION PAYMENT. CONTRACTOR SHALL NOT BE RESPONSIBLE FOR LOT SUBDIVISIONS IN SUCH QUANTITIES AND ESTIMATES.
13. FOR GRADING DISCREPANCIES, THE ENGINEER OF WORK WILL NOT BE RESPONSIBLE FOR ANY QUANTITIES SHOWN ON THE PLANS OR USED BY OTHERS. PLANS ALL CHANGES MUST BE IN WRITING AND MUST BE APPROVED BY THE ENGINEER PRIOR TO CONSTRUCTION.
14. UNLESS OTHERWISE NOTED, THE TERMS "INSTALL" AND "CONSTRUCT" MEAN THAT THE CONTRACTOR SHALL BE RESPONSIBLE FOR FURNISHING ALL MATERIALS, PRODUCTS, EQUIPMENT, AND LABOR NOT LABOR INSTALLATION AND CONSTRUCTION.
15. STATIONS AND DIMENSIONED LOCATIONS OF ALL SEWER AND STORM DRAIN MANHOLES AND INLETS ARE SHOWN FOR THE CONVENIENCE OF THE CONTRACTOR TO INVEST SUBSTITUTIONS SHALL FACE ACCESSIBLE ENDS. ALL MANHOLES AND INLETS SHALL BE SET WHERE SHOWN ON THE PLAN AND PROFILE DRAWINGS. CONTRACTOR SHALL BE RESPONSIBLE FOR ADJUSTING MANHOLE AND INLET RIM ELEVATIONS TO BE IN PAVEMENT SURFACE PRIOR TO CONSTRUCTION.
16. ALL WORK ADJACENT TO OR WITHIN A COUNTY ROAD SHALL BE SUBJECT TO THE PROVISIONS OF THE ENCROACHMENT ORDINANCE OF THE COUNTY CODE, INCLUDING DEPOSITS AS RECALCULATED WHERE REQUIRED. WHERE FEASIBLE, ALL IMPROVEMENTS ADJACENT TO OR AFFECTING A COUNTY ROAD SHALL BE CONSTRUCTED WITH APPROVED COUNTY STANDARDS CONSTRUCTED ON THE FINAL ROAD.
17. FOR ROAD WORK INVOLVING A PAVEMENT OVERLAY SYSTEM BETWEEN THE LIP OF GUTTER AND THE EXISTING EDGE OF PAVEMENT, THE OVERLAY SHALL BE EXTENDED AS FAR AS NECESSARY TO ACHIEVE A STREET CROSS SLOPE OF 2% - 4%.
18. DOCUMENTATION WILL BE VERIFIED BY THE COUNTY CONSTRUCTION INSPECTOR. LOCATION OF EXISTING UTILITIES WILL BE VERIFIED FOR THE PROPERTY LINE ONLY. ALL OTHER UTILITY DOCUMENTATION WILL BE VERIFIED AT GRADING.
19. ANY IMPACTS OR DAMAGE TO THE EXISTING ROADWAY IMPROVEMENTS SHALL BE REPAIRED TO BE WITH ACCEPTANCE BY THE COUNTY PUBLIC WORKS STANDARDS.
20. THE PROPOSED MEDICAL OFFICE BUILDING AT CHANTICLEER WILL BE A NON-LICENSED MEDICAL OFFICE BUILDING WHICH PROVIDES PHYSICIANS AND TREAT AMBULATORY PATIENTS, AND THERE WILL NOT BE SERVICES OF TREATMENTS THAT SPECIALIZE IN THE AREA OF THE MENTIFY MENTIONED.

PARKING CALCULATOR

USE/DESCRIPTION	CODE REGULATIONS	REQUIRED SPACES	EXISTING SPACES ON-SITE	PROPOSED SPACES ON-SITE	TOTAL SPACES ON-SITE	REMOTE LOCATION SPACES
(E) MEDICAL OFFICE (NFA 9,835 SF)	35 SPACES / 1 PRACTITIONERS	175	649	97	181	537
(N) MEDICAL OFFICE (NFA 9,540 SF)						
ACCESSIBLE SPACES	1 SPACE / 25 REQUIRED	7	6	8	649	0
COMPACT SPACES (C)	40 OR LESS REQ'D (COUNTS OF TOTAL)	38	8	35	43	0
BICYCLE SPACES	1 SPACE / 1,000 SF OF GFA	19	0	32	32	0
					TOTAL SPACES =	175 PROVIDED

613 EXISTING PARKING SPACES SHALL BE REMOVED 1 7 SHALL BE RESTRIPED, LEAVING 64 (D)
MINIMUM PARKING FOR MEDICAL OFFICE BUILDINGS
MIN. 1 VISITOR SPLT 35 OF THE 71 EXISTING SPACES ON APN 025-161-02 DESIGNATED FOR STAFF ONLY)
8 & 9 REQUIRED + 1 PROVIDED VAN ACCESSIBLE SPACES
NOTE: THIS PROPOSAL USES CBC1599.1, ITEM 1 PARKING CRITERIA FOR MEDICAL DEPARTMENT FACILITIES.

(E) = EXISTING
(N) = PROPOSED
SF/A = GROSS FLOOR AREA

IFLAND ENGINEERS
1200 SOQUEL AVE, SUITE 101, SANTA CRUZ, CA 95062
(TEL) 831-426-9313 (FAX) 831-426-9182
www.ifland.com
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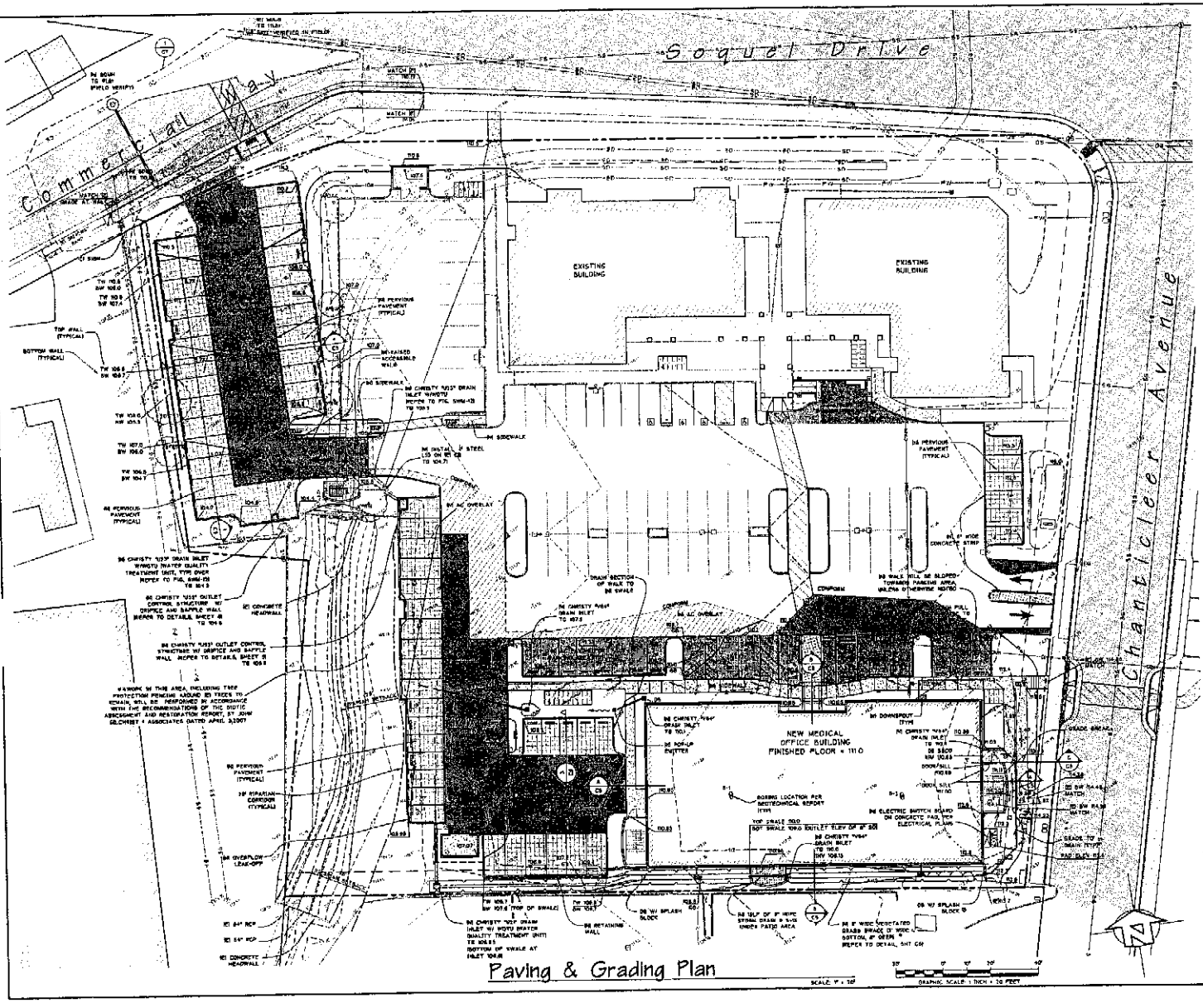
For Plan Check Only
DATE: 08/27/2008
BY: DH
APPROVED
NO. DESCRIPTION

MEDICAL OFFICE BUILDING
(APN 025-161-02) (APN 025-161-16)
(APN 025-161-32)
DATE: 08/27/2008
DESIGN: DH
DRAWN: DH/JT

Site Plan
SCMF - MEDICAL BUILDING
Soquel Drive & Chanticleer Avenue, Santa Cruz, California

SHEET: C3
JOB NO. 07011.01



Grading Notes

1. DESIGNATE A "DISTURBANCE COORDINATOR" TO RESPOND TO CITIZEN COMPLAINTS AND REMEDIES EXCESSIVE CONSTRUCTION NOISE AND DUST. THE NAME, PHONE, AND TELEPHONE NUMBER OF THE DISTURBANCE COORDINATOR SHALL BE POSTED ON A SIGN EASILY VISIBLE FROM OFF-SITE DURING THE ENTIRE TIME PROJECT GRADING AND CONSTRUCTION OCCUR. THE DISTURBANCE COORDINATOR SHALL INVESTIGATE THE CONCERN AND TAKE REMEDIAL ACTION, IF NECESSARY, WITHIN 24 HOURS OF RECEIVING A COMPLAINT OR AN INQUIRY.

2. NO CHANGES IN THE APPROVED IMPROVEMENT PLANS SHALL BE MADE WITHOUT PRIOR APPROVAL OF THE DEPARTMENT OF PUBLIC WORKS.

3. NO LAND CLEARING, GRADING, OR EXCAVATING SHALL TAKE PLACE BETWEEN OCTOBER 15 AND APRIL 15 UNLESS A SEPARATE WINTER EROSION CONTROL PLAN IS APPROVED BY THE PLANNING DIRECTOR.

4. NO LAND DISTURBANCE SHALL TAKE PLACE PRIOR TO THE ISSUANCE OF BUILDING PERMITS EXCEPT THE MINIMUM REQUIRED TO INSTALL STREET IMPROVEMENTS, PROVIDE ACCESS FOR COUNTY REQUIRED TESTS OR TO CARRY OUT OTHER WORK SPECIFICALLY REQUIRED BY ANOTHER OF THESE CONDITIONS. IN ADDITION, THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING AN NPDES PERMIT FROM THE REGIONAL WATER QUALITY CONTROL BOARD PRIOR TO GRADING.

5. THE CONTRACTOR SHALL APPLY WATER TO ALL EXPOSED EARTH SURFACES AT INTERVALS SUFFICIENT TO PREVENT AIRBORNE DUST FROM LEAVING THE PROJECT SITE. ALL EXPOSED EARTH SHALL BE WATERED DOWN AT THE END OF THE WORK DAY.

6. WHILE IN TRANSIT TO AND FROM THE PROJECT SITE, ALL TRUCKS TRANSPORTING FILL SHALL BE COVERED WITH TARPS.

7. ALL GRADING WORK AND CONSTRUCTION OF IMPROVEMENTS SHALL BE DONE IN ACCORDANCE WITH RECOMMENDATIONS SPECIFIED IN THE GEOTECHNICAL REPORT PREPARED FOR THIS PROJECT. THE GEOTECHNICAL ENGINEER SHALL INSPECT THE COMPLETED PROJECT AND CERTIFY IN WRITING THAT THE IMPROVEMENTS HAVE BEEN CONSTRUCTED IN CONFORMANCE WITH THE GEOTECHNICAL REPORT.

8. 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 HISTORICAL OR 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.

9. THE DIRECTOR OF PUBLIC WORKS, OR HIS AUTHORIZED REPRESENTATIVE, SHALL HAVE THE AUTHORITY TO "STOP WORK" IF THE WORK IS NOT BEING DONE IN ACCORDANCE WITH THE APPROVED IMPROVEMENT PLANS.

10. THE CONTRACTOR SHALL NOTIFY THE COUNTY CONSTRUCTION ENGINEER (454-2160) 24 HOURS PRIOR TO START OF CONSTRUCTION.

11. THE ENGINEER PREPARING THESE PLANS WILL NOT BE RESPONSIBLE FOR, OR LIABLE FOR, UNAUTHORIZED CHANGES TO, OR USES OF, THESE PLANS. ALL CHANGES MUST BE IN WRITING AND MUST BE APPROVED BY THE ENGINEER PRIOR TO CONSTRUCTION.

12. 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.

NOTE
IN ACCORDANCE WITH GENERALLY ACCEPTED CONSTRUCTION PRACTICES, THE CONSTRUCTION CONTRACTOR AGREES THAT HE WILL BE REQUIRED TO ASSUME SOLE AND COMPLETE RESPONSIBILITY FOR THE JOB SITE CONDITIONS DURING THE CONSTRUCTION OF THIS PROJECT, INCLUDING SAFETY OF ALL PERSONS AND PROPERTY. THIS REQUIREMENT SHALL BE APPLIED CONTINUOUSLY AND NOT LIMITED TO NORMAL WORKING HOURS. THE CONSTRUCTION CONTRACTOR ALSO AGREES TO DEFEND, INDEMNIFY AND HOLD THE DESIGN PROFESSIONAL HARMLESS FROM ANY AND ALL LIABILITY, REAL OR ALLEGED, IN CONNECTION WITH PERFORMANCE OF THE WORK ON THIS PROJECT, EXCEPTING LIABILITY ARISING FROM THE SOLE NEGLIGENCE OF THE DESIGN PROFESSIONAL.

Preliminary Earthwork Quantities

TO SUBGRADE
1508 CUBIC YARDS EXCAVATION
1144 CUBIC YARDS FILL
364 CUBIC YARDS EXPORT

NOTES:
1. ESTIMATE DOES NOT INCLUDE STRIPPINGS, UTILITY TRENCH VOLUMES OR ANY OVEREXCAVATION, IF REQUIRED BY SITE CONDITIONS
2. ESTIMATE ASSUMES A 15% EXPANSION FACTOR ON ALL FILL MATERIAL AND A 0% EXPANSION FACTOR ON ALL CUT MATERIAL
3. EARTHWORK QUANTITIES ARE PRELIMINARY ESTIMATES ONLY. DURING FINAL PROJECT DESIGN ESTIMATES MAY BE ADJUSTED TO ACCOUNT FOR UNSUITABLE SOILS, EXISTING PAVED SURFACES AND SITE STRIPPING. SHOULD SUCH INFORMATION BE AVAILABLE.
4. EXPORT MATERIAL SHALL BE DISPOSED OF AT BUENA VISTA LANDFILL SITE.

Preliminary Storm Drainage Calculations

For On-Site Only (See Drainage Report for Complete Analysis)

Time of Concentration = 15 Minutes

	Site Area	Acreage (A)	C	Factor(s)
A	Undisturbed Area (P Roof)	0.19		
	Drainage Area (P Roof)	0.19		
	Undisturbed Area (Pervious Paving)	0.01		
	Drainage Area (Pervious Paving)	0.01		
	Undisturbed Area (Remaining Area)	0.61		
	Drainage Area (Remaining Area)	0.61		
I	Rainfall Intensity:	1.9 in/hr		

	Runoff Coefficients	Pervious	Max Permitted	Site Area	Totals (C)
C	Pre-Development (Roofs)	0.10	0.90 AC	0.19 AC	0.19
	Pre-Development (Paved)	0.90 AC	0.90 AC	0.00 AC	0.00
	Post-Development (Roofs)	0.90	0.90 AC	0.19 AC	0.19
	Post-Development (Paved)	0.90 AC (Pervious)	0.90 AC	0.00 AC	0.00

	Flow				Q
Q	Pre-Development (Roofs)	0.19	1.9	0.19	0.19 CFS
	Pre-Development (Paved)	0.00	1.9	0.00	0.00 CFS
	Post-Development (Roofs)	0.19	1.9	0.19	0.19 CFS
	Post-Development (Paved)	0.00	1.9	0.00	0.00 CFS

	Runoff Totals Q =				Totals
Q	Pre-Development (Roofs)	0.90	0.1	0.19	0.36 CFS
	Pre-Development (Paved)	0.90	0.1	0.00	0.00 CFS
	Post-Development (Roofs)	0.90	0.1	0.19	0.36 CFS
	Post-Development (Paved)	0.90	0.1	0.00	0.00 CFS

NOTE:
1. POST-DEVELOPMENT RUNOFF WILL BE LIMITED TO PRE-DEVELOPMENT PEAK VOLUMES VIA ON SITE STORMWATER MANAGEMENT SYSTEM
2. PROVIDE PERMANENT MARKINGS AT EACH STORM DRAIN INLET THAT READ "NO DUMPING - DRAINS TO BAY" OR EQUIVALENT. PROPERTY OWNER IS RESPONSIBLE FOR MAINTAINING THESE MARKINGS.

IFLAND ENGINEERS
3001 BISSELL, SUITE 100
SANTA CRUZ, CA 95065
TEL (831) 426-3110
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DATE
REV. NO. 10/13/7

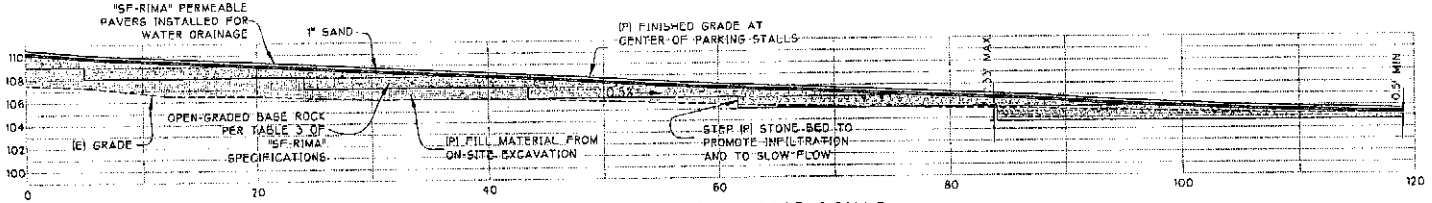
Paving & Grading Plan
SCMF - MEDICAL BUILDING
Soquel Drive & Chanticleer Avenue, Santa Cruz, California

MEDICAL OFFICE BUILDING
(APN 035-161-02) (APN 035-161-16)
(APN 035-161-32)

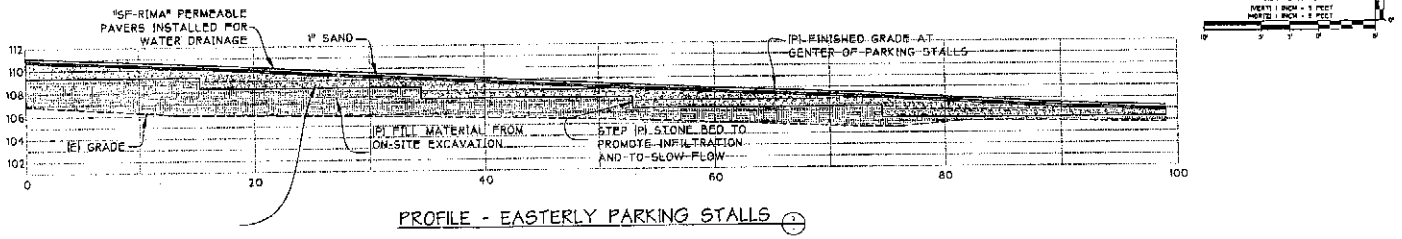
DATE 08/07/08
DESIGN DH
DRAWN DMS
CHECKED

SHEET C4

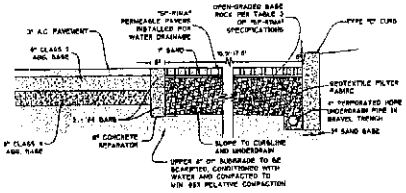
JOB NO. 07011.01



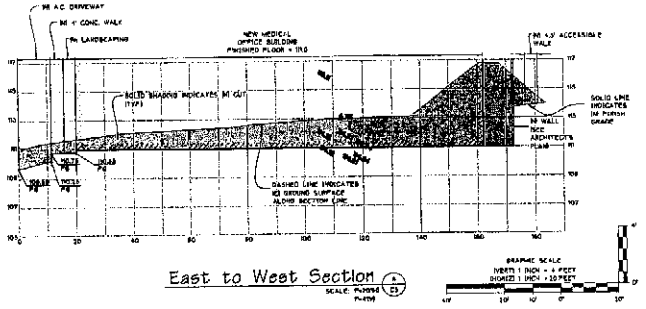
PROFILE - WESTERLY PARKING STALLS (1)



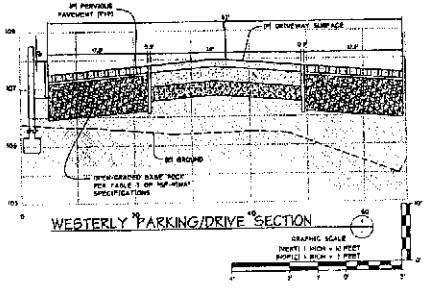
PROFILE - EASTERLY PARKING STALLS (2)



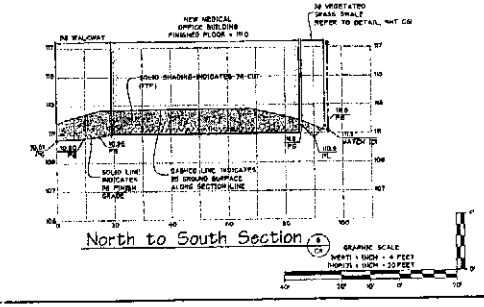
TYP. PERVIOUS PAVER SECTION (3)
SCALE: 1" = 1'



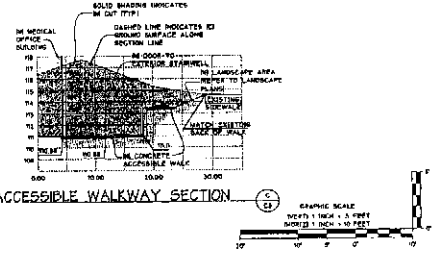
East to West Section (4/C5)
SCALE: (VERT) 1" = 5'-0"
(HORIZ) 1" = 10'-0"



WESTERLY PARKING/DRIVE SECTION (5)



North to South Section (5/C5)



ACCESSIBLE WALKWAY SECTION (6/C5)

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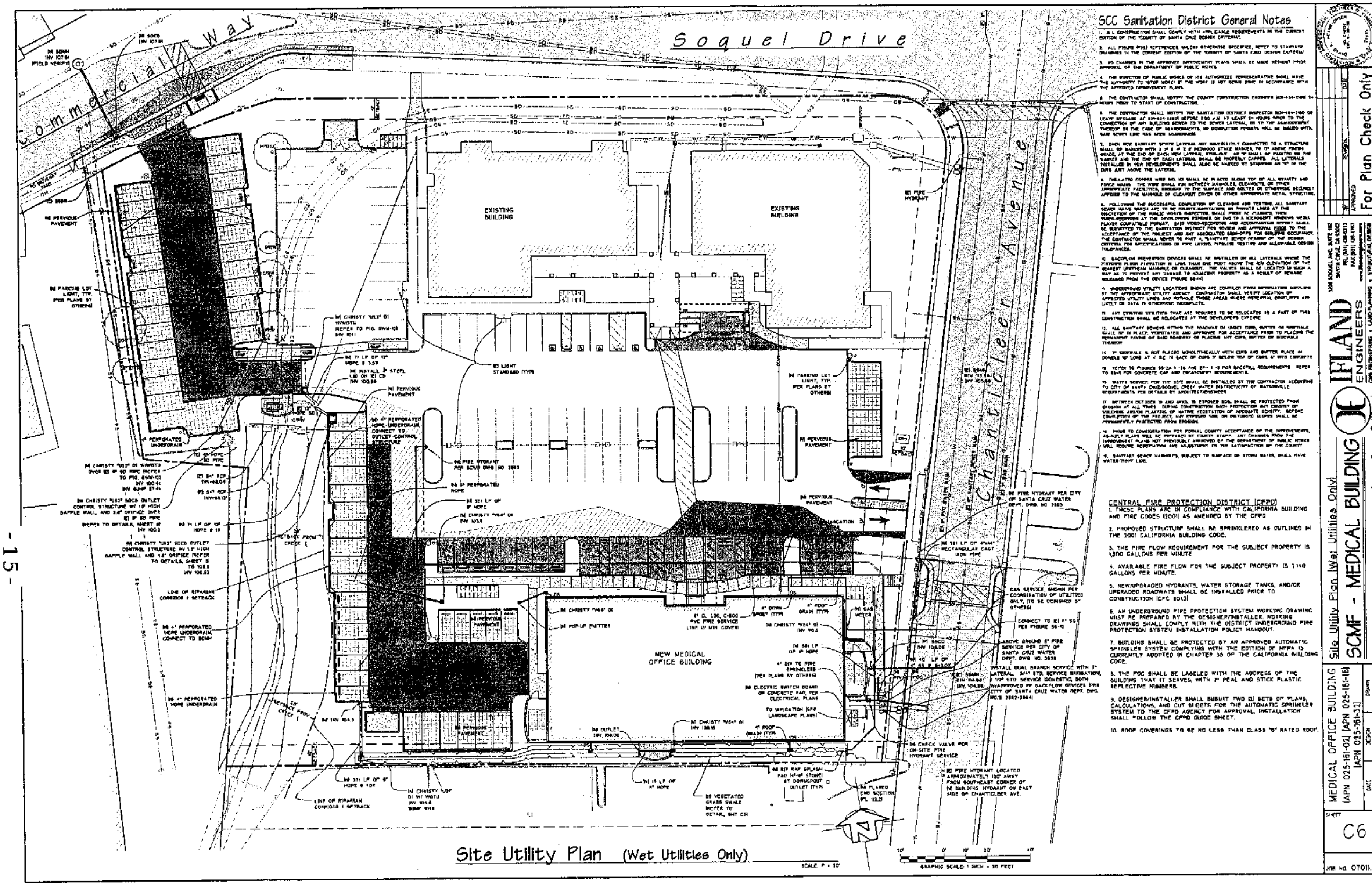
Site Grading Cross-Sections
SCMF - MEDICAL BUILDING
Soquel Drive & Chanticleer Avenue, Santa Cruz, California

MEDICAL OFFICE BUILDING
(APN 025-161-02) (APN 025-161-32)

SHEET C5

JOB NO. 07011.01


Soquel Drive
Commercial Way
Chanticleer Avenue
EXISTING BUILDING
EXISTING BUILDING
NEW MEDICAL OFFICE BUILDING
SCC Sanitation District General Notes
CENTRAL FIRE PROTECTION DISTRICT (CFPD)
1. THESE PLANS ARE IN COMPLIANCE WITH CALIFORNIA BUILDING AND FIRE CODES (2001) AS AMENDED BY THE CFPD
2. PROPOSED STRUCTURE SHALL BE SPRINKLERED AS OUTLINED IN THE 2001 CALIFORNIA BUILDING CODE.
3. THE FIRE FLOW REQUIREMENT FOR THE SUBJECT PROPERTY IS 1,500 GALLONS PER MINUTE.
4. AVAILABLE FIRE FLOW FOR THE SUBJECT PROPERTY IS 3140 GALLONS PER MINUTE.
5. NEW/UPGRADED HYDRANTS, WATER STORAGE TANKS, AND/OR UPGRADED ROADWAYS SHALL BE INSTALLED PRIOR TO CONSTRUCTION (CFC 8013)
6. AN UNDERGROUND FIRE PROTECTION SYSTEM WORKING DRAWING MUST BE PREPARED BY THE DESIGNER/INSTALLER. WORKING DRAWINGS SHALL COMPLY WITH THE DISTRICT UNDERGROUND FIRE PROTECTION SYSTEM INSTALLATION POLICY HANDOUT.
7. BUILDINGS SHALL BE PROTECTED BY AN APPROVED AUTOMATIC SPRINKLER SYSTEM COMPLYING WITH THE EDITION OF NFPA 13 CURRENTLY ADOPTED IN CHAPTER 35 OF THE CALIFORNIA BUILDING CODE.
8. THE FDC SHALL BE LABELED WITH THE ADDRESS OF THE BUILDING THAT IT SERVES, WITH 2" PEAL AND STICK PLASTIC REFLECTIVE NUMBERS.
9. DESIGNER/INSTALLER SHALL SUBMIT TWO (2) SETS OF PLANS, CALCULATIONS, AND CUT SHEETS FOR THE AUTOMATIC SPRINKLER SYSTEM TO THE CFPD AGENCY FOR APPROVAL. INSTALLATION SHALL FOLLOW THE CFPD GUIDE SHEET.
10. ROOF COVERINGS TO BE NO LESS THAN CLASS "B" RATED ROOF.
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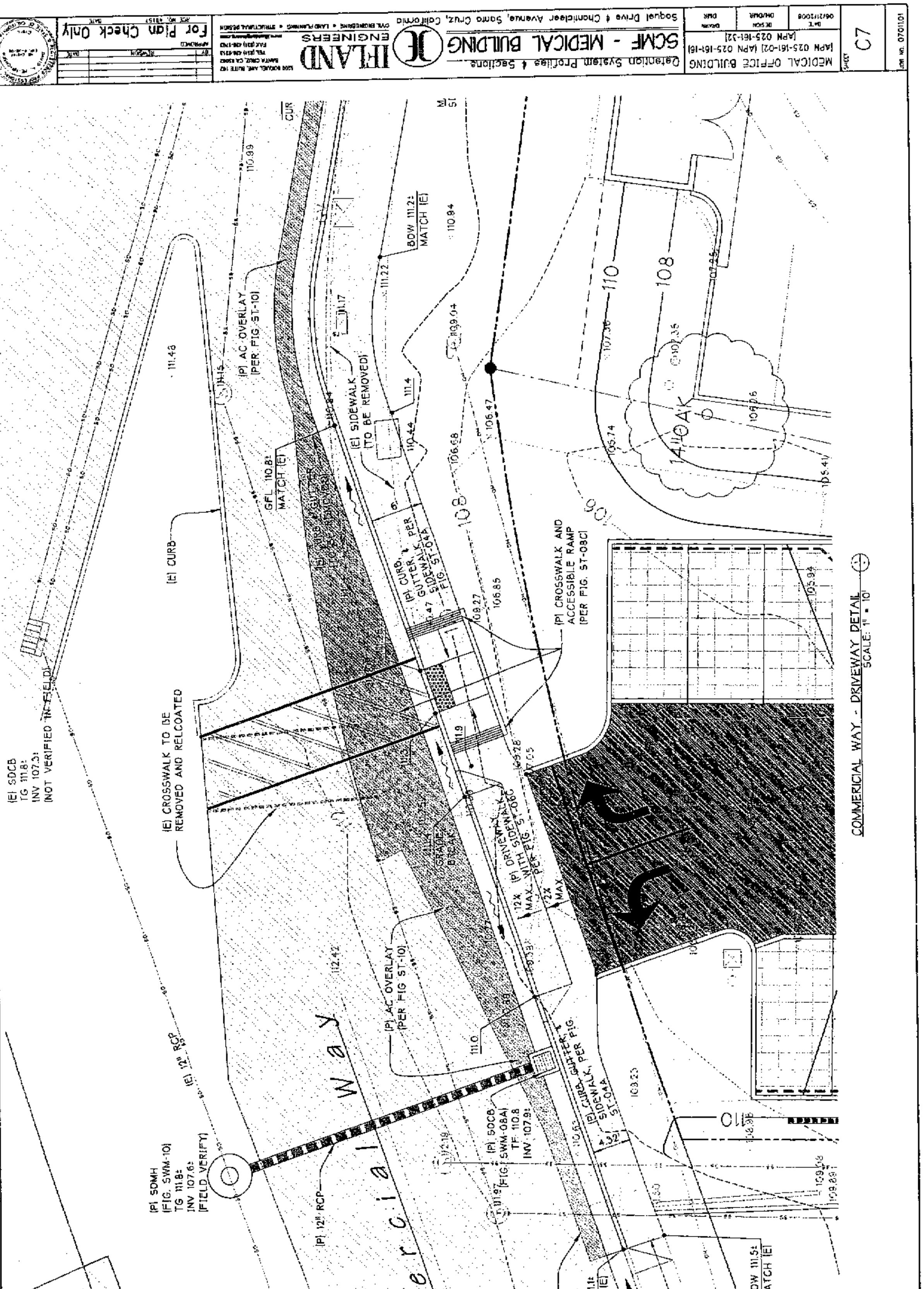
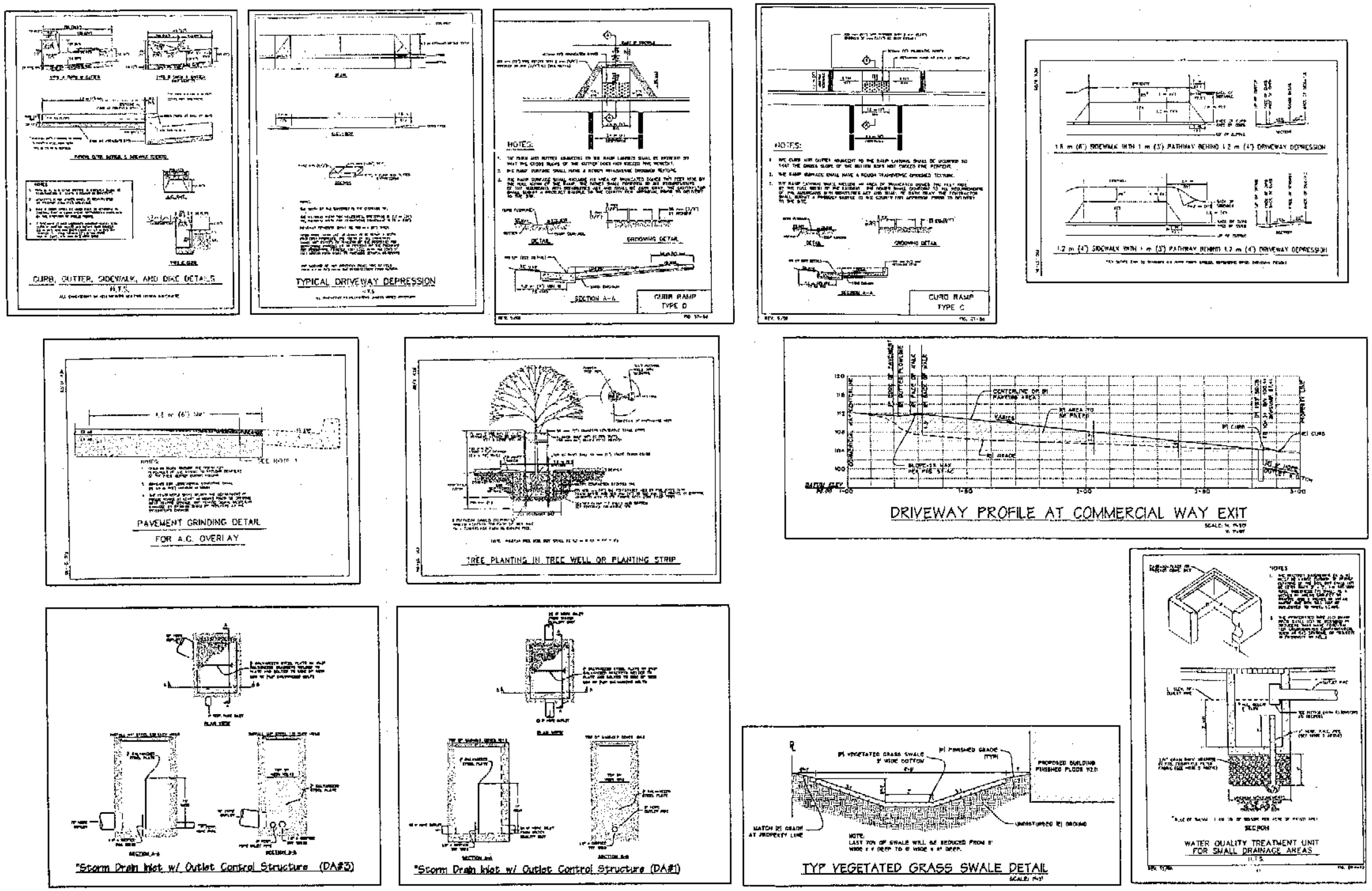
CIVIL ENGINEERING • LAND PLANNING • STRUCTURAL DESIGN
For Plan Check Only
Site Utility Plan (Wet Utilities Only)
SCMF - MEDICAL BUILDING
Soquel Drive & Chanticleer Avenue, Santa Cruz, California
MEDICAL OFFICE BUILDING
[APN 025-161-02] [APN 025-161-16]
[APN 025-161-32]
05/21/2006
C6
JOB NO. 07011.01
Site Utility Plan (Wet Utilities Only)
SCALE: 1" = 20'
GRAPHIC SCALE: 1 INCH = 20 FEET


SCMF - MEDICAL BUILDING
Detention System Profiles & Sections
Soquel Drive & Chanticleer Avenue, Santa Cruz, California
IFLAND ENGINEERS
MEDICAL OFFICE BUILDING
[APN 025-161-02] (APN 025-161-16)
[APN 025-161-32]
C7
For Plan Check Only
(E) SDCB
TG 111.8±
INV 107.3±
(NOT VERIFIED IN FIELD)
(E) CROSSWALK TO BE REMOVED AND RELCOATED
(E) CURB
(P) AC OVERLAY (PER FIG ST-10)
GFL 110.8± MATCH (E)
(E) SIDEWALK (TO BE REMOVED)
BOW 111.2± MATCH (E)
(P) CURB, GUTTER, & SIDEWALK, PER FIG. ST-04A
(P) CROSSWALK AND ACCESSIBLE RAMP (PER FIG. ST-08C)
(P) DRIVEWAY WITH SIDEWALK PER FIG. ST-06C
GRADE BREAK
12% MAX.
(P) SDMH
(FIG. SWM-10)
TG 111.8±
INV 107.6±
(FIELD VERIFY)
(E) 12" RCP
(P) 12" RCP
(P) SDCB
(FIG. SWM-08A)
TF 110.8
INV 107.9±
(P) SAWCUT (TYPICAL)
GFL 111.1± MATCH (E)
DRIVE RAMP
BOW 111.5± MATCH (E)
Commercial Way
OAK
COMMERICIAL WAY - DRIVEWAY DETAIL
SCALE: 1" = 10'



NOTE: THE STANDARD DETAILS ON THIS PAGE ARE PROVIDED FOR THE CONVENIENCE OF THE CONTRACTOR. THE ENGINEER DOES NOT ACCEPT RESPONSIBILITY FOR THE CURRENCY OF THE DATA CONTAINED ON SAID DETAILS AND ENCOURAGES THE CONTRACTOR TO OBTAIN CURRENT COPIES FOR USE ON THE PROJECT. SHOULD ANY DISCREPANCIES BECOME EVIDENT BETWEEN THESE PLANS AND THE CURRENT DETAIL, THE ENGINEER SHALL BE CONSULTED PRIOR TO CONSTRUCTION.

MEDICAL OFFICE BUILDING
[APN 025-161-02] [APN 025-161-16]
[APN 025-161-32]

Construction Details & Commercial Way Exit Profile
SCMF - MEDICAL BUILDING
Soquel Drive & Chanticleer Avenue, Santa Cruz, California

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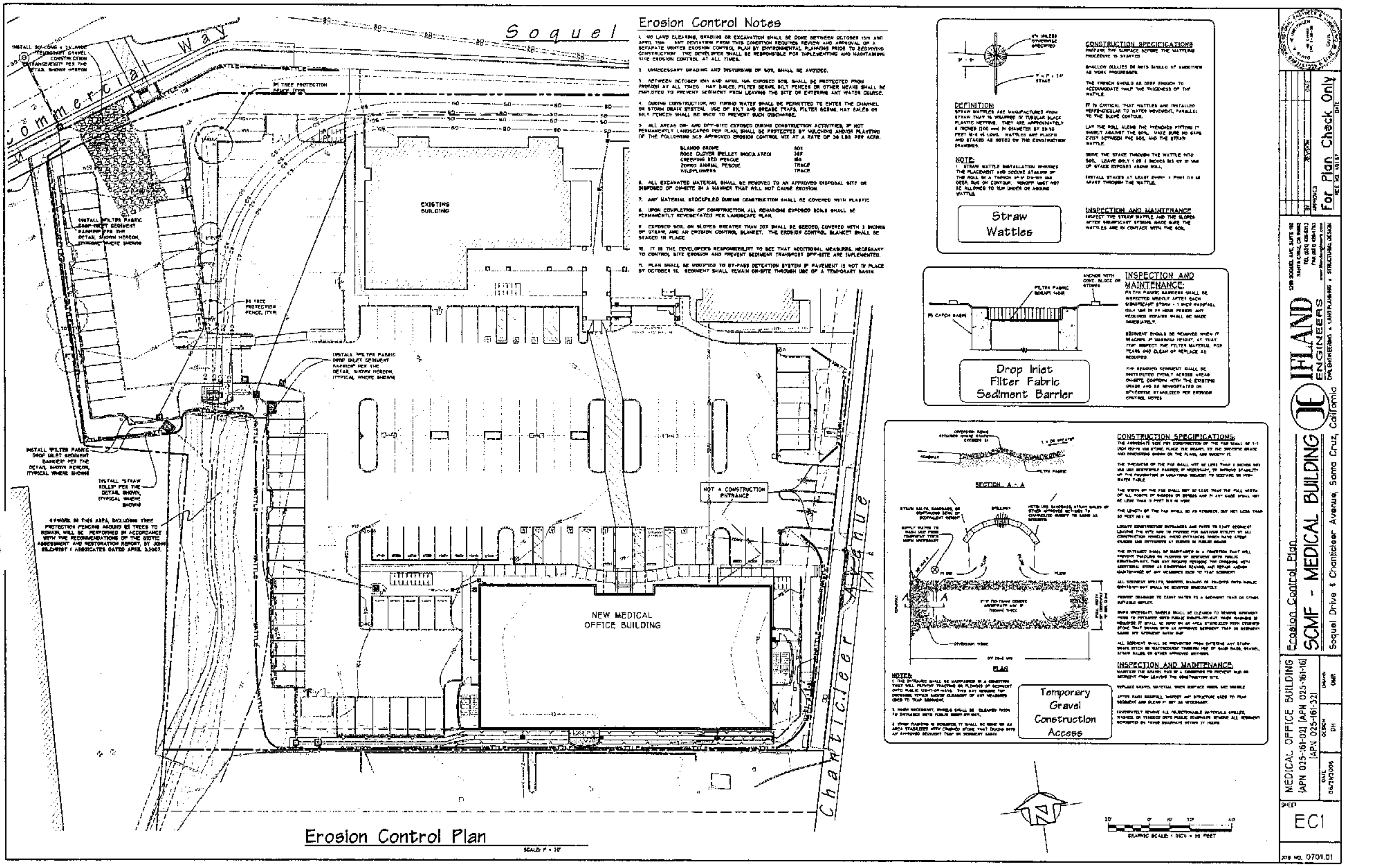
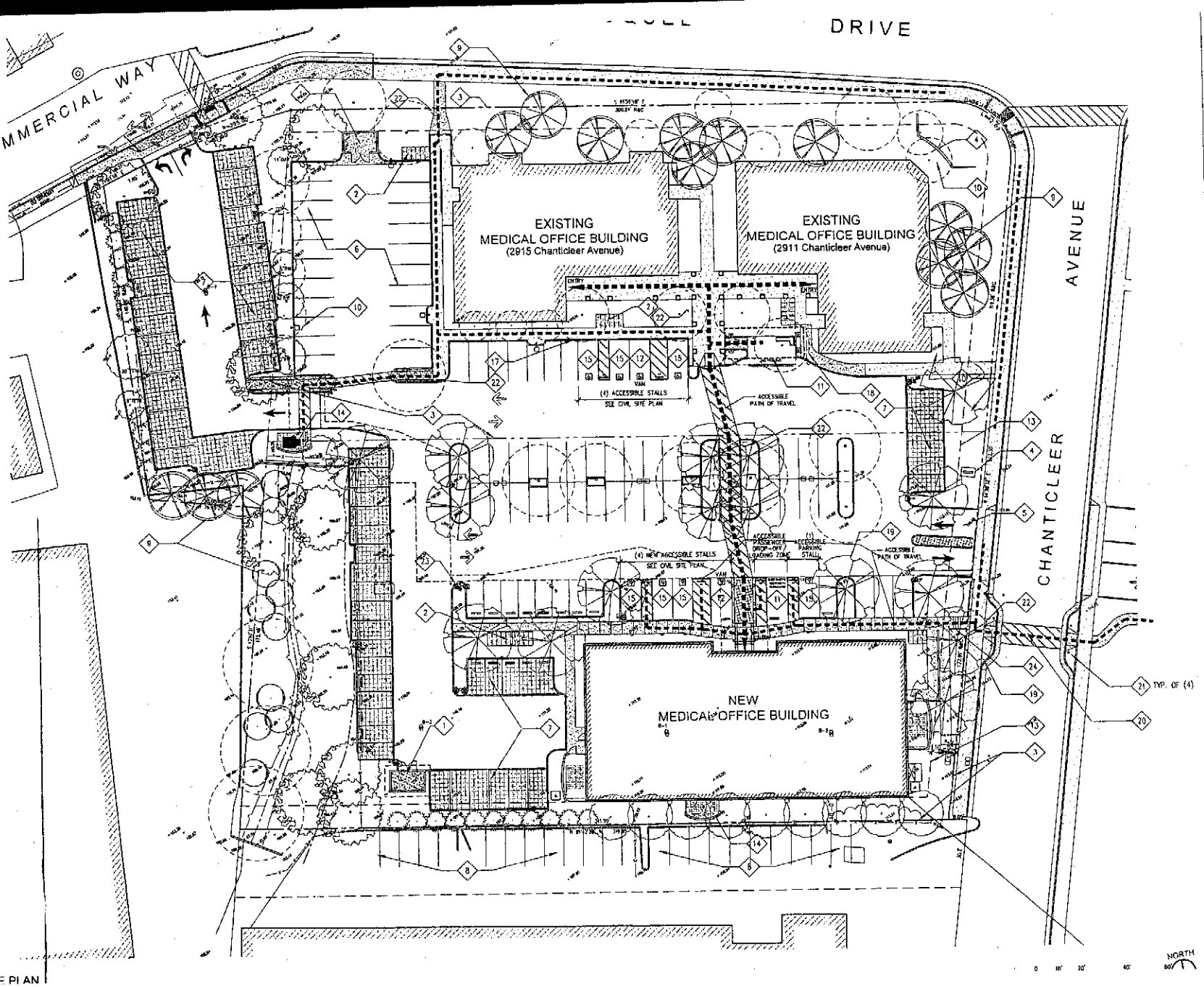
For Plan Check Only

SHEET C8
JOB NO. 07011.01


Erosion Control Notes
Soquel
Commercial Way
Chanticleer Avenue
EXISTING BUILDING
NEW MEDICAL OFFICE BUILDING
NOT A CONSTRUCTION ENTRANCE
WATTLE
Straw Wattles
DEFINITION:
NOTE:
CONSTRUCTION SPECIFICATIONS
INSPECTION AND MAINTENANCE
Drop Inlet Filter Fabric Sediment Barrier
INSPECTION AND MAINTENANCE:
CONSTRUCTION SPECIFICATIONS:
SECTION A - A
PLAN
NOTES:
Temporary Gravel Construction Access
Erosion Control Plan
MEDICAL OFFICE BUILDING
[APN 025-161-02] [APN 025-161-16] [APN 025-161-32]
Erosion Control Plan
SCMF - MEDICAL BUILDING
Soquel Drive & Chanticleer Avenue, Santa Cruz, California
IFLAND ENGINEERS
For Plan Check Only
EC1
JOB NO. 07011.01



SITE PLAN

SILVA STO
ARCHITECT
910 K STREET, SUIT
SACRAMENTO, CA 9
TEL: 916.736.3100 FAX: 91

LICENSED ARCHITECT
No C28227
REGISTERED
STATE OF CALIFORNIA

KEYNOTES:

1. COVERED GARBAGE/RECYCLING ENCLOSURE.
2. BICYCLE PARKING.
3. PROPERTY LINES, TYP.
4. EXISTING MONUMENT SIGN TO REMAIN.
5. EXISTING VEHICULAR ENTRANCE/EXIT TO BE
DWGS.)
6. EXISTING VEHICULAR PARKING STALLS TO R
7. NEW VEHICULAR PARKING STALLS.
8. EXISTING VEHICULAR PARKING ON ADJACEN
9. NEW LANDSCAPE ENHANCEMENTS. SEE LAN
10. EXISTING LANDSCAPING TO REMAIN.
11. NEW ACCESSIBLE PASSENGER DROP CANOP
12. NEW VAN ACCESSIBLE PARKING STALL AN
13. SETBACK LINE.
14. OUTDOOR PATIO.
15. ACCESSIBLE PARKING STALL AND PEDESTR
16. NEW CANOPY AND COLUMNS TO PROVIDE
PASSENGER DROP-OFF LOADING ZONE.
17. PROPOSED SIDEWALK AND PAVING MODIFIC
ACCESSIBLE PATH OF TRAVEL FROM PA
BUILDING ENTRANCES.
18. EXISTING TREE TO BE REMOVED AT NEW C
19. NEW LANDSCAPING (SEE LANDSCAPE DWGS
20. NEW CROSSWALK (SEE CIVIL DWG.).
21. LIGHT BOLLARDS TO MATCH (7) AT HOSPI
22. DIRECTIONAL SIGNAGE FOR ACCESSIBLE EX
TRAVEL. FINISH DETAILS FOR SIGNS TO BE
BUILDING PERMIT SUBMITTAL AND COMPLY W
11178.5 AND 11270.
23. POLE MOUNTED LIGHT STANDARD. PHOTOM
LIGHT STANDARDS. BOTH 1 AND 2 MEAN
24. HANDRAIL AT STAIR. SEE DETAIL --/--

PARKING NOTES:

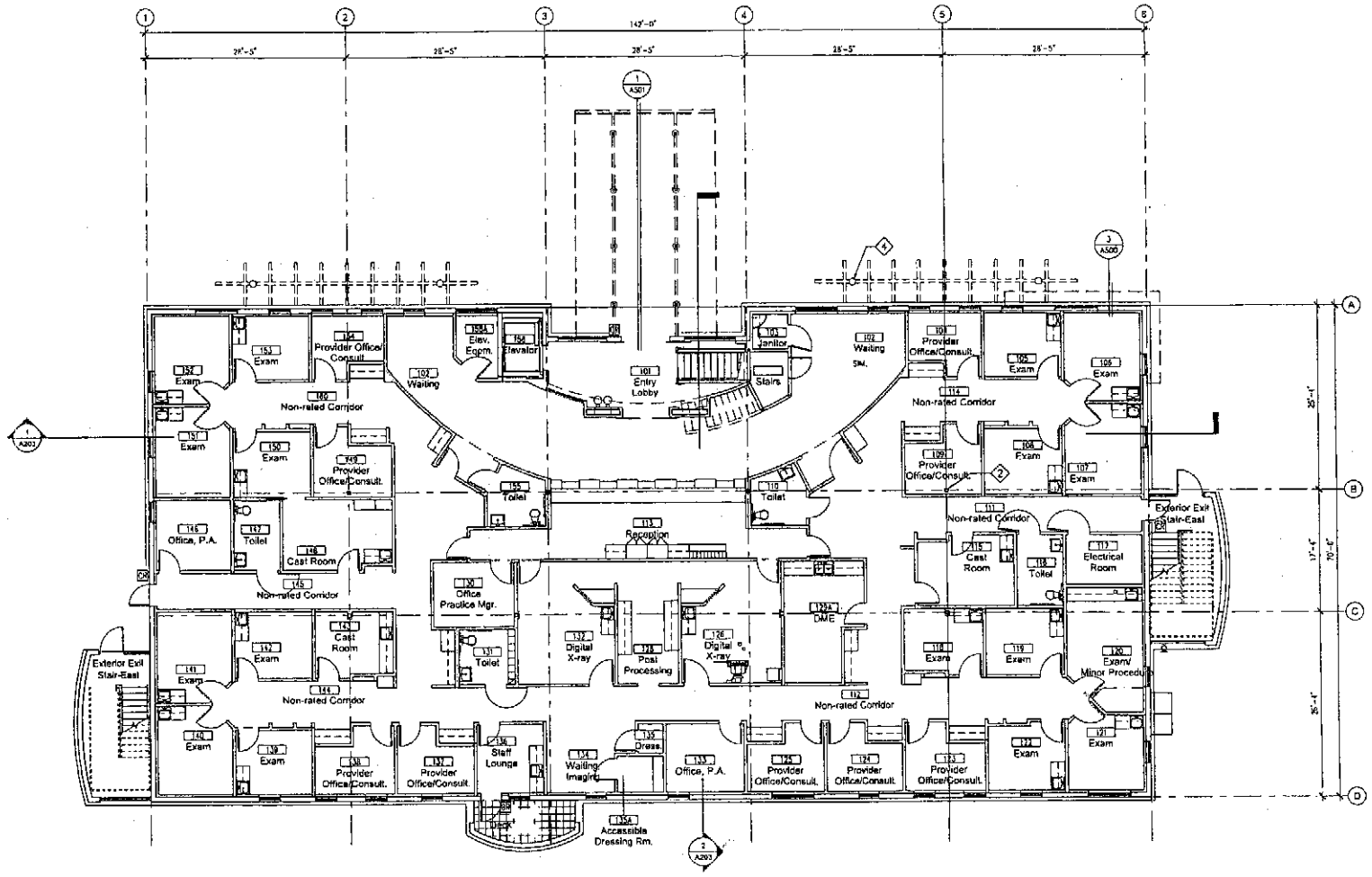
SEE CIVIL SHEET C3 FOR PARKING CALCULATI
TOTAL PROPOSED PARKING STALLS ON- & OF
MIN. REQUIRED ACCESSIBLE STALLS PER CBC
ACCESSIBLE STALLS PROPOSED: 9

APN #'s: 025-161-02 | 025-161

Santa Cruz
Medical F
A Sutter Health

CHANTICLEER
MEDICAL OFFICE B
2851 CHANTICLEER AVENUE
SANTA CRUZ, CA 95062

Project Number	
Date	
Drawn By	
Checked By	
Scale	



1 FIRST FLOOR PLAN

SCALE: 1/8" = 1'-0"

REF. NORTH

0 8' 16' 24'

WALL LEGEND

1HR RATED FIRE / SMOKE WALL - 26 MIN. PROTECTED OPENINGS

SOUND WALL 1- ONE LAYER GYP. BD. EACH SIDE OF STUDS TO BOTTOM OF STRUCTURE ABOVE. PROVIDE SOUND BATT INSULATION TO BOTTOM OF STRUCTURE ABOVE.

SOUND WALL 2- ONE LAYER GYP. BD. ON ONE SIDE OF STUDS TO BOTTOM OF STRUCTURE ABOVE. ONE SIDE OF GYP. BD. TO 6" ABOVE CEILING. PROVIDE SOUND BATT

GENERAL NOTES

A. FOR DOOR SCHEDULE SEE SHEET A600
B. FOR WINDOW SCHEDULE SEE SHEET A601
C. FOR FINISH SCHEDULE SEE SHEET 602
D. FOR FIXED EQUIPMENT SCHEDULE SEE SHEET A111 AND A112
E. SEE PROJECT MANUAL DIV. 13 FOR SHIELDING DESIGN.

KEYNOTES:

1. STEEL TRELLIS, CUSTOM OR PRE
2. STRUCTURAL STEEL COLUMN, FL CHANNEL AND GYP. IN NOT RUR
3. FLOOR DRAIN WITH ASSOCIATED SLOPE IN CONCRETE FLOOR DEC --/A700.
4. STL. TRELLIS COLUMNS, TRD

SILVA STO
ARCHITECT
510 X STREET, SUIT
SACRAMENTO, CA 9
TEL-916.736.3100 FAX-91

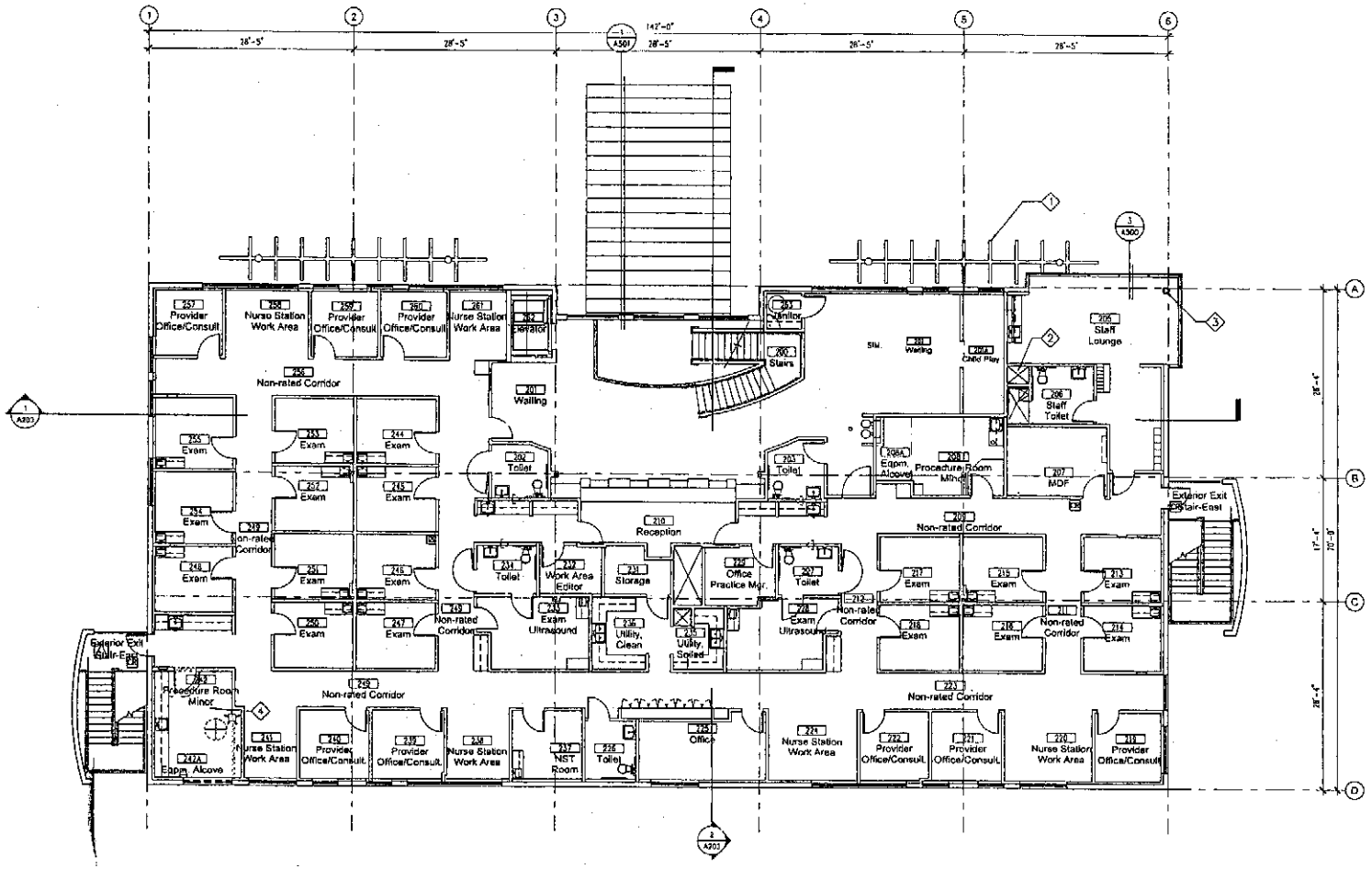
LICENSED ARCHITECT No. C26227 STATE OF CALIFORNIA

APN #'s: 025-161-02 | 025-161

Santa Cru
Medical F
A Sutter Health

CHANTICLEER
MEDICAL OFFICE B
2851 CHANTICLEER AVENUE
SANTA CRUZ, CA 95062

Project Number	
Date	
Drawn By	
Checked By	
Scale	



1 FIRST FLOOR PLAN

SCALE: 1/8" = 1'-0"

REF.

WALL LEGEND

- 1HR RATED FIRE / SMOKE WALL - 20 MIN. PROTECTED OPENINGS
- SOUND WALL 1- ONE LAYER GYP. BD. EACH SIDE OF STUDS TO BOTTOM OF STRUCTURE ABOVE. PROVIDE SOUND BATT INSULATION TO BOTTOM OF STRUCTURE ABOVE.
- SOUND WALL 2- ONE LAYER GYP. BD. ON ONE SIDE OF STUDS TO BOTTOM OF STRUCTURE ABOVE. ONE SIDE OF GYP. BD. TO 6" ABOVE CEILING. PROVIDE SOUND BATT

GENERAL NOTES

A. FOR DOOR SCHEDULE SEE SHEET A600
B. FOR WINDOW SCHEDULE SEE SHEET A601
C. FOR FINISH SCHEDULE SEE SHEET 602
D. FOR FIXED EQUIPMENT SCHEDULE SEE SHEET A111 AND A112
E. SEE PROJECT MANUAL DIV. 13, FOR SHIELDING DESIGN.

KEYNOTES:

1. STEEL TRELLIS, CUSTOM OR PRE
2. MECHANICAL / PLUMBING CHASE
3. STRUCTURAL STEEL COLUMN, FU CHANNEL AND GYP. IN NOT BUI TYP.
4. FLOOR DRAIN WITH ASSOCIATED FLOOR SLOPE IN CONCRETE FLO DETAIL --/A700.

SILVA STOW ARCHITECTS
910 K STREET, SUITE
SACRAMENTO, CA 95
TEL-916.736.3100 FAX-916.

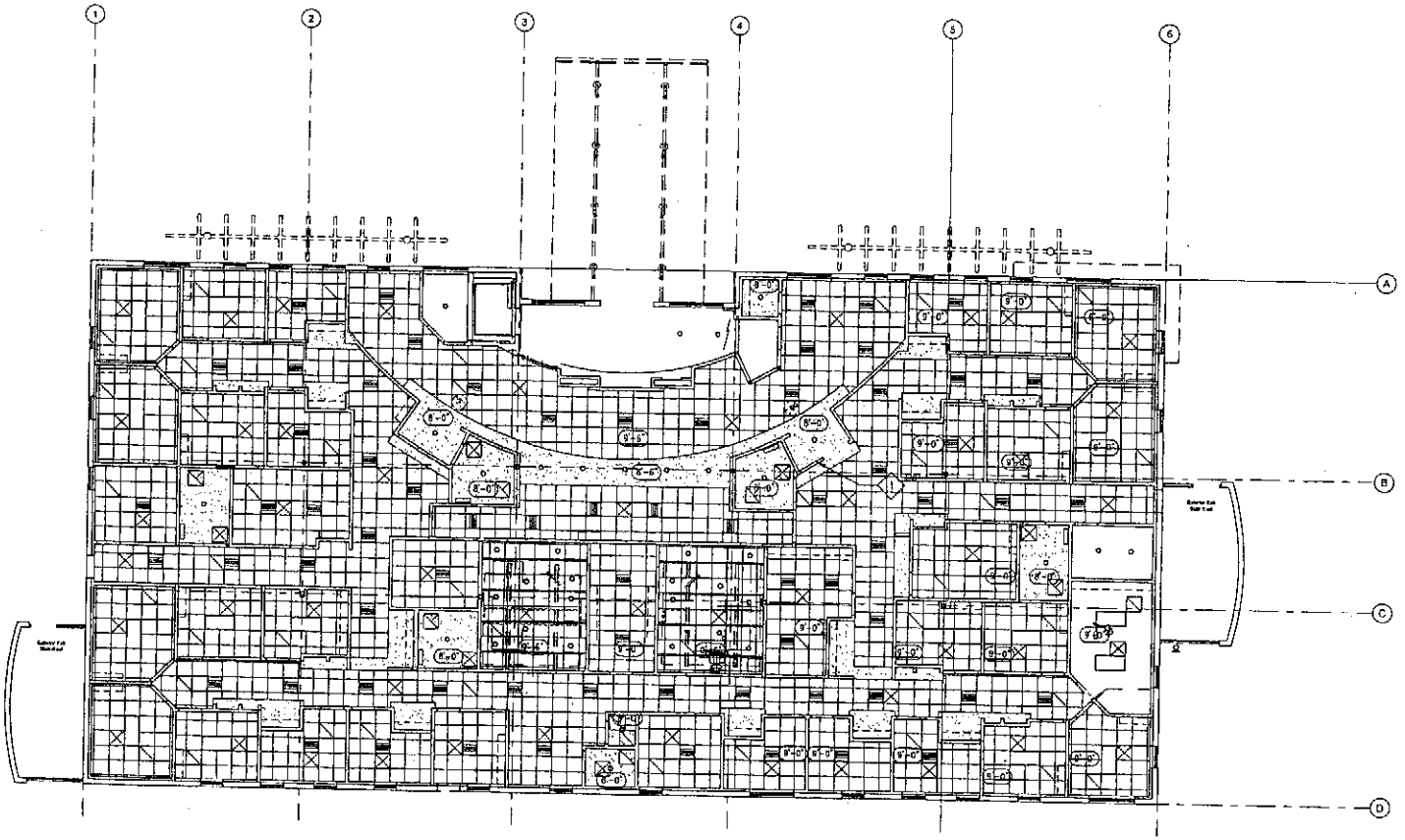
LICENSED ARCHITECT — No. C28227 — STATE OF CALIFORNIA

APN #'s: 025-161-02 | 025-161-1

Santa Cruz Medical Fo
A Sutter Health A

CHANTICLEER MEDICAL OFFICE BU
2851 CHANTICLEER AVENUE
SANTA CRUZ, CA 95062

Project Number	
Date	
Drawn By	
Checked By	
Scale	



1 REFLECTED CEILING PLAN - FIRST FLOOR
SCALE: 1/8" = 1'-0"

REF. NORTH

SILVA STOW
ARCHITECTS
SACRAMENTO, CA
TEL: 916.736.2500 FAX: 916.7

LICENSED ARCHITECT
No. C28327
STATE OF CALIFORNIA

SYMBOL LEGEND

SUSPENDED ACOUSTICAL C
SUSPENDED GYPSUM BOARE
9'-0" FINISHED CEILING HEIGHT (ABOVE FINISHED FLOOR)
LIGHT FIXTURES (SEE ELEC.
MECHANICAL DIFFUSERS (SE
ILLUMINATED EXIT SIGNAGE
FIRE SPRINKLER HEAD (SEE
24" SOLATUBE SKYLIGHT
ROOF HATCH

APN #'s: 025-161-02 | 025-161-16 | 0

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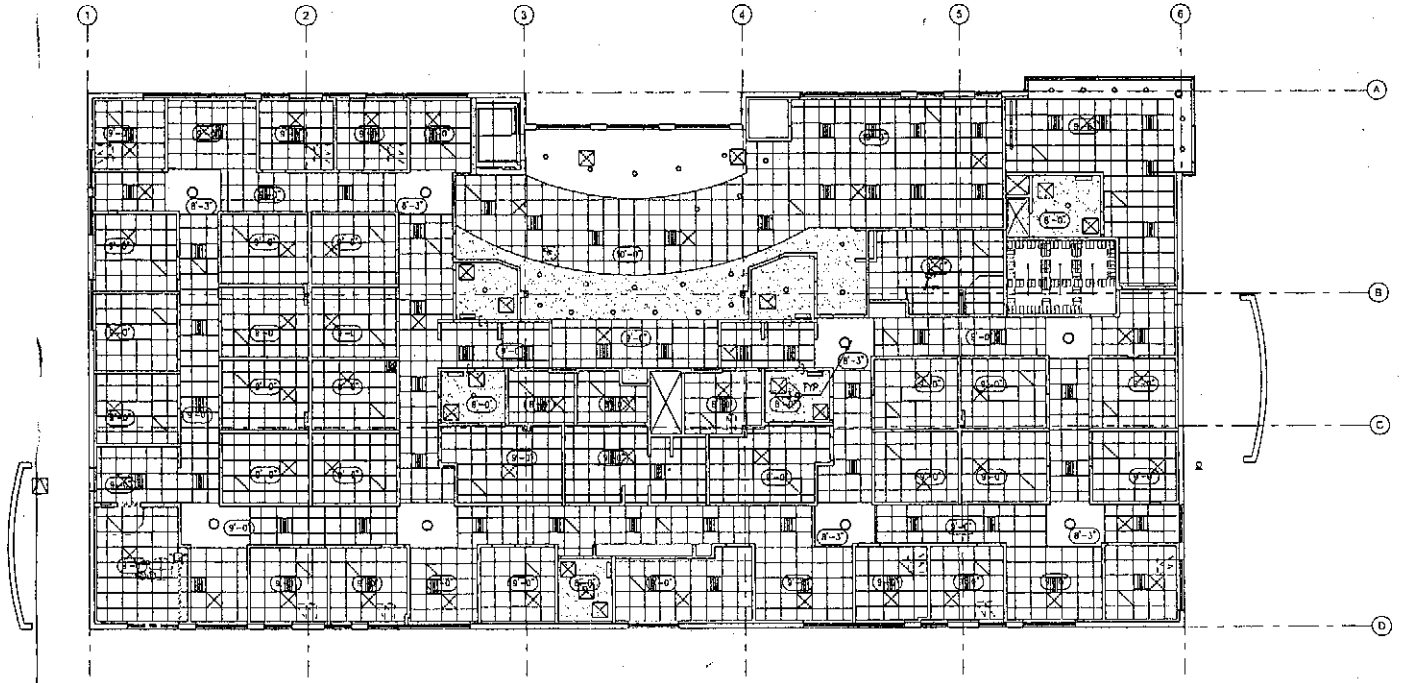
2851 CHANTICLEER AVENUE
SANTA CRUZ, CA 95062

Project Number	
Date	
Drawn By	
Checked By	
Scale	1/8" = 1'-0"

REFLECTED CEILING P



2 REFLECTED CEILING PLAN - SECOND FLOOR
SCALE: 1/8" = 1'-0"

NORTH

SILVA STOWE
ARCHITECTS
910 K STREET, SUITE 200
SACRAMENTO, CA 95814
TEL-916.736.3100 FAX-916.73

LICENSED ARCHITECT
No. C26927
STATE OF CALIFORNIA

SYMBOL LEGEND

SUSPENDED ACOUSTICAL CEIL
SUSPENDED GYPSUM BOARD
FINISHED CEILING HEIGHT (ABOVE FINISHED FLOOR)
LIGHT FIXTURES (SEE ELEC.
MECHANICAL DIFFUSERS (SEE
ILLUMINATED EXIT SIGNAGE (
FIRE SPRINKLER HEAD (SEE F
24" SOLATUBE SKYLIGHT
ROOF HATCH

APN #'s: 025-161-02 | 025-161-18 |

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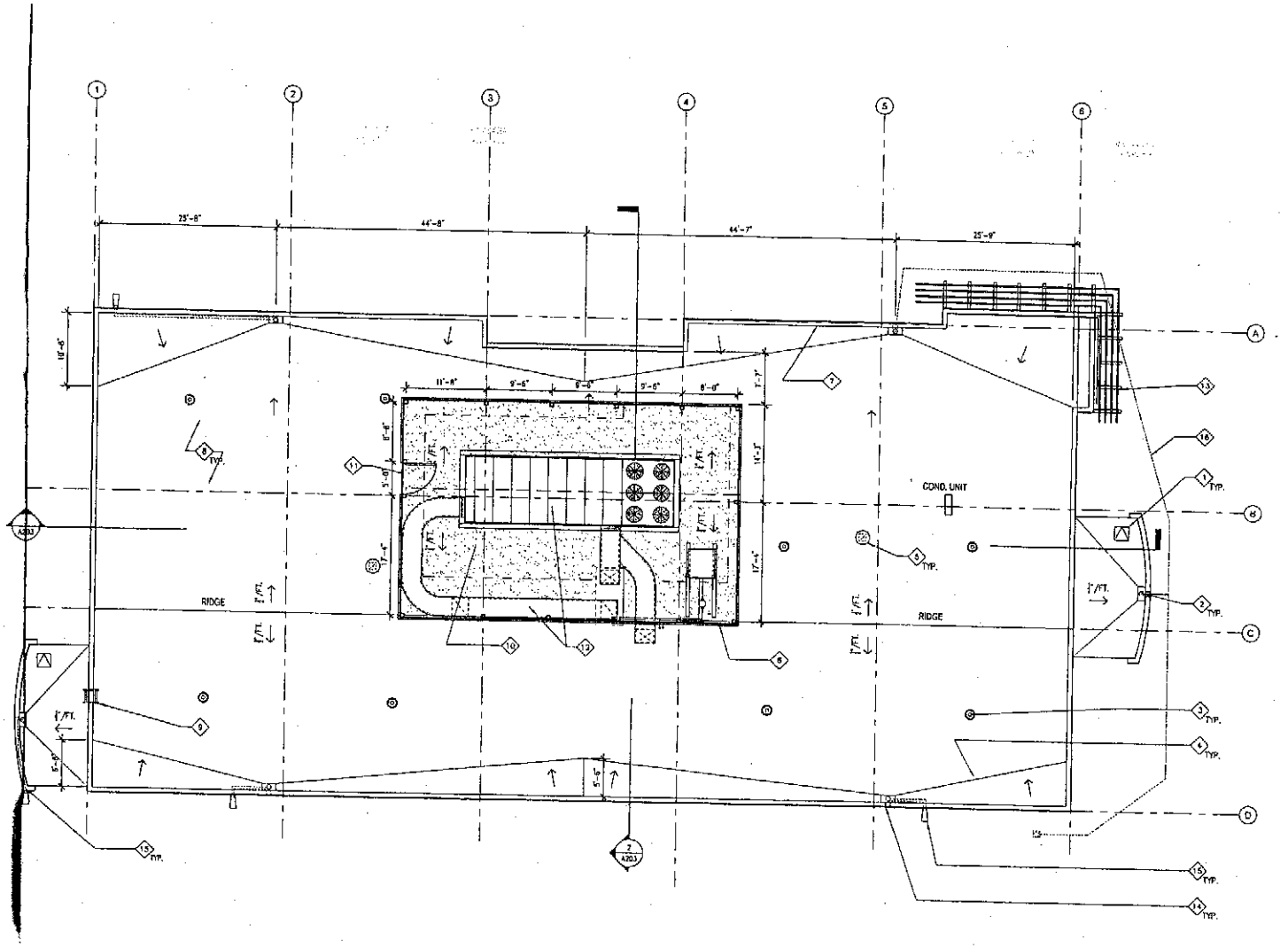
2851 CHANTICLEER AVENUE
SANTA CRUZ, CA 95062

Project Number	
Date	
Drawn By	
Checked By	
Scale	1/8" = 1'-0"

REFLECTED CEILING I



1 A101 ROOF PLAN
SCALE: 1/8" = 1'-0"

KEYNOTES:

1. ROOF HATCH ACCESS
2. ROOF DRAIN AND OVERFLOW
3. 14" SELF FLASHING SOLOTUBE
4. ROOF CANT STRIP
5. ~~~~
6. ROOF SCREEN, SEE STRUCTURAL
7. FLASHING CAP OVER WALL AND
8. 80 MIL SINGLE PLY FLEECE BAC
9. ROOF LADDER
10. CONCRETE PAD AT INTERIOR OF SCREEN AREA
11. BLIND MECHANICAL SCREEN DOC
12. MECHANICAL EQUIP., SEE MECHA
13. STEEL TRELLIS
14. ROOF OVERFLOW, SEE DETAIL -
15. ROOF DRAIN (INSIDE WALL) TO I AND SPLASH BLOCK. COORDINA PLUMBING, CIVIL, AND ELEVATION
16. 4" ROOF DRAIN PIPE, SEE CIVIL FOR DETAIL.

SILVA STO
ARCHITECT
818 K STREET, SUIT
SACRAMENTO, CA 9
TEL-916.736.3100 FAX-91

APN #'s: 025-161-02 | 025-161-

NORS Santa Cruz Medical Fo
A Sutter Health A

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2851 CHANTICLEER AVENUE
SANTA CRUZ, CA 95062

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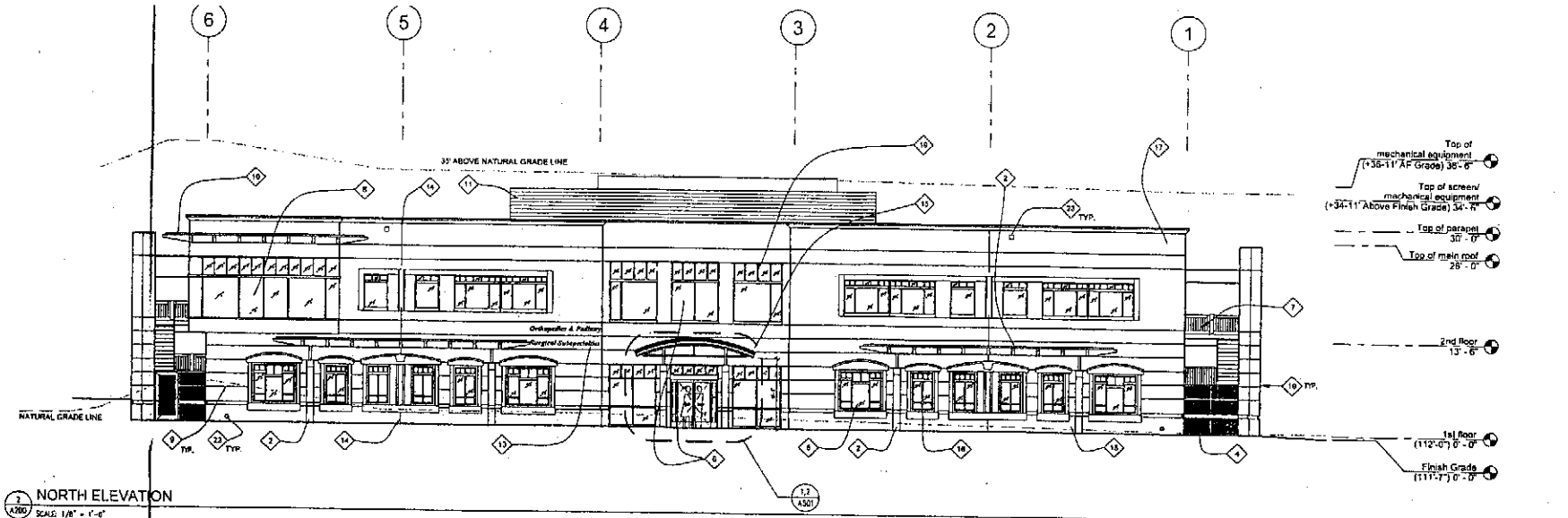
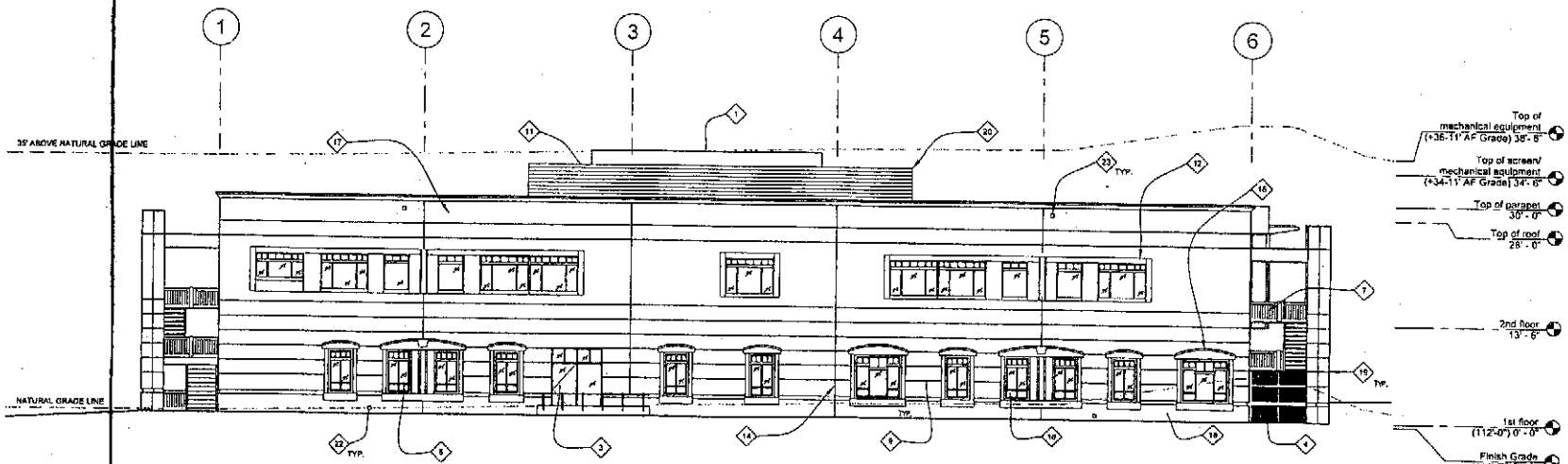


NORTH ELEVATION

SCALE: 1/8" = 1'-0"



SOUTH ELEVATION

SILVA STOW
ARCHITECTS
910 K STREET, SUITE
SACRAMENTO, CA 95
TEL: 916.736.1100 FAX: 916.

LICENSED ARCHITECT
No. C26227
STATE OF CALIFORNIA

KEYNOTES:

1. MECHANICAL UNIT
2. NEW PAINTED TUBE STEEL CANOPY
3. NEW EXIT TO OUTDOOR SEATING
4. SECURITY GRILLE, (SEE 11A/00)
5. ALUMINUM WINDOW, TYP.
6. STOREFRONT DOORS AND WINDOW (EXISTING HOSPITAL)
7. STAIR RAILING
8. NEW CONCRETE RETAINING WALL
9. 1" REVEALS AT 2'-0" O.C. TO MATCH EXI
10. PAINTED STEEL TRELLIS
11. MECHANICAL SCREEN
12. EIFS FOAM SHAPE, SEE DETAIL 1/A6
13. LOCATION SIGNAGE BY OTHERS, PRI AND MOUNTING POINTS AS NEEDED COORDINATE WITH SIGNAGE VENDO
14. "R.T.U." PANEL JOINT
15. STANDING SEAM METAL ROOF AT C/ EXISTING HOSPITAL
16. EIFS FOAM SHAPE, SEE DTC. 2/A606
17. PAINT SPRAY APPLIED TEXTURED, W VENDOR.
18. BASE COLOR TO MATCH EXISTING H
19. 3-COAT STUCCO OVER SHEATHING (STUD FRAMING TYP. OVER STAIR SH
20. 35" PROJECTION FROM FINISH GRAD
21. NEW DOOR AND WINDOW IN ALUM., E
22. ROOF DRAIN
23. ROOF OVERFLOW

APN #'s: 025-161-02 | 025-161-1

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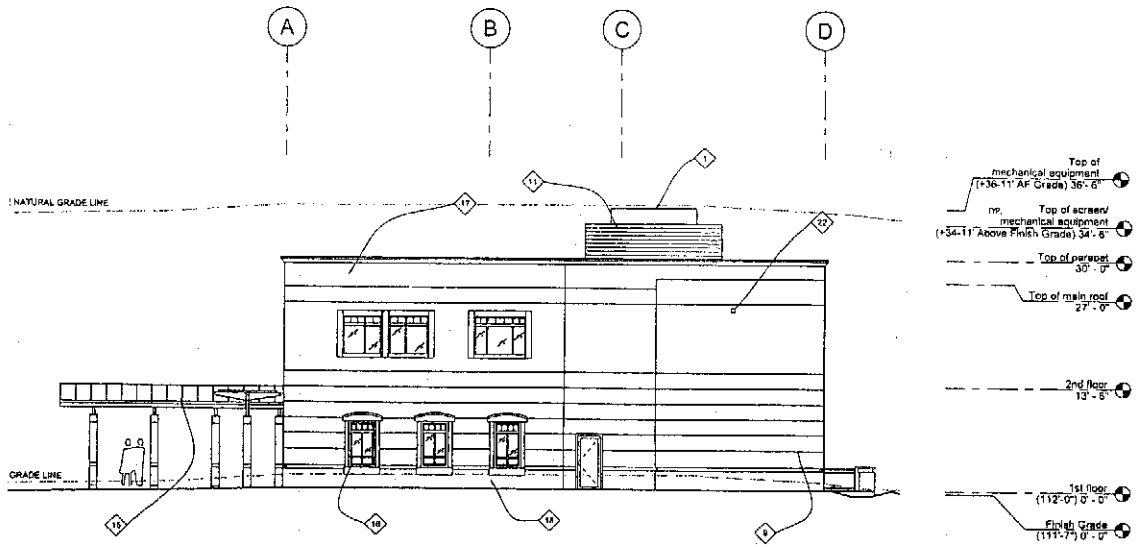
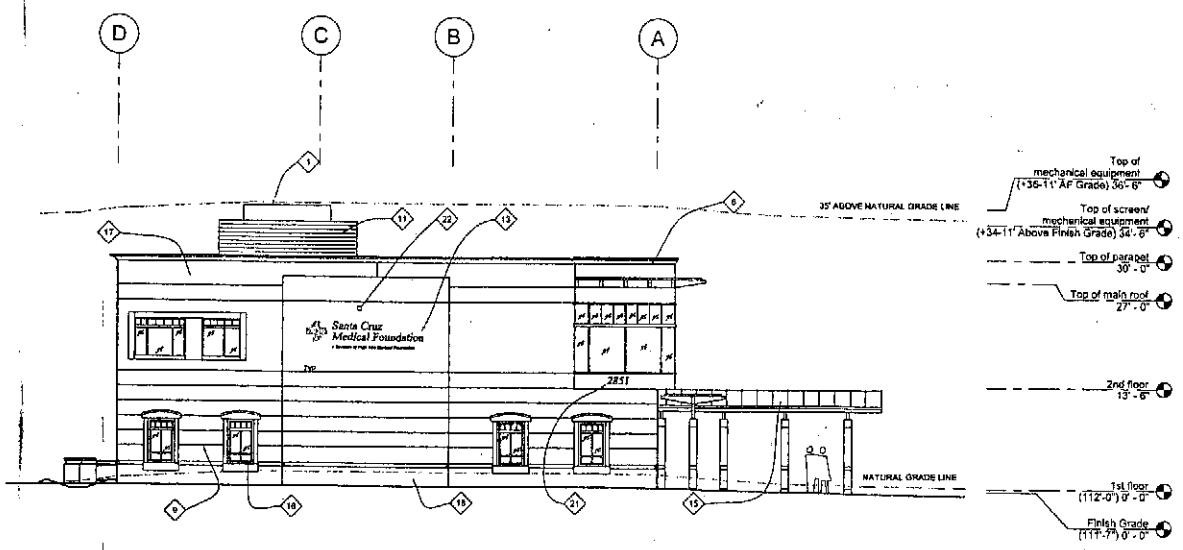
3851 CHANTICLEER AVENUE
SANTA CRUZ, CA 95062

Project Number	
Date	
Drawn By	
Checked By	
Scale	1/8" = 1'-0"



2 / A206 WEST ELEVATION
SCALE: 1/8" = 1'-0"



EAST ELEVATION

1. MECHANICAL UNIT
2. NEW PAINTED TUBE STEEL CANOPY AND TR
3. NEW EXIT TO OUTDOOR SEATING
4. SECURITY GRILLE, (SEE 1/A600)
5. ALUMINUM WINDOW, TYP.
6. STOREFRONT DOORS AND WINDOWS (MATC HOSPITAL)
7. STAIR RAILING
8. NEW CONCRETE RETAINING WALL ???
9. 1" REVEALS AT 7'-0" O.C. TO MATCH EXISTING
10. PAINTED STEEL TRELLIS
11. MECHANICAL SCREEN
12. RIPS FOAM SHAPE, SEE DETAIL 1/A600
13. LOCATION SIGNAGE BY OTHERS. PROVIDE I MOUNTING POINTS AS NEEDED. GC TO COO SIGNAGE VENDOR
14. TILT-UP PANEL JOINT
15. STANDING SEAM METAL ROOF AT CANOPY ' EXISTING HOSPITAL
16. RIPS FOAM SHAPE, SEE DTC, 2/A600
17. PAINT SPRAY APPLIED TEXTURED, WITH SIG VENDOR
18. BASE COLOR TO MATCH EXISTING HOSPITA
19. 3 COAT STUCCO OVER SHEATHING OVER W FRAMING TYP. OVER STAIR SHELLS
20. 36" PROJECTION FROM FINISH GRADE
21. INTERNALLY ILLUMINATED ADDRESS NUMB TEXT TO MATCH SIGN ABOVE.
22. ROOF OVERFLOW

SILVA STOWE
ARCHITECTS L
900 K STREET, SUITE 200
SACRAMENTO, CA 95814
TEL: 916.736.3100 FAX: 916.736

LICENSED ARCHITECT
No C36227
STATE OF CALIFORNIA

APN #'s: 025-161-02 | 025-161-16 | 0

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CHANTICLEER
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2851 CHANTICLEER AVENUE
SANTA CRUZ, CA 95062

Project Number	
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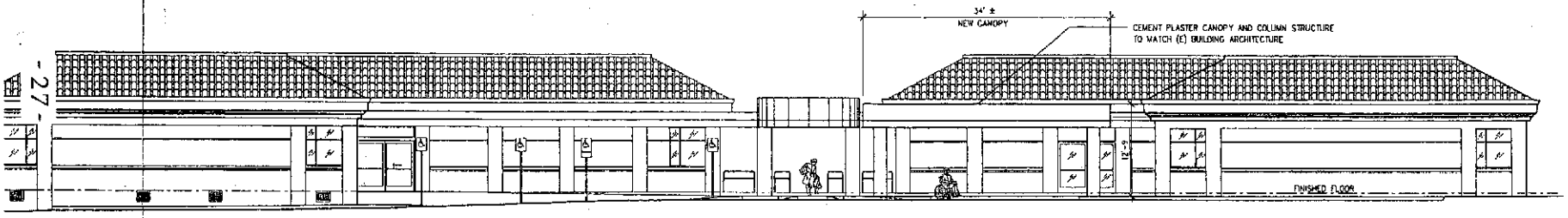

Proposed ADA Accessible Passenger Drop-off/Loading Zone
with Covered ADA Accessible Passenger Aisle

to be Constructed at the Entrance to the Existing Medical
Office Buildings at 2911 & 2915 Chanticleer Avenue

1 SOUTH ELEVATION - EXISTING MEDICAL OFFICE BUILDING
SCALE: 1/8" = 1'-0"

SILVA STOW
ARCHITECTS
910 X STREET, SUITE 2
SACRAMENTO, CA 9581
TEL: 916.736.3100 FAX: 916.7

LICENSED ARCHITECT
JOHN SILVA
No. C28227
STATE OF CALIFORNIA

1.11.08	COUNTY STAFF COMME
3.12.08	OWNER REVIEW
3.19.08	OWNER REVIEW

APN #s: 025-161-02 | 025-161-16 |

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CHANTICLEER
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SANTA CRUZ, CA 95062

Project Number	
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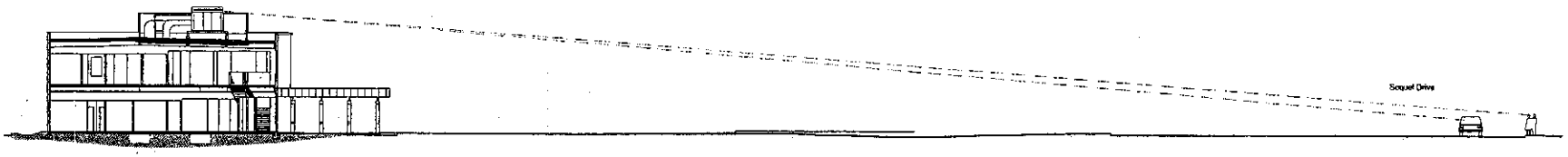
Scale	

EXTERIOR ELEVA
EXISTING MEDIC
OFFICE BUILDIN



2 SITE SECTION
A703 SCALE: 1/16" = 1'-0"

SILVA STOWI
ARCHITECTS
910 K STREET, SUITE 20
SACRAMENTO, CA 9581
m-916.736.1100 FAX-916.73

LICENSED ARCHITECT
No. C28227
STATE OF CALIFORNIA

APN #'s: 025-151-02 | 025-151-15 | (

Santa Cruz
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2851 CHANTICLEER AVENUE
SANTA CRUZ, CA 95062

Project Number	
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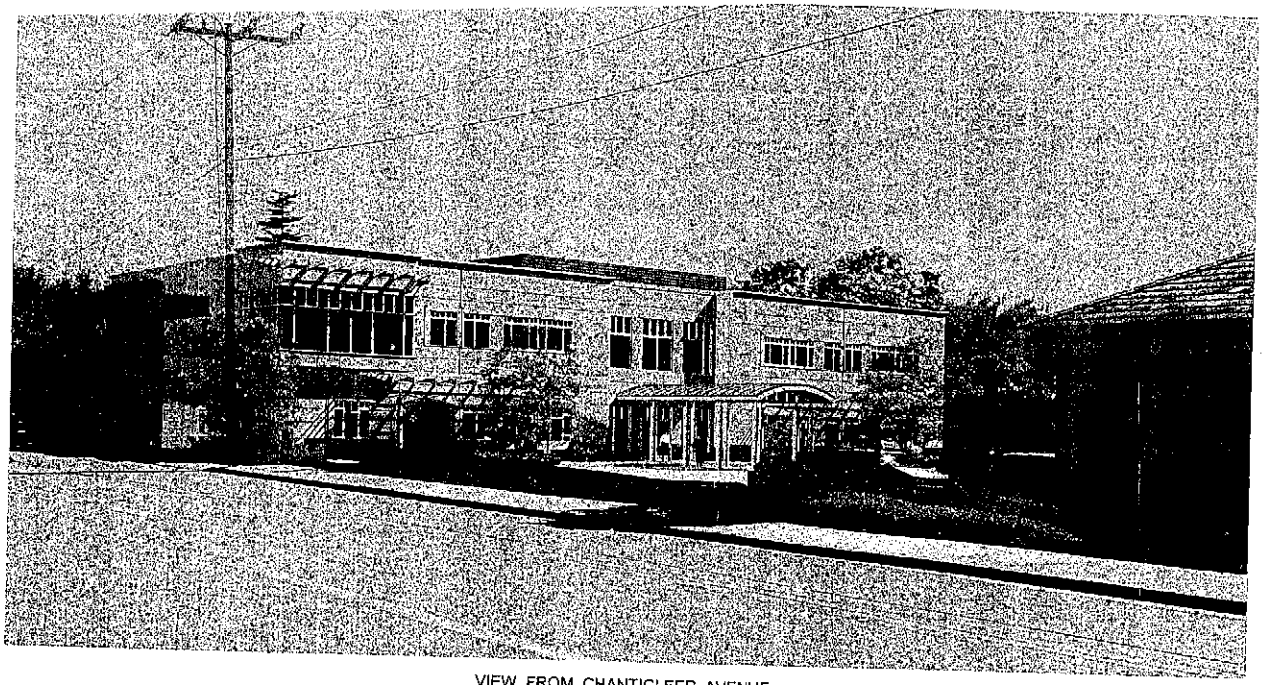
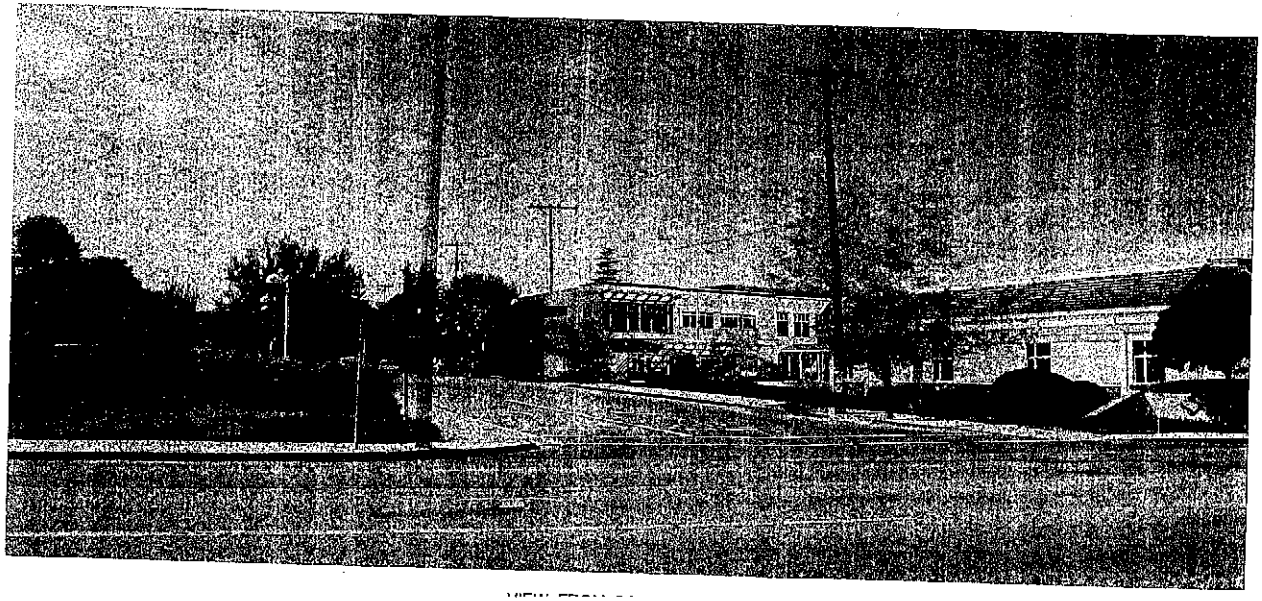


VIEW FROM CHANTICLEER AVENUE



SILVA STO
ARCHITECT
930 K STREET, SUIT
SACRAMENTO, CA
TEL: 916.736.3100 FAX: 91

APN #'s: 025-161-02 | 025-161-15 | 0

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SANTA CRUZ, CA 95062

Project Number	
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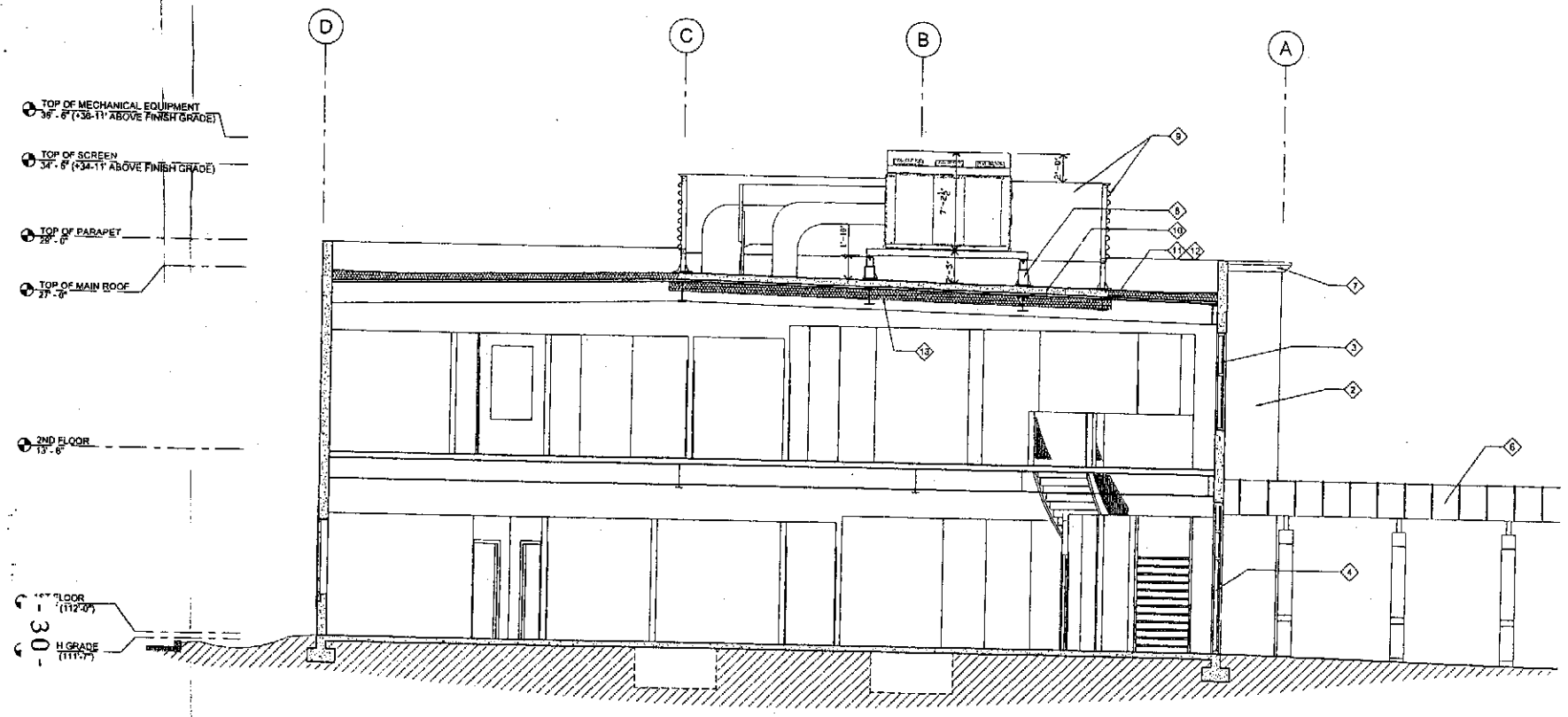
Checked By	
Scale	

PHOTO MONTAGE



1 TRANSVERSE SECTION
A3.01 SCALE: 1/4" = 1'-0"

SILVA STOV
ARCHITECTS

910 K STREET, SUITE
SACRAMENTO, CA 95
TEL: 916.736.3100 FAX: 916.

LICENSED ARCHITECT
No. C26227
STATE OF CALIFORNIA

KEYNOTES:

1. MECHANICAL UNIT.
2. BUILDING WALL BEYOND.
3. ALUMINUM WINDOW, TYP.
4. STOREFRONT DOORS AND WINDOW TO EXISTING HOSPITAL).
5. STANDING SEAM METAL ROOF AT C MATCH EXISTING HOSPITAL.
6. EIFS FOAM SHAPE, SEE DTL. 3/A800
7. (HR) TS POSTS WITH BASE PLATES / END OF T.S. SUPPORTS ATTACHED BOTTOM OF MECH. UNIT, CONNECT PLATE TO CONCRETE DECK. WITH / PROVIDE CUSTOM BOOT FOR WATERPROOFING.
8. METAL SCREEN OVER T8 SUPPORT PER STRUCTURAL. PROVIDE WATE BOOT AT ALL POST LOCATIONS.
9. 5" LWC FILL OVER 3" METAL DECK.
10. SINGLE PLY ROOFING OVER CONCR RIGID INSULATION.
11. RIGID INSULATION OVER 3" METAL C
12. INSULATION BELOW METAL DECK AT CONCRETE AREA

APN #'s: 025-161-02 | 025-161-18 | 0

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SANTA CRUZ, CA 95062

Project Number	
Date	
Drawn By	
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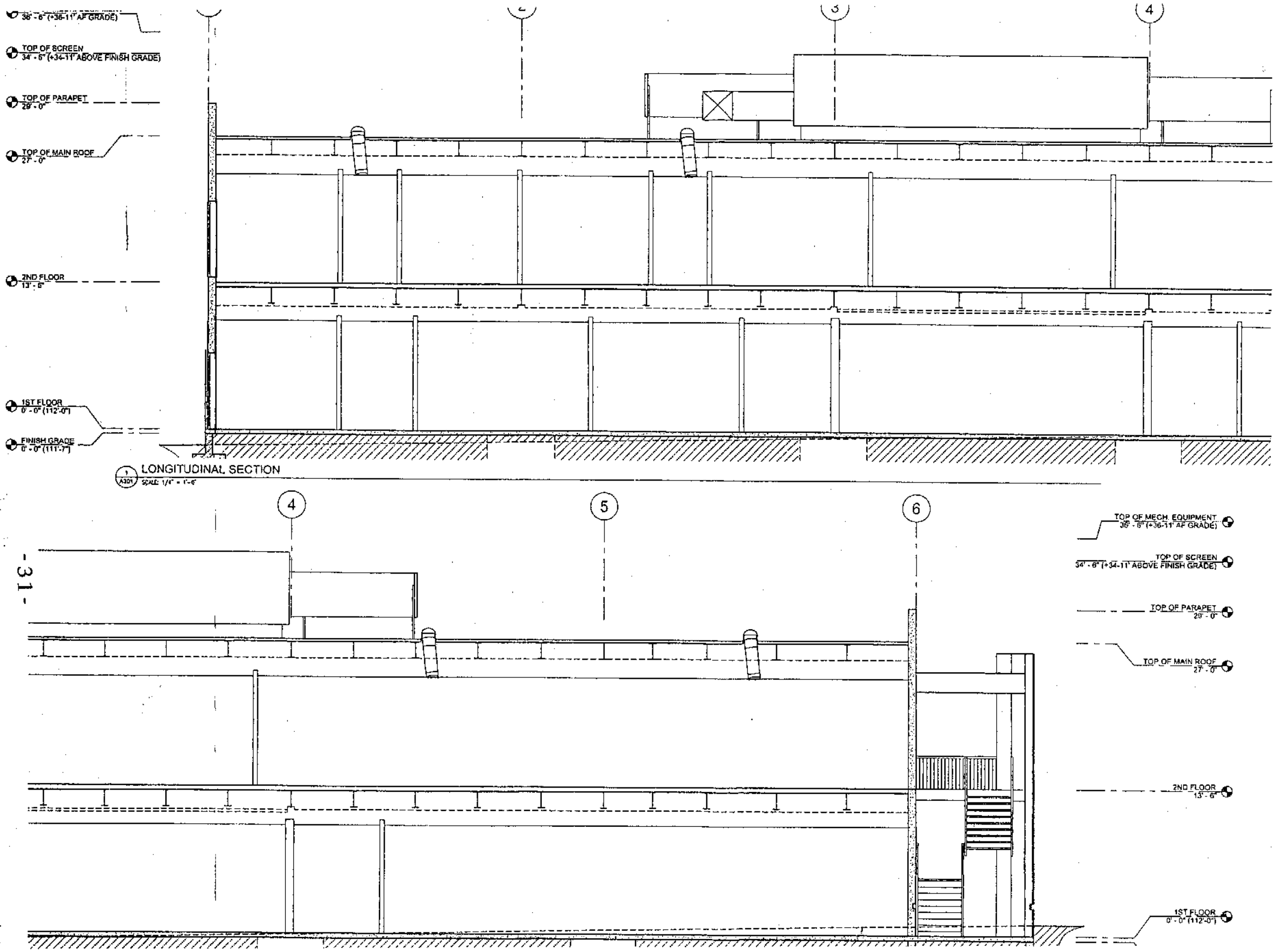
Scale	AS

BUILDING SECTIONS



1 A301 LONGITUDINAL SECTION
SCALE: 1/4" = 1'-0"

SILVA STOW
ARCHITECTS
910 X STREET, SUITE
SACRAMENTO, CA 95
TEL-916.736.3100 FAX-916.

LICENSED ARCHITECT No C26227 STATE OF CALIFORNIA

KEYNOTES:
- MECHANICAL UNIT
- NEW PAINTED TUBE STEEL CANOP
- ALUMINUM WINDOW, TYP.
- STOREFRONT DOORS AND WINDO EXISTING HOSPITAL)
- -
- STANDING SEAM METAL ROOF AT E EXISTING HOSPITAL
- EIFS FOAM SHAPE, SEE DTC. 2/A50
- (16) TS POSTS WITH BASE PLATES / SUPPORTS ATTACHED TO BOTTOM CONNECT BASE PLATE TO CONCRE ANCHORS. PROVIDE CUSTOM BOO WATERPROOFING
- METAL SCREEN OVER TS SUPPORT STRUCTURAL. PROVIDE WATERPR POST LOCATIONS
- 5" LWC FILL OVER 3" METAL DECK
- SINGLE PLY ROOFING OVER CONC INSULATION
- RIGID INSULATION OVER 3" METAL
- INSULATION BELOW METAL DECK A

APN #'s: 025-161-02 | 025-161-16 |

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SANTA CRUZ, CA 95062

Project Number
Date
Drawn By
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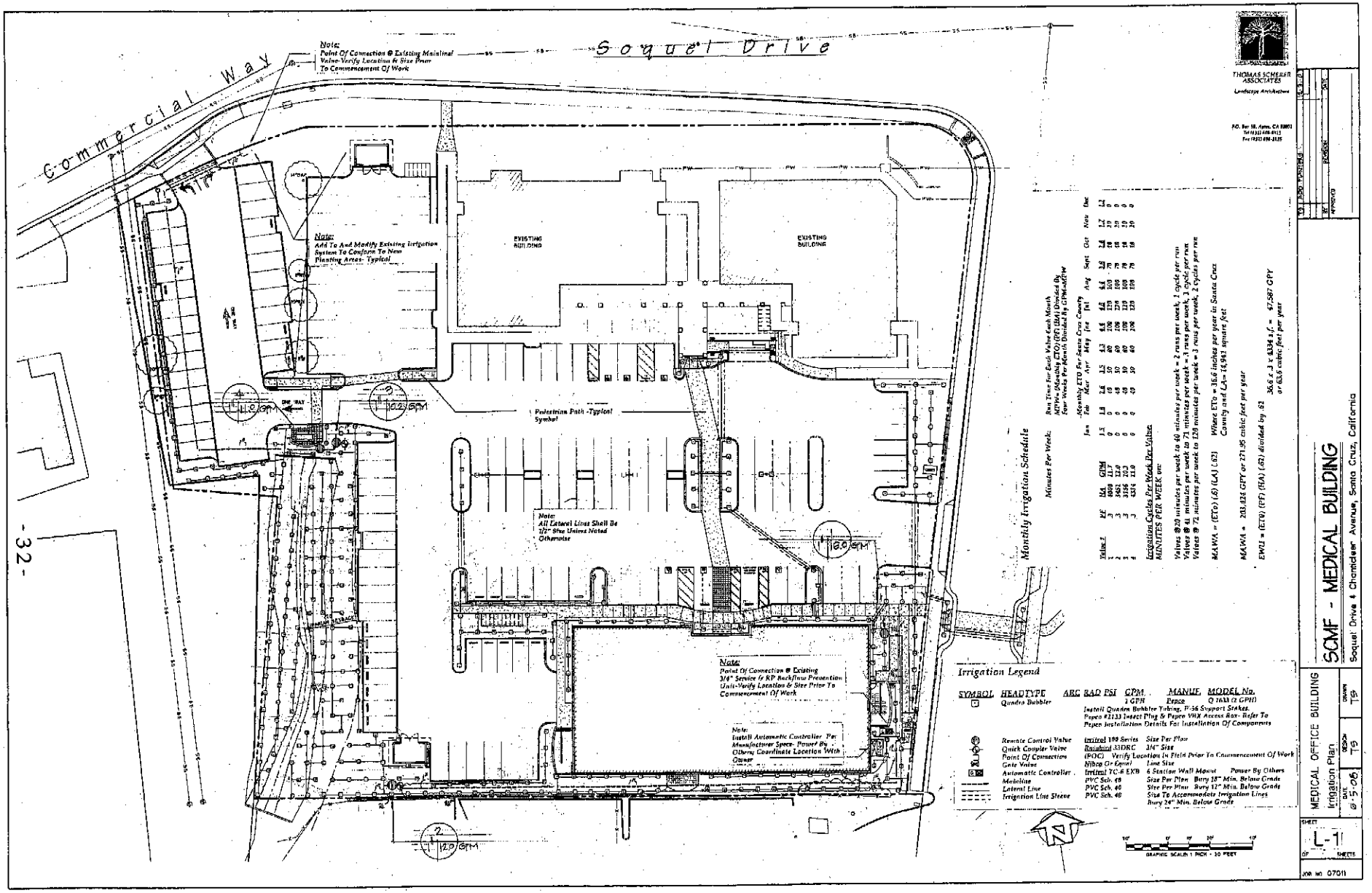
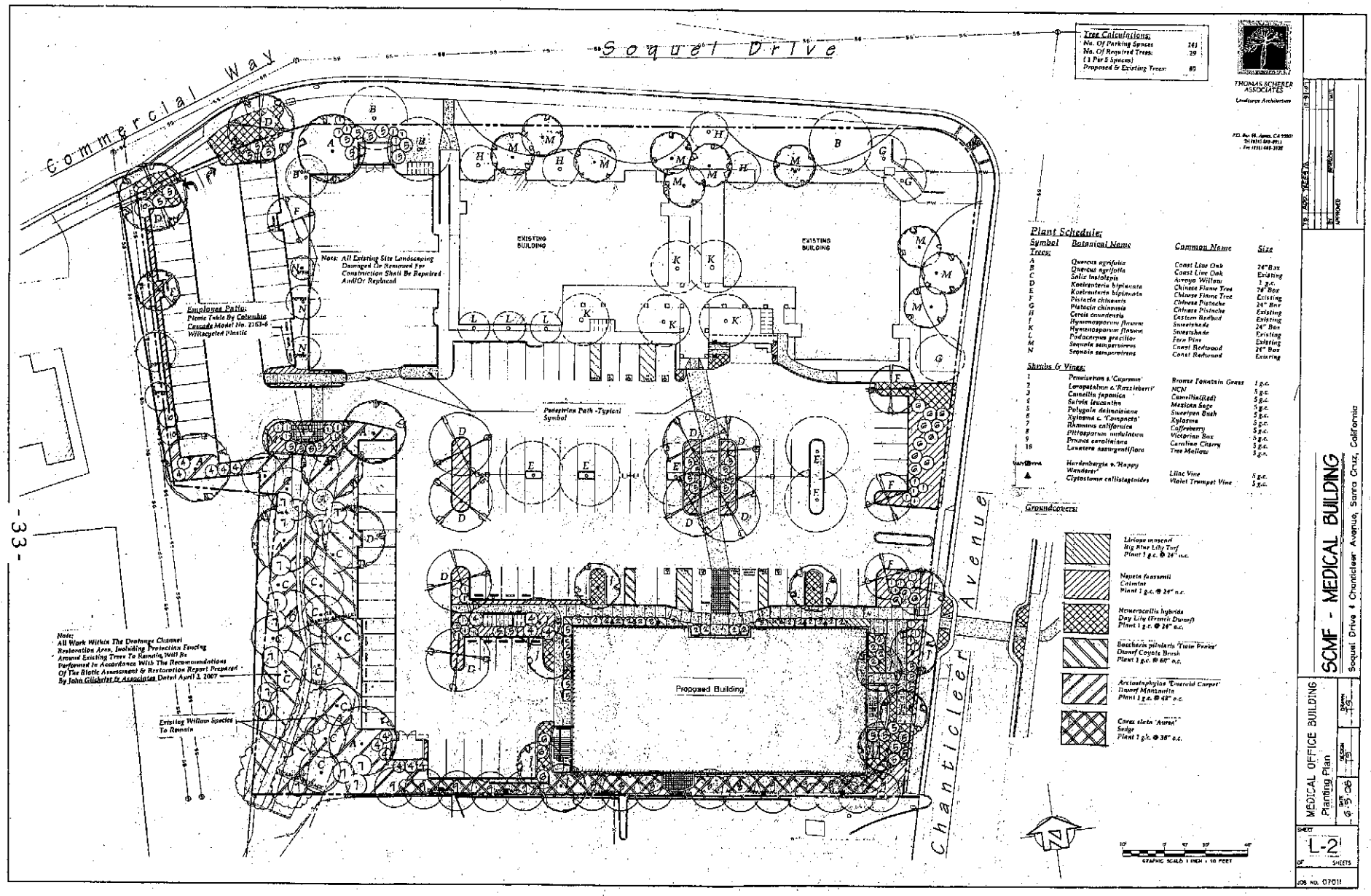
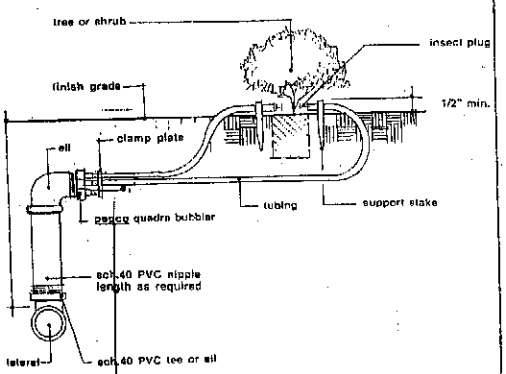
BUILDING SECTIC

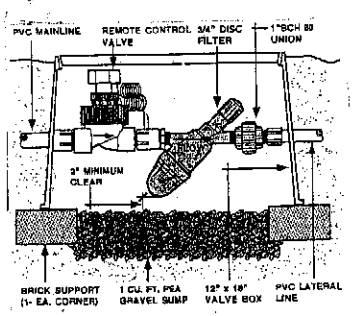

Soquel Drive
Commercial Way
Note:
Point Of Connection @ Existing Mainline
Valve-Verify Location & Size Prior
To Commencement Of Work
Note:
Add To And Modify Existing Irrigation
System To Conform To New
Planting Areas- Typical
EXISTING BUILDING
EXISTING BUILDING
Pedestrian Path -Typical
Symbol
Note:
All Lateral Lines Shall Be
12" Else Unless Noted
Otherwise
Note:
Point Of Connection @ Existing
3/4" Service W RP Backflow Prevention
Unit-Verify Location & Size Prior To
Commencement Of Work
Note:
Install Automatic Controller Per
Manufacturer Specs- Power By
Others Coordinate Location With
Owner
1.0 GPM
2.0 GPM
12.0 GPM
Monthly Irrigation Schedule
Run Times for Each Valve Each Month
Monthly Moisture ETO (PE) (EA) Divided By
Four Weeks Per Month Divided By GPM=MTPW
Monthly ETO For Santa Cruz County
Jan Feb Mar Apr May Jun Jul Aug Sept Oct Nov Dec
Minutes Per Week:
Valve # PF HA GPM
1 1 1800 11.7
2 1 1800 11.7
3 1 3156 20.5
4 1 4324 21.0
Irrigation Cycles Per Week Per Valve
MINUTES PER WEEK ran:
Valves @ 20 minutes per week to 40 minutes per week = 2 runs per week, 1 cycle per run
Valves @ 41 minutes per week to 71 minutes per week = 3 runs per week, 3 cycles per run
Valves @ 71 minutes per week to 120 minutes per week = 3 runs per week, 2 cycles per run
MAWA = (ETo) (.6) (LA) (.62) Where ETo = 35.6 inches per year to Santa Cruz County and LA = 14,961 square feet
MAWA = 203,324 GPY or 271.95 cubic feet per year
EWU = (ETW) (PF) (HA) (.62) divided by .81
35.6 x .3 x 4334 s.f. = 47,587 GPY
or 63.6 cubic feet per year
Irrigation Legend
SYMBOL HEADTYPE ARC RAD PSI GPM MANUF. MODEL No.
Quadra Bubbler 1 GPM Rayco Q 1633 (2 GPM)
Install Quadra Bubbler Tubing, 1"-36 Support Stakes.
Rayco #2133 Insect Plug & Rayco VALV Access Box- Refer To
Rayco Installation Details For Installation Of Components
Remote Control Valve Irritrol 100 Series Size Per Plan
Quick Coupler Valve Rainbird 33DRC 3/4" Size
Point Of Connection (POC) Verify Location In Field Prior To Commencement Of Work
Gate Valve Nibco Or Equal Line Size
Automatic Controller Irritrol TC-6 EXT 6 Station Wall Mount Power By Others
Mainline PVC Sch. 40 Size Per Plan Bury 18" Min. Below Grade
Lateral Line PVC Sch. 40 Size Per Plan Bury 12" Min. Below Grade
Irrigation Line Sleeve Size To Accommodate Irrigation Lines
Bury 24" Min. Below Grade
GRAPHIC SCALE: 1 INCH = 30 FEET
THOMAS SCHERER ASSOCIATES
Landscape Architecture
P.O. Box 18, Aptos, CA 95001
Tel (831) 688-8413
Fax (831) 688-8185
NO. BY DESCRIPTION DATE
SCMF - MEDICAL BUILDING
Soquel Drive & Chanticleer Avenue, Santa Cruz, California
MEDICAL OFFICE BUILDING
Irrigation Plan
DATE 6-5-06
SCALE 1"=30'
DRAWN TS
CHECKED TS
SHEET L-1
OF SHEETS
JOB NO. 07011


Soquel Drive
Commercial Way
Chanticleer Avenue
EXISTING BUILDING
EXISTING BUILDING
Proposed Building
Employee Patio:
Picnic Table By Columbia
Cascade Model No. 2353-6
Wiltecycled Plastic
Note: All Existing Site Landscaping Damaged Or Removed For Construction Shall Be Repaired And/Or Replaced
Pedestrian Path -Typical Symbol
Note:
All Work Within The Drainage Channel Restoration Area, Including Protection Fencing Around Existing Trees To Remain, Will Be Performed In Accordance With The Recommendations Of The Biotic Assessment & Restoration Report Prepared By John Gilchrist & Associates Dated April 3, 2007
Existing Willow Species To Remain
Tree Calculations:
No. Of Parking Spaces 161
No. Of Required Trees: 39
(1 Per 5 Spaces)
Proposed & Existing Trees: 80
THOMAS SCHERER ASSOCIATES
Landscape Architecture
Plant Schedule:
Symbol Botanical Name Common Name Size
Trees:
A Quercus agrifolia Coast Live Oak 24" Box
B Quercus agrifolia Coast Live Oak Existing
C Salix lasiolepis Arroyo Willow 1 g.c.
D Koelreuteria bipinnata Chinese Flame Tree 24" Box
E Koelreuteria bipinnata Chinese Flame Tree Existing
F Pistacia chinensis Chinese Pistache 24" Box
G Platacia chinensis Chinese Pistache Existing
H Cercis occidentalis Eastern Redbud Existing
I Hymenosporum flavum Sweetshade 24" Box
K Hymenosporum flavum Sweetshade Existing
L Podocarpus gracilior Fern Pine Existing
M Sequoia sempervirens Coast Redwood 24" Box
N Sequoia sempervirens Coast Redwood Existing
Shrubs & Vines:
1 Pennisetum x 'Cupreum' Bronze Fountain Grass 1 g.c.
2 Leucophyllum c.'Rezzieberry' HCN 5 g.c.
3 Camellia japonica Camellia(Red) 5 g.c.
4 Salvia leucantha Mexican Sage 5 g.c.
5 Polygala dalmaisiana Sweetpea Bush 5 g.c.
6 Xylosma c. 'Compacta' Xylosma 5 g.c.
7 Rhamnus californica Coffeeberry 5 g.c.
8 Pittosporum tenuifolium Victorian Box 5 g.c.
9 Prunus caroliniana Carolina Cherry 5 g.c.
10 Laurelea sempervirens Tree Mallow 5 g.c.
Vines:
Hardenbergia v.'Happy Wanderer' Lilac Vine 5 g.c.
Clytostoma callistegioides Violet Trumpet Vine 5 g.c.
Groundcovers:
Liriope muscari Big Blue Lily Turf Plant 1 g.c. @ 24" o.c.
Nepeta faassenii Catmint Plant 1 g.c. @ 24" o.c.
Hemerocallis hybrida Day Lily (Frans: Dwarf) Plant 1 g.c. @ 24" o.c.
Baccharis pilularis 'Twin Peaks' Dwarf Coyote Brush Plant 1 g.c. @ 60" o.c.
Arctostaphylos 'Emerald Carpet' Dwarf Manzanita Plant 1 g.c. @ 48" o.c.
Carex elata 'Aurea' Sedge Plant 1 g.c. @ 36" o.c.
GRAPHIC SCALE: 1 INCH = 10 FEET
SCMF - MEDICAL BUILDING
Soquel Drive & Chanticleer Avenue, Santa Cruz, California
MEDICAL OFFICE BUILDING
Planting Plan
DATE 6.15.06
SCALE 1"=10'
SHEET L-2
OF SHEETS
JOB NO. 07011

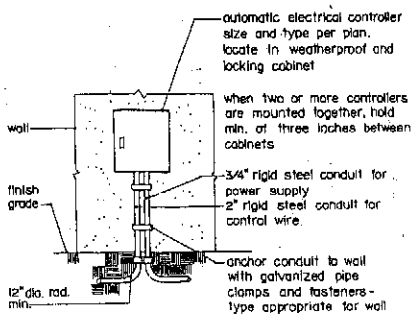
THOMAS SCHERER ASSOCIATES
Landscape Architecture



1 Quadra Bubbler



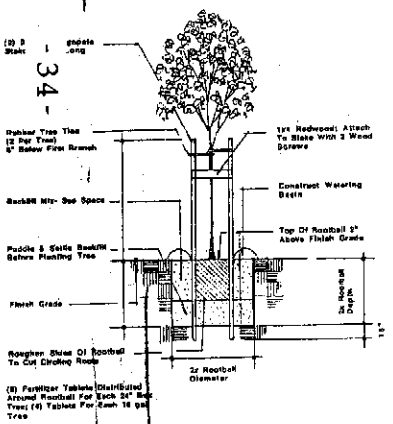
2 REMOTE CONTROL VALVE WITH DISC FILTER SECTION - NO SCALE



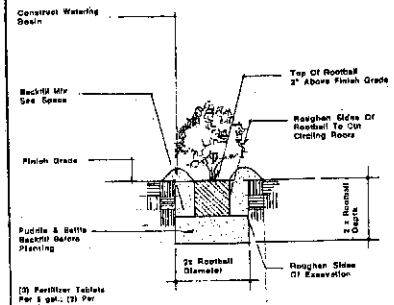
3 wall-mounted controller detail

IRRIGATION NOTES:

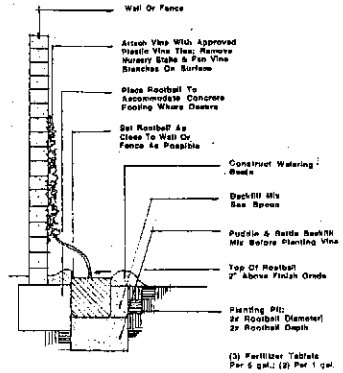
1. System is designed for 55 P.S.I. static pressure at water. Maximum flow is 12.0 G.P.M. Contractor shall run pressure tests at each point of connection before commencing work. Any discrepancies between actual pressure and design pressure shall be reported to the landscape architect and owner before any further work is done.
2. All applicable governmental plumbing and health code regulations shall have precedence over these plans and specifications.
3. Location of valves, back flow prevention units, mainline and automatic controllers are shown schematically due to scale of plans. Install in planter areas wherever possible or in the most appropriate location. Install mainline and lateral line in the same trench (with a 6" min. separation vertically) wherever possible.
4. Contractor shall verify all points of connection (P.O.C.) in the field prior to commencement of work. If discrepancies exist between existing conditions and those indicated on plans, contractor shall contact the landscape architect and owner immediately before continuing work. Likewise, contractor shall verify configuration of areas to be irrigated and slope configurations before commencing work.
5. All irrigation lines under paving shall be placed in schedule 40 P.V.C. sleeves, size to accommodate irrigation lines adequately, for the full width of the paving.
6. All changes in direction of any pipe shall be accomplished with the use of proper fittings. NO PIPE SHALL BE BENT.
7. In no case shall the spacing of sprinkler heads exceed the recommended spacing of the manufacturer.
8. Irrigation systems shall be trimmed and otherwise adjusted to eliminate over spray onto buildings, walks(where possible), driveways, streets, and property lines.
9. Minimum depth of P.V.C. lateral lines shall be 22" (Twelve inches) below grade. Minimum depth of P.V.C. mains line shall be 18" (Eighteen inches) below grade.
10. Prior to any planting operations, a coverage test shall be made by the contractor in the presence of the owner and the landscape architect. Contractor shall furnish all materials and provide all labor necessary to correct inadequate coverage.
11. Unless otherwise indicated, all irrigation heads above grade shall be installed with schedule 80 P.V.C. risers 6" minimum above grade.
12. Install back flow prevention devices per the manufacturers specifications and all local plumbing and health codes. Contractor shall be responsible for the procurement of all necessary permits and shall provide the owner with an "AS BUILT" plan (reproducible) of the installed irrigation system upon completion of the project.



4 Tree Staking



5 Shrub Planting



6 Vine Planting

PLANTING NOTES:

1. Circles shown represent the approximate mature size of the plant.
2. Contractor shall be responsible for adequate erosion control measures during construction.
3. Care shall be taken to avoid construction activity and/or staging under the drip line of existing trees in order to prevent soil compaction, root or tree damage. All work to be done under trees shall be by hand.
4. No plant shall be planted in a drainage swale regardless of its position on the plan
5. FINISH GRADING: Till all planter areas to a depth of 8 inches. Break up or remove all compacted lumps of soil, rocks larger than 2 inch in diameter, and all deleterious material from planter areas. Finish grade all areas to a smooth, even surface free of abrupt changes in grade. Make minor grading changes as required to insure positive drainage (1% minimum). Slope areas greater than 3:1 gradient need not be tilled.
6. SOIL PREPARATION: Thoroughly incorporate the following amendments into the top 6 inches of all areas to be planted, except where indicated otherwise. Amounts given are per 1,000 square feet.
   1. 6 cubic yards of nitrogen stabilized shavings.
   2. 3 cubic yards of Nitrohumus or Gro-power.
   3. 8 pounds of all purpose fertilizer (8-8-4).
   NOTE: May be added to hydromulch slurry if applicable.
7. No plant shall be installed until a fully automatic irrigation system, covering all planting areas, has been installed, tested and is fully operational.
8. PLANTING OF TREES, SHRUBS AND VINES: Unless noted otherwise:
   All trees larger than 15 g.c. size shall be planted per detail 4
   All trees 15 g.c. size and smaller shall be planted per detail 5
   All shrubs shall be planted per detail 6
   All vines shall be planted per detail 6
   All planting holes shall receive the following backfill mix:
   1. 60% soil of the site.
   2. 20% nitrogen stabilized redwood shavings.
   3. 20% nitrohumus or equal. (Acid loving plants to receive peatmoss).
   4. Fertilizer tablets (Agriform 21 gram: 20-10-5) or equal, applied per manufacturer's recommendations.
9. Contractor shall guarantee all small trees, shrubs, vines, groundcover and turf to live and grow in an acceptable condition for a period of 90 days from the date of installation completion. Contractor shall also guarantee all trees 15 g.c. size and larger for a period of one year from the date of installation.
10. Upon completion of planting operations, contractor shall apply an approved pre-emergent herbicide (Ronstar or equal) as weed control per manufacturer's specifications. In addition, a 2 inch layer of fir bark fines shall be installed over the finish grade of all planter areas.
11. MAINTENANCE PERIOD: Contractor shall maintain the site for a period of 60 calendar days after acceptance by owner. Maintenance shall include weekly mowing of turf, weeding of all turf and groundcover areas including slopes; removal of all trash and debris from planter areas and hardscape; pruning and trimming of all trees, shrubs and groundcover as required; replacement of all dead or dying plant material; two applications of fertilizer as approved by landscape architect.
12. All Work Within The Drainage Channel Restoration Area, Including Protective Fencing Around Existing Trees To Remain, Will Be Performed In Accordance With The Recommendations Of The Biotic Assessment & Restoration Report Prepared By John Gilchrist & Associates Dated April 3, 2007

SCMF - MEDICAL BUILDING
Soquel Drive & Chanticleer Avenue, Santa Cruz, California

MEDICAL OFFICE BUILDING
Irrigation & Planting Details

DRAWN TS
CHECKED TS
DATE 6-15-08

SHEET L-3
OF SHEETS

JOB NO. 07011

Commercial 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 office uses and is not encumbered by physical constraints to development. Construction will comply with prevailing building technology, the California Building Code, and the County Building ordinance to insure the optimum in safety and the conservation of energy and resources. The building has been sited with proper solar orientation for maximum potential for solar gain and control. There are also a number of "green" building products, such as concrete with fly ash content, low VOC paints and dual flush toilets that are planned for the project.

The proposed medical office building will not deprive adjacent properties or the neighborhood of light, air, or open space, in that the structure meets all current setbacks that ensure access to light, air, and open space in the neighborhood.

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

This finding can be made, in that the proposed location of the medical office building and the conditions under which it would be operated or maintained will be consistent with all pertinent County ordinances and the purposes of the applicable zone districts. The medical office building is proposed to be constructed on parcel 025-161-02, which is zoned PA (Professional Office), as is the adjacent parcel (025-161-32) where the existing office building is located. Minor modifications are proposed to the existing office to install a new drop-off canopy for clients and to repaint the structure in the same tones as the proposed office building and the existing Sutter Maternity and Surgery Center. The General Plan designation for both parcels is C-O (Professional and Administrative Office). The proposed and existing use are allowed in the PA zone district and are consistent with the C-O General Plan designation which is intended to provide for office uses where there is a recognized need, such as near medical centers.

Physician parking is proposed on parcel 025-161-16 which is the site of a former veterinary office that has been demolished. The site is zoned C-2 (Community Commercial), and parking is an allowed use within that zone district which is consistent with the parcel's C-C or Community Commercial General Plan Designation.

Employee parking is proposed on parcel 025-181-02 which is the former "Skyview Drive-In" site and is also zoned C-2 (Community Commercial) and has a C-C or Community Commercial General Plan Designation. The area that is proposed for employee parking is currently permitted for flea market parking and a Minor Variation to the drive in and flea market permit, 77-478-PD, is proposed to recognize the new use.

Only minor pedestrian improvements are proposed on parcel 025-171-18 which is the current site of the Sutter Maternity and Surgery Center. A Minor Variation to the hospital permit 92-0633 is proposed to recognize the pedestrian enhancements.

The proposed medical office building conforms to all site standards for the PA zone district. The building fronts on Chanticleer, and a 10-foot setback is provided. A 10-foot side setback is also provided to the southern parcel boundary, although no side setback is required in this zone district. The rear setback, to the western parcel boundary is approximately 135-feet, where 10-feet would be required by the zone district standards. There is no residential zoning abutting or across the street from the subject parcel, so no additional setbacks would be required.

Parking improvements are proposed to meet the need generated by the new office building and to reconfigure existing parking to improve circulation and landscaping. In order to assure that sufficient parking would be available for the new and existing buildings, the most stringent standard of those investigated by the traffic engineer was used (5 spaces per practitioner) to arrive at a requirement for 170 spaces. This would include the parking needed for clients, practitioners and staff. As proposed, 115 spaces are provided on site for clients, 26 spaces are provided for doctors in a separate lot fronting on Commercial Way, and an additional 32 remote spaces for staff are provided on the former "Skyview Drive-in" site for a total of 173 spaces.

Because the proposed office building relies on remote parking located on another parcel, a condition of approval has been included to require that the property owner record a reciprocal parking agreement to assure that adequate parking will be provided for all uses in the future, as required by County Code Section 13.10.555(c). Because the remote parking is located more than 300-feet from the uses it is intended to serve, approval of a Parking Plan is required.

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 office use and associated improvements are consistent with the use and density requirements specified for applicable General Plan land use designations for the individual parcels. Please refer to Item 2, above, for a detailed description of the improvements proposed and General Plan designation for each parcel.

The proposed medical office building will not adversely impact the light, solar opportunities, air, and/or open space available to other structures or properties, and meets all current site and development standards for the zone district as specified in Policy 8.1.3 (Residential Site and Development Standards Ordinance), in that the medical office building will not adversely shade adjacent properties, and will meet current setbacks for the zone district that ensure access to light, air, and open space in the neighborhood.

The proposed medical office building will not be improperly proportioned to the parcel size or the character of the neighborhood as specified in General Plan Policy 8.6.1 (Maintaining a Relationship Between Structure and Parcel Sizes), in that the proposed medical office building will comply with the site standards for the PA zone district (including setbacks, height, and number of stories) and will result in a structure consistent with a design that could be approved on any similarly sized lot in the vicinity.

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

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

This finding can be made, in that it is estimated that the proposed project would generate an additional 723 vehicle trips per day, with 50 occurring during the morning peak hour and 74 trips generated during the evening peak hour. A traffic analysis prepared by Higgins and Associates found that there would be no significant impacts on the intersections they studied, for the existing conditions and for the existing conditions plus the proposed project, but the cumulative Level of Service is projected to decline from Level of Service (LOS) D to F at the Soquel Drive/Soquel Avenue intersection. There are, however, currently improvements in signal synchronization underway which are expected to improve existing conditions in the area. These improvements are anticipated to be completed by the end of 2008, prior to building permit final for the proposed project. The traffic analysis noted that optimizing network signal timing and splits and re-configuring the lanes at this intersection would improve the cumulative LOS to D during the morning peak hour and to C during the evening peak hour.

Transportation Improvement Area (TIA) fees will be required of the project and these fees will be used to fund future road improvements in the area to alleviate cumulative traffic impacts.

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

This finding can be made, in that the proposed structure is located in a mixed neighborhood containing a variety of architectural styles, and the proposed medical office building is consistent with the land use intensity and density of the neighborhood. In addition, the design of the new building is intended to relate to the existing office building and the Sutter Maternity and Surgery Center to establish a more campus-like appearance.

Additional landscaping is proposed, especially along Soquel Drive, to soften the appearance of the existing and proposed structures. The landscape plans include planting 10 new, 24-inch box sized redwood trees in the landscape strip adjacent to Soquel Drive and Chanticleer Avenue. In addition, significant restoration is proposed for the stream channel on the westerly edge of the site, which is currently degraded. Enhancement measures will improve the appearance of this area and contribute a natural amenity to the overall site plan.

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 medical office building will be of an appropriate scale and type of design that will enhance the aesthetic qualities of the surrounding properties and will not reduce or visually impact available open space in the surrounding area. The proposed medical office building will incorporate site and architectural design features to reduce

the visual impact of the proposed development on surrounding land uses and the natural landscape. The design of the new building is intended to relate to the existing office building and the Sutter Maternity and Surgery Center to establish a more campus-like appearance. Colors are proposed that would use a darker accent color at the base of the wall with the majority of the wall a lighter, complementary hue. Other proposed architectural elements of the new structure include a series of small horizontal reveals on the façade to reduce the scale of the plaster walls and to relate to the architectural treatment of the hospital. Standing seam metal roofing is proposed for the canopy, similar to that used for the hospital roof. Windows proposed for the new office building are similar to those found on the hospital. The new canopy for the existing medical office building is proposed to be a cement plaster and column structure to match the existing building architecture.

Additional landscaping is proposed, especially along Soquel Drive, to soften the appearance of the existing and proposed structures. The landscape plans include planting 10 new, 24-inch box sized redwood trees in the landscape strip adjacent to Soquel Drive and Chanticleer Avenue. In addition, significant restoration is proposed for the stream channel on the westerly edge of the site, which is currently degraded. Enhancement measures will improve the appearance of this area and contribute a natural amenity to the overall site plan. The proposed design of the building and site has been reviewed by the County's Urban Designer and his recommendations have been incorporated into the proposed design.

Conditions of Approval

Exhibit A: Project plans, entitled, "Chanticleer Medical Office Building", architectural plans prepared by Silva Stowell Architects, LLP, dated 8/22/07, last revised on 3/3/08; engineered plans prepared by Ifland Engineers, Inc., dated 10/22/07, last revised 3/3/08; landscape plans prepared by Thomas Scherer Associates, dated 9/28/07, last revised 3/3/08.

I. This permit authorizes the construction of a medical office building, minor improvements to an existing medical office building, the installation of a parking area, riparian restoration and associated improvements. Prior to exercising any rights granted by this permit including, without limitation, any construction or site disturbance, the applicant/owner shall:

A. Obtain a Building Permit from the Santa Cruz County Building Official.

B. Obtain a Grading Permit from the Santa Cruz County Environmental Planning Section.

C. Obtain an Encroachment Permit from the Department of Public Works for all off-site work performed in the County road right-of-way.

D. Obtain a National Pollutant Discharge Elimination System (NPDES), storm water permit from the California Regional Water Quality Control Board, Central Coast Region. All conditions of the NPDES permit are, by reference, hereby incorporated into the conditions of this permit.

E. Obtain final water service approval from the City of Santa Cruz Water District.

F. Obtain final sewer service approval from the Santa Cruz County Sanitation District.

II. In order to apply for a building permit the following information is required:

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

B. Submit proof that these conditions have been recorded in the official records of the County of Santa Cruz (Office of the County Recorder)

C. Submit four copies of the approved Discretionary Permit with the Conditions of Approval attached. The Conditions of Approval shall be recorded prior to submittal, if applicable.

D. Submit 3 copies of the soils report prepared and stamped by your licensed geotechnical engineer. The soils report previously reviewed and accepted must be updated to meet the requirements of the 2007 California Building Code.

E. Obtain approval from Environmental Health Services if medical wastes are to be used, stored, or generated on site.

III. The building permit submittal shall include the following information:

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

1. Plans submitted for a building permit must represent all accessibility details required by the 2007 California Building Code.

2. Identify finish of exterior materials and color of roof covering for Planning Department approval. Any color boards must be in 8.5" x 11" format.

3. A final sign plan for the proposed medical office complex shall be submitted for staff review and approval. Signage for the proposed commercial building must comply with the current requirements of the County Code.

4. A lighting plan for the proposed development. Lighting for the proposed development must comply with the following conditions:

a. All site, building, security and landscape lighting shall be directed onto the site and away from adjacent properties. Light sources shall not be visible from adjacent properties. Light sources can be shielded by landscaping, structure, fixture design or other physical means. Building and security lighting shall be integrated into the building design.

b. All outdoor areas, parking and circulation areas shall be lighted with low-rise lighting fixtures that do not exceed 15 feet in height. The construction plans must indicate the location, intensity, and variety of all exterior lighting fixtures. All lighting must be consistent with Title 24, Part 6, California Code of Regulations, Energy Efficiency Standards for Residential and Non-Residential Buildings. All lighting shall be directed onto the site and away from adjacent properties.

c. Area lighting shall be high-pressure sodium vapor, metal halide, fluorescent, or equivalent energy-efficient fixtures.

5. Plans shall indicate required off-street parking for a minimum of 170 cars. Parking spaces must be 8.5 feet wide by 18 feet long and must be located entirely outside vehicular rights-of way. Parking must be clearly designated on the plot plan.

6. Plans shall indicate required parking for a minimum of 32 bicycles. Bicycle parking must be clearly designated on the plot plan.

7. All rooftop mechanical and electrical equipment shall be designed to be an integral part of the building design, and shall be screened.

8. Utility equipment such as electrical and gas meters, electrical panels, junction boxes, and backflow devices shall not be located on exterior wall elevations facing streets unless screened from streets and building entries using architectural screens, walls, fences, and/or plant material.

9. A site plan showing the location of all site improvements, including, but not limited to, points of ingress and egress, parking areas, turnarounds, trash and recycling enclosures, utility connections, and existing and proposed curbs, gutters, and sidewalks.

10. A final Landscape Plan. This plan shall include the location, size, and species of all existing and proposed trees, plants, and turf areas, an irrigation system, and shall comply with the following:

    a. Turf Limitation. Turf area shall not exceed 25 percent of the total landscaped area. Turf area shall be of low to moderate water-using varieties, such as tall fescue. Turf areas should not be used in areas less than 8 feet in width.

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

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

    d. Irrigation Management. All required landscaping shall be provided with an adequate, permanent and nearby source of water which shall be applied by an installed irrigation, or where feasible, a drip irrigation system. Irrigation systems shall be designed to avoid runoff, overspray, low head drainage, or other similar conditions where water flows onto adjacent property, non-irrigated areas,

walks, roadways or structures. The irrigation plan shall show the location, size and type of components of the irrigation system, the point of connection to the public water supply and designation of hydrozones. The irrigation schedule shall designate the timing and frequency of irrigation for each station and list the amount of water, in gallons or hundred cubic feet, recommended on a monthly and annual basis.

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

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

11. An erosion control plan showing how sediment will be kept on site during and after construction activities.

12. Structural cross-sections of the proposed structure in both the north-south and east-west directions that detail how the below grade retaining wall backdrains will connect into the drainage system.

13. Grading, drainage, and erosion control plans, that are prepared, wet-stamped, and signed by a licensed civil engineer. Grading and drainage plans must include estimated earthwork, cross sections through all improvements, existing and proposed cut and fill areas, existing and proposed drainage facilities, and details of devices such as back drains, culverts, energy dissipaters, detention pipes, etc. Grading quantities must including earthwork required for overexcavation and recompaction. Verify that the detention facilities are adequate to meet County requirements for release rates. Grading plans shall note that winter grading is not allowed for this project.

14. A restoration plan for the riparian corridor shall be submitted to and accepted by the Environmental Planning Section. The detailed plan shall incorporate the recommendations described in the biotic assessment prepared by John Gilchrist and Associates, dated 4/3/07. The plans shall include erosion control (construction related and permanent) and drainage details. California blackberry shall be added to the planting plan. Together with the oaks, willows, and coffeeberry, full ground coverage shall be achieved.

15. Two copies of a letter from John Gilchrist and Associates stating that the restoration plan incorporates the recommendations in the biotic assessment dated 4/3/07.

16. A tree protection plan for the existing trees to be retained on site must be indicated on the project plans for review and approval by the Environmental Planning section.

17. Details showing compliance with fire department requirements. Plans must meet all requirements of the Central Fire Protection District.

B. Meet all requirements of the Santa Cruz County Sanitation District including the following:

1. Attach an approved (signed by Sanitation District staff) copy of the sewer system plan to the building permit submittal.

2. Plans shall be submitted for all x-ray processing treatment units, if applicable.

C. Meet all requirements of the County Department of Public Works, Stormwater Management Section including the following:

1. Provide recorded maintenance agreements for the detention system, silt and grease trap and pervious pavement. Include maintenance recommendations for each facility and identify the responsible party for maintenance of each facility on the building permit plans.

2. Indicate provisions included in the design of the detention system to minimize clogging and future maintenance. Include details for the pervious pavement areas.

3. Provide details for the proposed swale on the south side of the new medical building including minimum dimensions, surfacing and maintenance requirements.

4. Note on the plans marking for each inlet that read "No Dumping-Drains to Bay" or equivalent.

5. Submit documentation of previously permitted pervious areas (buildings, paved areas, gravel areas, etc) for review for possible drainage fee and impact credits for pre-existing impervious areas. Documentation such as assessor's records, survey records, or other official records are required to establish dates of construction, the area of the impervious area of to confirm if a building permit was previously issued.

D. Meet all requirements of the City of Santa Cruz Water District.

E. Engineered improvement plans for all on-site and off-site improvements, including road and sidewalk construction on Commercial Way. All

improvements shall be submitted for the review and approval by the Department of Public Works. A structural section is required for the pavement sections.

F. Submit 3 copies of a final plan review letter prepared and stamped by the licensed Geotechnical Engineer that prepared your report. The letters shall state that the plans conform to the recommendations in the soils report.

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

A. Pay Zone 5 drainage fees to the County Department of Public Works, Drainage. Drainage fees will be assessed on the net increase in impervious area. The project may be eligible for fee and impact credits for pre-existing impervious areas which have previously been demolished or will be demolished as part of this project.

B. Pay all applicable fees to the City of Santa Cruz Water Department for new service.

C. Pay all applicable fees to the Santa Cruz County Sanitation District for plan check and service.

D. Pay the current fees for Child Care mitigation for 19,711 square feet of medical office space. Currently, these (Category II) fees are $0.23 per square foot, for a total of $4,533.53, but are subject to change.

E. Pay the current Live Oak Transportation Improvement Area (TIA) fees for Roadside and Transportation improvements. Currently, these fees can be calculated as follows, but are subject to change:

1. The development is subject to Live Oak Transportation Improvement (TIA) fees at a rate of $472 per daily trip-end generated by the proposed use. The traffic report submitted indicates a total of 723 new trips generated by the proposed commercial use. The fee is calculated as 723 trip ends multiplied by $472 per trip end equals $341,256. The total TIA fee of $341,256 is to be split evenly between transportation improvement fees ($170,628) and roadside improvement fees ($170,628).

F. 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.

G. Pay any applicable plan check fee of the Central Fire Protection District.

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

A. All site improvements shown on the final approved Building Permit plans shall be installed.

B. All new utilities to serve the proposed development shall be installed underground.

1. Pad-mounted transformers (as part of the underground electrical service distribution system) shall not be located in the front setback or area visible from public view, unless they are completely screened by walls and/or thick landscaping, and shall not obstruct views of traffic from tenant spaces or driveways, or views to monument signs. Underground vaults may be located in the front setback area for aesthetic purposes.

C. Back flow devices and other landscape irrigation valves shall not be located in the front setback or area visible from public view, unless they are completely screened by walls and/or thick landscaping, and shall not obstruct views of traffic from tenant spaces or driveways, or views to monument signs.

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

E. The project must comply with all recommendations of the approved soils reports. A plan review letter from the geotechnical engineer shall be submitted with the plans stating that the improvements have been inspected and found to be in compliance with the recommendations of the geotechnical report.

F. The project must comply with the recommendations in the biotic assessment by John Gilchrist and Associates and with the restoration plan. Prior to building permit final, a letter is required form John Gilchrist confirming that the plantings and irrigation system have been installed according to the plan.

G. The project must comply with the approved grading plans. Prior to building permit final, a letter is required from the civil engineer stating that the grading has been completed as shown on the approved plans.

H. The applicant shall record an easement in perpetuity for remote staff parking on APN 025-181-02.

I. 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.

VI. Operational Conditions

A. **Master Occupancy Program (New Medical Office Building):** Given the location of the project with respect to existing commercial uses and the lack of on-street parking in the area, all change of use requests shall be processed at Level 3 to permit a thorough review of possible parking and circulation impacts. Only administrative offices may be processed at Level 1, based on the parking available on site.

B. In the event that future County inspections of the subject property disclose noncompliance with any Conditions of this approval or any violation of the County Code, the owner shall pay to the County the full cost of such County inspections, including any follow-up inspections and/or necessary enforcement actions, up to and including permit revocation.

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

D. All landscaping and site improvements shall be permanently maintained.

E. Future development on APN 025-181-02, where the remote staff parking is located, will require an amendment to this permit if the number of spaces available for staff use are reduced or a Minor Variation if the same number of spaces are moved or reconfigured.

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

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

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

1. COUNTY bears its own attorney's fees and costs; and

2. COUNTY defends the action in good faith.

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

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

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.

VIII. 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: Traffic Impacts (Condition IV.E.)

Monitoring Program: Prior to issuance of a building permit, roadway and roadside improvement fees must be paid to mitigate the impact of the development on cumulative traffic levels.

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

Please note: This permit expires two years from the effective date listed below unless a building permit (or permits) is obtained for the primary structure described in the development permit (does not include demolition, temporary power pole or other site preparation permits, or accessory structures unless these are the primary subject of the development permit). Failure to exercise the building permit and to complete all of the construction under the building permit, resulting in the expiration of the building permit, will void the development permit.

Approval Date: _____

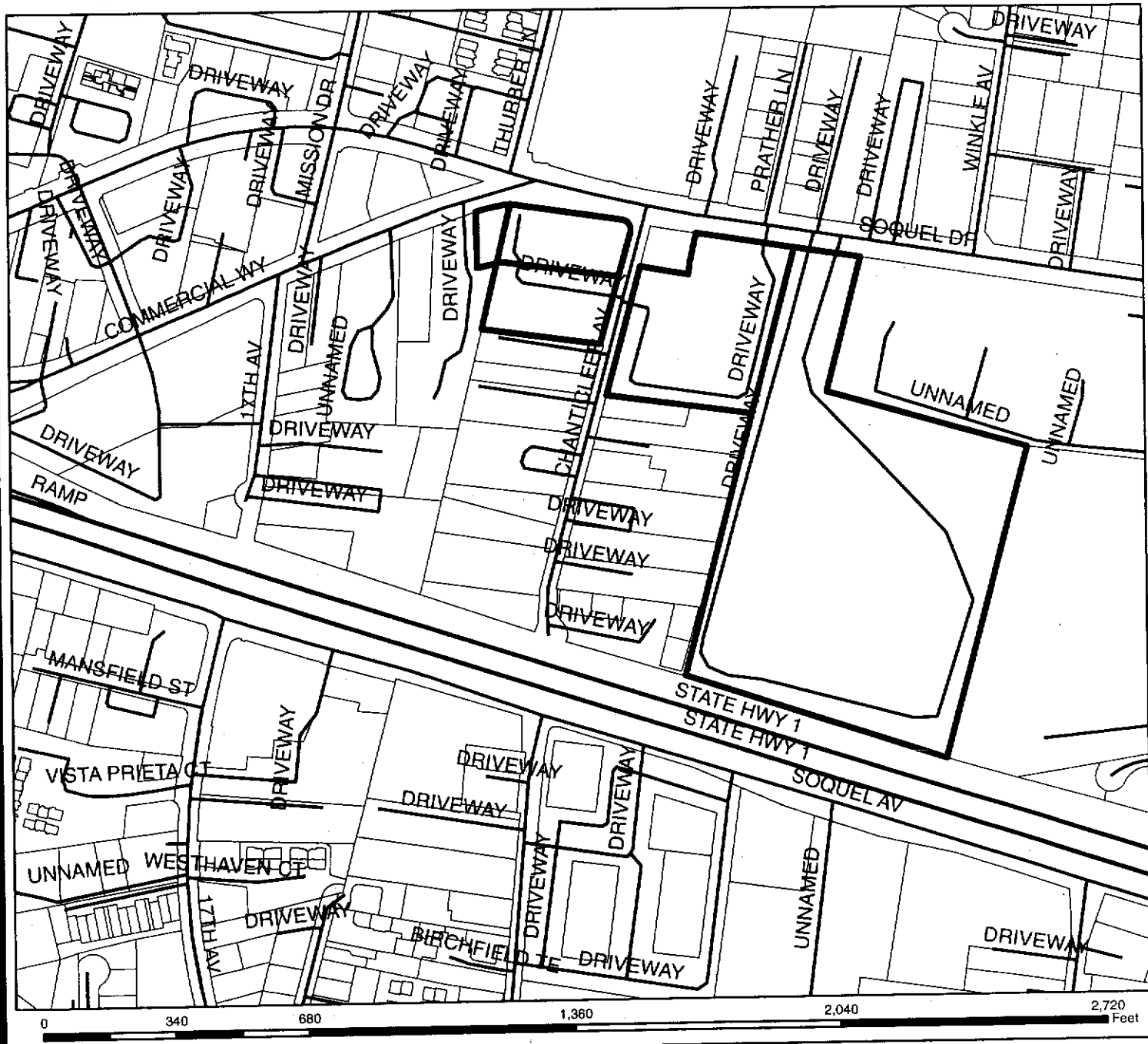
Effective Date: _____

Expiration Date: _____

Glenda Hill	Cathy Graves
Deputy Zoning Administrator	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 Zoning Administrator, may appeal the act or determination to the Planning Commission in accordance with chapter 18.10 of the Santa Cruz County Code.

Location Map



LEGEND

- Subject Parcels
- Assessors Parcels
- Streets
- State Highways

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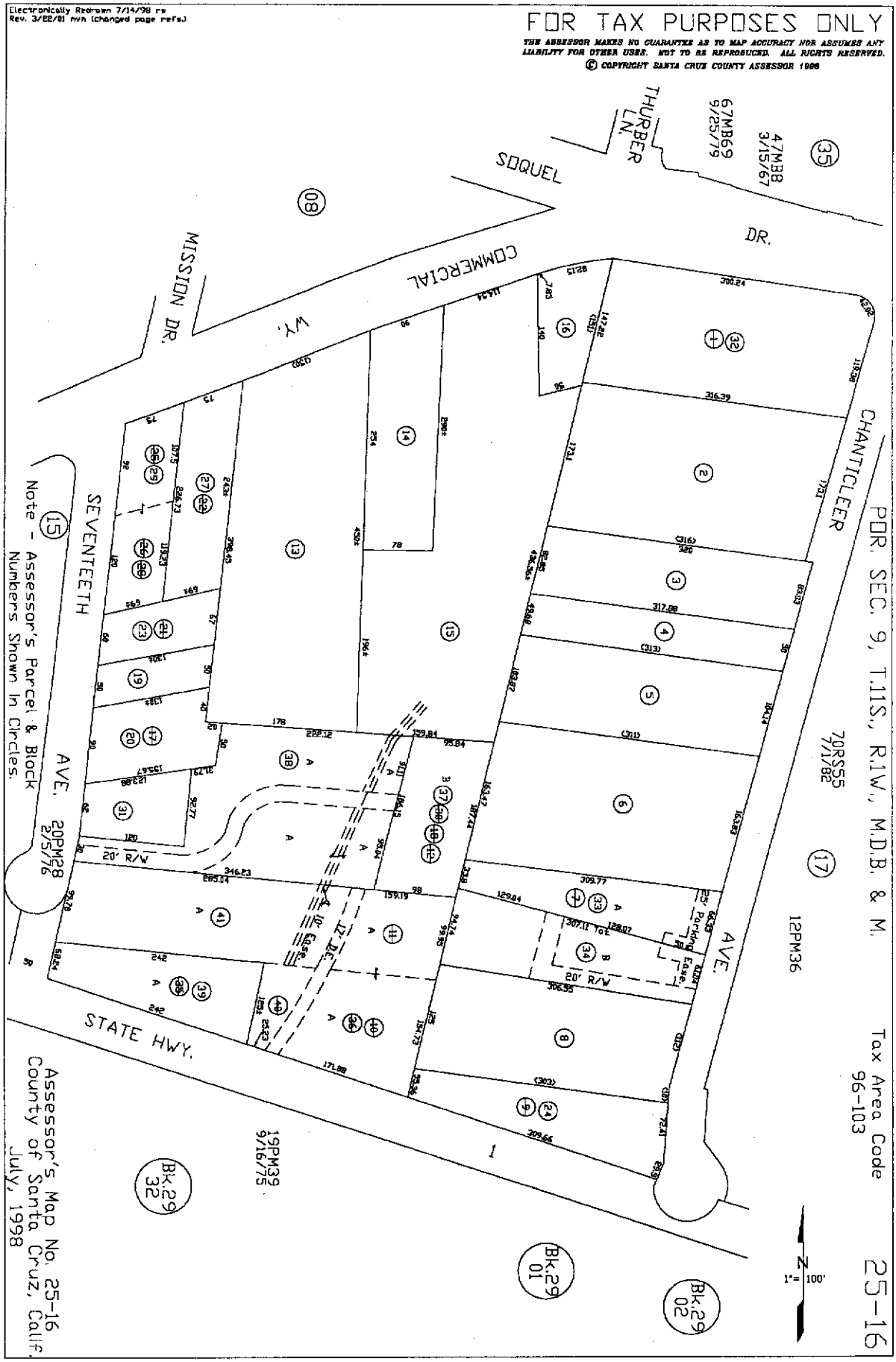
Map Created by
County of Santa Cruz
Planning Department
April 2008

Exhibit D


Electronically Redrawn 7/14/98 re
Rev. 3/22/01 mvh (changed page refs)
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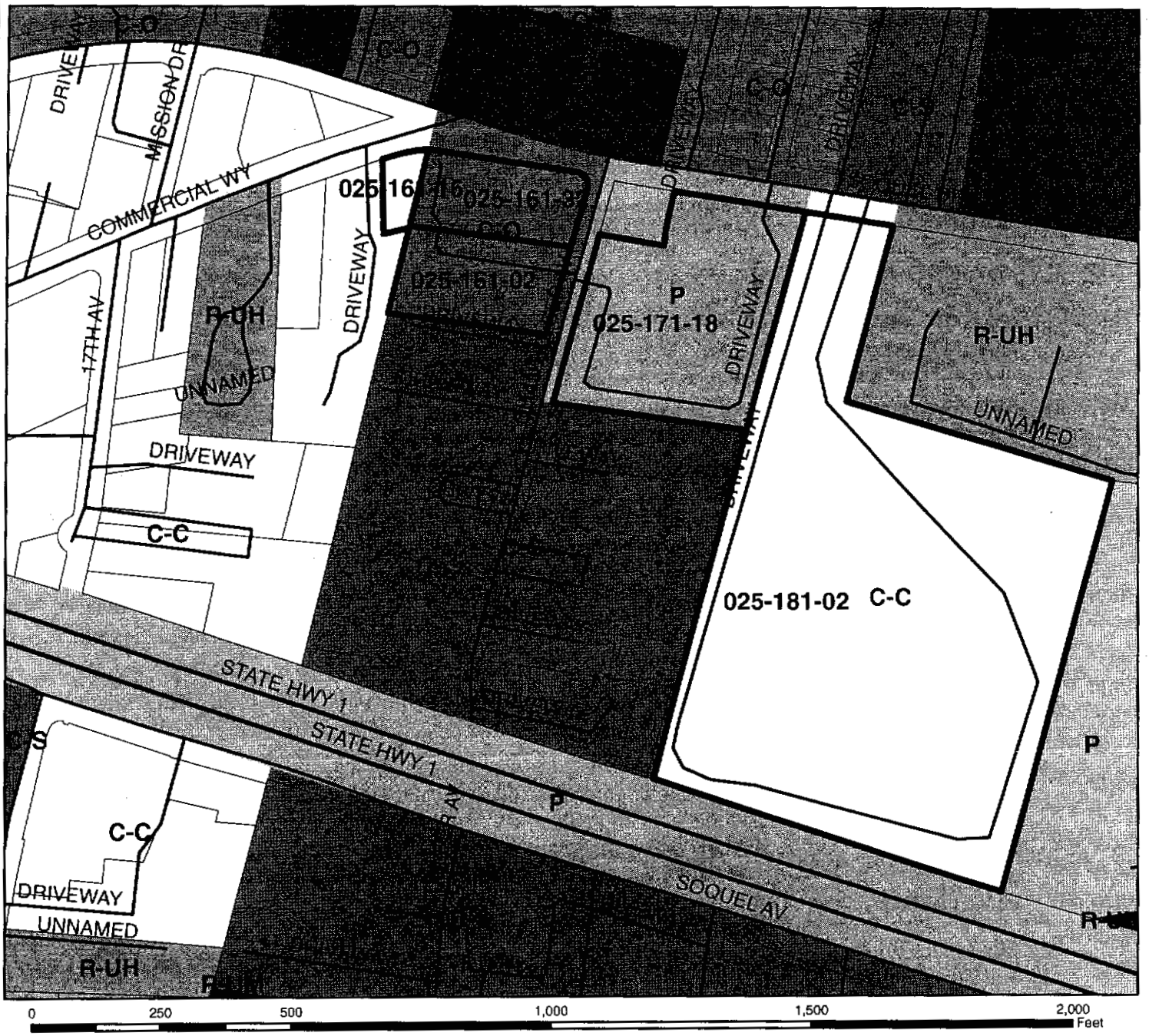
SOQUEL DR.
COMMERCIAL WY.
MISSION DR.
THURBER LN.
67MB69 9/25/79
47MB8 3/15/67
CHANTICLEER AVE.
SEVENTEETH AVE.
STATE HWY. 1
20PM28 2/5/76
19PM39 9/19/75
70RS55 7/1/82
12PM36
POR. SEC. 9, T.11S., R.1W., M.D.B. & M.
Tax Area Code 96-103
25-16
Note - Assessor's Parcel & Block Numbers Shown In Circles.
Assessor's Map No. 25-16
County of Santa Cruz, Calif.
July, 1998
Bk.29 02
Bk.29 01
Bk.29 32
1"= 100'

Exhibit E

General Plan Designation Map



LEGEND

- Subject Parcels
- Assessors Parcels
- Streets
- State Highways
- Commercial-Office
- Commercial-Community
- Commercial-Neighborhood
- Commercial-Service
- Public Facilities
- Residential - Urban Low Density
- Residential - Urban Medium Density
- Residential - Urban High Density
- Urban Open Space

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W E
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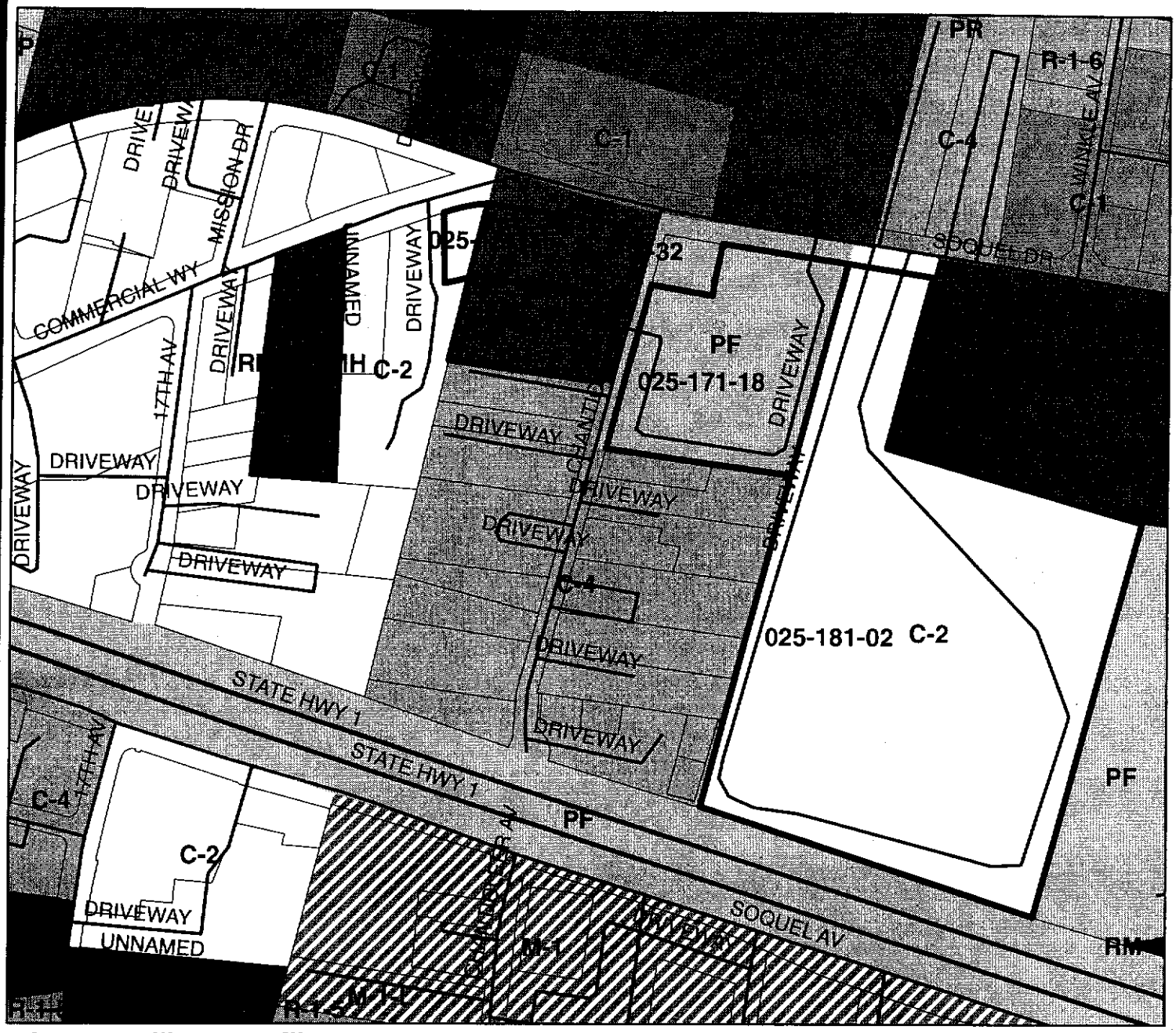
Map Created by
County of Santa Cruz
Planning Department
April 2008

Exhibit F

Zoning Map



LEGEND

- Subject Parcels
- Assessors Parcels
- Streets
- State Highways
- COMMERCIAL-COMMUNITY
- COMMERCIAL-PROF OFFICE
- COMMERCIAL-NEIGHBORHOOD
- COMMERCIAL-SERVICE
- PUBLIC FACILITY
- LIGHT INDUSTRIAL
- RESIDENTIAL-MULTI FAMILY
- RESIDENTIAL-SINGLE FAMILY

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W E
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Map Created by
County of Santa Cruz
Planning Department
April 2008

COUNTY OF SANTA CRUZ

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

NEGATIVE DECLARATION AND NOTICE OF DETERMINATION

Application Number: 07-0643 **Tom Hart for SC/Palo Alto Medical Foundations**

Proposal to construct a new, two-story 19,641 square foot medical office building to include associated parking (including remote staff parking on the former "Drive-In" site); riparian restoration, site improvements including minor pedestrian improvements; and to install a new drop-off canopy on an existing medical office building. The project is located on the southwest and southeast corner of the intersection of Soquel Drive and Chanticleer Avenue, at 2851, 2900 and 2911 Chanticleer Avenue, and 1029 Commercial Way, and approximately 375 feet east of the intersection of Soquel Drive and chanticleer Avenue, at 2260 Soquel Drive.

APN: 025-161-02, -16, -32, 025-171-18 & 025-181-02 **Cathy Graves, Staff Planner**

Zone District: PA (025-161-02, -32), C-2 (025-161-16, 025-181-02), PF (025-171-18)

ACTION: Negative Declaration with Mitigations

REVIEW PERIOD ENDS: June 11, 2008

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

Findings:

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

Required Mitigation Measures or Conditions:

_____ None
__XX__ Are Attached

Review Period Ends June 11, 2008

Date Approved By Environmental Coordinator June 12, 2008

Claudia Slater
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.

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

Date completed notice filed with Clerk of the Board:_____

Exhibit G

NAME: Santa Cruz Medical Foundation
APPLICATION: 07-0643
A.P.N: 025-161-02, -16, -32, 025-171-18 & 025-181-02

NEGATIVE DECLARATION MITIGATIONS

A. In order to mitigate cumulative traffic impacts, traffic impact assessment (TIA) fees will be paid as a fair share cumulative impact mitigation for the future restriping of the intersection of Soquel Drive and Soquel Avenue, as identified in the Traffic Impact Analysis Update, prepared by Higgins and Associates (January 24,2008).

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: **Tom Hart for SC/Palo Alto Medical Foundations**

APPLICATION NO.: **07-0643**

APN: **025-161-02, -16, -32, 025-171-18 & 025-181-02**

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

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

XX Mitigations will be attached to the Negative Declaration.

_____ No mitigations will be attached.

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

As part of the environmental review process required by the California Environmental Quality Act (CEQA), this is your opportunity to respond to the preliminary determination before it is finalized. Please contact 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 11, 2008**

Cathy Graves
Staff Planner

Phone: **454-3141**

Date: **May 8, 2008**

Environmental Review
Initial Study

Application Number: 07-0643

Date: May 5, 2008
Staff Planner: Cathy Graves

I. OVERVIEW AND ENVIRONMENTAL DETERMINATION

APPLICANT: Tom Hart for Santa Cruz Medical Foundation

APN: 025-161-02, 16, 32, 025-171-18 & 025-181-02

OWNER: Palo Alto Medical Foundation

SUPERVISORAL DISTRICT: First

LOCATION: The property is located on the southwest and southeast corner of the intersection of Soquel Drive and Chanticleer Avenue, at 2851, 2900 and 2911 Chanticleer Avenue, and 1029 Commercial Way, and approximately 375 feet east of the intersection of Soquel Drive and Chanticleer Avenue, at 2260 Soquel Drive.

SUMMARY PROJECT DESCRIPTION: A proposal to construct a new, two-story 19,641 square foot medical office building to include associated parking (including remote staff parking on the former "Drive-In" site); riparian restoration, site improvements including minor pedestrian improvements; and to install a new drop-off canopy on an existing medical office building.

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.

✓	Geology/Soils	____	Noise
✓	Hydrology/Water Supply/Water Quality	____	Air Quality
✓	Biological Resources	____	Public Services & Utilities
✓	Energy & Natural Resources	____	Land Use, Population & Housing
✓	Visual Resources & Aesthetics	____	Cumulative Impacts
____	Cultural Resources	____	Growth Inducement
____	Hazards & Hazardous Materials	____	Mandatory Findings of Significance
✓	Transportation/Traffic		

DISCRETIONARY APPROVAL(S) BEING CONSIDERED

____ General Plan Amendment	✔ Preliminary Grading Approval
____ Land Division	✔ Riparian Exception
____ Rezoning	✔ Other: Minor Variation to Permits 77-478-PD and 92-0633
✔ Development Permit	
____ Coastal Development Permit	Amendment to Permit 86-1217

NON-LOCAL APPROVALS

Other agencies that must issue permits or authorizations:

Regional Water Quality Control Board

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 Date

For: Claudia Slater
Environmental Coordinator

II. BACKGROUND INFORMATION

EXISTING SITE CONDITIONS

Parcel Size: 1.2 acres (025-161-02), .2 acres (025-161-16), 1.1 acres (025-161-32), 3.5 acres (025-171-18), and 14.4 acres (025-181-02)
Existing Land Use: Vacant land (025-161-02, 16); medical office (025-161-32); hospital (025-171-18) and flea market/parking (025-181-02)
Vegetation: Riparian corridor on parcel 025-161-02
Slope in area affected by project: ✓ 0 - 30% ___ 31 – 100%
Nearby Watercourse: Drainage feature
Distance To: On parcel 025-161-02

ENVIRONMENTAL RESOURCES AND CONSTRAINTS

Groundwater Supply: n/a
Water Supply Watershed: n/a
Groundwater Recharge: n/a
Timber or Mineral: n/a
Agricultural Resource: n/a

Biologically Sensitive Habitat: Riparian corridor
Fire Hazard: n/a
Floodplain: n/a
Erosion: Low potential
Landslide: n/a

Liquefaction: Low potential
Fault Zone: n/a
Scenic Corridor: Within corridor
Historic: n/a
Archaeology: Not within resource area
Noise Constraint: n/a

Electric Power Lines: n/a
Solar Access: n/a
Solar Orientation: North/south
Hazardous Materials: n/a

SERVICES

Fire Protection: Central Fire
School District: Santa Cruz High; Soquel Elementary
Sewage Disposal: County Sanitation

Drainage District: Zone 5
Project Access: Soquel Drive, Chanticleer Ave. & Commercial Way
Water Supply: City of Santa Cruz

PLANNING POLICIES

Zone District: PA (025-161-02, 32), C-2 (025-161-16, 025-181-02), PF (025-171-18)
General Plan: Office (025-161-02, 32), C-C (025-161-16, 025-181-02), P (025-171-18)

Special Designation: None

Urban Services Line: ✓ Inside ___ Outside
Coastal Zone: ___ Inside ✓ Outside

PROJECT SETTING AND BACKGROUND:

The proposed project, construction of a new, two-story medical office building, would be located on the west side of Chanticleer Avenue on a mostly vacant parcel that accommodates some parking for the adjacent medical office building fronting on Soquel Drive. Other elements of the proposal include construction of physician parking on a parcel to the west of the existing and proposed medical office building, and developing remote staff parking on a parcel adjacent to the existing Sutter Hospital; the former site of the Skyview Drive-in. Minor pedestrian improvements are proposed on the hospital site to connect the remote parking to the new and existing office buildings.

The project site is adjacent to non-conforming service commercial uses to the west and northwest, including a feed store and an equipment rental business in an area zoned for neighborhood commercial uses. The existing Sutter Hospital is located to the east. Other service commercial uses including auto service and a tile warehouse are located to the south, on parcels zoned for service commercial uses. Directly to the north, across Soquel Drive, is a vacant parcel zoned for neighborhood commercial uses adjacent to Soquel Drive and professional office further north, along Thurber Lane.

The parcel where the medical office building is proposed is generally flat and vegetation on the site consists primarily of non-native grasses. Two large coast live oaks are located along the southern property line near a chain link fence separating the subject parcel from the neighboring commercial property. Although the property is located within a mile of the Santa Cruz Gardens property that contains populations of federally listed and state endangered Santa Cruz tarplant and CNPS listed Gardener's yampah, these species are not expected to be found on the project site as vegetation has been removed and the site is highly disturbed.

A stream corridor is located along the western property line, separated from the upland portion of the site by another chain link fence. The stream corridor is part of a much larger drainage system known as Leona Creek that originates in the Santa Cruz Gardens area to the north and flows generally southward to Schwan Lake and is comprised of both below-ground channelized sections and sections of above-ground riparian stream channels. Both sides of the stream channel are within the parcel boundaries and vegetation in this area consists of non-native grasses, wild radish, non-native Himalayan blackberries and mature arroyo willows along both sides of the stream banks. The riparian corridor is proposed to be restored as part of the development.

Primary access to the proposed project would be from Chanticleer Lane with access to the employee parking (at the former Drive-In site) from Soquel Drive and an exit from the project onto Commercial Way from the proposed physician parking area to the west.

DETAILED PROJECT DESCRIPTION:

The applicant proposes to construct a new, two-story medical office building of approximately 19,641 square feet in area. Also included is the construction of physician parking on a vacant parcel to the west, remote employee parking on the former "Skyview Drive In" site, minor pedestrian improvements to the hospital site, and construction of a new patient drop-off canopy for the existing medical office building. The new medical office building would be located on Assessor's Parcel Number (APN) 025-161-02 and 52 patient parking spaces would be provided in the area surrounding the new office building. A portion of these spaces would be constructed with pervious pavement. Five new accessible spaces would be provided.

To provide additional parking, a new physician parking lot is proposed to the northwest, on a parcel fronting on Commercial Way. This parcel was formerly the site of a veterinary office, which has been demolished, and is currently vacant. This parcel would provide 26 parking spaces with easy access to Commercial Crossing and Dominican Hospital. Pervious pavement is proposed for the individual parking spaces to help reduce the post-development runoff.

Additional remote employee parking is proposed for an existing parking area at the former "Skyview Drive-In" site to the northeast of the new medical building. This parking area is accessed from Soquel Drive and would provide a minimum of 34 spaces for employees. A new pedestrian path is proposed to be installed (to include striping and crosswalks) from the remote employee parking lot through the existing Sutter Hospital parcel and across Chanticleer Avenue. An alternate route is available on existing sidewalks and crosswalks along Soquel Drive. Minimal improvements would be required to utilize this existing parking for the new employees. The remote parking is considered to be temporary, pending future development of the remainder of the 14.4 acre former drive-in site.

Soils on the subject site consist mainly of unengineered fill on the medical office building site and loose sandy clay on the site adjacent to Commercial Way. Overexcavation and recompaction is recommended by the soils engineer for the majority of the site and removal or stabilization of the loose sandy clay is also recommended. Approximately 1,096 cubic yards of excavation and 1,463 cubic yards of fill are proposed, which does not include the overexcavation, for a total of 367 cubic yards of export. Export material is proposed to be disposed of at the Buena Vista landfill site.

Landscaping is proposed as part of the new development and additional trees are proposed to be planted in existing landscaped areas, surrounding the existing medical office building. The riparian area is proposed to be restored, with additional plantings of arroyo willow and coffeeberry. Restoration is proposed to be performed in accordance with the recommendations of the biotic assessment prepared by John Gilchrist and Associates which has been reviewed and accepted by the County.

It is estimated that the proposed project would generate an additional 723 vehicle trips per day, with 50 occurring during the AM peak hour and 74 trips generated during the PM peak hour. Traffic analysis prepared by Higgins and Associates found that there would be no significant impacts on the intersections studied, for the existing conditions and for the existing conditions plus the proposed project. The cumulative Level of Service would decline from D to E at the Soquel Drive/Soquel Avenue intersection. There are, however, currently improvements in signal synchronization underway which are expected to improve existing conditions in the area. These improvements are anticipated to be completed by the end of 2008, prior to building permit final for the proposed project.

III. ENVIRONMENTAL REVIEW CHECKLIST

A. Geology and Soils

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
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?	____	____	✔	____
B. Seismic ground shaking?	____	____	✔	____
C. Seismic-related ground failure, including liquefaction?	____	____	✔	____
D. Landslides?	____	____	✔	____

All of Santa Cruz County is subject to some hazard from earthquakes. However, the project site is not located within or adjacent to a county or State mapped fault zone. A geotechnical investigation for the proposed project was performed by Tharp and Associates, dated March 30, 2007(Attachment 8). The report concluded that the site is suitable for the proposed development provided the recommendations presented in the report are implemented during grading and construction. The presence of dense soils below the groundwater on site suggest that the potential for liquefaction, lateral spreading and differential compaction are low. Because the site is gently sloping, landsliding is not expected to post a threat to 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?	____	____	✔	____

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

The geotechnical report cited above did not identify a significant potential for damage caused by any of these hazards. The presence of dense soils below the groundwater on site suggest that the potential for liquefaction, lateral spreading and differential compaction are low.

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

There are no slopes that exceed 30% on the property.

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

Some potential for erosion exists during the construction phase of the project, however, this potential is minimal because the site is relatively flat and standard erosion controls are a required condition of the project. Prior to approval of a grading or building permit, the project must have an approved Erosion Control Plan, which will specify detailed erosion and sedimentation control measures. The plan will include provisions for disturbed areas to be planted with ground cover and to be maintained to minimize surface erosion.

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

The geotechnical report for the project did not identify any elevated risk associated with expansive soils. Results of laboratory testing conducted by the geotechnical engineer indicate that the soils on site are generally of low expansivity.

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?				✔

No septic systems are proposed. 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.

	Significant Or Potentially Significant Impact	Less than Significant with Mitigation Incorporation	Less than Significant Or No Impact	Not Applicable
7. Result in coastal cliff erosion?				✔

B. Hydrology, Water Supply and Water Quality

Does the project have the potential to:

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

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?				✔

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.

3. Be inundated by a seiche or tsunami?				✔
4. Deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit, or a significant contribution to an existing net deficit in available supply, or a significant lowering of the local groundwater table?			✔	

The project will obtain water from the city of Santa Cruz Municipal Utilities and will not rely on private well water. Although the project will incrementally increase water demand, the City of Santa Cruz has indicated that adequate supplies are available to serve the project (Attachment 9). The project is not located in a mapped groundwater recharge area.

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

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

No commercial or industrial activities are proposed that would generate a significant amount of contaminants to a public or private water supply. The parking and driveway associated with the project will incrementally contribute urban pollutants to the environment; however, the contribution will be minimal given the size of the driveway and parking area. A silt and grease trap is proposed as part of the project, and a plan for maintenance will be required to reduce this impact to a less than significant level. Potential siltation from the proposed project will be mitigated through implementation of erosion control measures.

6.	Degrade septic system functioning?				✔

There is no indication that there are any existing septic systems in the vicinity that could be affected by the project.

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

A stream corridor is located along the western property line, separated from the upland portion of the site by a chain link fence. The stream corridor is part of a much larger drainage system known as Leona Creek that originates in the Santa Cruz Gardens area to the north and flows generally southward to Schwan Lake and is comprised of both below-ground channelized sections and sections of above-ground riparian stream channels. Both sides of the stream channel are within the parcel boundaries. The channel is proposed to remain and the riparian area will be restored as part of the project. The channel will not be restricted and the restoration will likely result in less erosion and/or siltation on site and downstream. Department of Public Works Drainage Section staff has reviewed and approved the proposed drainage plan.

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?			✔	

A Drainage Study prepared by Ifland Engineers, dated October, 2007 and revised in January, 2008, has been reviewed for potential drainage impacts and accepted by the Department of Public Works (DPW) Stormwater Management Section staff (Attachment 10). The proposed system has been sized and designed based on both the net increase in impervious surfaces and the existing impervious surfaces for the existing medical office building draining to the system. The runoff rate from the property will be a 10-year pre-development release rate for a 25-year storm event. On-site detention will be provided consisting of pervious pavers over an open-graded rock

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

base, to provide storage for the increase in runoff. DPW staff have determined that existing storm water facilities are adequate to handle the increase in drainage associated with the project. According to the Zone 5 Master Drainage Plan, Leona Creek Basin, the two downstream 54" reinforced concrete pipes (RCP) have a 25-year design discharge of 179 cfs each. According to the calculations in the Drainage Study, the total proposed discharge is well below the available capacity of 179 cfs. Refer to response B-5 for discussion of urban contaminants and/or other polluting runoff.

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

The proposed system has been sized and designed based on both the net increase in impervious surfaces and the existing impervious surfaces for the existing medical office building draining to the system. The runoff rate from the property will be a 10-year pre-development release rate for a 25-year storm event, minimizing storm water runoff that could contribute to flooding or erosion.

10. Otherwise substantially degrade water supply or quality?			✔	

The proposed development includes both replacing and removing existing drain inlets to incorporate a new system that will treat and store stormwater runoff (the existing medical office building does not include water treatment). All runoff will be directed to the paver detention system or a new water quality treatment unit. A maintenance plan for all water treatment facilities, including the impervious paving detention system will be required.

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?			✔	

A Biotic Assessment was prepared for this project by John Gilchrist and Associates, dated April 3, 2007 (Attachment 12). This report has been reviewed and accepted by the Planning Department Environmental Section (Attachment 11). No special status species have been identified on the subject property in either the Biotic Report or in site visits by Planning Department staff. Although the property is located within a mile of the Santa Cruz Gardens property that contains populations of federally listed and

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

state endangered Santa Cruz tarplant and CNPS listed Gardener's yampah, these species were not present during the assessment and are not expected to be found on the project site as vegetation has been removed and the site is highly disturbed.

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

The proposed project will have a beneficial impact on the riparian corridor on site, as the stream channel is currently in a degraded condition. Proposed enhancement and revegetation will improve habitat conditions within the riparian buffer. The Biotic Assessment noted that, with proper preparation, installation, and maintenance chances of restoration success are very good. There are no other sensitive biotic communities on site or adjacent to the proposed project.

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?			✔	

The proposed project does not involve any activities that would interfere with the movements or migrations of fish or wildlife, or impede use of a known wildlife nursery site. The Biotic Assessment noted that the non-native grassland is isolated from other grasslands or other natural habitats and is unlikely to support a significant number or diversity of wildlife species. No aquatic species were noted in the riparian area during a site visit by the restoration ecologist and the extensively covered and channelized creek make up and downstream movement of species unlikely.

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

The development area is adjacent to a riparian corridor, which is significantly degraded and is currently subjected to illumination from existing development. The proposed revegetation and enhancement will reduce the amount of illumination in the riparian area.

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

Refer to C-1 and C-2 above.

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

Two, 10-inch redwood trees are proposed to be removed to construct the access between the medical office buildings and the physician's parking lot. There is no method of connection that would not result in either the removal of trees or the removal of a portion of the riparian area. The landscape plans include planting a total of 10 new 24-inch box sized redwood trees in the landscape strip adjacent to Soquel Drive and Chanticleer Avenue.

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

There is no habitat conservation plan affecting the subject parcels.

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?				✔

The project is not adjacent to land designated as Timber Resource.

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

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

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

	Significant Or Potentially Significant Impact	Less than Significant with Mitigation Incorporation	Less than Significant Or No Impact	Not Applicable
4. Have a substantial effect on the potential use, extraction, or depletion of a natural resource (i.e., minerals or energy resources)?				✔

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?			✔	

The project will not directly impact any public scenic resources, as designated in the County's General Plan (1994), or obstruct any public views of these visual resources.

Although the proposed medical office building is located in a designated scenic resource area, the only views that will be affected by the project are those from private property. County visual resource protection regulations only apply to public viewsheds. The subject parcel is located in an area that could potentially be visible from Highway 1, however the elevation of the subject parcel is approximately the same as that of the highway, and landscaping and buildings on surrounding parcels obscure any views of the parcel from the highway.

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?			✔	

See E-1 above.

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?			✔	

The existing visual setting includes an existing medical office building, the Sutter Hospital and several commercial service establishments to the south along Chanticleer Avenue. The proposed project will complement the existing medical office building and hospital, and is proposed to incorporate many of the design aspects of the adjacent hospital. The proposed project will actually improve the existing visual character in the area. Little change in topography is proposed and the restoration of the degraded riparian area will further enhance the aesthetics of the neighborhood.

	Significant Or Potentially Significant Impact	Less than Significant with Mitigation Incorporation	Less than Significant Or No Impact	Not Applicable
4. Create a new source of light or glare which would adversely affect day or nighttime views in the area?			✔	

The project will create an incremental increase in night lighting. However, this increase will be small, and will be similar in character to the lighting associated with the surrounding existing uses.

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

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

F. Cultural Resources

Does the project have the potential to:

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

There are no existing structures on the parcel.

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

No archeological resources have been identified in the project area. 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. The nearest mapped area with potential archeological resources is Rodeo Gulch, approximately 1,900 feet to the east of the project site.

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

Pursuant to Section 16.40.040 of the Santa Cruz County Code, if at any time during site

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

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. The nearest mapped area with potential archeological resources is Rodeo Gulch, approximately 1,900 feet to the east of the project site.

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

G. Hazards and Hazardous Materials

Does the project have the potential to:

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

Medical waste generated on-site will be handled and stored separately in the building and removed by a medical waste company as approved by the County Environmental Health Department. The existing medical office building and adjacent Sutter Hospital are operated by the same owner, and both of these facilities routinely store and transport medical waste, utilizing operating safeguards currently employed by the Santa Cruz Medical Foundation. No additional trips to transport waste will be required.

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?				✔

The project site is not included on the April 2, 2008 list of hazardous sites in Santa Cruz County compiled pursuant to the specified code.

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?				✔

	Significant Or Potentially Significant Impact	Less than Significant with Mitigation Incorporation	Less than Significant Or No Impact	Not Applicable
4. Expose people to electro-magnetic fields associated with electrical transmission lines?				✔
5. Create a potential fire hazard?			✔	

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?				✔

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)?		✔		

It is estimated that the proposed project would generate an additional 723 vehicle trips per day, with 50 occurring during the AM peak hour and 74 trips generated during the PM peak hour. Traffic analysis prepared by Higgins and Associates, dated October 5, 2007 and updated on January 24, 2008 (Attachment 13) found that there would be no significant impacts on the intersections studied, for the existing conditions and for the existing conditions plus the proposed project. The cumulative Level of Service would decline from D to F at the Soquel Drive/Soquel Avenue intersection. There are, however, currently improvements in signal synchronization underway which are expected to improve existing conditions in the area. These improvements are anticipated to be completed by the end of 2008, prior to building permit final for the proposed project. The traffic analysis noted that optimizing network signal timing and splits and re-configuring the lanes at this intersection would improve the cumulative LOS to D during the AM peak hour and to C during the PM peak hour. Transportation Improvement Area (TIA) fees will be required of the project and these fees will be used to fund future road improvements in the area to alleviate cumulative traffic impacts.

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

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

As part of the traffic analysis, (Attachment 13) a parking needs study was conducted. The study compared the number of parking spaces required by the County's parking ordinance (5 spaces per provider) the parking demand rates for medical office buildings established by the Institute of Transportation Engineers (ITE), and actual parking counts based on the existing medical office building on the adjacent parcel. Based on the County's parking ordinance, a total of 170 spaces would be required for both the new and existing office buildings (with shared parking). The ITE requirement could be 152 spaces, and the existing medical office building generates parking demand at an average of 4.1 spaces per practitioner, for a total of 140 spaces for both buildings. As proposed, the most conservative parking requirement (the County's parking ordinance) was utilized and a total of 173 spaces are provided.

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

The proposed project will comply with current road requirements to prevent potential hazards to motorists, bicyclists, and/or pedestrians. The proposal also includes enhanced pedestrian circulation from the remote employee parking area to the new medical office building, including dedicated pedestrian paths through the existing hospital site. Also included is a new crosswalk on Chanticleer Avenue, with a bulb-out to better distinguish the crosswalk and narrow the distance pedestrians must travel to cross the street.

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?	___	✔	___	___

It is estimated that the proposed project would generate an additional 723 vehicle trips per day, with 50 occurring during the AM peak hour and 74 trips generated during the PM peak hour. Traffic analysis prepared by Higgins and Associates, dated October 5, 2007 and updated on January 24, 2008 (Attachment 13) found that there would be no significant impacts on the intersections studied, for the existing conditions and for the existing conditions plus the proposed project. The cumulative Level of Service would decline from D to F at the Soquel Drive/Soquel Avenue intersection. The traffic study noted that the unacceptable LOS F could be improved to LOS D during the AM peak hour and LOS C during the PM peak hour by restriping and optimizing signal timing and splits. The Department of Public Works currently has a project in process to synchronize signals from 41st Avenue to 7th Avenue, which is expected to improve existing conditions in the area. These improvements are anticipated to be completed by the end of 2008, prior to building permit final for the proposed project. The traffic analysis noted that optimizing network signal timing and splits and re-configuring the

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

lanes at this intersection would improve the cumulative LOS to D during the AM peak hour and to C during the PM peak hour. Transportation Improvement Area (TIA) fees will be required of the project and these fees will be used to fund future road improvements in the area to alleviate cumulative traffic impacts.

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?	____	____	✔	____

The project will create an incremental increase in the existing noise environment. However, this increase will be small, and will be similar in character to noise generated by the surrounding existing uses.

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

Per County policy, exterior noise exposure for new office buildings is acceptable up to 60 dB L_{dn} and conditionally acceptable up to 80 dB L_{dn}. The proposed medical office building is located between Soquel Drive, a major County arterial and Highway 1, and will be subjected to noise from both of those sources. Modern construction techniques, which require energy efficient insulation and windows, will mitigate sound levels inside the building to acceptable levels. The County has not established maximum interior noise levels for professional office buildings.

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

Noise generated during construction will increase the ambient noise levels for adjoining areas. Construction will be temporary, however, and 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).

1.	Violate any air quality standard or	____	____	✔	____

	Significant Or Potentially Significant Impact	Less than Significant with Mitigation Incorporation	Less than Significant Or No Impact	Not Applicable
contribute substantially to an existing or projected air quality violation?	____	____	____	____

The North Central Coast Air Basin does not meet State standards for ozone and particulate matter (PM10). Therefore, the regional pollutants of concern that would be emitted by the project are ozone precursors (Volatile Organic Compounds [VOCs] and nitrogen oxides [NOx]), and dust. Given the modest amount of new traffic that will be generated by the project there is no indication that new emissions of VOCs or NOx will exceed Monterey Bay Unified Air Pollution Control District (MBUAPCD) thresholds for these pollutants and therefore there will not be a significant contribution to an existing air quality violation.

Project construction may result in a short-term, localized decrease in air quality due to generation of dust. However, 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?	____	____	✔	____

The project will not conflict with or obstruct implementation of the regional air quality plan. See J-1 above.

3. Expose sensitive receptors to substantial pollutant concentrations?	____	____	____	✔
4. Create objectionable odors affecting a substantial number of people?	____	____	____	✔

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:

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

While the project represents an incremental contribution to the need for services, the increase will be minimal. Moreover, the project meets all of the standards and requirements identified by the local fire agency, and school 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?			✔	

A Drainage Study prepared by Ifland Engineers, dated October, 2007 and revised in January, 2008 (Attachment 10), has been reviewed for potential drainage impacts and accepted by the Department of Public Works (DPW) Stormwater Management Section staff. DPW staff have determined that existing storm water facilities are adequate to handle the increase in drainage associated with the project. According to the Zone 5 Master Drainage Plan, Leona Creek Basin, the two downstream 54" reinforced concrete pipes (RCP) have a 25-year design discharge of 179 cfs each. According to the calculations in the Drainage Study, the total proposed discharge is well below the available capacity of 179 cfs.

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?			✔	

The project will connect to an existing municipal water supply. The City of Santa Cruz

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

Water Department has determined that adequate supplies are available to serve the project (Attachment 9).

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

The project's wastewater flows will not violate any wastewater treatment standards.

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

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

6.	Result in inadequate access for fire protection?	____	____	✔	____

The project's road access meets County standards and has been approved by the Central Fire Protection District.

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

The project will make an incremental contribution to the reduced capacity of regional landfills. However, this contribution will be relatively small and will be of similar magnitude to that created by existing land uses around the project.

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

L. Land Use, Population, and Housing

Does the project have the potential to:

1.	Conflict with any policy of the County adopted for the purpose of avoiding or mitigating an environmental effect?	____	____	____	✔

The proposed project does not conflict with any policies adopted for the purpose of

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

avoiding or mitigating an environmental effect.

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

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

3.	Physically divide an established community?	____	____	____	✔

The project will not include any element that will physically divide an established community.

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

The proposed project is designed at the intensity of development allowed by the General Plan and zoning designations for the parcel. Additionally, the project does not involve extensions of utilities (e.g., water, sewer, or new road systems) into areas previously not served. Consequently, it 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?	____	____	____	✔

The proposed project would be constructed on an existing vacant lot, so no people or housing will be displaced.

M. Non-Local Approvals

Does the project require approval of federal, state, or regional agencies? Yes ✔ No ____

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 ✔

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 ✔

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 ✔

4. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? Yes ____ No ✔

TECHNICAL REVIEW CHECKLIST

	REQUIRED	COMPLETED*	N/A
Agricultural Policy Advisory Commission (APAC) Review			✔
Archaeological Review			✔
Biotic Report/Assessment		4/3/2007	
Geologic Hazards Assessment (GHA)			✔
Geologic Report			✔
Geotechnical (Soils) Report		3/30/2007	
Riparian Pre-Site			✔
Septic Lot Check			✔
Other: Drainage Study		10/2007	
Traffic Impact Analysis		10/5/2007	

Attachments:

1. Vicinity Map
2. Map of Zoning Districts
3. Map of General Plan Designations
4. Project Plans, including Engineered Plans, 7 sheets, prepared by Ifland Engineers, dated 1/16/08; Architectural Plans by Silva Stowell Architects, LLP, 8 sheets, dated 3/3/08; and Landscape Plans by Thomas Scherer, 3 sheets, dated 3/3/08.
5. Assessors Parcel Map
6. Geotechnical Review Letter prepared by Carolyn Banti, Associate Civil Engineer, dated May 11, 2007
7. Geotechnical Plan Review Letter prepared by Tharp & Associates, dated March 5, 2008
8. Geotechnical Investigation (Description, Conclusions and Recommendations) prepared by Tharp & Associates, Inc., dated March 30, 2007
9. City of Santa Cruz Water Department, water information form dated 5/15/2007
10. Drainage Study (Description, Calculations and Conclusions) prepared by Ifland Engineer, dated October, 2007 and revised January, 2008.
11. Biotic Report Review Letter prepared by Matthew Johnston, dated June 4, 2007
12. Biotic Report prepared by John Gilchrist, Restoration Ecologist, dated April 3, 2007
13. Traffic Impact Analysis Update, prepared by Higgins and Associates, dated January 24, 2008.
14. Discretionary Application Comments, various dates

15. Program statement from project Applicant

Other technical reports or information sources used in preparation of this Initial Study

1. Discussion with Jack Sohriakoff, Department of Public Works, Road Engineering regarding Soquel Drive signal timing project.

SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION
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Mathew Johnston
County of Santa Cruz
701 Ocean Street, 4th Floor
Santa Cruz, CA 95060

June 10, 2008

RE: Mitigated Negative Declaration for the Proposed Santa Cruz Medical Foundation Office Building on Chanticleer Avenue in Santa Cruz County

Dear Mr. Johnston:

Thank you for the opportunity to comment on the Mitigated Negative Declaration for the proposed Santa Cruz Medical Foundation Office Building located on Chanticleer Avenue in Santa Cruz County. The Santa Cruz County Regional Transportation Commission (SCCRTC) serves as the Regional Transportation Planning Agency (RTPA) for Santa Cruz County. SCCRTC staff offers the following comments on the Mitigated Negative Declaration for your consideration.

1. The proposed project is located adjacent to Highway 1. Preliminary engineering and environmental studies to add a High Occupancy Vehicle (HOV) Lane to Highway 1 in each direction between Morrissey Boulevard and San Andreas/Larkin Valley Road are currently underway. Complimentary improvements, including auxiliary lanes and pedestrian over crossings, are expected to be part of this highway improvement project. These future potential Highway 1 improvements could impact the proposed project area and nearby intersections. The preliminary design and final environmental document is not expected to be complete until 2010. Meanwhile, in preparation for potential improvements in this area, SCCRTC staff recommends that the Santa Cruz County Public Works and Planning Departments coordinate with the SCCRTC to ensure that any new structures and facilities provide sufficient setback from the property line adjacent to the Highway 1 right-of-way to allow for proposed highway improvements. In addition, SCCRTC staff recommends that the Santa Cruz County Public Works Department coordinate any improvements to Commercial Way, Soquel Avenue and Soquel Drive with SCCRTC staff in preparation for potential future improvements to the Highway 1/Soquel Avenue interchange. (*RTP policies* 2.9 and 1.4.2)

2. The proposed project will result in increased traffic on roadways in the vicinity and may have traffic impacts on the highway system. Staff recommends that a traffic analysis which evaluates the proposed project's impacts on Highway 1 be considered prior to the project's approval. According to Caltrans' *Transportation Concept Report for State Route 1*, the segment of Highway 1 near the proposed project location operates at a Level of Service (LOS) F. This LOS is already below the acceptable LOS for this segment (*Transportation Concept Report for State Route 1*, p. 51). Any additional trips added to this highway segment would increase travel delay.

3. The traffic resulting from the proposed project will impact intersections near the southbound and northbound Highway 1 ramps, including Soquel Avenue/Soquel Drive, Soquel Avenue/Highway 1 Southbound Ramp and Soquel Drive/Paul Sweet Road. All improvements implemented to mitigate impacts to these intersections should consider impacts to pedestrians and bicycles. (*2005 RTP policy* 2.1.1)

4. RTC staff recommends that the development of safe, direct and pleasant pedestrian walkways between buildings, entrances, transit stops and parking areas be included in the proposed project. The pedestrian facilities should be designed and constructed to enable all users to easily and safely move between facilities, including parking and transit stops. Provisions for lighting, directional signs and landscaping should be incorporated into pedestrian facilities, as appropriate, and all pedestrian facilities should be fully accessible and meet ADA requirements. The pedestrian facilities should include a clearly identified crosswalk connecting the east and west side of Chanticleer Avenue. (*2005 RTP policies*, 1.3, 2.6.1, 3.7.3)

5. To ensure consistency with the Regional Transportation Plan policy 2.1.1, which considers the needs of the non-motorized traveler in all construction and project development activities, staff recommends provisions for secure bicycle parking at the site, including bicycle lockers for use by employees and bicycle racks recommended by the Commission's Bicycle Committee for the Bikes Secure program. Bicycle racks and lockers should be located appropriately near building entrances.

6. The RTC supports reducing the number of single-occupant vehicle (SOV) trips made by employees to the proposed project site by replacing SOV trips with trips using transportation alternatives including, but not limited to, carpooling, vanpooling, riding the bus, bicycling, walking and telecommuting. Staff recommends that the project sponsor provide effective, long-term employer-based TDM parking programs (*2005 Regional Transportation Plan policy 6.13*). For example, the project sponsor should consider providing preferential parking for carpools and vanpools in the new parking areas. Please feel free to work with our Commute Solutions Program (831-429-POOL) to implement transportation demand management strategies that work towards this goal. Staff also encourages the Santa Cruz Medical Foundation to join Ecology Action's Transportation Division (formerly the Santa Cruz Transportation Management Association) to take advantage of their transportation demand management strategies for employers and employees. (*2005 RTP policies* 1.3.1 and 1.3.2)

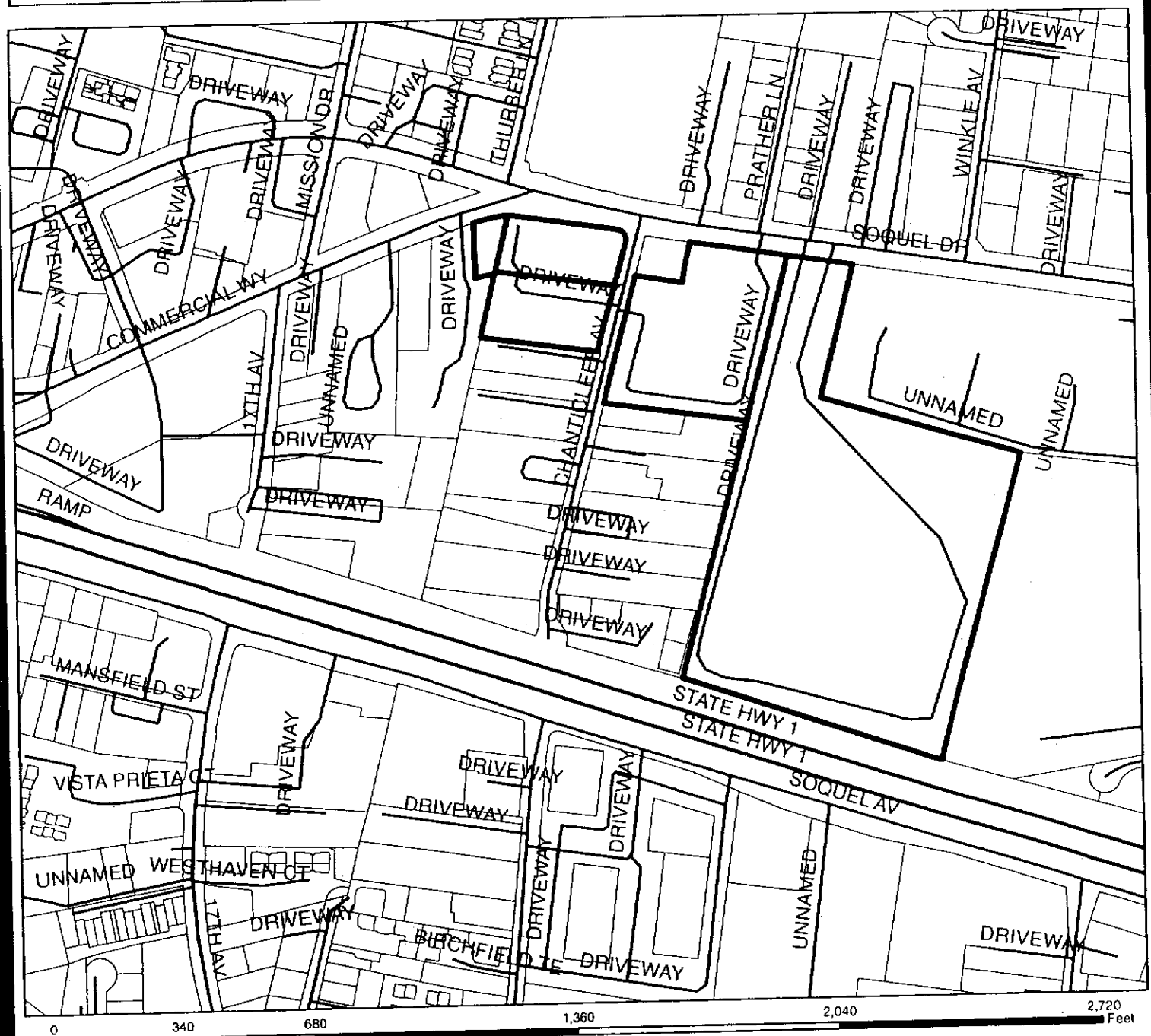
If you have any questions about the above comments, please contact Grace Blakeslee of my staff at (831) 460-3219.

Sincerely,

George Dondero
Executive Director

CC: Supervisor Beautz
SCCRTC

Location Map



~~Environmental Review Inital Study~~

ATTACHMENT 1
APPLICATION 07-0643

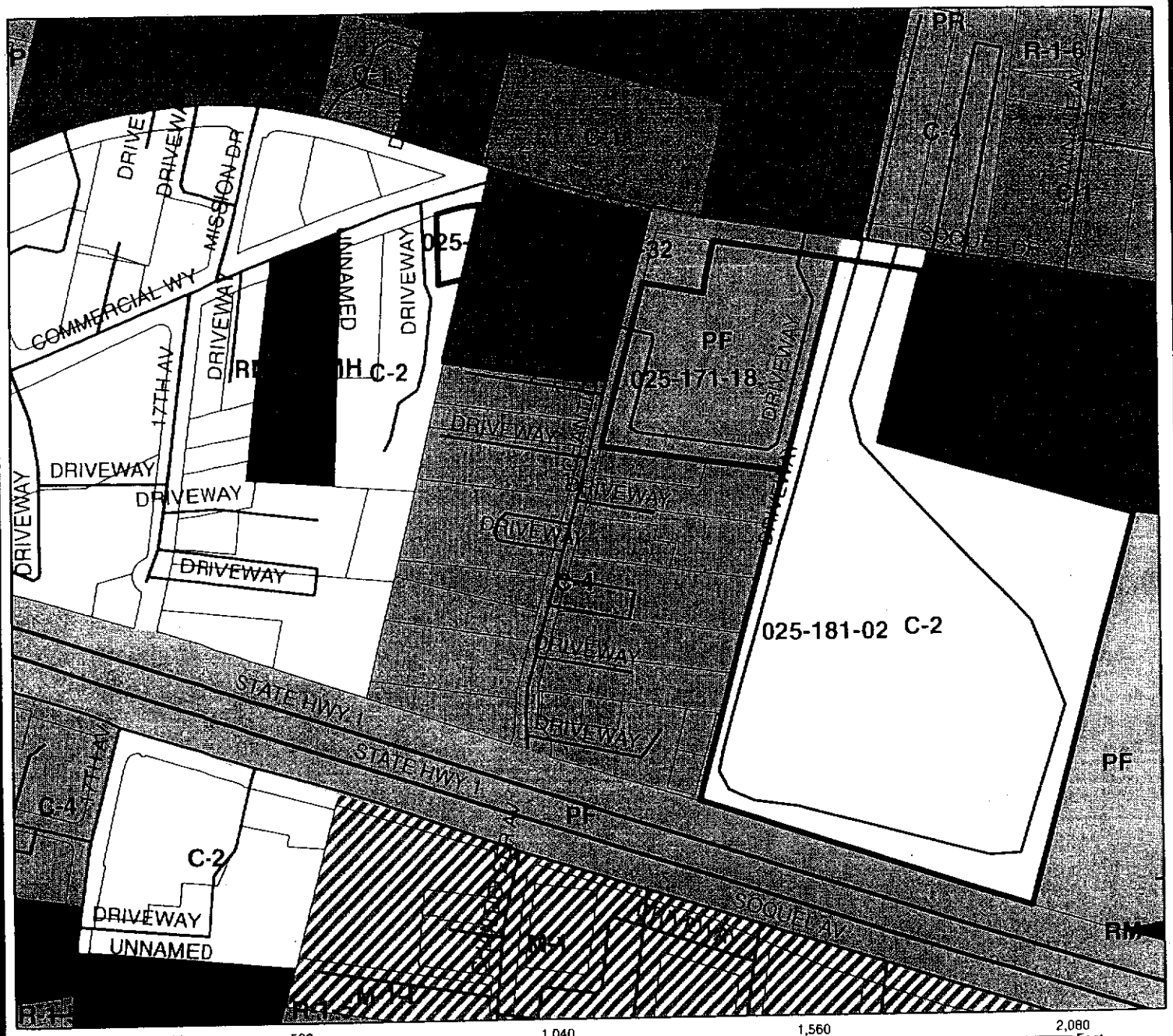
LEGEND

- Subject Parcels
- Assessors Parcels
- Streets
- State Highways

N
W E
S

Map Created by
County of Santa Cruz
Planning Department
April 2008

Zoning Map



~~Environmental Review Initial Study~~

ATTACHMENT 2
APPLICATION 07-0643

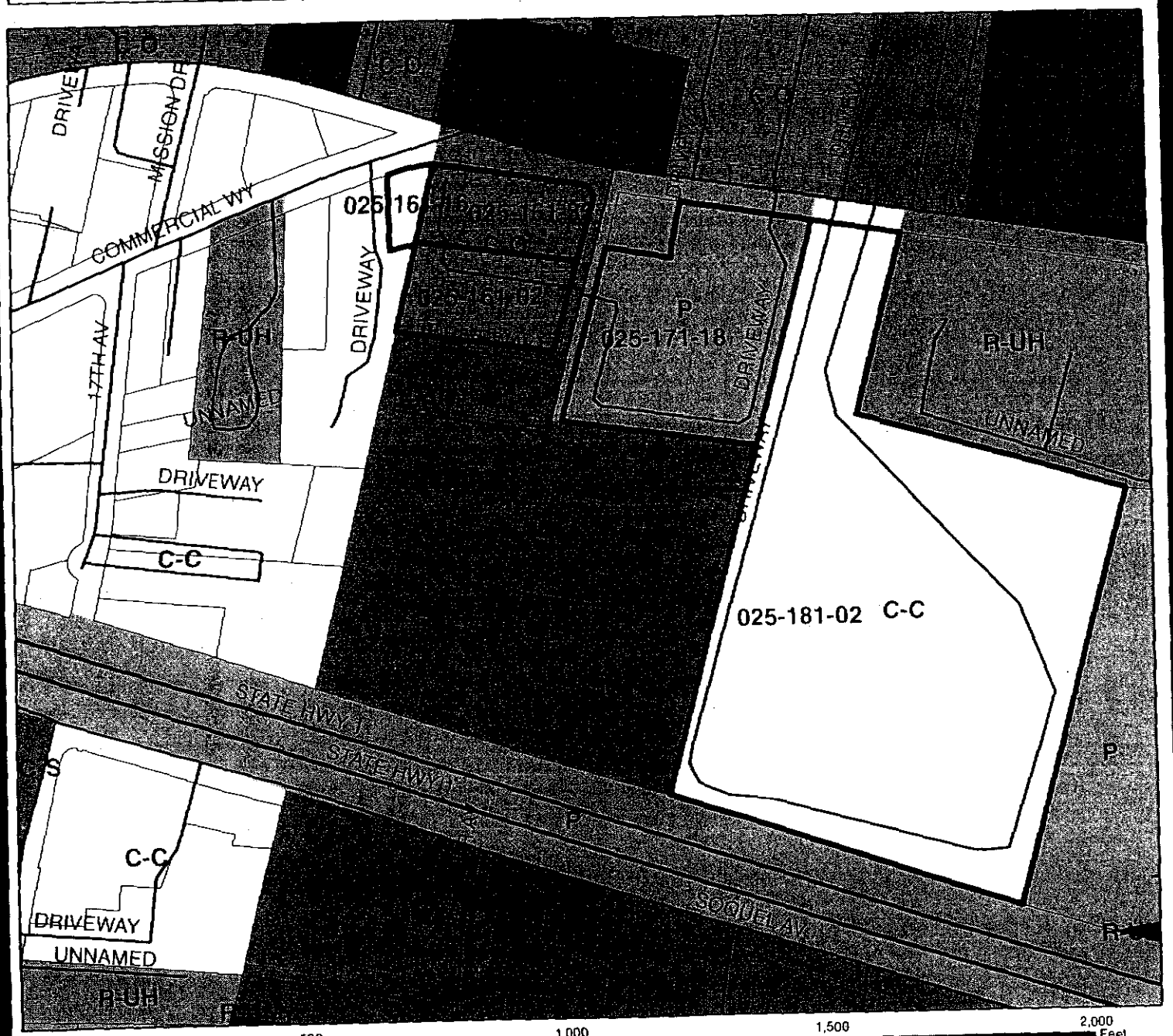
LEGEND

- Subject Parcels
- Assessors Parcels
- Streets
- State Highways
- COMMERCIAL-COMMUNITY
- COMMERCIAL-PROF OFFICE
- COMMERCIAL-NEIGHBORHOOD
- COMMERCIAL-SERVICE
- PUBLIC FACILITY
- LIGHT INDUSTRIAL
- RESIDENTIAL-MULTI FAMILY
- RESIDENTIAL-SINGLE FAMILY

N
W E
S

Map Created by
County of Santa Cruz
Planning Department
April 2008

General Plan Designation Map



LEGEND

- Subject Parcels
- Assessors Parcels
- Streets
- State Highways
- Commercial-Office
- Commercial-Community
- Commercial-Neighborhood
- Commercial-Service
- Public Facilities
- Residential - Urban Low Density
- Residential - Urban Medium Density
- Residential - Urban High Density
- Urban Open Space

N
W E
S

Map Created by
County of Santa Cruz
Planning Department
April 2008

Environmental Review Inital Study
ATTACHMENT 3
APPLICATION 07-0643

Environmental Review Inital Study
ATTACHMENT 4, 1 of 19
APPLICATION 07-0643

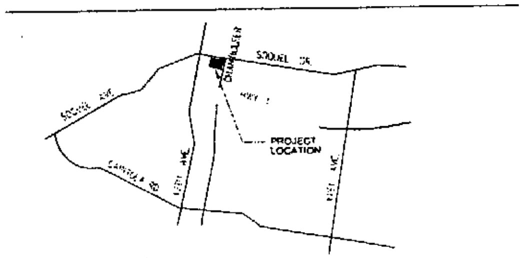
Santa Cruz Medical Foundation

A Sutter Health Affiliate

CHANTICLEER MEDICAL OFFICE BUILDING

2851 Chanticleer Avenue, Santa Cruz, California 95062

SILVA STOWELL



CODE REFERENCES

[illegible] THIS PROJECT. SUCH COMPLIANCE WILL INCLUDE, BUT NOT BE LIMITED TO THE FOLLOWING:

- 2007 CALIFORNIA BUILDING CODE (CBC) - CALIFORNIA CODE OF REGULATIONS, TITLE 24, PART 2
- 2007 CALIFORNIA ELECTRICAL CODE (CEC) - CCR TITLE 24, PART 3
- 2007 CALIFORNIA MECHANICAL CODE (CMC) - CCR TITLE 24, PART 4
- 2007 CALIFORNIA PLUMBING CODE (CPC) - CCR TITLE 24, PART 5
- 2007 CALIFORNIA ENERGY CODE - CCR TITLE 24, PART 6
- 2007 CALIFORNIA FIRE CODE (CFC) - CCR TITLE 24, PART 9
- CALIFORNIA ELEVATOR SAFETY CODE - CCR TITLE 8
- TITLE 19 (PUBLIC SAFETY) - CALIFORNIA CODE OF REGULATIONS
- TITLE 22 [illegible] - CALIFORNIA CODE OF REGULATIONS
- TITLE 24 (BUILDING STANDARDS, PART 1 - 1,2,3,4,5,6) - CALIFORNIA CODE OF REGULATIONS

PROJECT TEAM

OWNER'S REPRESENTATIVE:
SANTA CRUZ MEDICAL FOUNDATION
2025 SOQUEL AVENUE
SANTA CRUZ, CA 95062
(831) 458-559[illegible] (831) 423-4515 FAX

GENERAL CONTRACTOR:
BOGARD CONSTRUCTION, INC
350-A CORAL STREET
SANTA CRUZ, CA 95060
(831) 426-8191 (831) 426-4921 FAX

BIOTIC CONSULTANT:
JOHN GILCHRIST & ASSOCIATES
226 SPRING STREET
SANTA CRUZ, CA 95060
(831) 429-4355

CIVIL ENGINEER/LAND PLANNER:
IFLAND ENGINEERS, INC.
1100 WATER STREET, SUITE 2
SANTA CRUZ, CA 95062
(831) 426-5313 (831) 426-1763 FAX

LANDSCAPE ARCHITECT:
THOMAS SCHEIDER ASSOCIATES
P.O. BOX 46
APTOS, CA 95001
(831) 688-8[illegible] (831) 688-3735 FAX

ARCHITECT:
SILVA STOWELL ARCHITECTS, LLP
910 K STREET, SUITE 200
SACRAMENTO, CA 95818
(916) 736-3[illegible] (916) 736-3003 FAX

TRAFFIC ENGINEER:
HIGGINS & ASSOCIATES
1335-B FIRST STREET
GILROY, CA 95020
(408) 848-3122 (408) 848-2202 FAX

GEOTECHNICAL ENGINEER:
HARO & ASSOCIATES, INC
347 SPRECKELS DRIVE
APTOS, CA 95003
(831) 662-8590 (831) 662-3592 FAX

PROJECT INFORMATION

ADDRESS:	2851 CHANTICLEER AVENUE SANTA CRUZ, CA	**ALLOWABLE HEIGHT:**	
ASSESSORS PARCEL NUMBER:	VACANT (APN 025-161-18 & 025-161-02) EXISTING MOB (APN 025-161-32)	BASE ALLOWABLE (PER CBC):	65' OR 5 STORIES ABOVE GRADE
		SPRINKLER INCREASE (HEIGHT): +20'-0"	85'-0"
		SPRINKLER INCREASE (STORIES): +1 STORY	6 STORIES ABOVE GRADE PLANE
ZONING:	C2 - [illegible] / COMMERCIAL PA - PROFESSIONAL & ADMINISTRATIVE OFFICES	ALLOWABLE (PER ZONING CODE):	45' ABOVE GRADE
		ALLOWABLE AREA:	
		BASE ALLOWABLE:	28,500 SF PER STORY
OCCUPANCY:	GROUP B	FRONTAGE INCREASE:	(282/424 - 0.25) 30/30 = 0.42
CONSTRUCTION TYPE:	TYPE II-A, FULLY FIRE-SPRINKLERED	ALLOWABLE AREA INCREASE:	(28,500 + [28,500 x 0.42] + (28,500 x 2) = 97,470 SF
		PROJECT AREA:	
SEISMIC ZONE:	4	FIRST FLOOR	9,820 G.S.F.
EXISTING BUILDING LOT COVERAGE:	11,924 (10.75%)	SECOND FLOOR	9,891 G.S.F.
NEW BUILDING LOT COVERAGE:	10,306 (9.29%)	TOTAL G.S.F.	19,711 SF
NEW + EXISTING BUILDING LOT COVERAGE:	22,230 (20.05%)	NUMBER OF STORIES:	2 STORIES ABOVE GRADE PLANE

SHEET INDEX

REVISIONS
[illegible].08 COUNTY STAFF COMMENTS
7.20.08 OWNER PROPOSED REVISION
3.03.08 COUNTY STAFF COMMENTS

APN #s: 025-161-02 | 025-161-18 | 025-161-32

Santa Cruz Medical Foundation
A Sutter Health Affiliate

CHANTICLEER MEDICAL OFFICE BUILDING
2851 CHANTICLEER AVENUE
SANTA CRUZ, CA 95062

Project Number	26059
Date	08/22/07
Drawn By	
Checked By	JAS
Scale	

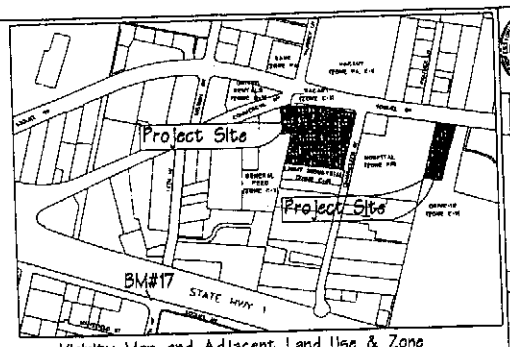
COVER SHEET

A000

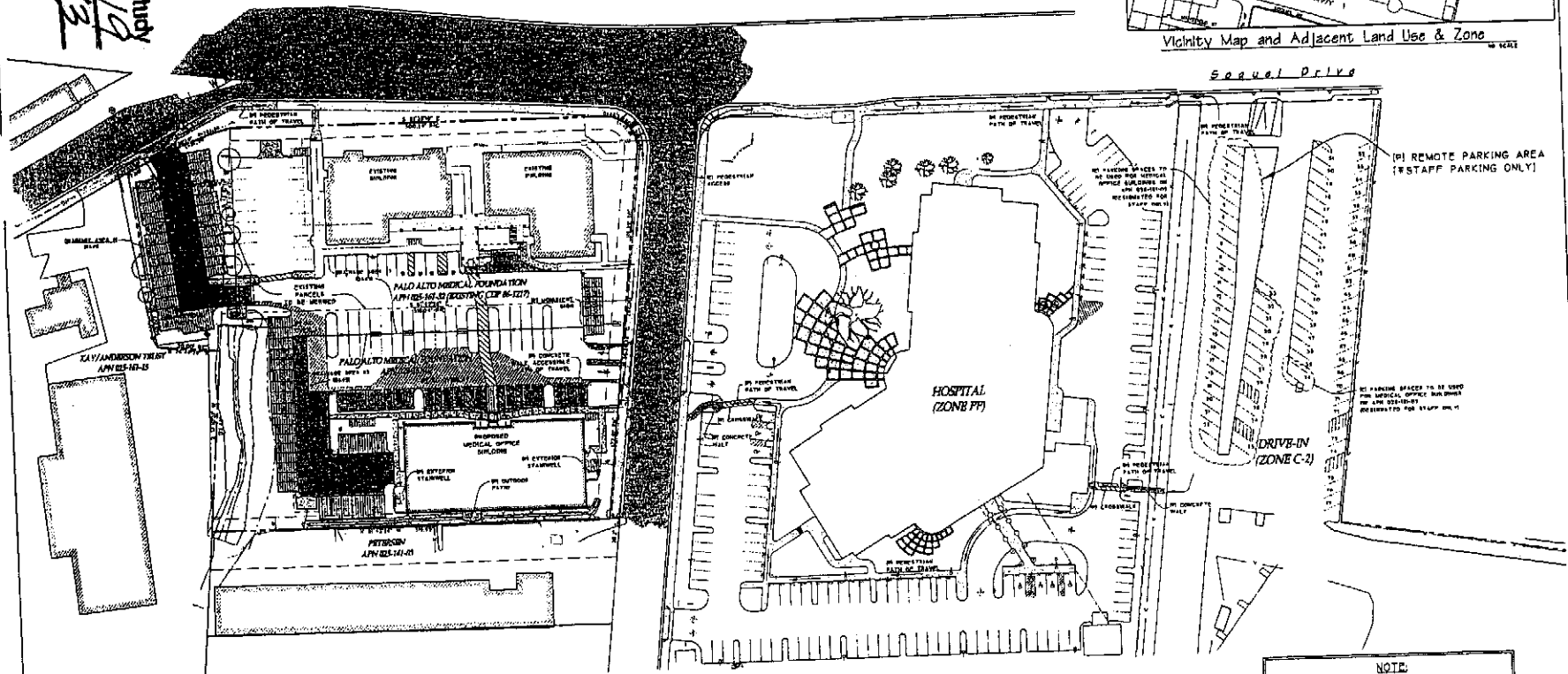
ATTACHMENT 4
APPLICATION 07-0443

Environmental Review Initial Study

CHANTICLEER MEDICAL OFFICE BUILDING
FACILITY EXPANSION
SANTA CRUZ MEDICAL FOUNDATION
Santa Cruz County, California



Vicinity Map and Adjacent Land Use & Zone



General Development Plan

Benchmark

BENCHMARK #17
THE BENCHMARK FOR THIS SURVEY IS SANTA CRUZ COUNTY BENCHMARK #17, WHICH IS A STANDARD CONCRETE MONUMENT WITH BRASS CAP STAMPED "CMF" LOCATED ON THE NORTH SIDE INTERSECTION OF 17TH AVENUE & SOQUEL AVENUE.
ELEVATION = 88.258' (NGVD 29)

NOTE:
THE BOUNDARY AND/OR TOPOGRAPHIC DATA SHOWN HEREON WAS PROVIDED TO IFLAND ENGINEERS, INC. BY:
IFLAND SURVEY
AND IS BASED UPON A FIELD SURVEY DATED:
07/30/2007
WHILE IFLAND ENGINEERS HAS MADE A SITE VISIT TO FIELD CHECK THE DATA PROVIDED, WE ASSUME NO RESPONSIBILITY FOR THE ACCURACY, COMPLETENESS AND SUFFICIENCY OF THE BOUNDARY AND/OR TOPOGRAPHIC DATA.

For Plan Check Only

1900 RIVER STREET, SUITE J
SANTA CRUZ, CA 95065
PH: (831) 426-1313
FAX: (831) 426-1763
CIVIL ENGINEERING • LAND PLANNING • STRUCTURAL DESIGN
LAND SURVEYING • LAND PLANNING • CIVIL ENGINEERING

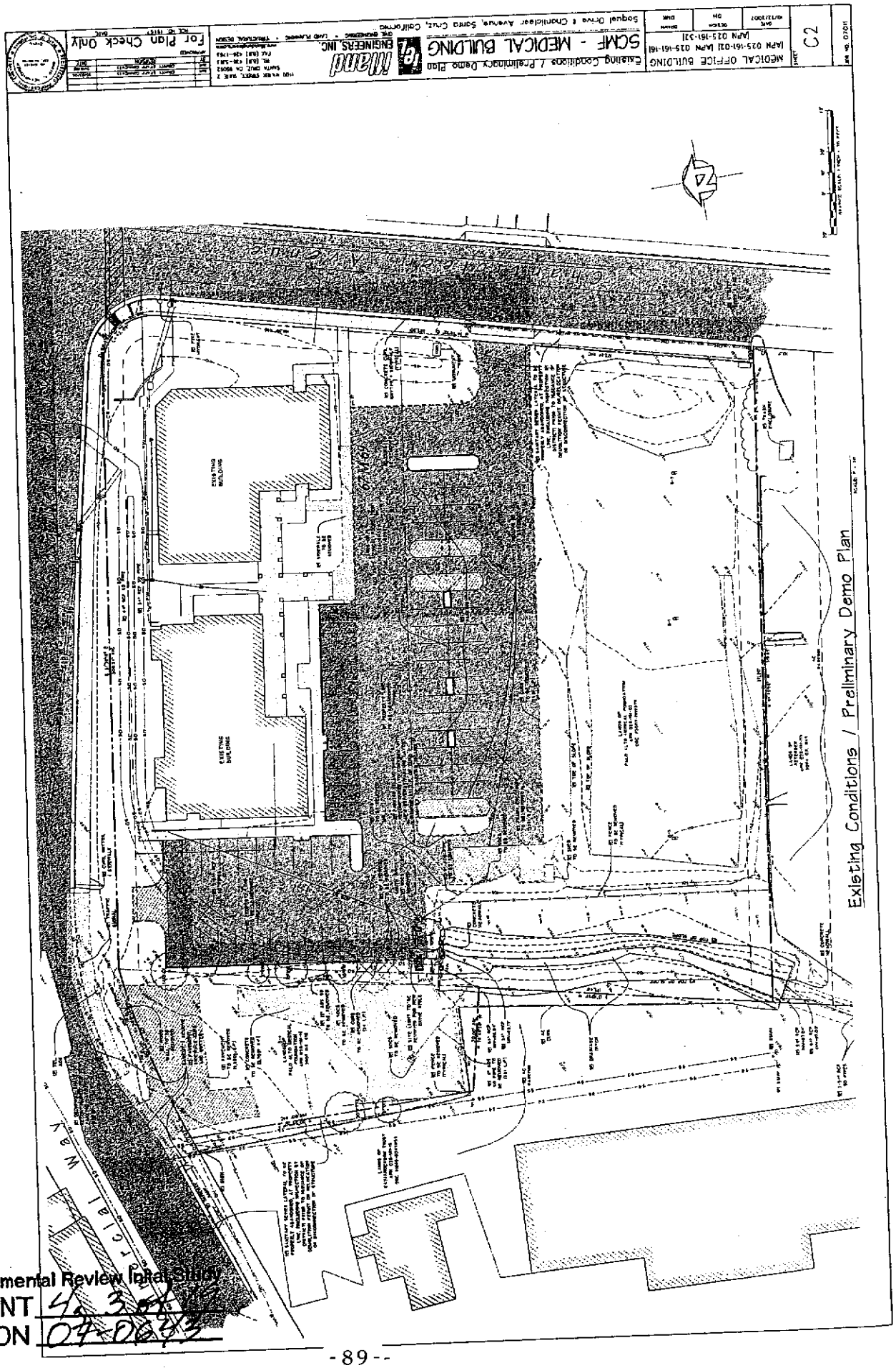
MEDICAL OFFICE BUILDING
(APN 025-161-02) (APN 025-161-15)
(APN 025-161-32)

General Development Plan
SCMF - MEDICAL BUILDING
Soquel Drive & Chanticleer Avenue, Santa Cruz, California

DRAWN: DMK
DESIGN: SH
DATE: 10/31/2007

SHEET C1

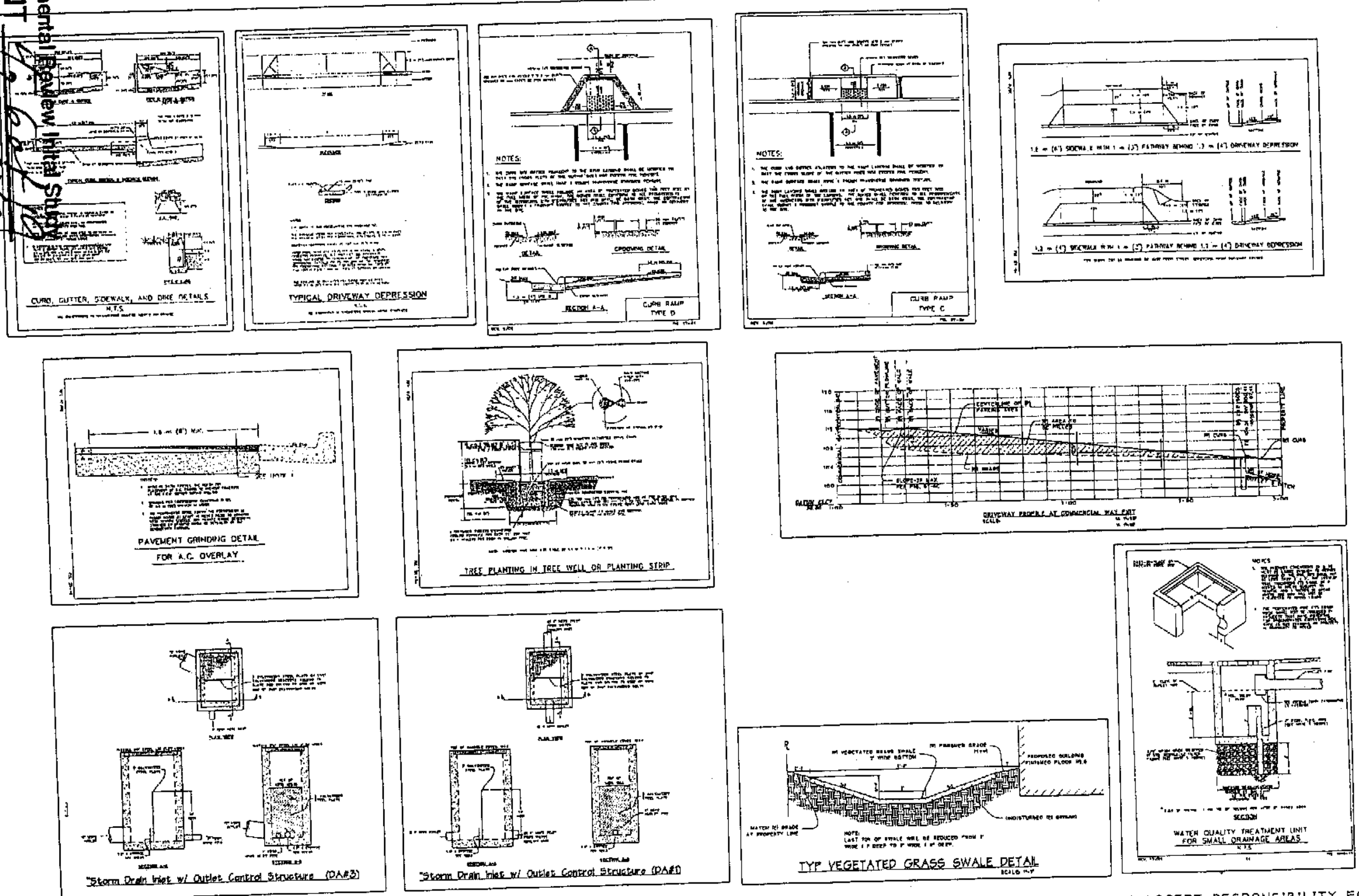
JOB NO 07011



Environmental Review Initial Study
ATTACHMENT 4a 3 of 15
APPLICATION 07-0683

Environmental Review Initial Study
ATTACHMENT
APPLICATION

Environmental Review Initial Study
ATTACHMENT 4
APPLICATION 07-0643



NOTE: THE STANDARD DETAILS ON THIS PAGE ARE PROVIDED FOR THE CONVENIENCE OF THE CONTRACTOR. THE ENGINEER DOES NOT ACCEPT RESPONSIBILITY FOR THE CURRENCY OF THE DATA CONTAINED ON SAID DETAILS AND ENCOURAGES THE CONTRACTOR TO OBTAIN CURRENT COPIES FOR USE ON THE PROJECT. SHOULD ANY DISCREPANCIES BECOME EVIDENT BETWEEN THESE PLANS AND THE CURRENT DETAIL, THE ENGINEER SHALL BE CONSULTED PRIOR TO CONSTRUCTION.

For Plan Check Only

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CIVIL ENGINEERING • LAND PLANNING • STRUCTURAL DESIGN

Construction Details & Commercial Way Exit Profile
SCMF - MEDICAL BUILDING
Soquel Drive & Chanticleer Avenue, Santa Cruz, California

MEDICAL OFFICE BUILDING
[APN 025-161-02] [APN 025-161-16]
[APN 025-161-32]

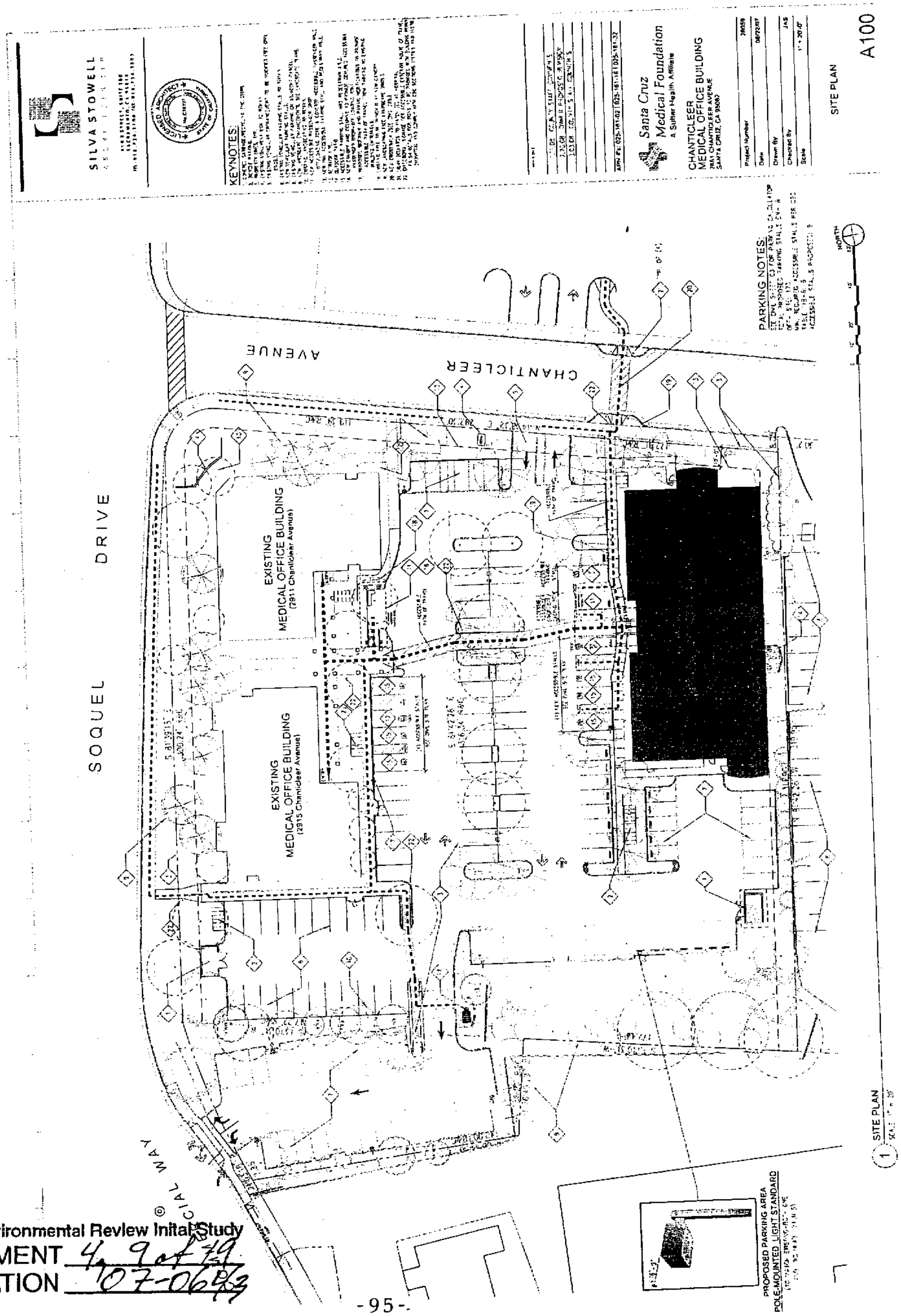
SHEET C5

JOB NO. 0708

Environmental Review Inital Study
ATTACHMENT 4, 6 of 10
APPLICATION 07-0643

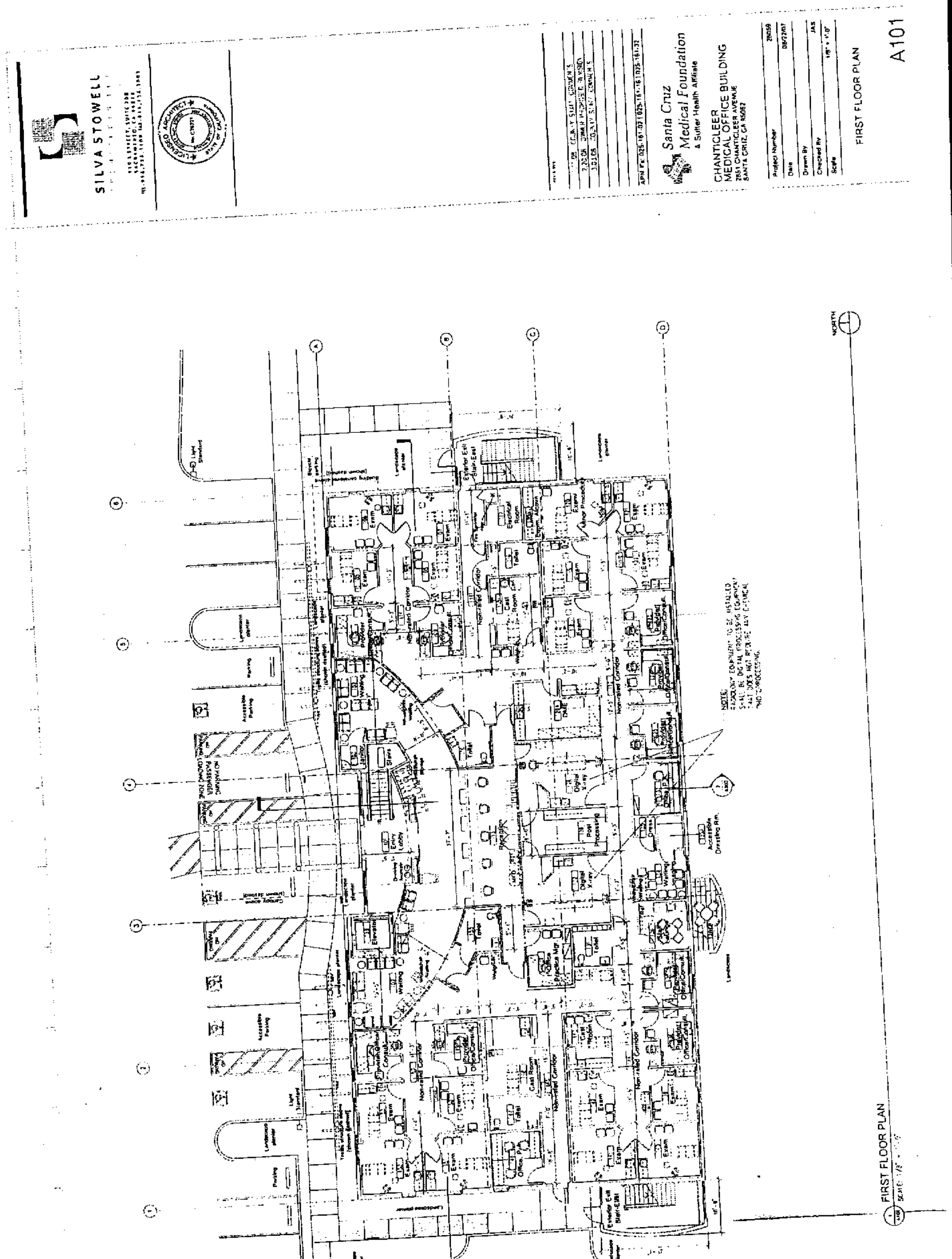
Environmental Review Initial Study
ATTACHMENT 4
APPLICATION 07-0647

Environmental Review Initial Study
ATTACHMENT 4
APPLICATION 07-0643



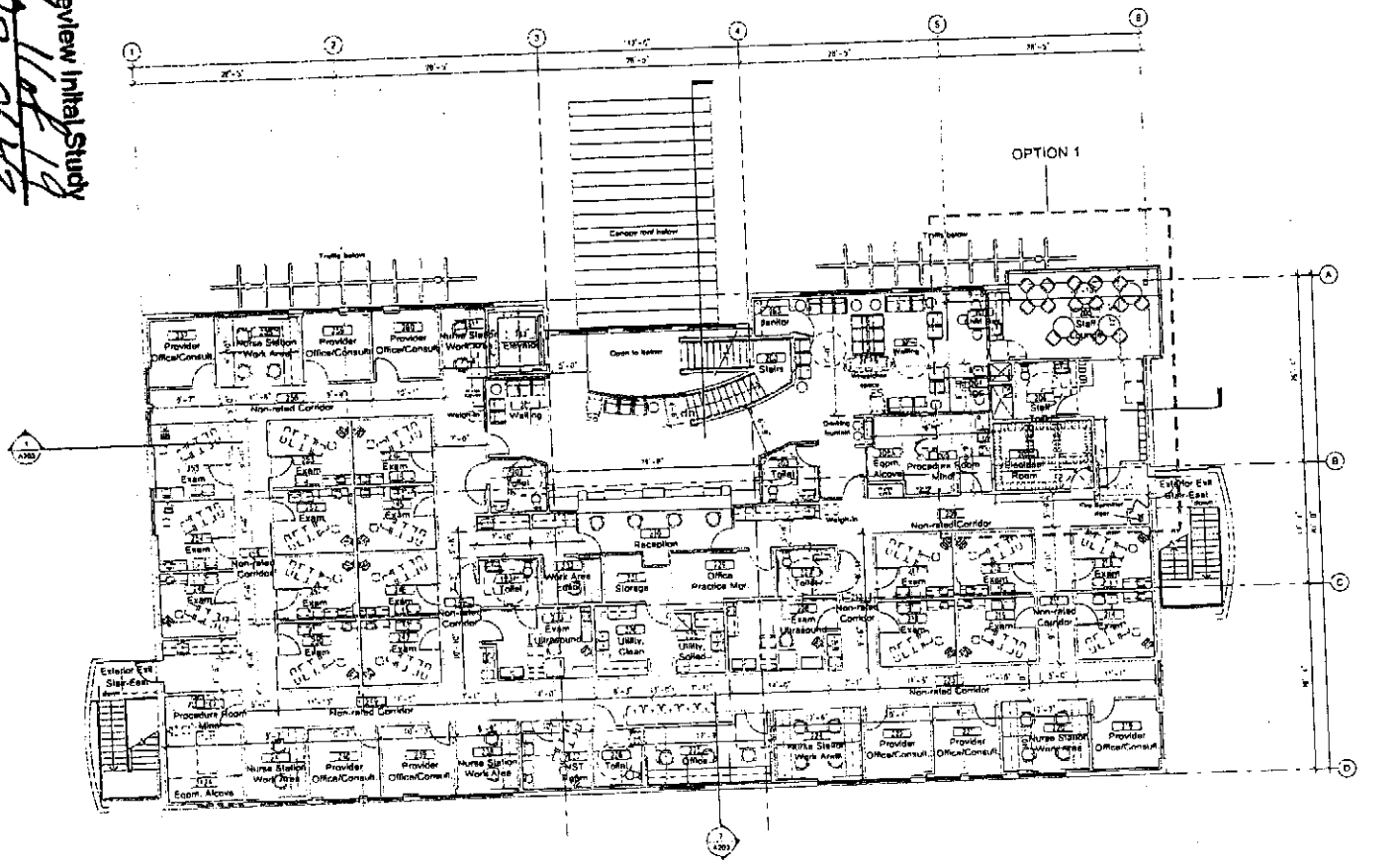
SILVA STOWELL
KEYNOTES:
PARKING NOTES:
SOQUEL DRIVE
CHANTICLEER AVENUE
EXISTING MEDICAL OFFICE BUILDING
(2911 Chanticleer Avenue)
EXISTING MEDICAL OFFICE BUILDING
(2915 Chanticleer Avenue)
Santa Cruz Medical Foundation
A Sutter Health Affiliate
CHANTICLEER MEDICAL OFFICE BUILDING
SITE PLAN
A100
1 SITE PLAN
PROPOSED PARKING AREA
POLE-MOUNTED LIGHT STANDARD
NORTH

Environmental Review Inital Study
ATTACHMENT 4, 9 of 19
APPLICATION 07-0693



Environmental Review Inital Study
ATTACHMENT 4, 10 of 19
APPLICATION 07-0643

Environmental Review Initial Study
ATTACHMENT 4
APPLICATION 07-0243



SECOND FLOOR PLAN

SILVA STOWELL

APN #s: 025-161-07 | 025-161-16 | 025-161-32

Santa Cruz Medical Foundation
A Sutter Health Affiliate

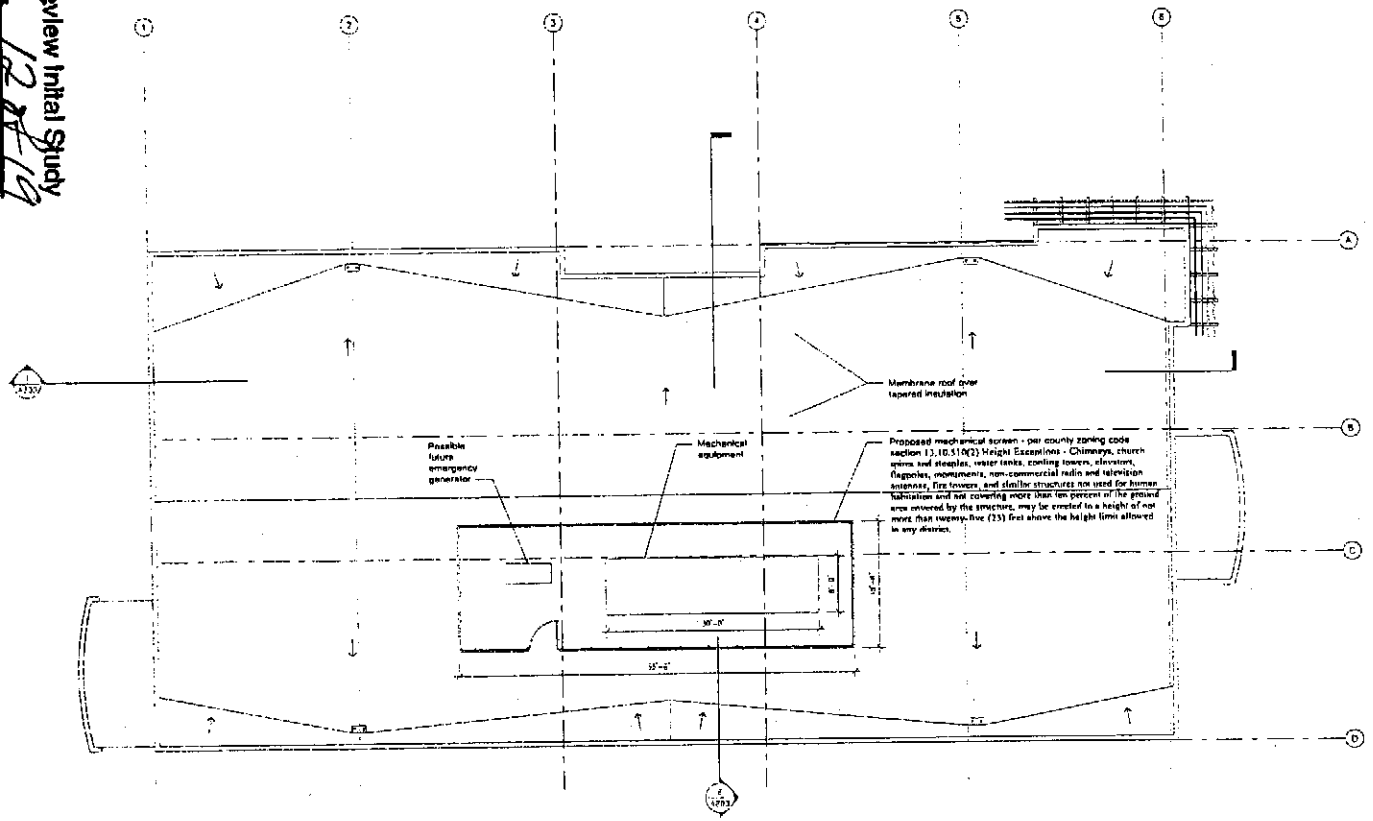
CHANTICLEER MEDICAL OFFICE BUILDING
2851 CHANTICLEER AVENUE
SANTA CRUZ, CA 95062

Project Number	25058
Date	08/22/07
Drawn By	
Checked By	JAS
Scale	1/8" = 1'-0"

SECOND FLOOR PLAN

A102

Environmental Review Initial Study
ATTACHMENT 4
APPLICATION 07-0643



ROOF PLAN

NORTH

SILVA STOWELL

APN #'s: 025-161-07 | 025-161-18 | 025-161-32

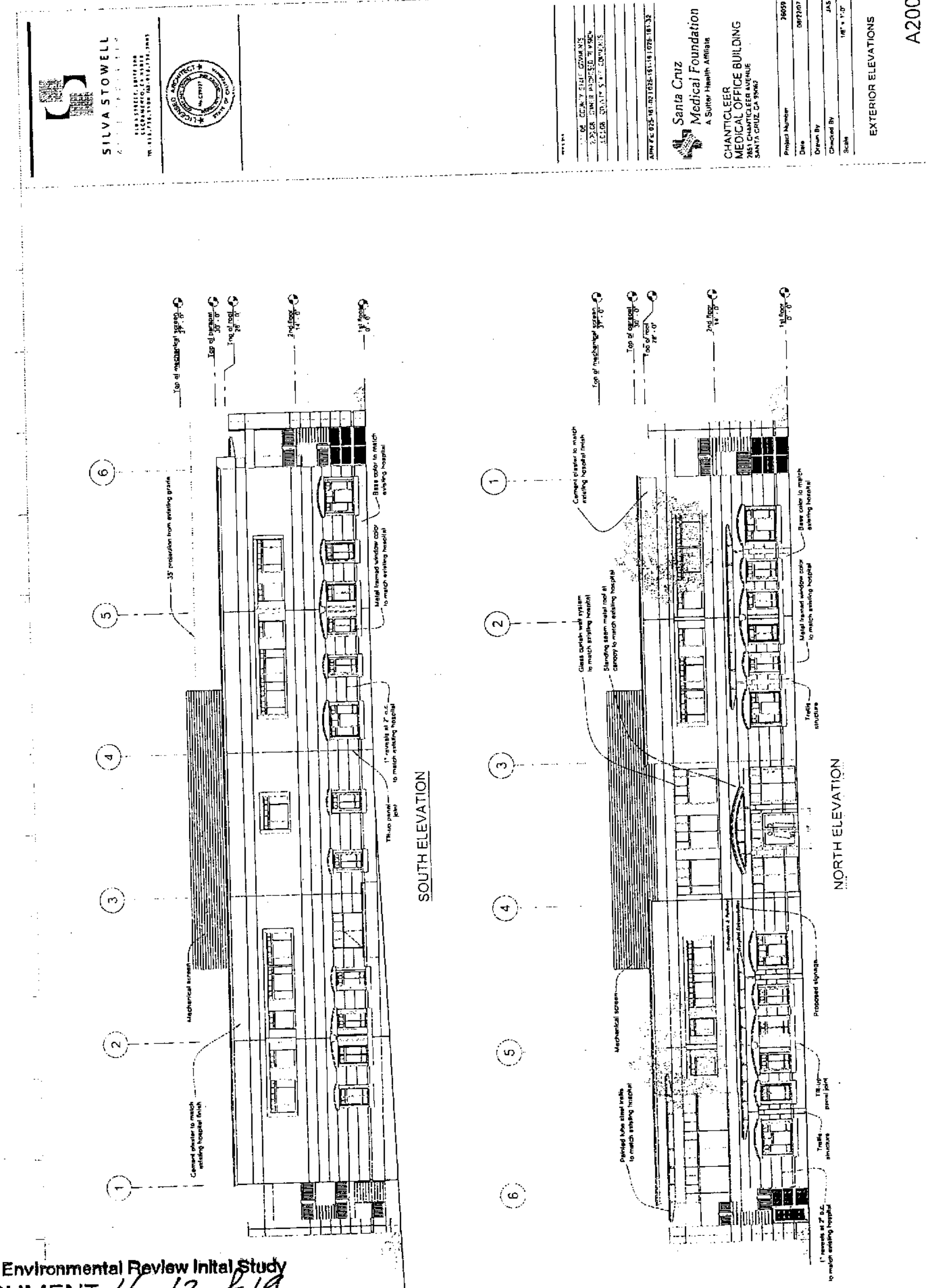
Santa Cruz Medical Foundation
A Sutter Health Affiliate

CHANTICLEER
MEDICAL OFFICE BUILDING
2851 CHANTICLEER AVENUE
SANTA CRUZ, CA 95062

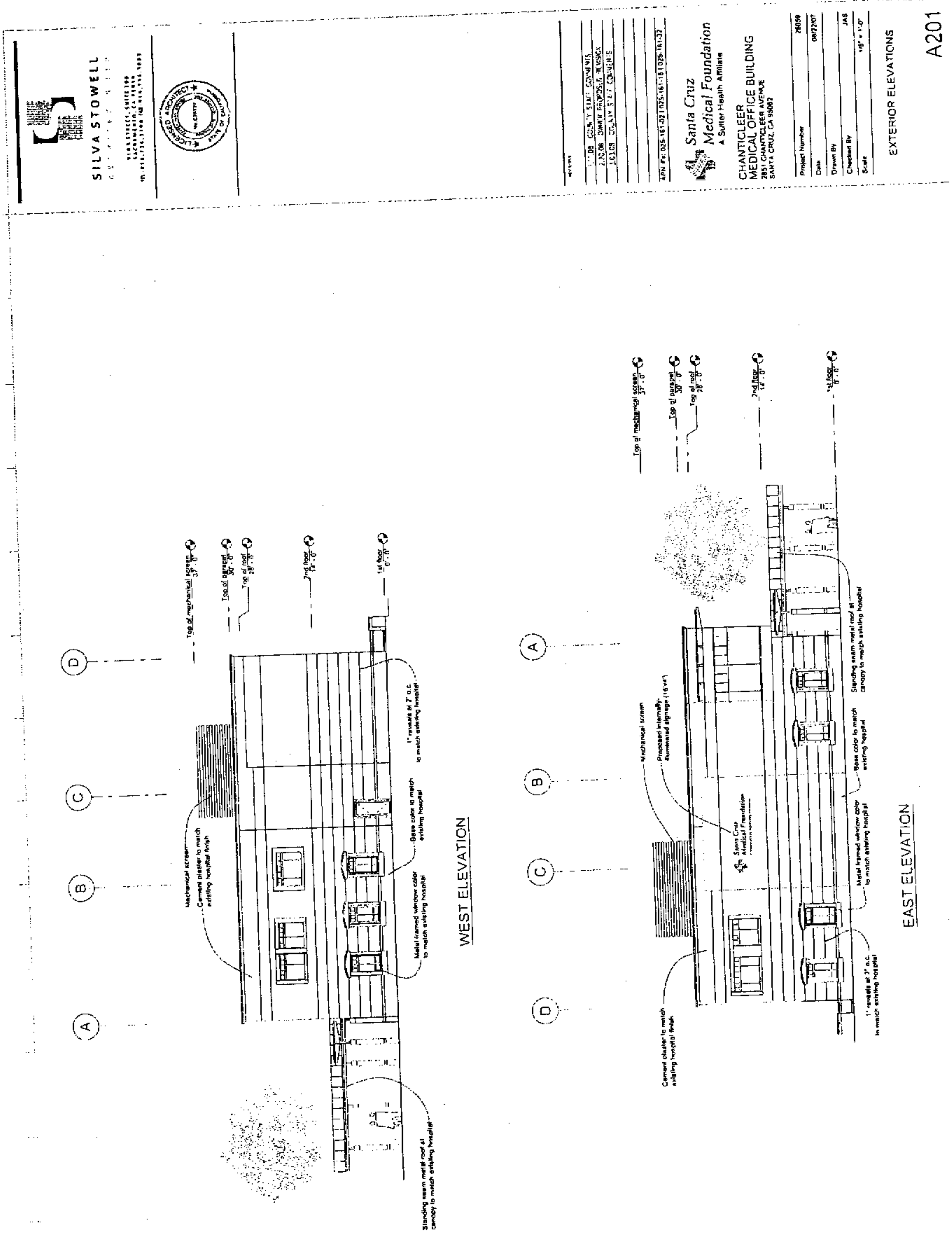
Project Number	26059
Date	08/22/07
Drawn By	
Checked By	JAS
Scale	1/8" = 1'-0"

ROOF PLAN

A103

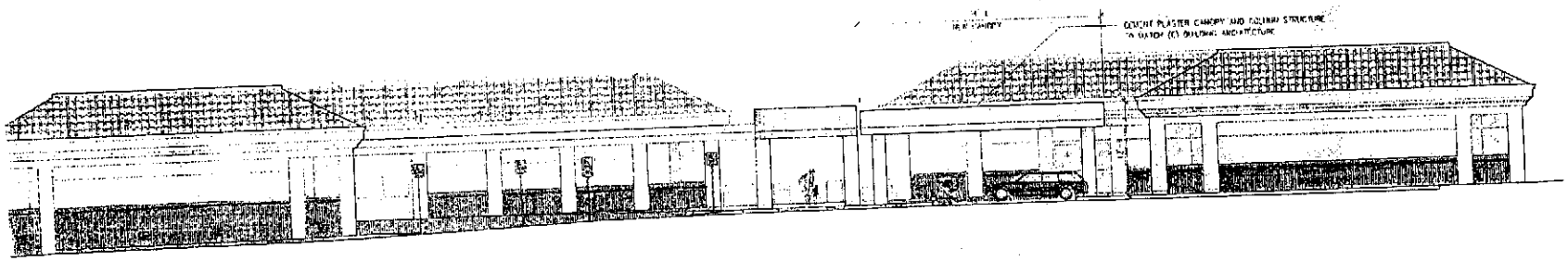

SILVA STOWELL
Santa Cruz
Medical Foundation
A Sutter Health Affiliate
CHANTICLEER
MEDICAL OFFICE BUILDING
EXTERIOR ELEVATIONS
A200
SOUTH ELEVATION
NORTH ELEVATION
Mechanical screen
Cement plaster to match existing hospital finish
Base color to match existing hospital
Metal framed window color to match existing hospital
Tilt-up panel joint
Trellis structure
Proposed signage
Top of mechanical screen
Top of parapet
Top of roof
2nd floor
1st floor

Environmental Review Inital Study
ATTACHMENT 4, 13 of 19
APPLICATION 07-0643


SILVA STOWELL
Santa Cruz Medical Foundation
A Sutter Health Affiliate
CHANTICLEER MEDICAL OFFICE BUILDING
2851 CHANTICLEER AVENUE
SANTA CRUZ, CA 95062
Project Number
Date
Drawn By
Checked By
Scale
EXTERIOR ELEVATIONS
A201
WEST ELEVATION
EAST ELEVATION
Top of mechanical screen 37'-0"
Top of parapet 30'-0"
Top of roof 28'-0"
2nd floor 14'-0"
1st floor 0'-0"
Mechanical screen
Cement plaster to match existing hospital finish
Metal framed window color to match existing hospital
Base color to match existing hospital
Standing seam metal roof at canopy to match existing hospital
Proposed internally illuminated signage
A
B
C
D

Environmental Review Inital Study
ATTACHMENT 4, 14 of 19
APPLICATION 07-0643

Environmental Review Initial Study
ATTACHMENT 4
APPLICATION 03-0643



Proposed ADA Accessible Passenger Drop-off/Loading Zone
with Covered ADA Accessible Passenger Aisle

to be Constructed at the Entrance to the Existing Medical
Office Buildings at 2811 & 2915 Chanticleer Avenue

1 SOUTH ELEVATION - EXISTING MEDICAL OFFICE BUILDING

SILVA STOWELL

APN #'s: 025-161-02 | 025-161-14 | 025-161-32

Santa Cruz
Medical Foundation
A Sutter Health Affiliate

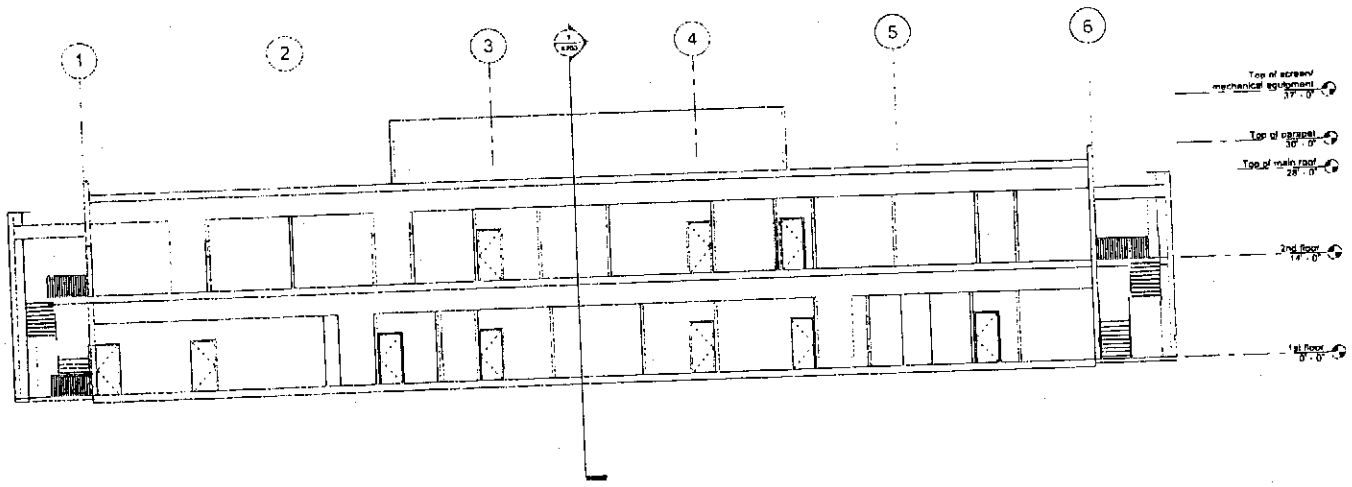
CHANTICLEER
MEDICAL OFFICE BUILDING
2851 CHANTICLEER AVENUE
SANTA CRUZ, CA 95062

Project Number	2M059
Date	
Drawn By	BCS
Checked By	BCS
Scale	

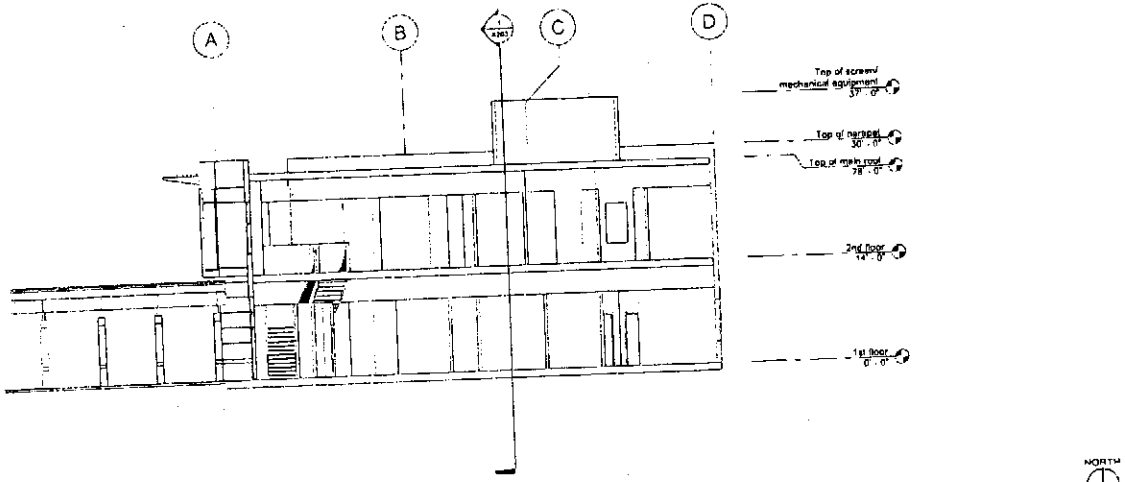
EXTERIOR ELEVATION
EXISTING MEDICAL
OFFICE BUILDINGS

A202

Environmental Review Initial Study
ATTACHMENT 4 to Exhibit D
APPLICATION 07-0643



LONGITUDNAL SECTION



TRANSVERSE SECTION

SILVA STOWELL

APN #'s: 025-161-02 | 025-161-16 | 025-161-32

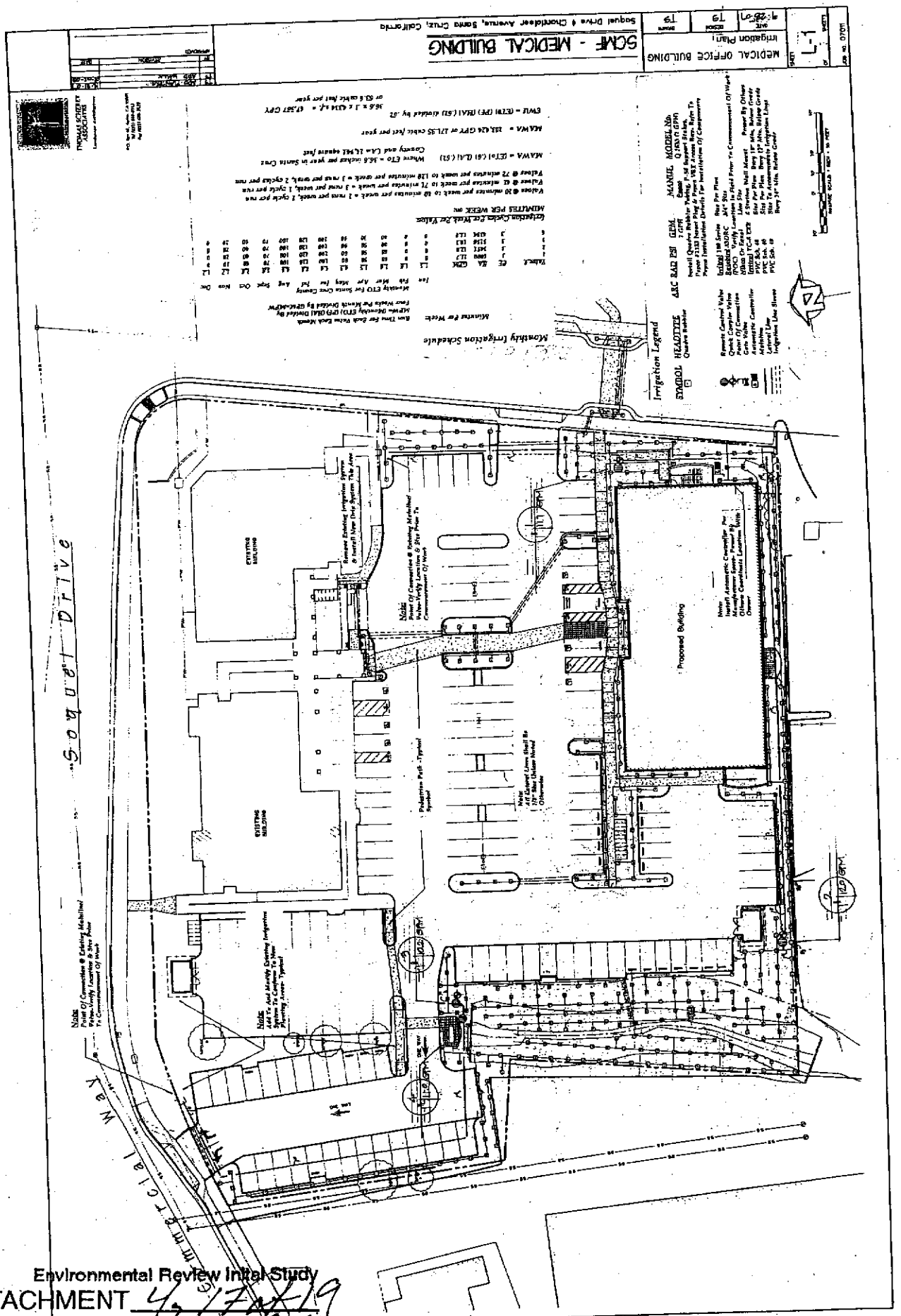
Santa Cruz Medical Foundation
A Sutter Health Affiliate

CHANTICLEER
MEDICAL OFFICE BUILDING
2851 CHANTICLEER AVENUE
SANTA CRUZ, CA 95062

Project Number	26059
Date	09/22/07
Drawn By	
Checked By	JAS
Scale	1/8" = 1'-0"

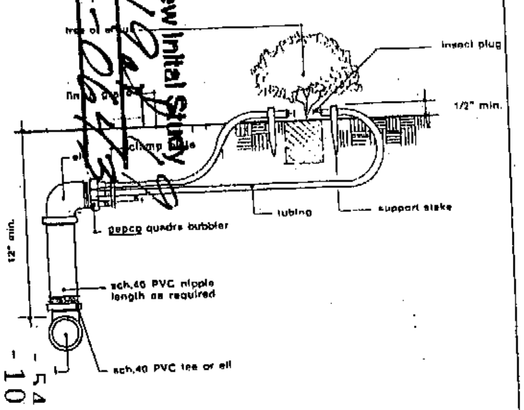
BUILDING SECTIONS

A203

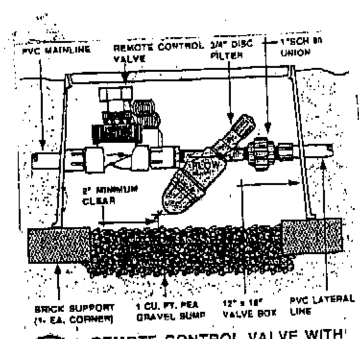


Environmental Review Initial Study
ATTACHMENT 4, 17 Apr 19
APPLICATION 07-0643

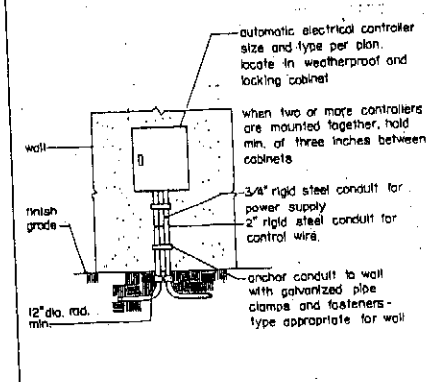
SCALE - MEDICAL BUILDING
Square Drive & Chanticleer Avenue, Santa Cruz, California
MEDICAL OFFICE BUILDING
Planting Plan
L-2
Chanticleer Avenue
Square Drive
Walnut Avenue
Proposed Building
EXISTING BUILDING
EXISTING BUILDING
Plant Schedule
Shrubs & Vines:
Groundcovers:
Tree Calculations:



(1) Quadra Bubbler



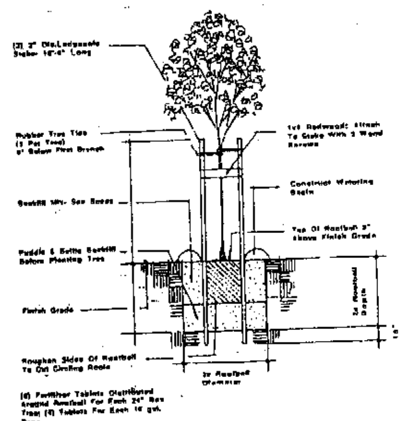
(2) REMOTE CONTROL VALVE WITH DISC FILTER SECTION - NO



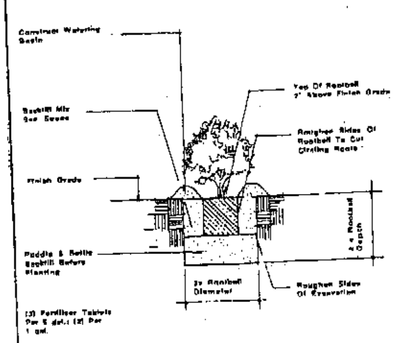
(3) wall - mounted controller detail

IRRIGATION NOTES:

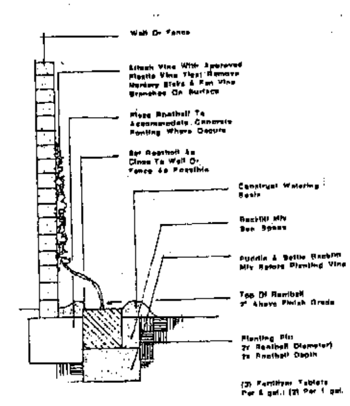
1. System is designed for 55 P.S.I. static pressure at meter. Maximum flow is 12.0 G.P.M. Contractor shall run pressure tests at each point of connection before commencing work. Any discrepancies between actual pressure and design pressure shall be reported to the landscape architect and owner before any further work is done.
2. All applicable governmental plumbing and health code regulations shall have precedence over these plans and specifications.
3. Location of valves, back flow prevention units, mainline and automatic controllers are shown schematically due to scale of plans. Install in planter areas wherever possible or in the most appropriate location. Install mainline and lateral line in the same trench (with a 6" min. separation vertically) wherever possible.
4. Contractor shall verify all points of connection (P.O.C.) in the field prior to commencement of work. If discrepancies exist between existing conditions and those indicated on plans, contractor shall contact the landscape architect and owner immediately before continuing work. Likewise, contractor shall verify configuration of areas to be irrigated and slope configurations before commencing work.
5. All irrigation lines under paving shall be placed in schedule 40 P.V.C. sleeves, size to accommodate irrigation lines adequately, for the full width of the paving.
6. All changes in direction of any pipe shall be accomplished with the use of proper fittings. NO PIPE SHALL BE BENT.
7. In no case shall the spacing of sprinkler heads exceed the recommended spacing of the manufacturer.
8. Irrigation systems shall be trimmed and otherwise adjusted to eliminate over spray onto buildings, walls (where possible), driveways, streets, and property lines.
9. Minimum depth of P.V.C. lateral lines shall be 12" (Twelve inches) below grade. Minimum depth of P.V.C. main line shall be 18" (Eighteen inches) below grade.
10. Prior to any planting operations, a coverage test shall be made by the contractor in the presence of the owner and the landscape architect. Contractor shall furnish all materials and provide all labor necessary to correct inadequate coverage.
11. Unless otherwise indicated, all irrigation heads above grade shall be installed with schedule 80 P.V.C. risers 6" minimum above grade.
12. Install back flow prevention devices per the manufacturers specifications and all local plumbing and health codes. Contractor shall be responsible for the procurement of all necessary permits and shall provide the owner with an "AS BUILT" plan (reproducible) of the installed irrigation system upon completion of the project.



(4) Tree Staking



(5) Shrub Planting



(6) Vine Planting

PLANTING NOTES:

1. Circles shown represent the approximate mature size of the plant.
2. Contractor shall be responsible for adequate erosion control measures during construction.
3. Care shall be taken to avoid construction activity and/or staging under the drip line of existing trees in order to prevent soil compaction, root or tree damage. All work to be done under trees shall be by hand.
4. No plant shall be planted in a drainage swale regardless of its position on the plan.
5. FINISH GRADING: Till all planter areas to a depth of 8 inches. Break up or remove all compacted lumps of soil, rocks larger than 1 inch in diameter, and all deleterious material from planter areas. Finish grade all areas to a smooth, even surface free of abrupt changes in grade. Make minor grading changes as required to insure positive drainage (2% minimum). Slope areas greater than 3:1 gradient need not be tilled.
6. SOIL PREPARATION: Thoroughly incorporate the following amendments into the top 6 inches of all areas to be planted, except where indicated otherwise. Amounts given are per 1,000 square feet.
   1. 4 cubic yards of nitrogen stabilized shavings.
   2. 2 cubic yards of Nitrohumus or Gro-power.
   3. 8 pounds of all purpose fertilizer (8-8-8).

   NOTE: May be added to hydromulch slurry if applicable.
7. No plant shall be installed until a fully automatic irrigation system, covering all planting areas, has been installed, tested and is fully operational.
8. PLANTING OF TREES, SHRUBS AND VINES: Unless noted otherwise:
   All trees larger than 15 g.c. size shall be planted per detail 4
   All trees 15 g.c. size and smaller shall be planted per detail 4
   All shrubs shall be planted per detail 5
   All vines shall be planted per detail 6
   All planting holes shall receive the following backfill mix:
   1. 60% soil of the site.
   2. 20% nitrogen stabilized redwood shavings.
   3. 20% nitrohumus or equal. (Acid loving plants to receive peatmoss).
   4. Fertilizer tablets (Agriform 21 gram 20-10-5) or equal, applied per manufacturer's recommendations.
9. Contractor shall guarantee all small trees, shrubs, vines, groundcover and turf to live and grow in an acceptable condition for a period of 90 days from the date of installation completion. Contractor shall also guarantee all trees 15 g.c. size and larger for a period of one year from the date of installation.
10. Upon completion of planting operations, contractor shall apply an approved pre-emergent herbicide (Ronstar or equal) as weed control per manufacturer's specifications. In addition, a 2 inch layer of fir bark fines shall be installed over the finish grade of all planter areas.
11. MAINTENANCE PERIOD: Contractor shall maintain the site for a period of 60 calendar days after acceptance by owner. Maintenance shall include weekly mowing of turf; weeding of all turf and groundcover areas including slopes; removal of all trash and debris from planter areas and hardscape; pruning and trimming of all trees, shrubs and groundcover as required; replacement of all dead or dying plant material; two applications of fertilizer as approved by landscape architect.
12. All Work Within The Drainage Channel Restoration Area, Including Protection Fencing Around Existing Trees To Remain, Will Be Performed In Accordance With The Recommendations Of The Biotic Assessment & Restoration Report Prepared By John Gilchrist & Associates Dated April 3, 2007

THOMAS SCHERER ASSOCIATES
Landscape Architecture

REVISION	DATE

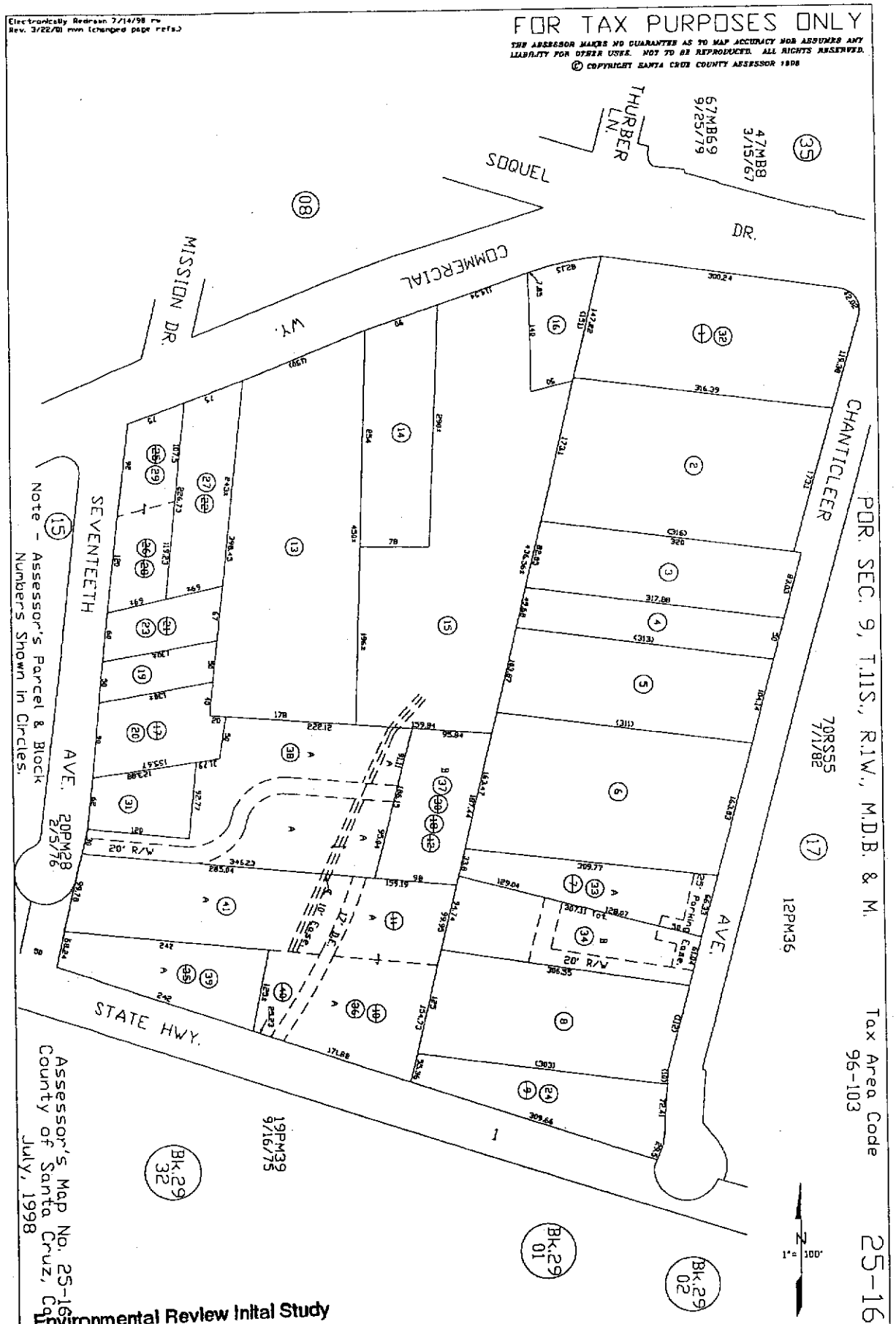
APPROVED

SCMF - MEDICAL BUILDING
Soquel Drive & Chanticleer Avenue, Santa Cruz, California

MEDICAL OFFICE BUILDING
Irrigation & Planting Details

DATE	DESIGN	DRAWN
4-28-07	TS	TS

SHEET L-3 OF SHEETS
JOB NO. 0701



Environmental Review Inital Study

ATTACHMENT 5
APPLICATION 07-0643

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

May 11, 2007

Tom Hart
2025 Soquel Ave.
Santa Cruz, CA, 95062

Subject: Review of Geotechnical Investigation by Tharp and Associates, Inc.
Dated March 30, 2007; Project #: 07-07
APN 025-161-02,16,32, Application #: 07-0186

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 discretionary 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. Specifically, the letter shall approve the location of the proposed bioswale and drainage detention system outlet.

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) 454-5121 if we can be of any further assistance.

Sincerely,

Carolyn Banti
Associate Civil Engineer

Cc: Cathy Graves, Project Planner
Tharp and Associates, Inc.

Environmental Review Inital Study
ATTACHMENT 6, 1 of 2
APPLICATION 07-0643

(over)

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

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

1. **When a project has engineered fills and / or grading**, a letter from your soils engineer must be submitted to the Environmental Planning section of the Planning Department prior to foundations being excavated. This letter must state that the grading has been completed in conformance with the recommendations of the soils report. Compaction reports or a summary thereof must be submitted.

2. **Prior to placing concrete for foundations**, a letter from the soils engineer must be submitted to the building inspector and to Environmental Planning stating that the soils engineer has observed the foundation excavation and that it meets the recommendations of the soils report.

3. **At the completion of construction,** a *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.

Environmental Review Inital Study
ATTACHMENT 6, 2 of 2
APPLICATION 07-0643

T H A R P & A S S O C I A T E S, I N C.
SITE ASSESSMENTS · FOUNDATION ENGINEERING · CONSTRUCTION MONITORING

347 SPRECKELS DRIVE · APTOS · CALIFORNIA · 95003 · PHONE: 831.662.8590 · FAX: 831.662.8592

March 5, 2008
Project No. 07-07

Mr. Tom Hart
Vice President Physician Affairs & Business Development
Santa Cruz Medical Foundation
2025 Soquel Ave.
Santa Cruz 95062

SUBJECT: **2nd GEOTECHNICAL REVIEW OF REVISED PLANS**
Proposed New Medical Office Building
Chanticleer Avenue & Soquel Drive
Santa Cruz, California

REFERENCES: Tharp & Associates, Inc., 2007, Geotechnical Investigation - Design Phase Proposed New Medical Office Building, Chanticleer Avenue & Soquel Drive, Santa Cruz, California, March 30, 2007, Project No. 07-07.

Dear Mr. Hart,

1. INTRODUCTION

a. Per your request, we have reviewed the geotechnical aspects of the following revised project plans for the subject property:

SCMF - Medical Building, Soquel Drive & Chanticleer Avenue, Santa Cruz, California, Sheets C-1 through C-7, Scales as Shown, Dated 10/22/2007, County Staff Comments Revision Dated 3/03/08, Prepared by Ifland Engineers, Inc.

b. The purpose of our review was to ensure the conformance of the geotechnical aspects of the plans with the geotechnical conditions present on the site and with the recommendations provided in the referenced reports.

CONCLUSIONS AND RECOMMENDATIONS

a. It is our opinion that the geotechnical aspects of the plans reviewed are in general conformance with the geotechnical conditions present and with the recommendations presented in the referenced report. The proposed project is considered feasible from the geotechnical standpoint provided the site is graded in conformance with Santa Cruz County grading requirements.

b. The recommendations presented herein and in the referenced report should not be considered to preclude more restrictive criteria by the governing agencies or by structural considerations.

Environmental Review Initial Study
ATTACHMENT 3 Lett 3
APPLICATION 07-0643

c. In the event that changes are made to the plans, the revised plans should be forwarded to the Geotechnical Consultant to review for conformance with the previous recommendations.

d. Observation and testing services should be provided by Tharp & Associates, Inc. during construction of the subject project. All earthwork must be observed and approved by the Geotechnical Consultant. Any earthwork performed without the full knowledge and observation of Tharp & Associates, Inc. will render the recommendations of this review invalid. During grading, all excavation, fill placement and compaction operations should be observed and field density testing should be performed to evaluate the suitability of the fill, and to determine that the applicable recommendations are incorporated during construction.

3. LIMITATIONS

a. Our review was performed in accordance with the usual and current standards of the profession, as they relate to this and similar localities. No other warranty, expressed or implied, is provided as to the conclusions and professional advice presented in this review.

b. Our review of the subject plans was limited to the **geotechnical aspects only**. Review of all other aspects of the plans was beyond our purview on the project and are specifically excluded from the scope of this review. Our firm makes no warranty, expressed or implied, as to the adequacy of other aspects of the plans.

c. As in most projects, conditions revealed during construction may be at variance with preliminary findings. Should this occur, the changed conditions must be evaluated by the Geotechnical Consultant and revised recommendations provided as required.

d. This report is issued with the understanding that it is the responsibility of the Owner, or his Representative, to ensure that the information and recommendations presented herein are brought to the attention of the Architect and Engineers for the project and incorporated into the plans, and that the Contractor and Subcontractors implement such recommendations in the field.

e. This firm does not practice or consult in the field of safety engineering. We do not direct the Contractor's operations, and we are not responsible for other than our own personnel on the site; therefore, the safety of others is the responsibility of the Contractor. The Contractor should notify the Owner if he considers any of the recommended actions presented herein to be unsafe.

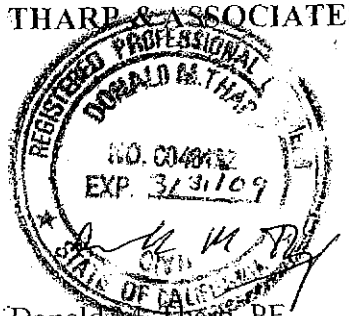
Environmental Review Initial Study
ATTACHMENT 7, 2 of 3,
APPLICATION 07-0643

f. The findings of this review are considered valid as of the present date. However, changes in the conditions of a site can occur with the passage of time, whether due to natural events or human activity on this or adjacent sites. In addition, changes in applicable or appropriate codes and standards may occur as a result of legislation or a broadening of knowledge. Accordingly, this review may become invalidated, wholly or partially, by changes outside our control. Therefore, this report is subject to review and revision as changed conditions are identified.

It is a pleasure being associated with you on this project. If you have any questions or if we may be of further assistance please do not hesitate to contact our office.

Sincerely,

THARP & ASSOCIATES, INC.



Donald M. Tharp, PE
R.C.E. 46432
Expires 3/31/09

Distribution: (4) Addressee

Environmental Review Inital Study
ATTACHMENT 7, 3 of 3,
APPLICATION 07-0643

GEOTECHNICAL INVESTIGATION - DESIGN PHASE
PROPOSED NEW MEDICAL OFFICE BUILDING
CHANTICLEER AVENUE & SOQUEL DRIVE
SANTA CRUZ, CALIFORNIA

FOR
Mr. Tom Hart
Vice President Physician Affairs & Business Development
Santa Cruz Medical Foundation
2025 Soquel Ave.
Santa Cruz 95062

Application 07-0648
07-0643

THARP & ASSOCIATES, INC.
JOB NO. 07-07
March, 2007

Environmental Review Inital Study
ATTACHMENT 8, 1 of 29
APPLICATION 07-0643

T H A R P & A S S O C I A T E S, I N C.
SITE ASSESSMENTS · FOUNDATION ENGINEERING · CONSTRUCTION MONITORING

347 SPRECKELS DRIVE · APTOS · CALIFORNIA · 95003 · Tel: (831) 662-8590 Fax: (831) 662-8592

March 30, 2007
Project No. 07-07

Mr. Tom Hart
Vice President Physician Affairs & Business Development
Santa Cruz Medical Foundation
2025 Soquel Ave.
Santa Cruz 95062

SUBJECT: **GEOTECHNICAL INVESTIGATION - DESIGN PHASE**
Proposed New Medical Office Building
Chanticleer Avenue & Soquel Drive
Santa Cruz, California

Dear Mr. Hart,

1. INTRODUCTION

1.1 Purpose

a. This report presents the results of our geotechnical investigation for the proposed new medical office building at Chanticleer Avenue & Soquel Drive, Santa Cruz, California.

b. The purpose of our investigation is to provide preliminary geotechnical design parameters and recommendations for development of the site. Conclusions and recommendations related to site grading, foundations, and associated improvements are presented herein.

c. Final grading, structural, and foundation plans are unavailable as of the date of this report. The intention, as we understand it, is to use the findings and recommendations of this report as a basis for developing such plans.

1.2 Proposed Development

a. Based on our discussions with you, it is our understanding that the subject project consists of the construction of a one or two story, 20,000 ± ft^2 medical office building on a lot in a developed area. It is our understanding that one level of underground parking is proposed directly under the building footprint and that an entry drive off of Soquel Drive will be constructed on the adjoining parcel.

Environmental Review Inital Study
ATTACHMENT 8, 2 of 29
APPLICATION 07-0643

b. Anticipated construction consists of steel frame and skin walls, wood or steel roof joists, combined with structural slabs and a slab-on-grade parking level floor. Exact wall, column, and foundation loads are unavailable, but are expected to be typical of such construction.

c. Also anticipated is the construction of the attendant utilities, paved drives and parking areas, as well as landscape and drainage improvements.

1.3 Scope of Services

The scope of services provided during the course of our investigation included:

a. Review of previous geotechnical, geologic, and seismological reports and maps pertinent to the site.

b. Field exploration consisting of 4 borings drilled to depths of 15 ± to 50.5 ± feet below existing grade.

c. Logging and sampling of the borings by our Field Engineer, including the collection of soil samples for laboratory testing.

d. Laboratory testing of soil samples considered representative of subsurface conditions.

e. Geotechnical analyses of field and laboratory data.

f. Preparation of a report (6 copies) presenting our findings, conclusions and recommendations.

1.4 Authorization

This investigation, as outlined in our Proposal dated February 26, 2007, was performed in accordance with your written authorization of March 1, 2007.

2. FIELD EXPLORATION PROGRAM

Details of the field exploration, including the Boring Logs, Figures A-3 through A-6, are presented in Appendix A.

3. LABORATORY TESTING PROGRAM

Laboratory testing was performed on relatively undisturbed and bulk samples considered representative of subsurface conditions. Details of the laboratory testing program are presented in Appendix B. Test results are presented on the Boring Logs, Figures A-3 through A-6, and in Appendix B.

4. SITE DESCRIPTION

4.1 Location

The project site is located at Chanticleer Avenue & Soquel Drive, Santa Cruz, California. The site location is shown on the Location Map, Figure 1.

4.2 Surface Conditions

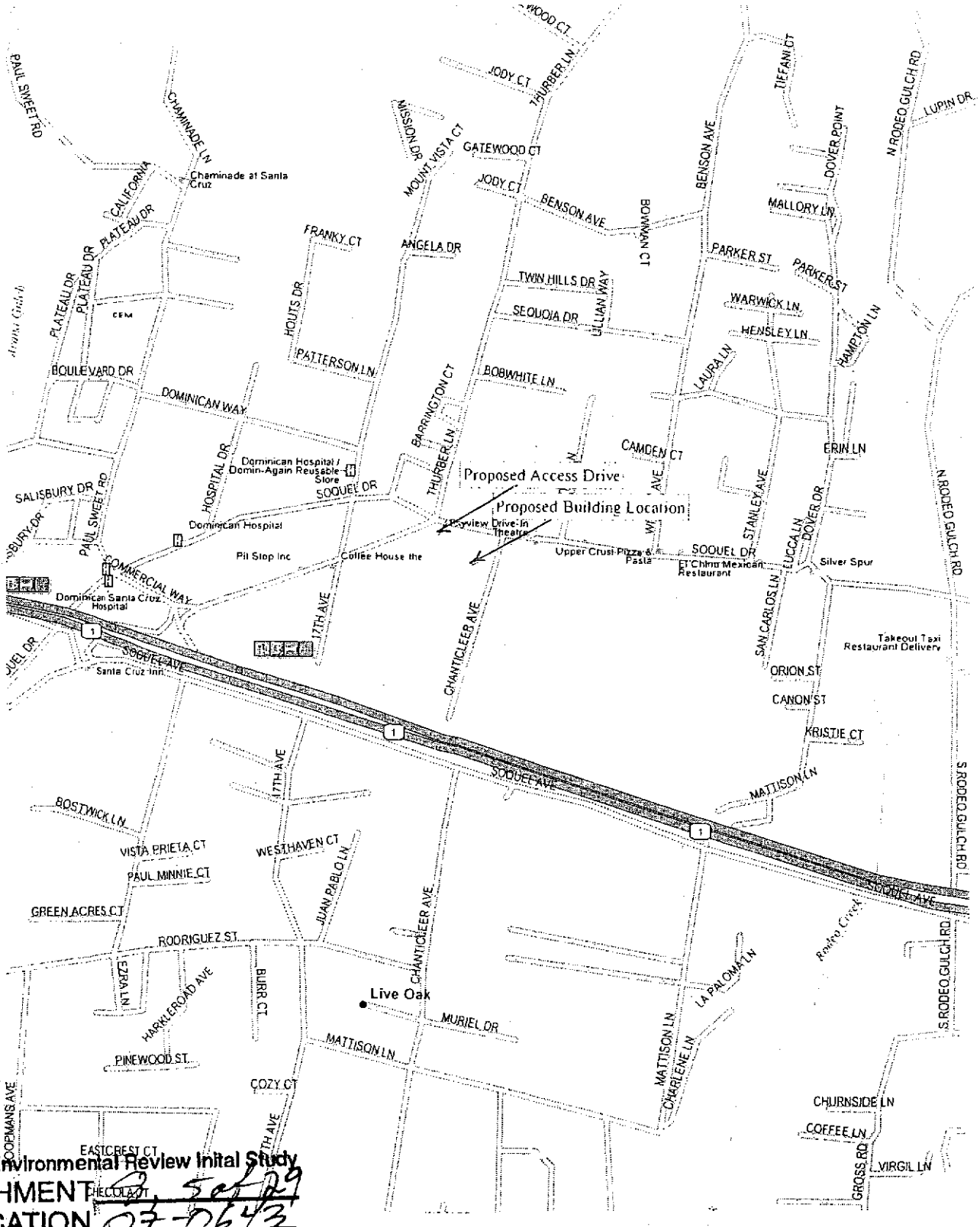
The subject property consists of a vacant lot in a developed area. The site is generally flat and is landscaped with trees, shrubs and grass. The surface soils consist of unengineered fill composed of dark brown, moist, plastic, silty clay.

4.3 Subsurface Conditions

a. The results of our field exploration indicate that with the exception of the adjacent parcel proposed for the access drive at Commercial Way and Soquel Drive, represented by Boring B-4, the subsurface soils present on the site are relatively consistent.

b. The near surface dark brown silty clay fill extends to a depth of approximately 3.5 ± feet. This material is generally soft, moist and plastic. Underlying the near surface soils, from a depth of approximately 3.5 ± to a depth of 23 ± feet, a light brown clayey sand with trace to some silt was encountered. This material was generally medium dense to dense, moist to wet, and plastic. The results of our laboratory testing indicate that this material is generally of low expansivity and is slightly to moderately compressible under the loads anticipated for this project. Underlying this material, from a depth of approximately 23± feet to the full explored depth of 50.5± feet the material encountered consisted of a very dense, mottled, grey-orange sandstone with trace to some fines. This material was generally wet to saturated, and nonplastic. This material, in the zone expected to be influenced by the foundation loads imposed by the structure, is considered to be of low expansivity and only very slightly compressible under the anticipated loads.

c. In the area proposed for the access drive at Commercial Way and Soquel Drive, represented by Boring B-4, a light brown clayey sand / sandy clay with trace to some silt was encountered to a depth of 13± feet. This material was generally loose in the upper 8 ± feet and medium dense to dense, below 8 ± feet. The material in the upper 8 ± feet was wet, plastic, and should be considered compressible under the loads anticipated for this project. From a depth of 13± feet to the full 15 ± feet explored a very dense sand with trace to some fines was encountered. This material should be considered to be only very slightly compressible under the anticipated loads.



Environmental Review Inital Study
ATTACHMENT 2, 5 of 29
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Tharp and Associates, Inc. Geotechnical Consultants	**LOCATION MAP**	Figure 1
	Ch - 116 - r Avenue & Soquel Drive	

c. Groundwater was encountered during our field exploration at a depth of 33± feet. However, the wet materials encountered directly above the bedrock suggests that groundwater may perch on this layer during periods of above average precipitation.

d. Complete soil profiles are presented on the Boring Logs, Appendix A, Figures A-3 through A-6. The boring locations are shown on the Boring Location Plan, Figure A-1.

5. GEOTECHNICAL HAZARDS

a. Geotechnical hazards to man made structures at this site include ground shaking, ground rupture, landsliding, liquefaction, lateral spreading, and differential compaction.

b. Ground shaking caused by earthquakes is a complex phenomenon. Structural damage can result from the transmission of earthquake vibrations from the ground into the structure. The intensity of shaking depends on, amongst other items, the proximity of the site to the focal point of the earthquake. Structures built on unconsolidated material generally experience movements of higher amplitude and lower acceleration. In the event of an earthquake, frame and semi-rigid structures with proper seismic parameters incorporated into their design and construction should display only moderate damage. The structure must be designed in accordance with the applicable seismic design parameters outlined in the 1997 Uniform Building Code. See Table I.

Table I. Seismic Design Parameters

		Seismic Coefficient		Near Source Factor		
Soil Profile Type	Seismic Zone Z	C_a	C_v	N_a	N_v	Seismic Source Type
S_C	0.4	0.40 N_a	0.56 N_v	1.0	1.1	B

c. Liquefaction, lateral spreading and differential compaction tend to occur in loose, unconsolidated, noncohesive soils with shallow groundwater. The presence of very dense soils below the groundwater water at this site and suggest that the potential for these hazards to occur within the limits of this site and to cause damage to the structure is low.

d. The subject site is generally gently sloping. Landsliding is therefore not expected to present a threat to the proposed development.

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6. CONCLUSIONS AND RECOMMENDATIONS

6.1 General

a. Based on the results of our investigation, it is our opinion that from the geotechnical standpoint, the subject site will be suitable for the proposed development provided the recommendations presented herein are implemented during grading and construction.

b. If these recommendations are implemented in the design and construction, the danger to life and property is considered an ordinary risk (General Plan).

c. No active faults are known to exist through the site although published maps indicate the presence of faults nearby.

d. It is our opinion that the proposed structure may be founded on a system composed of conventional, shallow, continuous and pad footings or a slab-on-grade with thickened edge sections. See Subsection 6.3.2 for foundation recommendations.

e. Consolidation test results indicate that the soils that are anticipated to be influenced by the proposed structure are considered to be somewhat compressible.

f. In order to provide uniform compression characteristics and obviate any potential for differential settlements, over excavation and recompaction of the near-surface soil will be necessary below foundation elements, slabs-on-grade, and pavements.

g. The results our field exploration indicate that there is approximately 6.5 to 8 feet of loose, soft, wet, compressible clayey sand / sandy clay below the location of the proposed parking / access drive on the adjacent parcel below Commercial way and Soquel Drive. This material should either be removed and replaced as compacted, engineered, fill or stabilized in place below all improvement areas prior to the placement of fill to raise the area to the desired grades.

h. Groundwater was encountered at a depth of 33± feet during our field exploration and is not expected to affect construction. However, the materials encountered during our field exploration were uniformly moist to wet. Wet excavations may be encountered and should be anticipated by the contractor, especially if grading is performed during the rainy season. Stabilization fabric or other stabilization measures may be required.

i. The results of our laboratory testing indicate that the expansive potential of the near surface silty clay should be considered low.

j. The results of our laboratory testing indicate that the soluble sulfate content of the on-site soils likely to come into contact with concrete is below the 0.2% generally considered to constitute an adverse sulfate condition. Type II cement is therefore considered adequate for use in concrete in contact with the on-site soils.

k. The results of our laboratory testing indicate that an R-Value of 12 may be assumed for design of pavement sections supported by the near-surface silty clay.

l. It is assumed that final grades will not be raised more than 6± feet from current grades. Significant variations will require that these recommendations be reviewed. We consider that the anticipated grading will not adversely affect, nor be adversely affected by, adjoining property, with due precautions being taken.

m. The final Grading Plans, Foundation Plans and design loads should be reviewed by this office during their preparation, prior to contract bidding.

n. The design recommendations of this report must be reviewed during the grading phase when subsurface conditions in the excavations become exposed.

o. Field observation and testing must be provided by a representative of Tharp & Associates, Inc. to enable them to form an opinion regarding the adequacy of the site preparation, the adequacy of fill materials, and the extent to which the earthwork is performed in accordance with the geotechnical conditions present, the requirements of the regulating agencies, the project specifications and the recommendations presented in this report. Any earthwork performed in connection with the subject project without the full knowledge of, and not under the direct observation of Tharp & Associates, Inc., the Geotechnical Consultant, will render the recommendations of this report invalid.

p. The Geotechnical Consultant should be notified at least five (5) working days prior to any site clearing or other earthwork operations on the subject project in order to observe the stripping and disposal of unsuitable materials and to ensure coordination with the grading contractor. During this period, a preconstruction conference should be held on the site to discuss project specifications, observation/testing requirements and responsibilities, and scheduling. This conference should include at least the Grading Contractor, the Architect, and the Geotechnical Consultant.

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6.2 Grading

6.2.1 General

All grading and earthwork should be performed in accordance with the recommendations presented herein and the requirements of the regulating agencies.

6.2.2 Site Clearing

a. Prior to grading, the areas to be developed for structures, pavements and other improvements, should be stripped of any vegetation and cleared of any surface or subsurface obstructions, including any existing foundations, utility lines, basements, septic tanks, pavements, stockpiled fills, and miscellaneous debris.

b. All pipelines encountered during grading should be relocated as necessary to be completely removed from construction areas or be capped and plugged according to applicable code requirements.

c. Any wells encountered shall be capped in accordance with Santa Cruz County Health Department requirements. The strength of the cap shall be at least equal to the adjacent soil and shall not be located within 5 feet of any structural element.

d. Surface vegetation and organically contaminated topsoil should be removed from areas to be graded. The required depth of stripping will vary with the time of year the work is done and must be observed by the Geotechnical Consultant. It is generally anticipated that the required depth of stripping will be 6 to 12 inches.

   Note: If this work is done during or soon after the rainy season, or in the spring, the soil may be too wet to be used as engineered fill.

e. Holes resulting from the removal of buried obstructions that extend below finished site grades should be backfilled with compacted engineered fill.

6.2.3 Preparation of On-Site Soils

a. The results of our field investigation and laboratory testing indicate that the soils on the subject site are considered to be somewhat compressible in their in situ condition. In order to ensure uniform compression characteristics and to obviate any potential for differential settlements, site preparation, consisting of overexcavation and recompaction of these near-surface soils will be required prior to placement of shallow foundation elements, slabs-on-grade, pavements, or new fills. The depths of overexcavation and recompaction recommended herein are subject to review during grading.

b. All non-engineered fill on the site should be excavated and removed or placed as compacted engineered fill placed per the recommendations presented in Subsection 6.2.4..

c. Beneath conventional shallow foundation elements or thickened slab edge sections, the native subgrade should be reworked to a depth sufficient to provide a zone of compacted, engineered fill, extending to a depth equal to 1.5 times the **width** of the footing or edge section, measured from the bottom of the footing or 3 feet below the bottom of the footing whichever is less. The exposed surface at the base of the excavation should then be scarified, moisture conditioned, and compacted to a minimum of 90% relative compaction. If soft or wet areas are encountered, a layer of approved geofabric, installed per the manufacturer's recommendation, or other stabilization measures, may be required on the prepared excavation bottom. The material which was removed should then be replaced as compacted engineered fill per the recommendations presented in Subsection 6.2.4..

d. Beneath concrete slabs-on-grade, pavements or fills, the native subgrade should be reworked to a depth sufficient to provide a zone of compacted, engineered fill, extending a minimum of 18 inches below the bottom of the baserock, or 2 feet below finish pavement or slab grade, whichever is greater. The exposed surface should then be scarified, moisture conditioned, and compacted to a minimum of 90% relative compaction. The material which was removed may then be replaced as compacted engineered fill per the recommendations presented in Subsection 6.2.4. This zone of reworking shall extend a minimum of 2 feet laterally beyond the slab or pavement footprint for unconfined slabs and pavements. Eg. it is would not be necessary to extend the zone of reworking laterally for slabs confined by retaining walls .

e. In lieu of recompaction of the subgrade beneath pavements and slabs-on-grade as outlined in Subsection 6.2.3.c., the removed soil may be replaced with 3/4 inch angular clean gravel. The gravel should be vibrated to ensure uniform compression characteristics and obviate any potential for differential settlements.

f. Should project configurations result in a cut / fill transition pad being constructed to support slabs or pavements, the cut portion of the pad should be overexcavated and recompacted to a depth sufficient to provide a zone of compacted engineered fill fulfilling the requirements of 6.2.3.c above, or a minimum of 3 feet below pad grade whichever is greater. In addition, the difference between the depth of engineered fill beneath the footings on the cut and fill portions of the pad should not exceed 5 feet. A typical cut / fill transition pad detail is presented in Figure 2.

g. The results our field exploration indicate that there is approximately 6.5 to 8 feet of loose, soft, wet, compressible clayey sand / sandy clay below the location of the proposed parking / access drive on the adjacent parcel below Commercial way and Soquel Drive. This material should either be removed and replaced as compacted, engineered, fill or stabilized in place below all improvement areas prior to the placement of fill to raise the area to the desired grades.

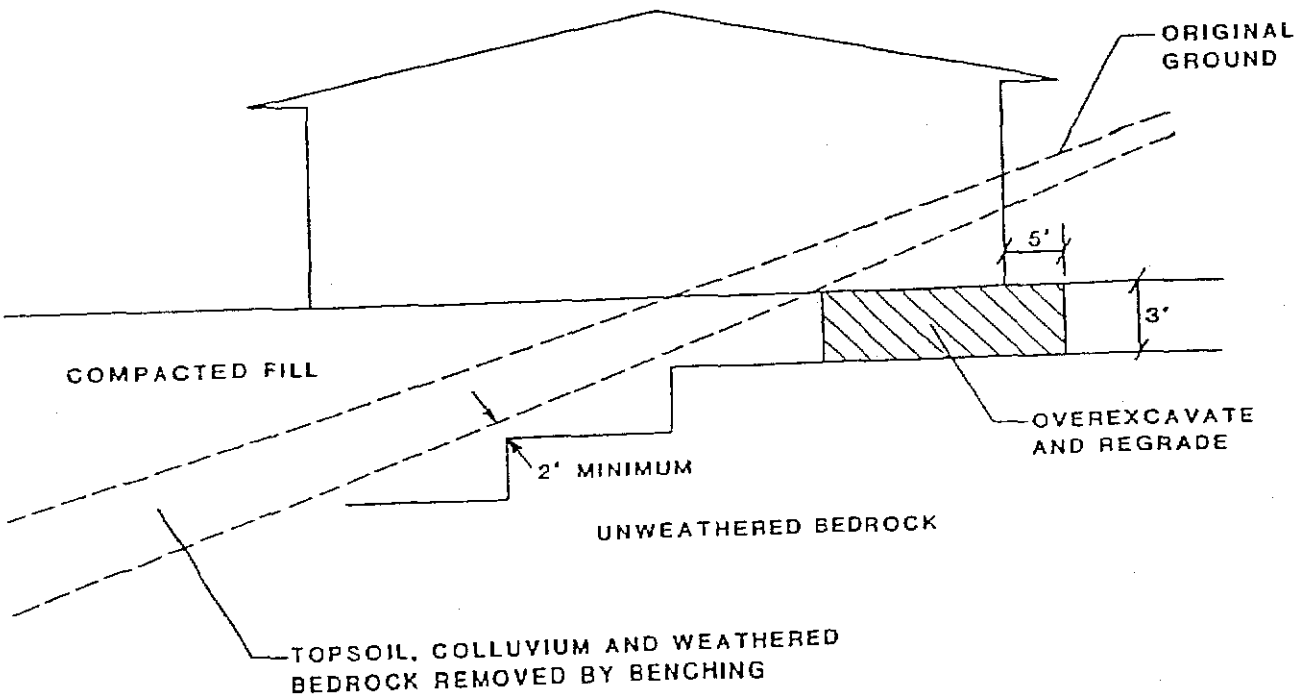
h. Due to the fact that the depth of reworking will be dependent on the slab and pavement grades, etc., our office should be provided with a copy of the final, approved plans prior to the commencement of earthwork operations.

i. The depths of reworking required are subject to review by the Geotechnical Consultant during grading when subsurface conditions become exposed.

j. Settlements may need to be evaluated should the planned grades result in the ground surface being raised 4± or more feet above the existing grades. Should this occur, some additional reworking of existing materials may be required.

k. The depths of over excavation should be reviewed by the Geotechnical Consultant during the actual construction. Any surface or subsurface obstruction, or questionable material encountered during grading, should be brought immediately to the attention of the Geotechnical Consultant for proper processing as required.

CUT/FILL LOT (TRANSITION)



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Tharp & Associates, Inc. Geotechnical Consultants	Chanticleer Avenue & Soquel Drive	Figure
	TRANSITION LOT - TYPICAL DETAIL	2

6.2.4 Fill Placement and Compaction

a. Any fill or backfill required should be placed in accordance with the recommendations presented below.

b. With the exception of the upper 6 inches of subgrade in pavement and driveway areas, material to be compacted or reworked should be moisture-conditioned or dried to achieve near-optimum conditions, and compacted to achieve a minimum relative compaction of 90%. The upper 6 inches of subgrade in pavement and drive areas and all aggregate base and subbase shall be compacted to achieve a minimum relative compaction of 95%. The placement moisture content of imported material should be evaluated prior to grading.

c. The relative compaction and required moisture content shall be based on the maximum dry density and optimum moisture content obtained in accordance with ASTM D-1557.

d. Fill should be compacted by mechanical means in uniform horizontal loose lifts not exceeding 8 inches in thickness. All fill should be compacted with vibratory equipment.

e. Imported fill material should be approved by the Geotechnical Consultant prior to importing. Soils having a significant expansion potential should not be used as imported fill. The Geotechnical Consultant should be notified not less than 5 working days in advance of placing any fill or base course material proposed for import. Each proposed source of import material should be sampled, tested and approved by the Geotechnical Consultant prior to delivery of any soils imported for use on the site.

f. All fill should be placed and all grading performed in accordance applicable codes and the requirements of the regulating agency.

6.2.5 Fill Material

a. The on-site soil may be used as compacted, engineered fill. However, the results of our field exploration indicate that the in-place soils have a moisture content well in excess of optimum. Drying will be required prior compaction. Due to the clayey nature of the on-site soils this may be a slow process requiring stockpiling and processing or treatment with lime. This will be particularly problematic with the near surface silty clays.

b. All soils, both existing on-site and imported, to be used as fill, should contain less than 3% organics and be free of debris and cobbles over 6 inches in maximum dimension.

6.2.6 Shrinkage and Subsidence

a. Shrinkage due to the removal and recompaction of the existing on-site native soils is estimated to be on the order of 8 percent. Shrinkage due to the removal and recompaction of the existing on-site nonengineered fill is estimated to be on the order of 10 percent. Subsidence may be assumed to be ½ to 1 inch.

b. These are preliminary estimates which may vary with depth of removal, stripping loss, and field conditions at the time of grading. Handling losses are not included.

6.2.7 Excavating Conditions

a. We anticipate that excavation of the on-site soils may be accomplished with standard earthmoving and trenching equipment.

b. The materials encountered during our field exploration were uniformly moist to wet. Wet excavations may be encountered and should be anticipated by the contractor, especially if grading is performed during the rainy season. Stabilization fabric or other stabilization measures may be required.

c. If excavation spoils are to be stockpiled on site, stockpiles should not be placed adjacent excavation side slopes.

6.2.8 Cut and Fill Slopes

a. All cut and fill slopes should be constructed with engineered fill meeting the minimum density requirements of this report and have a gradient no steeper than 2:1 (horizontal to vertical) with 3:1 (horizontal to vertical) preferred. Fill slopes should not exceed 15 feet in vertical height unless specifically reviewed by the Geotechnical Consultant. Where the vertical height exceeds 15 feet, intermediate benches must be provided. These benches should be at least 6 feet wide and sloped to control surface drainage. A lined ditch should be used on each bench.

b. Fill slopes shall be benched and keyed into the native slopes by providing a base keyway whose minimum width is 10 feet and which is sloped negatively at least 2% back into the slope. The depth of keyways will vary, depending on the materials encountered, but at all locations shall be at least 2 feet into firm material. This keyway should be combined with intermediate benching as required. Refer to Figure 3 for a Typical Key and Bench Detail.

c. Cut slopes shall not exceed a 2:1 (horizontal to vertical) gradient and a 15 foot vertical height unless specifically reviewed by the Geotechnical Consultant. Where the vertical height exceeds 15 feet, intermediate benches must be provided. These benches should be at least 6 feet wide and sloped to control surface drainage. A lined ditch should be used on each bench.

d. If a fill slope is to be placed above a cut slope, the toe of the fill slope should be set back at least 8 feet horizontally from the top of the cut slope. A lateral surface drain should be placed in the area between the cut and fill slopes.

e. The surfaces of all cut and fill slopes should be worked to reduce erosion. This work, as a minimum, should include track rolling of the fill slopes and effective planting of all slopes. The protection of the slopes should be installed as soon as practicable so that a sufficient growth will be established prior to inclement weather conditions. It is vital that no slope be left standing through a winter season without the erosion control measures having been provided.

f. The above recommended gradients do not preclude periodic maintenance of the slopes, as minor sloughing and erosion may take place.

6.2.9 Sulfate Content

The results of our laboratory testing indicate that the soluble sulfate content of the on-site soils likely to come into contact with concrete is below the 0.2% generally considered to constitute an adverse sulfate condition. Type II cement is therefore considered adequate for use in concrete in contact with the on-site soils.

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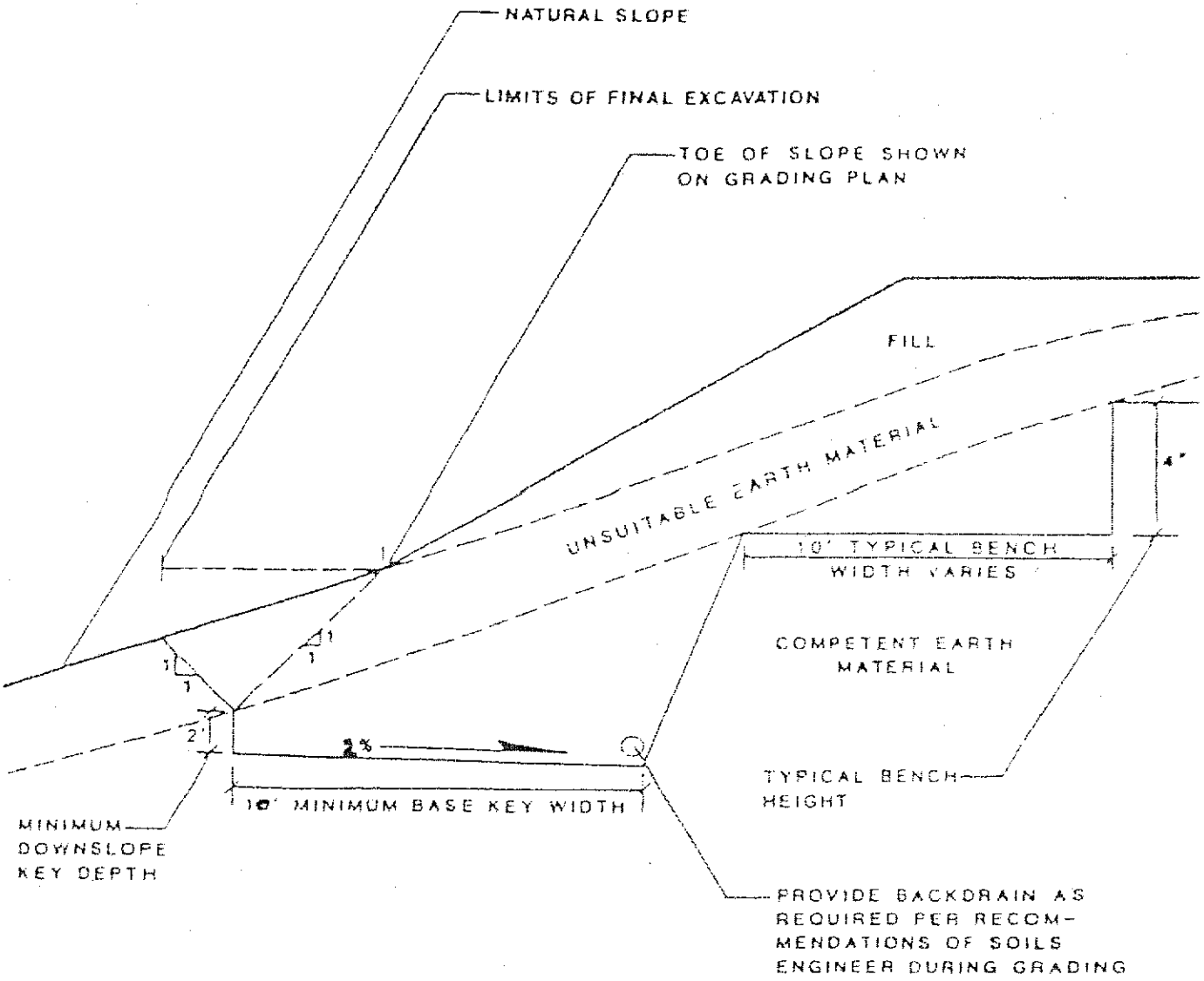

WHERE NATURAL SLOPE GRADIENT IS 5:1 OR LESS, BENCHING IS NOT NECESSARY. HOWEVER, FILL IS NOT TO BE PLACED ON COMPRESSIBLE OR UNSUITABLE MATERIAL.

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Tharp & Associates, Inc. Geotechnical Consultants	Chanticleer Avenue & Soquel Drive	Figure
	FILL OVER NATIVE SLOPE - TYPICAL KEY AND BENCH DETAIL	3

6.2.10 Expansive Soils

a. The results of our laboratory testing indicate that the expansion potential of the on site orange brown silty and clayey sand should be considered Low.

b. Expansion testing may be required to evaluate the expansivity of material proposed for imported fill.

6.2.11 Utility Trenches

a. Bedding material should consist of sand with SE not less than 30 which may then be jetted.

b. Existing on-site soils may be utilized for trench backfill, provided they are free of organic material and rocks over 6 inches in diameter.

c. If sand is used, a 3 foot concrete plug should be placed in each trench where it passes under the exterior footings.

d. Backfill of all exterior and interior trenches should be placed in thin lifts and mechanically compacted to achieve a relative compaction of not less than 95% in paved areas and 90% in other areas per ASTM D-1557. Care should be taken not to damage utility lines.

e. Utility trenches that are parallel to the sides of a building should be placed so that they do not extend below a line sloping down and away at an inclination of 2 horizontal to 1 vertical from the bottom outside edge of all footings.

f. Trenches should be capped with 1.5± feet of impermeable material. Import material must be approved by the Geotechnical Consultant prior to its use.

g. Trenches must be shored as required by the local regulatory agency, the State Of California Division of Industrial Safety Construction Safety Orders, and Federal OSHA requirements.

6.2.12 Surface Drainage

a. Pad drainage should be designed to collect and direct surface water away from structures to approved drainage facilities. A minimum gradient of 2± percent should be maintained and drainage should be directed toward approved swales or drainage facilities. Concentrations of surface water runoff should be handled by providing the necessary structures, paved ditches, catch basins, etc.

b. Drainage patterns approved at the time of construction should be maintained throughout the life of the structures. The building and surface drainage facilities must not be altered nor any grading, filling, or excavation conducted in the area without prior review by the Geotechnical Consultant.

c. All roof eaves should be guttered with the outlets from the downspouts provided with adequate capacity to carry the storm water away from the structure to reduce the possibility of soil saturation and erosion. The connection should be to a closed conduit which discharges at an approved location away from the structure and the graded area.

d. Irrigation activities at the site should be controlled and reasonable. Planter areas should not be sited adjacent to walls without implementing approved measures to contain irrigation water and prevent it from seeping into walls and under foundations and slabs-on-grade.

e. The surface soils are classified as highly erodible. Therefore, the finished ground surface should be planted with erosion resistant landscaping and ground cover and continually maintained to minimize surface erosion.

6.2.13 Subsurface Drainage

a. It is anticipated that the structure is to constructed with an underground parking level which encompasses the entire building footprint. It is anticipated that the retaining walls constructed in connection with this underground level will be provided with backdrains which will in turn provide subdrainage for the structure.

b. Storm water which may enter the underground parking level should be collected in a sump and pumped via a storm drain to an approved discharge point.

6.3 Foundations

6.3.1 General

a. Based on the results of our field exploration and laboratory testing, it is our opinion that the site will be suitable for the support of the proposed addition on a foundation system composed conventional shallow foundations

b. At the time we prepared this report, the grading plans and foundation details had not been finalized.

c. We request an opportunity to review these items during the design stages to determine if supplemental recommendations will be required.

6.3.2 Conventional Shallow Foundations

a. The proposed structure may be founded on a system composed of conventional, shallow, continuous and pad footings or a slab-on-grade with thickened edge sections.

b. Footing or edge section widths should be based on the allowable bearing value but not less than 12 inches for single story structures. The minimum recommended depth of embedment is 24 inches for exterior wall footings / edge sections. Interior footing depths should be at least 12 inches for 1 story and 18 inches for 2 story sections. Should local building codes require deeper embedment of the footings / edge sections or wider footings, the codes must apply.

c. Footing excavations must be checked by the Geotechnical Consultant before steel is placed and concrete is poured to insure bedding into proper material. Excavations should be thoroughly wetted down just prior to pouring concrete.

d. The allowable bearing capacity may be determined from the following equation:

$$q_{all} = 1000 + 800D + 400B$$

where:

q_{all} = allowable bearing capacity (lb/ft^2)

D = Depth of embedment (ft) measured from the lowest adjacent grade.

B = minimum footing width (ft)

e. The allowable bearing capacity used should not exceed 3000 lbs/ft^2.

f. The allowable bearing capacity values above may be increased by one-third in the case of short duration loads, such as those induced by wind or seismic forces.

g. The allowable bearing capacity values above apply to both square pad footings and shallow strip footings, although they are slightly conservative for the pad footing case.

h. In computing the pressures transmitted to the soil by the footings, the embedded weight of the footing may be neglected.

i. The footings should contain steel reinforcement as determined by the Project Structural Engineer in accordance with applicable UBC or ACI standards.

j. No footing should be placed closer than 8 feet to the top of a fill slope nor 6 feet from the base of a cut slope.

k. In the event that footings are founded in structural fill consisting of imported materials, the allowable bearing capacities will depend on the type of these materials and should be re-evaluated.

l. Embedment depths should not be allowed to be affected adversely, such as through erosion, softening, digging, etc.

m. Total and differential settlements under spread and continuous footings are expected to be within tolerable limits.

6.4 Slabs-On-Grade

a. Concrete floor slabs may be founded on compacted engineered fill. The subgrade should be proof-rolled just prior to construction to provide a firm, relatively unyielding surface, especially if the surface has been loosened by the passage of construction traffic.

b. Where moisture sensitive floor coverings are anticipated or vapor transmission may be a problem, a 10 mil waterproof membrane should be placed between the granular layer and the floor slab in order to reduce moisture condensation under the floor coverings. Place a 2-inch layer of moist sand on top of the membrane. This will help protect the membrane and will assist in equalizing the curing rate of the concrete.

c. Requirements for pre-wetting of the subgrade soils prior to the pouring of the slabs will depend on the specific soils and seasonal moisture conditions and will be determined by the Geotechnical Consultant at the time of construction. It is important that the subgrade soils be thoroughly saturated for 24 to 48 hours prior to the time the concrete is poured.

d. The subgrade should be presoaked to 4 percentage points above optimum, or to 120% optimum, whichever is greater; to 1 foot depth.

e. Slab thickness, reinforcement, and doweling should be determined by the Project Structural Engineer, based on the design live and dead loads, including vehicles.

f. The utilization of post-tensioned concrete slabs may be considered in lieu of conventional concrete slabs. There are inherent advantages with this system, especially the characteristic that the propagation or widening of cracks that may otherwise develop is inhibited. Detailed recommendations, based on UBC 1997, will be provided if required. Tentative, outline geotechnical recommendations for post tensioned slabs are presented as follows, for purposes of initial planning:

   i. Minimum thickness: 6 inches structural/construction considerations would govern.

   ii. Substructure: 2 inches sand, over 10-mil plastic sheet, over prepared subgrade.

   iii. Minimum embedment of edge beam below lowest adjacent exterior grade: 18 inches.

6.5 Settlements

Total and differential settlements beneath foundation elements are expected to be within tolerable limits. Vertical movements are not expected to exceed 1 inch. Differential movements are expected to be within the normal range (½ inch) for the anticipated loads and spacings. These preliminary estimates should be reviewed by the Geotechnical Consultant when foundation plans for the proposed structures become available.

6.6 Retaining Structures

6.6.1 Lateral Earth Pressures

a. The lateral earth pressures presented in Table II are recommended for the design of retaining structures with a gravel blanket and backfill soils of expansivity not higher than Medium. Should the slope behind the retaining walls be other than level or 2:1 horizontal to vertical, supplemental design criteria will be provided for the active earth or at-rest pressures for the particular slope angle.

Table II. Lateral Earth Pressures

Type	Soil Profile	Soil Pressure (psf/ft)	
		Unrestrained Wall	Rigidly Supported Wall
Active Pressure	Level 2:1	40 50	- -
At-Rest Pressure	Level 2:1	- -	60 100
Passive Pressure (ignore upper 1 ft)	Level 2:1	450 300	225 150

b. Friction coefficient - 0.30, between soil and rough concrete.

c. Where both friction and the passive resistance are utilized for sliding resistance, either of the values indicated should be reduced by one-third.

d. The lateral earth pressures presented above are actual values, no load factors or factors of safety have been applied.

e. Pressure due to any surcharge loads from adjacent footings, traffic, etc., should be analyzed separately. Pressures due to these loading can be supplied upon receipt of the appropriate plans and loads. Refer to Figure 4.

f. A seismic loading of 22 H^2 should be applied as a rectangular distribution behind the wall whose resultant acts at a point 0.6 H from the bottom of the wall.

6.6.2 Backfill

a. Backfill should be placed under engineering control.

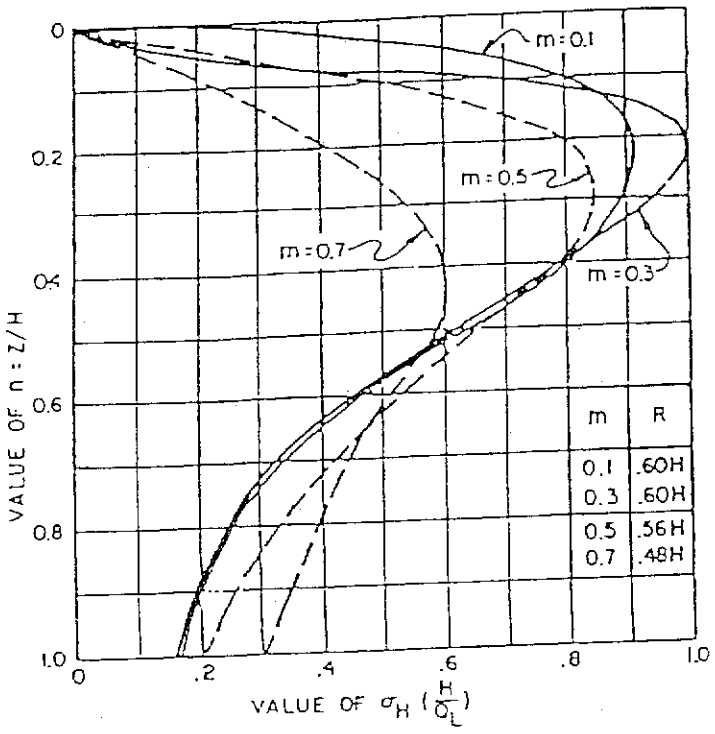
b. It is recommended that granular, or relatively low expansivity, backfill be utilized, for a width equal to approximately 1/3 x wall height, and not less than 2 feet, subject to review during construction.

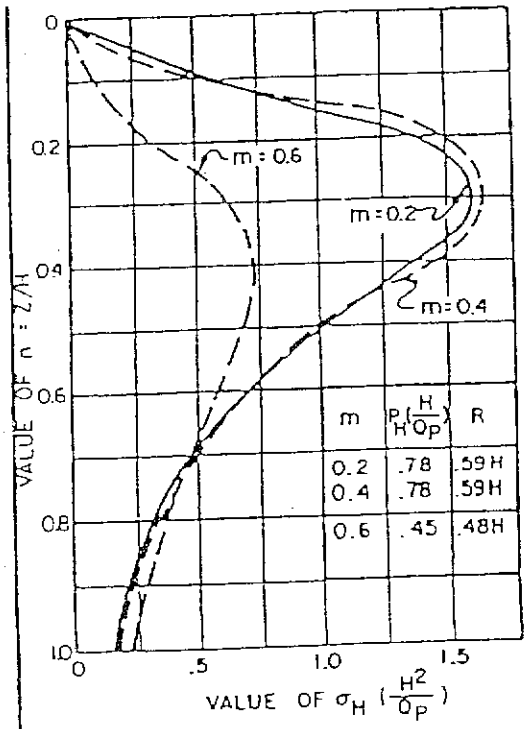
c. The granular backfill should be capped with at least 18 inches of relatively impermeable material.

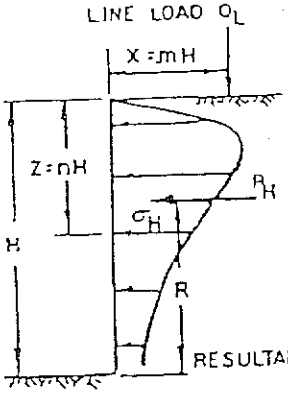
d. Backfill should be compacted to achieve a minimum 90 percent relative compaction, the compaction standard being obtained in accordance with ASTM D-1557.

e. Precautions should be taken to ensure that heavy compaction equipment is not used immediately adjacent to walls, so as to prevent undue pressures against, and movement of, the walls.

f. The use of water-stops/impermeable barriers and appropriate waterproofing should be considered for any basement construction, and for building walls which retain earth.







FOR $m \leq 0.4$:

$$\sigma_H (\frac{H}{O_L}) = \frac{0.20n}{(0.16+n^2)^2}$$

$$P_H = 0.55 O_L$$

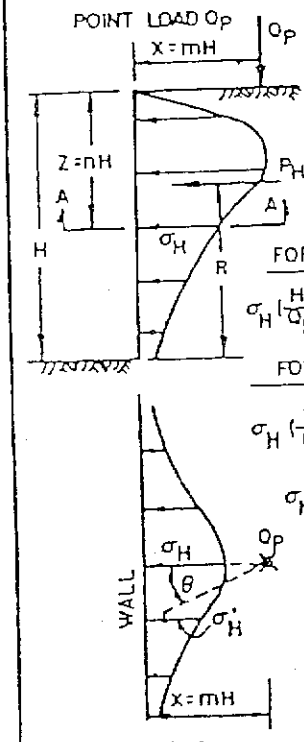
FOR $m > 0.4$:

$$\sigma_H (\frac{H}{O_L}) = \frac{1.28 m^2 n}{(m^2+n^2)^2}$$

RESULTANT $P_H = \frac{0.64 O_L}{(m^2+1)}$

PRESSURES FROM LINE LOAD O_L

(BOUSSINESQ EQUATION MODIFIED BY EXPERIMENT)



FOR $m \leq 0.4$:

$$\sigma_H (\frac{H^2}{O_P}) = \frac{0.28 n^2}{(0.16+n^2)^3}$$

FOR $m > 0.4$:

$$\sigma_H (\frac{H^2}{O_P}) = \frac{1.77 m^2 n^2}{(m^2+n^2)^3}$$

$$\sigma_H' = \sigma_H \cos^2(1.1\theta)$$

SECTION A-A

PRESSURES FROM POINT LOAD O_P

(BOUSSINESQ EQUATION MODIFIED BY EXPERIMENT)

Reference: Design Manual
NAVFAC DM-7.2
Figure 11
Page 7.2-74

Tharp & Associates, Inc. Geotechnical Consultants	Chanticleer Avenue & Soquel Drive SURCHARGE PRESSURE DIAGRAM- LATERAL SURCHARGE PRESSURE DUE TO ADJACENT VERTICAL LOADS	Figure 4

6.6.3 Backfill drainage

a. i. Backdrains should be provided in the backfill, or weepholes/weepslits should be provided in retaining walls. (It is recommended that backdrains be provided for walls over 4± feet high, for retaining walls which form part of a building structure, and where any staining or efflorescence due to dripping from weepholes/weepslits would be aesthetically unacceptable.)

ii. Weepholes/weepslits should be per CALTRANS Standard Plans.

iii. Backdrains should be per Subsections b) to f) below.

b. Backdrains should consist of 4-inch diameter Schedule 40, PVC pipe or equivalent, embedded in approximately 3 ft^3/linear foot of 3/8 inch to 3/4 inch, clean crushed gravel, enveloped in **Mirafi Filter weave 300** or approved equivalent. The pipe should be 4± inches above the trench bottom; a gradient of 1±% being provided to the pipe and trench bottom; discharging into suitably protected outlets. See Figure 5 for a standard detail.

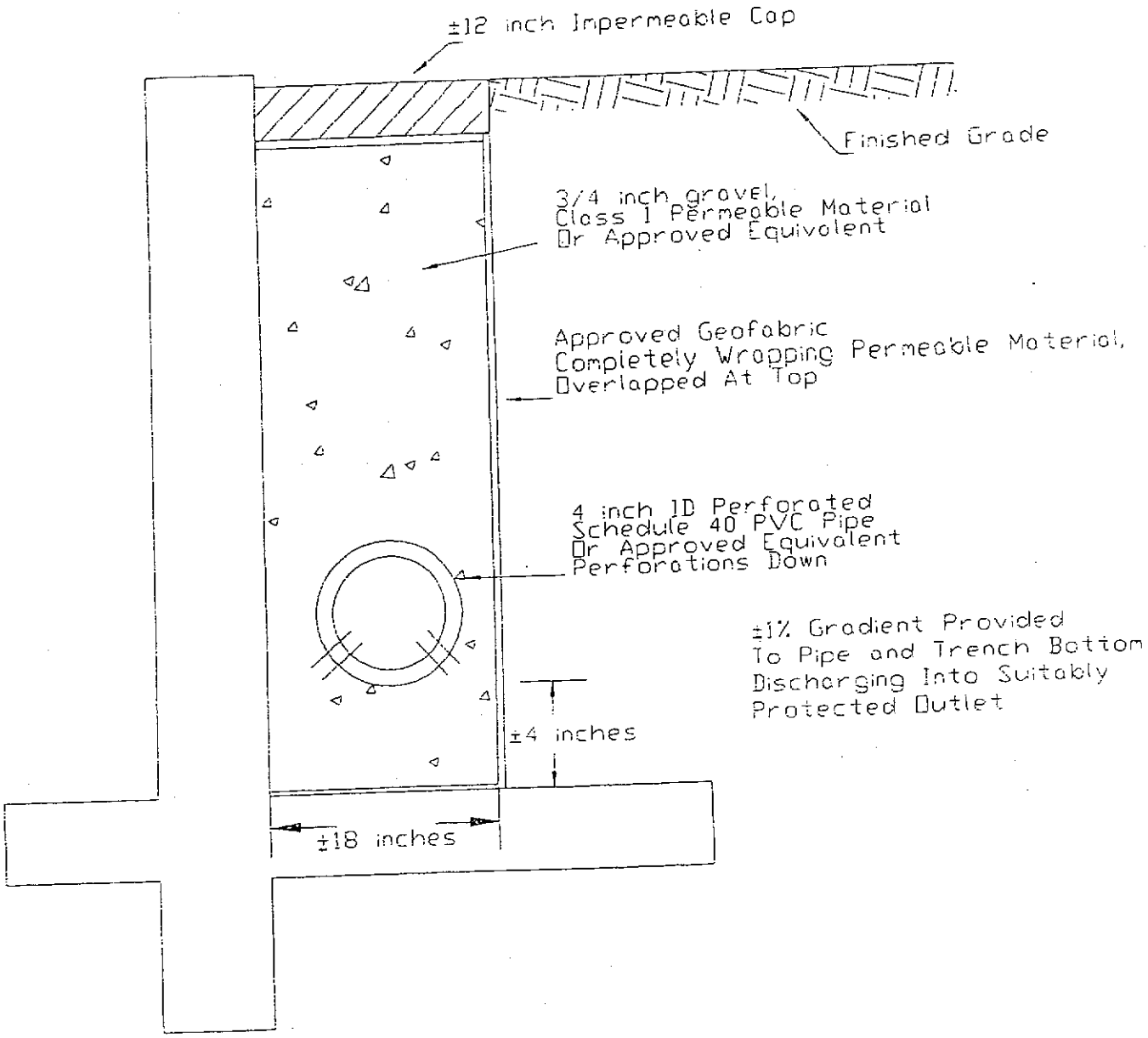
c. Perforations in subdrains are recommended as follows: 3/8-inch diameter, in 2 rows at the ends of a 120 degree arc, at 3-inch centers in each row, staggered between rows, placed downward.

d. Backdrains placed behind retaining walls should be approved by the Geotechnical Consultant prior to the placement of fill.

e. An unobstructed outlet should be provided at the lower end of each segment of subdrain. The outlet should consist of an unperforated pipe of the same diameter, connected to the perforated pipe and extended to a protected outlet at a lower elevation on a continuous gradient of at least 1 percent.

6.6.4 Foundations - Retaining Walls

a. Retaining walls should be founded per the recommendations of Subsection 6.3.



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Tharp & Associates, Inc. Geotechnical Consultants	Chanticleer Avenue & Soquel Drive TYPICAL BACKDRAIN CONFIGURATION - DETAIL	Figure 5

b. Retaining walls situated at the tops of slopes should be reviewed/analyzed for overall slope stability. Setbacks, embedment depths and allowable bearing pressures may need to be modified accordingly.

6.7 Exterior Concrete Flatwork

a. Concrete flatwork should be divided into as nearly square panels as possible. Frequent joints should be provided to give articulation to the panels. Landscaping and planters adjacent to concrete flatwork should be designed in such a manner as to direct drainage away from concrete areas to approved outlets.

b. It is assumed that concrete flatwork will be subjected only to pedestrian traffic.

7.8 Pavement Design

The design of the pavement section was beyond our scope of services for this project. To have the selected pavement sections perform to their greatest efficiency, it is very important that the following items be considered:

a. The results of our laboratory testing indicate that an R-Value of 12 may be assumed for design of pavement sections supported by the near-surface silty clay.

b. Use only quality materials of the type and thickness (minimum) specified. All baserock must meet Cal-Trans Standard Specifications for Class II Aggregate Base, and be angular in shape.

c. Properly moisture condition and compact the subgrade, subbase and base per the recommendations provided in 6.2.4.b.

d. Provide sufficient gradient to prevent ponding of water.

e. Asphalt concrete should be placed only during periods of fair weather when the ambient air temperature is within prescribed limits.

f. Maintenance should be undertaken on a routine basis.

7. LIMITATIONS

a. Our investigation was performed in accordance with the usual and current standards of the profession, as they relate to this and similar localities. No other warranty, expressed or implied, is provided as to the conclusions and professional advice presented in this report.

b. The samples taken and tested, and the observations made, are considered to be representative of the site; however, soil and geologic conditions can vary significantly between sample locations.

c. As in most projects, conditions revealed during construction excavation may be at variance with preliminary findings. If this occurs, the changed conditions must be evaluated by the Project Geotechnical Consultant and the Geologist, and revised recommendations be provided as required.

d. This report is issued with the understanding that it is the responsibility of the Owner, or of his Representative, to ensure that the information and recommendations contained herein are brought to the attention of the Architect and Engineer for the project and incorporated into the plans, and that it is ensured that the Contractor and Subcontractors implement such recommendations in the field.

e. This firm does not practice or consult in the field of safety engineering. We do not direct the Contractor's operations, and we are not responsible for other than our own personnel on the site; therefore, the safety of others is the responsibility of the Contractor. The Contractor should notify the Owner if he considers any of the recommended actions presented herein to be unsafe.

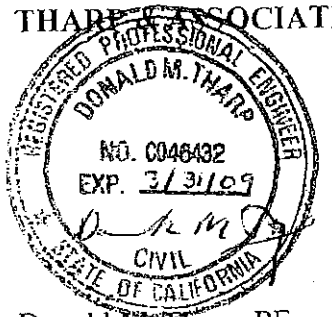
f. The findings of this report are considered valid as of the present date. However, changes in the conditions of a site can occur with the passage of time, whether they be due to natural events or to human activities on this or adjacent sites. In addition, changes in applicable or appropriate codes and standards may occur, whether they result from legislation or the broadening of knowledge.

g. Accordingly, this report may become invalidated wholly or partially by changes outside our control. Therefore, this report is subject to review and revision as changed conditions are identified.

It is a pleasure being associated with you on this project. If you have any questions, or if we may be of further assistance, please do not hesitate to contact our office.

Sincerely,

THARP & ASSOCIATES, INC.



Donald M. Tharp, PE
Principal Engineer
R.C.E. 46432
Expires 3/31/09

Appendices
1. Appendix A Field Exploration
2. Appendix B Laboratory Testing

Distribution: (6) Addressee

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CITY OF
SANTA CRUZ

WATER DEPARTMENT

809 Center Street, Room 102 Santa Cruz CA 95060 Phone (831) 420-5200 Fax (831) 420-5201

April 21, 2008

Steve Mills
c/o Ifland Engineers
5200 Soquel Ave., Ste. 102
Santa Cruz, CA 95062

Re: APN 025-161-02, 16, 32; 2851 Chanticleer Ave., Proposed 19,624 sq ft Medical Office Bldg

Dear Mr. Mills:

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

At the present time:

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

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

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

Sincerely,

Bill Kocher
Director

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APPLICATION 07-0643

BK/st
P:\WTEN\EngTech\Sherry's\Water Availability 025-161-02,16,32.doc
Cc: SCWD Engineering

NEW WATER SERVICE INFORMATION FORM

City of Santa Cruz Water Department 809 Center Street Room 102 Santa Cruz, CA 95060 Phone (831) 420-5210 Fax 831-420-5201

APN: 025-161-02 Multiple APN? N Project Address: 2851 Chanticleer Ave

Date: 5/15/2007
Revision 1 : 11/27/2007
Revision 2 : 11/30/2007

PROJECT DESCRIPTION:

Proposed construction of a new 19,624 sf medical office building. FEES AND SERVICES ARE ESTIMATES ONLY. Also see parking lot on APN 025-161-16 WSI. (proj also includes port APN 025-161-32/ex med bldg & pkg lot))

APPLICANT INFORMATION:

Name: Tom Hart
Mailing Address: 2025 Soquel Ave
City/St/Zip: Santa Cruz CA 95062-
EMail:
Phone: (831) 458-5591
Cell:
Fax:

REPRESENTATIVE INFORMATION:

Name: Steve Mills x225 / Ifland
Mailing Address: 1100 Water St. Suite 2
City/St/Zip: Santa Cruz CA 95062-
EMail:
Phone: (831) 426-5313
Cell:
Fax:

SECTION 1 EXISTING MAIN AND SERVICES

Main Size/Type/Age: 8" PVC
Elevation zone: N

No connection fee credit(s) for services inactive over 24 months

Sizes	Account #'s	Old SIO #'s	Status	Date Closed	Type

SECTION 2 FIRE FLOWS

Hyd # 1768 Size/Type: 6"stmr Static 64 Res 52 Flow 1061 Flow w/20# Res. 2140 FF Date 04/03 Location: on Chanticleer @ Soqu

Hyd # 1769 Size/Type: 6"stmr Static 60 Res 56 Flow 1061 Flow w/20# Res. 3679 FF Date 04/03 Location: on Chanticleer

SECTION 3 WATER SERVICE FEE Totals (see Page 2 for Details)

Plan Review Fees:		Permit Fees:		Meter Inst Fees:	Water Conn Fees:	Sewer Conn Fees:	Zone Cap Fees:	Credits:	Total Due:
Service/Hydrant Eng	$250	Service/Hydrant Install	$360.00						
Backflow	$150	Backflow	$360.00						
Irrigation	$60	St. Opening	$0.00						
		Misc Fees							
Totals	$460		$720.00	$1,014	$39,180	$0	$0.00	$0	$41,374.00

SECTION 4: BP# PLAN APP # 07-0643 PLANNER Cathy Graves REVIEWED BY J. Segal/S Reiker

ADDITIONAL COMMENTS: Fire sprinklers as required by Central Fire District. Final fees and service sizes are to be determined with approved building permit plans. Parcels adjacent to each other to be served by common meters must be combined. Please note that plans and the Notice for the Plan Appl were separated and revised comments are provided without plans. A separate irrigation meter would be required for landscaped areas which exceed 5,000 sf; otherwise a sub-meter could be approved. plans to be reviewed by the Water Conservation Office.

QUALIFICATIONS

Service will be furnished upon: (1) payment of the required fees due at the time service is requested (a building permit is required), and; (2) installation of the adequately sized water services, water mains and fire hydrants as required for the project under the rules and regulations of the Santa Cruz Water Department and the appropriate Fire District and any restrictions that may be in effect at the time application for service is made. NOTICE: This form does not in any way olligate the city. It is provided only as an estimate to assist you in your planning and as a record for the Water Department. The requirements set forth on this form may be changed or corrected at any time without prior notice. Fees collected by other agencies are not included on this form.

ATTACHMENT 1 Environmental Review Initial Study APPLICAT - 142-22-0643

SECTION 5 WATER SERVICE FEE DETAILS APN: 025-161-02

SIO Info		Use Info					SIO Fees				Permit Fees							Totals
Lat Size / Br Config		Use Type	Mtr ID	Mtr Size	Mtr Type	Num Units	Inst Fee	Water	Sys Dev Chgs Sewer	Zone Capacity	Insp Fee	Eng Rvw Hrs	Eng Rvw Fee	BF Rvw	Backflow Permit Type	Backflow Permit # Dev	Backflow Permit Fee	
4	4" FS										180							
		Fire		5/8	Disc	0	$263	$0	$0	$0.00		1	$50	$50	DCDA	1	$120	
						Credits	$0	$0	$0	$0.00								
						Sub total Fees:	$263	$0	$0	$0.00								
						Sub total Credits:	$0	$0	$0	$0.00								
						SIO Totals:	$263	$0	$0	$0.00		1	$50	$50		1	$120	$483.00

SIO Info		Use Info					SIO Fees				Permit Fees							Totals
Lat Size / Br Config		Use Type	Mtr ID	Mtr Size	Mtr Type	Num Units	Inst Fee	Water	Sys Dev Chgs Sewer	Zone Capacity	Insp Fee	Eng Rvw Hrs	Eng Rvw Fee	BF Rvw	Backflow Permit Type	Backflow Permit # Dev	Backflow Permit Fee	
2	1 1/2"D x										180							
		Irrigation	IRR	5/8	Disc	0	$263	$6,530	$0	$0.00		1	$50	$50	RP	1	$120	
						Credits	$0	$0	$0	$0.00								
		Business		1 1/2	Disc	0	$488	$32,650	$0	$0.00		3	$150	$50	RP	1	$120	
						Credits	$0	$0	$0	$0.00								
						Sub total Fees:	$751	$39,180	$0	$0.00								
						Sub total Credits:	$0	$0	$0	$0.00								
						SIO Totals:	$751	$39,180	$0	$0.00		4	$200	$100		2	$240	$40,471.00
						Grand Totals:	$1,014	$39,180	$0	$0.00		5	$250	$150		3	$360	$40,954.00

Total Permit Insp Fees: 360

Environmental Review Initial Study
ATTACHMENT 2 Set 3
APPLICATION 07-0643

1/24/08

DRAINAGE STUDY

FOR

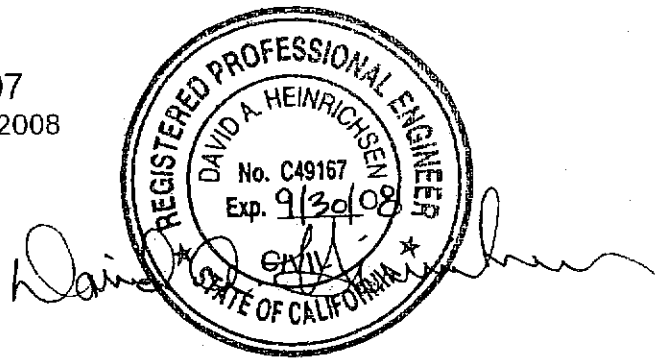
Santa Cruz Medical Foundation

Medical Office Building

2911 Chanticleer Avenue
Santa Cruz, California

October, 2007
Revised: January, 2008

Job 07011



IFLAND ENGINEERS, INC.
1100 Water Street, Suite 2
Santa Cruz, CA 95062
(831) 426-5313 FAX (831) 426-1763
www.iflandengineers.com

Environmental Review Inital Study
ATTACHMENT 10, 1 of 10
APPLICATION 07-0643

Introduction:
This drainage study addresses the issue of detention for the post development increases in stormwater runoff resulting from the changes in land cover associated with the addition of a new medical office building in accordance with Part 3, Stormwater Management, of the County of Santa Cruz Design Criteria. The Subject of this analysis is a 2.5 acre site located at 2911 & 2851 Chanticleer Avenue, Santa Cruz, California. The purpose of the report is to determine the change in storm water runoff resulting from the proposed site improvements and its effect on this property.

Existing Conditions:
The subject parcel is currently developed with 2 medical office buildings, with each one being approximately 6,000 square feet in area, located along the northern property line; the associated parking area is located to the south and west of said buildings. Furthermore, the northwest portion of the project site was previously developed with an approximately 2,000 square foot building and associated parking area. Said building has been removed and the land is currently vacant. The Santa Cruz Medical Foundation proposes to expand the property, by combining parcels 025-161-16, 025-161-32, and 025-161-02, and construct a 2-story medical office building. The proposed building will be accessed by the existing drive off Chanticleer Ave. Additional parking is proposed to accommodate the new structure. Site redevelopment will necessitate compliance with drainage regulations as mandated by the County of Santa Cruz Design Criteria.

Existing Drainage:
There currently is a drainage channel along the westerly property line which bisects two sets of dual 54" RCP storm drains. This system transports runoff from off-site properties north of the subject parcel primarily from the riparian and Thurber Lane area across Soquel Drive (refer to site map, Exhibit A, pg 1). The existing, developed, parcel is serviced by a series of storm drain inlets and a pipe network which outlet to the channel via the dual 54" RCP pipes. Said drainage system is not currently treated for pollutants prior to entering the drainage channel.

According to the drainage study performed by this office, for the original development of said property, dated July 1992 (Exhibit F), the second 54" RCP was added to accommodate upstream flows from the Prather Lane Detention Basin, as well as the additional flows from that development. The study reports the capacity of the existing system and demonstrates that the system is sufficient to handle a 100-year storm event. Furthermore, the County of Santa Cruz Storm Water Master Plan and Management Program, Volume 1 'Zone 5 Master Drainage Plan', confirms that the capacity of the existing system is sufficient for existing flows, and is oversized for additional flows, pipe capacity for a single 54" pipe is reported to be 241 cfs (Exhibit G). The Zone 5 Plan also shows that there are no sub-standard sections on or immediately downstream of the subject parcel. The only sub-standard section, in-line with the on-site drainage system, is approximately 2 miles downstream near Twin Lakes and East Cliff Drive before it eventually outlets into the Pacific Ocean.

Drainage received onsite from upslope properties is minimal. Runoff from the westerly property's parking area is controlled by curbs and gutters and appears to be directed southerly to the 54" RCP storm drains. Furthermore, runoff from both Soquel Drive and Chanticleer Avenue, are directed away from the property via the counties storm water system within the right-of-way. Therefore, the major contribution of runoff to the site is the site itself. Refer to Exhibit A, for existing drainage patterns, for the onsite watersheds.

According to the Soil Survey of Santa Cruz County, California, the soil of the subject parcel is made up primarily of Elkhorn sandy loam and Watsonville loam, refer to attached soils map

soils and Watsonville soils, consisting mainly of clays, generally have a very slow infiltration rate. The Watsonville soils are contained within the northwest portion of the property, where the proposed parking area is located. The remainder of the development, including the underground detention stormwater system, which is located in the southwest corner of the site, falls within the Elkhorn soils group. However, according to the borings/field exploration and laboratory testing performed by Tharp & Associates, Inc. (Exhibit E), the receiving soils, in the area of the proposed development, are not well drained and have a very poor infiltration rate. Therefore, in accordance with Santa Cruz County Design Criteria Part 3, Section G.4.o and Section H.5.d, a retention system is not feasible for this site and the subsequent drainage calculations have been based solely on detention requirements.

Analysis and mitigation measures for increased runoff are focused primarily on the southern portion of the site; however, the proposed layout does include stormwater structures to treat runoff prior to entering the drainage swale.

Proposed Conditions:
The proposal is to develop the southern portion of the property with an approximately 9,900 square foot medical office building. The proposed development includes expanding the southern portion of the existing parking as well as providing a new parking area to the west of the proposed building. The parking area at the northwest corner of the project site (APN #025-161-16) will be reconfigured and restructured with 2 sections of pervious pavers to alleviate any increase in stormwater flows.

Proposed Drainage:
An on-site detention system is proposed, consisting of pervious pavers over an open-graded rock base, to provide storage for the increase in runoff resulting from the proposed project. The system has been sized and designed based on both the net increase in impervious surface and existing impervious surfaces draining to the system, with a 10-year pre-development release rate for a 25-year storm event. Although CDC requirements state that only new impervious areas drain to detention systems, because of the layout of the existing parking this was not possible without regrading the existing lot. For this reason the detention system was oversized to account for existing runoff. Furthermore, because there are existing impervious surfaces within the project area, approximately 2,000 square feet of impervious surfaces can be credited to the overall design of the stormwater system, for drainage area #1. This will allow for a reduction in C-value which is demonstrated in the calculations below. Refer to Exhibit H for County records & documents demonstrating the existing impervious areas).

The proposed development includes both replacing and removing drain inlets to incorporate a new system which will treat and store stormwater runoff. Where existing inlets are being removed, runoff shall be directed to the paver detention system or a new water quality treatment unit. Inlets to be replaced (Refer to Sheet C4 for locations) will be replaced with a County Standard, Figure SWM-12, drain inlet.

Sheet C4 depicts the proposed drainage system. The addition of the pervious pavers and storm drain inlets will capture runoff and release said flows off-site via an outlet control structure and orifice. The outlet structure is designed to handle the proposed increase in runoff before the runoff reaches the downstream drainage ditch. According to the Zone 5 Master Drainage Plan, Leona Creek Basin, the 2 downstream 54" RCP drain pipes have a 25-yr design discharge of 179 cfs each. The proposed system has been designed based on the 10 year release rate for a 25 year storm event. Therefore, according to the succeeding calculations, the total proposed discharge is well below the available capacity of 179 cfs. The proposed development will not impact downstream waters nor will it impact the receiving water body, and the Pacific Ocean. Refer to drainage calculations below."

Calculations:

Existing Conditions:

The following calculations provide analysis for each of the three drainage basins (Refer to Exhibit A, pg 2).

1. *Drainage Area #1- Northwest section of project site (Also known as APN#025-161-16)*

*For the purpose of these calculations, the old foundation/building pad was considered impervious and given a "C" value of 0.9. According to assessors records and building permits approximately 2,044 square feet (0.05 acres) of impervious surface can be credited to the site for drainage purposes (refer to appendix H, for assessors records)

- Total area (New Impervious Surface Footprint) = 0.18 AC
- Impervious area = 0.05 AC
- Pervious area = 0.14 AC

$$C = \frac{(0.9)(0.05) + (0.3)(0.14)}{0.19} = 0.46$$

I_{10} @ T_c = 15 min = 1.78"/hr.

I_{25} @ T_c = 15 min = 2.13"/hr.

$Q_{10} = CIA = (0.46)(1.78)(0.19)$ = 0.16 c.f.s.

$Q_{25} = C_aCIA = (1.1)(0.46)(2.13)(0.19)$ = 0.20 c.f.s.

2. *Drainage Area #2 – North section of project site, currently developed by Medical Office Buildings and associated parking area. Minimal work will be performed in this drainage area. Drainage patterns will remain the same; however, impervious surfaces will be reduced. Refer to Post Development Calculations below.*

- Total area [(E) parking area including (P) modifications) = 0.46 AC
- Impervious area = 0.45 AC
- Pervious Area = 0.01 AC

$$C = \frac{(0.9)(0.45) + (0.3)(0.01)}{0.46} = 0.886$$

I_{10} @ T_c = 15 min = 1.78"/hr.

I_{25} @ T_c = 15 min = 2.13"/hr.

$Q_{10} = CIA = (0.886)(1.78)(0.46)$ = 0.725 c.f.s.

$Q_{25} = C_aCIA = (1.1)(0.886)(2.13)(0.46)$ = 0.955 c.f.s.

Environmental Review Inital Study
ATTACHMENT 10, 4 of 10
APPLICATION 07-0643

3. *Drainage Area #3*

*Area of new building and majority of proposed development.

- Total area (New impervious surface+ section of (E) parking) = 0.92 AC
- Impervious area = 0.25 AC
- Pervious area = 0.67 AC

$$C_{10} = \frac{(0.9)(0.25) + (0.3)(0.67)}{0.92} = 0.46$$

I_{10} @ T_c = 15 min = 1.78"/hr.

I_{25} @ T_c = 15 min = 2.13"/hr.

$Q_{10} = CIA = (0.46)(1.78)(0.92)$	= 0.75 c.f.s.
$Q_{25} = C_aCIA = (1.1)(0.46)(2.13)(0.92)$	= 0.99 c.f.s.

Environmental Review Inital Study
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Post Development Conditions:

The majority of site development occurs within Drainage Area #3. However, calculations have been provided analyzing post development conditions for all drainage areas calculated above. These calculations will demonstrate the differences in pre and post development runoff volumes and provide an understanding of the values used in the design of the on-site stormwater management plan.

(Refer to Post Development Results, following pages, for Allowable Release Rate & Detention Calculations)

1. *Drainage Area #1*
   **As per the requirements of the Santa Cruz County Public Works Stormwater Management Division, when using pervious pavement/pavers for detention, the pervious pavement C value = 0.90.*
   - Total area = 0.19 AC
   - Impervious area (including Pervious Pavers) = 0.19 AC

   I_{10} @ T_c = 15 min = 1.78"/hr.
   I_{25} @ T_c = 15 min = 2.13"/hr.

   $Q_{10} = CIA = (0.90)(1.78)(0.19)$ = 0.30 c.f.s.
   $Q_{25} = C_aCIA = (1.1)(0.90)(2.13)(0.19)$ = 0.40 c.f.s.

   *Increase in Runoff: Q_{10} = **0.14 c.f.s.** & Q_{25} = **0.20 c.f.s.***

2. *Drainage Area #2*
   *The parking area has been expanded along the west side; however, pervious pavers have been proposed and therefore, a C value of 0.50 will be used for this increase. Furthermore, a section of the impervious surface at the southwest corner of the drainage area has been removed and replaced with landscape (approximately 352 Square Feet).

   - Total area = 0.46 AC
   - Impervious area = 0.44 AC
   - Pervious Pavers (Not being used for detention) = 0.01 AC
   - Pervious Area (Ground Cover) = 0.01 AC

   $$C_{10} = \frac{(0.9)(0.44) + (0.5)(.01) + (0.3)(0.01)}{0.46} = 0.878$$

   I_{10} @ T_c = 15 min = 1.78"/hr.
   I_{25} @ T_c = 15 min = 2.13"/hr.
   $Q_{10} = CIA = (0.878)(1.78)(0.46)$ = 0.719 c.f.s.
   $Q_{25} = C_aCIA = (1.1)(0.878)(2.13)(0.46)$ = 0.946 c.f.s.

   *Decrease in Runoff: Q_{10} = **0.006 c.f.s.** & Q_{25} = **0.009 c.f.s.***

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3. Drainage Area #3

**As per the requirements of the Santa Cruz County Public Works Stormwater Management Division, when using pervious pavement/pavers for detention, the pervious pavement C value = 0.90, otherwise C value = 0.50.*

- Total area = 0.92 AC
- Impervious area = 0.89 AC
- Pervious Pavement (not used for detention) = 0.03 AC

$C_{10} = \frac{(0.9)(0.89) + (0.5)(.03)}{0.92}$ = 0.89

I_{10} @ T_c = 15 min = 1.78"/hr.

I_{25} @ T_c = 15 min = 2.13"/hr.

$Q_{10} = CIA = (0.89)(1.78)(0.92)$	= 1.45 c.f.s.
$Q_{25} = C_aCIA = (1.1)(0.89)(2.13)(0.92)$	= 1.92 c.f.s.

*Increase in Runoff: ***Q_{10} = 0.70 c.f.s. & Q_{25} = 0.93 c.f.s.***

Detention will be required to mitigate the increased runoff rate for drainage areas #1 & #3. It will be achieved by utilizing pervious pavers and associated stone bed within portions of the new parking area (Refer to Sheet C4, Preliminary Grading & Drainage Plan, for locations). The detention system is sized for a 25-year storm event with a 10-year pre-development allowable release rate. Exhibit B (County of Santa Cruz, figure SWM-17) shows the calculations used to determine the storage volume required to mitigate the increased runoff from the newly developed portions of the site.

→ **Required storage volume (Drainage Area #1):** **$V_{req'd}$ = 253 cf**

→ **Required release rate (Drainage Area #1):** **Q_{pre} = 0.150 cf/sec**

→ **Required storage volume (Drainage Area #3):** **$V_{req'd}$ = 1,250 cf**

→ **Required release rate (Drainage Area #3):** **Q_{pre} = 0.761 cf/sec**

Environmental Review Inital Study
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Post Development Results:

1. *Drainage Area #1*

Allowable Release Rate

** Restricting discharge to pre development levels will be achieved by means of a manhole with a built in flow restrictor orifice and overflow weir.*

The following calculations provide analysis of the allowable release rate. The allowable release rate is based on a 25-year design storm with a 10-year release rate at pre-development conditions; where impervious surfaces are proposed

→ $Q_{release}$ = 0.150 cfs (Figure SWM-17, Exhibit B)

- Orifice Size will be based on this flowrate

(Exhibit C provides the orifice sizing calculation)

- **Size of Required Orifice = 2.14 Inches**

Detention Calculations

The required volume of runoff to be stored, from post-development activities, is 253 cubic feet (Exhibit B).

Required Volume based on all net new impervious areas

→ Volume of proposed pavers (V_{pavers}):

- Pavers are proposed within the parking stalls for the length of the parking area. Therefore, the surface area of the proposed paver detention system is:
  - Area = LxW
    {Length = [(20 spaces x 8.5' wide)+(2 spaces x 7.5' wide)] = 185'}
    {Width = 18' (length of parking space)}

Area = 3,330 square feet

Assume 40% Void space in aggregate base below pavers

Therefore, $V_{storage} = V_{req'd} / .40 = 253 / .40$

= 633 CF

→ Height of stone required for paver base:

- $H = V_{storage} / Area = 633 / 3,330$

H = 0.20 feet ≈ 2.4"

Therefore, 2.4" of stone is required, for the stone base, to achieve the required volume to store the increase in runoff from the proposed development.

2. *Drainage Area #2*

** Area of existing Medical Office Buildings and associated parking area. As proven by the above calculations for Drainage Area #2 the flowrate for Post Development flows was reduced by use of pervious pavers and the reduction of pavement in the southwest corner of the drainage area. Therefore, the Post Development Release Rate is less than the Pre Development Release Rate and mitigation is not necessary.*

Environmental Review Inital Study
ATTACHMENT 10, Set 10
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3. *Drainage Area #3*

Allowable Release Rate

** Restricting discharge to pre development levels will be achieved by means of a manhole with a built in flow restrictor orifice and overflow weir.*

The following calculations provide analysis of the allowable release rate. The allowable release rate is based on a 25-year design storm with a 10-year release rate at pre-development conditions; where impervious surfaces are proposed

→ $Q_{release}$ = 0.761 cfs (Figure SWM-17-Exhibit B)

- Orifice Size will be based on this flowrate

(Exhibit C provides the orifice sizing calculation)

- **Size of Required Orifice = 4.83 Inches**

Detention Calculations

The required volume of runoff to be stored, from post-development activities, is 1,250 cubic feet (Exhibit B).

Required Volume based on all impervious areas draining to the proposed detention system which includes a section of existing impervious surface (Refer to Exhibit A, pg 2)

→ Volume of proposed pavers (V_{pavers}):

- Pavers are proposed within the parking stall area west of the proposed building. Therefore, the surface area of the proposed paver detention system is:
  - Area = LxW
    {Length = [(9 spaces x 8.5' wide)+(6 spaces x 7.5' wide)] = 121.5'}
    {Width = 17.5' (average length of parking space)}
    Area = 2,126 square feet

Assume 40% Void space in aggregate base below pavers

Therefore, $V_{storage} = V_{req'd} / .40 = 1,250 / .40$
= 3,125 CF

→ Height of stone required for paver base:

- $H = V_{storage} / Area = 3,125 / 2,126$
  $H = 1.46$ feet ≈ 18"

Therefore, 18" of stone is required for stone base to achieve the volume required to store the increase in runoff from the proposed development.

Water Quality Treatment:

Treatment for water quality will be achieved by utilizing a County Standard Water Quality Treatment Unit (WQTU) where necessary, pervious pavers, and a bio-swale. The WQTU will be equipped with a 3' sump and snout to capture debris and pollutants prior to entering the drainage ditch. There are 3 units proposed, refer to SHT C4 for locations. Also, the WQTU's will replace existing catch basins that do not currently treat runoff.

Conclusion:

Drainage Area #1:
Approximately 2,000 square feet of existing impervious surfaces was credited to the overall design of the drainage system within DA#1. The additional impervious surfaces from the proposed development will adequately be addressed through the use of pervious pavers and an outlet control structure. The above calculations show that a 2.5" stone base, below the pervious pavers, will be sufficient to store the additional runoff from the development. However, the minimum required design depth of pavers is 6"; as a result, approximately 1,665 cubic feet (CF) of storage will be available for post-development runoff, providing an additional 1,000 CF for flows over the 25-year design storm. In addition to the proposed detention system, the calculations also prove that runoff will be discharged at a rate equal, if not reduced, to existing conditions, with the use of a 2.14" orifice. Orifice size is based on a 10-year pre-development release rate for a 25-year storm event.

Drainage Area #2:
The northerly portion of the property will remain largely unchanged with the exception of the driveway connection between the existing and proposed parking area to the west, as well as the additional pervious paver parking spaces along the east. However, as stated above, these changes do not increase the impervious surface, and therefore, mitigation for increase runoff is not necessary in this drainage area.

Drainage Area #3:
Drainage Area #3 has also been mitigated by use of pervious pavers and an outlet control structure. The stone bed within the area of the pervious pavers will effectively store increase in runoff and release it at existing condition rates via a weir and 4.84" orifice. The above calculations for DA#3 show that the proposed stone bed will need to be a minimum of 18" deep for the entire length of the proposed system. This will provide a storage volume of approximately 3,189 CF, providing an additional 64 CF of storage for flows beyond the 25-year storm event.

The proposed development not only meets the county's design criteria's but also improves an existing site. The water which currently flows into the adjacent drainage channel from both on and off site is not treated for debris or pollutants. The proposed drainage system includes several water quality treatment units, which will treat runoff prior to entering the existing channel. This will greatly enhance the quality of the riparian area both at the channel and downstream. Furthermore, this development has taken measures to decrease the amount of impervious surface throughout the site by proposing pervious pavers in several areas.

The above calculations demonstrate that the proposed stormwater management system will be sufficient to control flows from the proposed development. The flow restrictor orifice calculations prove that the orifice will release stormwater flows at the same rate as existing conditions allow. The detention system is also adequate in storing the necessary runoff to conform to county standards. In all, this drainage study proves that the stormwater drainage system, as designed, will be adequate and sufficient for the proposed development.

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COUNTY OF SANTA CRUZ

PLANNING DEPARTMENT
701 OCEAN STREET, ROOM 400, SANTA CRUZ, CA 95060
(831) 454-2580 FAX: (831) 454-2131 TDD: (831) 454-2123
TOM BURNS, DIRECTOR

DATE June 4th, 2007

NAME Mr. Thomas Hart
ADDRESS 2025 Soquel Avenue
CITY Santa Cruz, CA 95062

APN: 025-161-02
Situs: Chanticleer Ave. at Soquel Drive
App #: 07-0186

Dear: Mr. Hart

The review of your biotic report by John Gilchrist and Associates, dated April 3, 2007, has been completed and the report has been accepted.

Conditions Regarding Biotic Resources:

As long as the development proceeds as proposed and the recommendations put forth in the above-cited report are implemented, this project will have no significant biological impacts.

Prior to the issuance any building permit or approval of additional discretionary permit(s):

1. Please submit for approval by the Planning Department a detailed restoration plan that incorporates the restoration recommendations described in the Gilchrist biotic assessment. This plan shall include erosion control (construction related and permanent) and drainage details. The plan must include a concurrence letter from John Gilchrist and Associates indicating that the plan incorporates their recommendations.

Please call me if you have any questions about this letter. A copy will also be sent to the project planner so that the conditions can be properly incorporated into the building permit.

Sincerely,

Environmental Review Inital Study
ATTACHMENT 11
APPLICATION 07-0643

Matthew Johnston
Resource Planner

FOR: Claudia Slater
Principal Planner
Environmental Planning

CC: _____, Project Planner
_____, Resource Planner

April 3, 2007

Mr. Thomas Hart
Vice President, Physician Affairs and Business Development
Santa Cruz Medical Clinic
2025 Soquel Avenue
Santa Cruz, CA 95062

RE: Biotic Assessment and Riparian Corridor Restoration for Proposed Medical Office Building on Chanticleer Ave. near Soquel Dr. APN 025-161-02, 16, 32; Permit Application # 07-0048 07-0186

Dear Tom:

At your request, I have prepared a brief reconnaissance-level biotic assessment for the above-referenced project. This assessment includes a plan to restore the unnamed creek channel that lies along the westerly boundary of the project site. This creek flows into Schwan Lake, and then Monterey Bay, at its southern terminus. Through much of urban Live Oak, the creek is contained in underground culverts, although it daylights at the southwest portion of this site and in some other locations.

The proposed project will result in construction of new medical office buildings with parking below, and a separate parking area at Commercial Way and Soquel Dr. west of existing Sutter Health medical offices. The proposed office buildings are located on Chanticleer Ave. south of the existing Sutter Health offices. The Sutter Maternity and Surgery Center is immediately east of the subject property. Commercial buildings are located on Soquel Drive and Commercial Way, east and west of the site. Commercial enterprises and several single-family residences are south of the site on Chanticleer Ave. A large vacant property is immediately north on Soquel Drive.

Vegetation

Vegetation on the office building site consists largely of ruderal (non-native) grasses and forbs. The most common ruderal species identified during a March 13th site visit include wild oat (*Avena fatua*), ripgut grass (*Bromus diandrus*), foxtail (*Hordeum murinum*), vetch (*Vicia sativa*), English plantain (*Plantago lanceolata*), wild radish (*Raphanus sativus*), cut-leaved geranium (*Geranium dissectum*) and California bur-clover (*Medicago polymorpha*). Several small coyote brush (*Baccharis pilularis*) shrubs and a small coast live oak (*Quercus agrifolia*) seedling were found near the middle of the site. Two larger coast live oaks are located along the southerly property boundary near the chainlink fence separating the neighboring commercial property. All plants except the coyote brush shrubs and coast live oaks are non-native species. The project site is within a mile of the Santa Cruz Gardens' populations of federal threatened and state endangered Santa Cruz tarplant (*Holocarpa macrandenia*) and CNPS listed Gardner's yampah (*Perideridia gairdneri*). However, these species would not be expected on the project site due to

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previous vegetation removal and the highly disturbed nature of the site, and absence of a mudstone or other impervious substrate where these species are normally found.

The stream corridor along the westerly property line is separated from the upland portion of the site by another chain-link fence. Vegetation within this "riparian corridor" consists of the above-mentioned non-native grasses, wild radish, non-native Himalayan blackberry (*Rubus discolor*), and about nine mature arroyo willows (*Salix lasiolepis*) along both sides of the stream bank in the southerly portion of the property. Some of the willows on each bank may be growing from a common root mass.

The location of the proposed parking structure (APN 025-161-16) is a previously developed vacant lot with a large expanse of asphalt and no discernable vegetation, and therefore was not reviewed in this study. The unnamed stream flows under the east side of this property in a culvert.

Wildlife

The non-native grassland on the site is isolated from other grasslands or other natural habitats and therefore not expected to support a significant number or diversity of wildlife species. Common urban tolerant mammals such as striped skunk (*Mephitis mephitis*), opossum (*Didelphis virginianus*), western harvest mouse (*Microtus californicus*) and pocket gopher (*Thomomys bottae*) would be expected in the upland and along the riparian corridor. Larger predatory mammals such as fox or bobcat would not be present at this site. Common amphibian and bird species may use the grassland meadow and riparian zone seasonally. However, the federal threatened California red-legged frog (*Rana aurora draytonii*) and the state sensitive southwestern pond turtle (*Emys marmorata marmorata*) would not be expected in the stream or riparian zone due to its isolation from other aquatic habitats and extensive surrounding urban development. Similarly, the federal threatened steelhead trout (*Oncorhynchus mykiss*) would not use this drainage due to barriers at the mouth (Schwan lagoon weir), and the extensive covered and channelized creek reaches making up and downstream movement unlikely. In addition there is complete absence of spawning habitat and no summer rearing habitat within this small creek.

No aquatic species were observed in the stream during the 3/13/07 site visit. In a discussion with an employee at the neighboring General Feed store, he revealed he has seen no species of any kind in the creek in over 2 years of incidental observations.

Riparian Buffer

Santa Cruz Co. Planning staff has indicated that a 25' setback or buffer from the creek centerline should separate the proposed site development from the stream channel (Personal Communication, Ken Hart, Co. Environmental Planning to Tom Hart, 10/13/06). This setback is reflected in the site plans, and includes about 8 to 15 feet of upland at the top of bank. The purpose of a buffer is to allow some separation from the developed site to provide water quality, flood passage and wildlife habitat benefits. The

twenty-five foot buffer, with an average width of about 12' at the top of bank, is appropriate in this urban setting and is consistent with the County's Riparian Ordinance buffer criteria. The buffer zone includes the mature arroyo willows. Wildlife habitat and water quality benefits will increase significantly with the native plant revegetation planned within the buffer zone (see below).

Project Impacts and Mitigation

There will be no significant biologic impacts from construction of the proposed project. The existing arroyo willow trees on the east bank should be delineated and protected from construction equipment with temporary fencing. If the coast live oaks along the south property line are removed, similar-sized oaks should be added to the upper bank of the riparian corridor or other parts of the site, as presently planned. No additional mitigation is required or proposed.

STREAM RESTORATION

The stream channel on the westerly edge of the site is in a degraded condition. Although this creek is channelized below ground through much of its length, this daylighted section would benefit from some restoration. Both sides of the creek are within the parcel property boundary and will be restored. Enhancement measures will greatly improve habitat conditions within the riparian buffer. With proper preparation, installation and maintenance the chances of restoration success are very good. Specific guidelines below provide a basis for that restoration.

Site Preparation. If there is any grading or use of heavy equipment within the riparian corridor (roughly delineated by chain-link fence), the ground will need to be scarified or ripped to a one to two foot depth. The invasive Himalayan blackberry should be removed. This can be accomplished by manually digging the plant and removing the entire root mass. Any mounds or low pockets on the sloping stream bank or at the top of bank should be smoothed. A mycorrhizal innoculant (50#/ acre) should be added and mixed into soils to a depth of 2" to 12" below the surface. No additional fertilizer additive is necessary. Erosion control blankets should be installed on the streambank slopes to prevent erosion.

Plant Material Installation. Plant species proposed for installation are listed in Table 1 below. This revegetation list includes riparian plants that are native to the project site or vicinity.

Table 1. Revegetation Species List

Common Name	Scientific Name	Type	Spacing	Approx. #Plants
Trees				
Coast live oak	*Quercus agrifolia*	5 or 20 gal.	20 feet	8
Arroyo willow	*Salix lasiolepis*	Stake	10 feet	60
Shrubs and Herbaceous				
Toyon	*Heteromeles arbutifolia*	1-Gal	8 feet	5
Coffeeberry	*Rhamnus californica*	1-Gal.	8 feet	6
Gooseberry	*Ribes menziesii*	1-Gal.	5 feet	12
Calif. blackberry	*Rubus ursinus*	1-Gal.	12 feet	16

Arroyo willow will be the major species planted. Willow can be planted from cuttings taken from mature plants on site or in nearby areas. Cuttings will be planted on the bank slope but at least 2 feet above the low flow stream channel. Healthy, straight and live wood that is at least 1 year old is recommended. Cuttings should be soaked for a minimum of 72 hours before installation. Cuttings should be spaced randomly on 10-foot centers. Additional specifications and instructions for cutting removal and installation can be provided. All other species should be planted from container stock grown by a local nursery from locally collected seed and cuttings. Gooseberry and blackberry will be interspersed within the willow on the bank slope. Coast live oak, coffeeberry, toyon and additional blackberry should be planted at the top of bank. The optimum installation period for container plants is October 15 – November 30 following an early rainfall event that provides moist soil conditions. Willow cuttings on the lower bank slope can be installed during this time period, or during the December 15 to February 15 winter dormant season. Small openings in the erosion control blanket will be made to facilitate planting. A qualified native plant revegetation specialist should provide on-site input on species selection, spacing, location and timing of installation.

Revegetation Maintenance. Dry season irrigation is critical to revegetation success. All container-installed plants should be irrigated for a minimum of 2 years after planting during the spring-summer-fall dry season. Soil moisture conditions should dictate watering requirements for riparian species (willows). The revegetation specialist can advise whether irrigation would be needed during Year 3. Irrigation should occur at least once each week, but may need to be adjusted for climatic conditions. Recommended irrigation is by drip emitters to each plant.

Inspection by the native plant revegetation specialist should occur during plant installation and quarterly during the first year after installation. Inspection twice yearly is recommended during the years 2 and 3.

A revegetation maintenance program is recommended for a period of at least 3 years after completion of plant installation. The specific maintenance tasks are summarized below:

- Conduct routine maintenance of the irrigation system
- Remove any trash or debris that may hinder vegetation establishment
- Inspect erosion control blanket
- Review low bank plantings for damage or removal from creek scour
- Review plantings for herbivore damage and add screens as necessary
- Remove any invasive non-native vegetation
- Replace any shrubs or trees that do not survive the first two years
- Maintain complete notes on maintenance activities and dates

I believe this addresses issues related to biotic resources and stream restoration at the Chanticleer medical office site. Please don't hesitate to contact me if you have any questions.

Sincerely,

John Gilchrist

John Gilchrist
Restoration Ecologist

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HIGGINS ASSOCIATES
CIVIL & TRAFFIC ENGINEERS

January 24, 2008

Mr. Tom Hart
Santa Cruz Medical Foundation
2025 Soquel Avenue
Santa Cruz, CA 95062

Re: Santa Cruz Medical Office Building - Analysis Update

Dear Tom,

This letter has been prepared to respond to comments from the public works department and Supervisor Jan Beautz regarding the traffic study prepared for the Santa Cruz Medical Office Building project. The comments are contained in a November 21, 2007 letter from Cathy Graves of the Santa Cruz County Planning Department.

A traffic study was prepared for the project and was submitted to the County in a report dated October 5, 2007. This letter contains information and analysis related to the following issues:

1. The level of service analysis for the Soquel Drive/Soquel Avenue intersection.
2. Parking analysis for the proposed project.
3. Adequacy of the existing Soquel Drive/Chanticleer Avenue peak hour volumes.
4. The recommended access plan for the project site.

Revised Traffic Analysis of the Soquel Drive/Soquel Avenue Intersection

This section describes the revised traffic analysis of the Soquel Drive/Soquel Avenue intersection. In the October 5th traffic study, a free right turn lane over 800 feet lane in length was assumed for the northbound Soquel Avenue to eastbound Soquel Avenue movement. A channelized lane that continues into a new eastbound lane on Soquel Avenue is provided for this movement, but the approach lane on northbound Soquel Avenue is not over 800 feet in length. The intersection design in the Synchro network was updated to reflect the actual existing geometric conditions and intersection levels of service were reanalyzed for all analysis scenarios.

The results of the updated analysis results and recommended mitigation measures under each study scenario are described in this section. Exhibit 1 shows the level of service summary table with the updated intersection levels of service.

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Existing Conditions

The Soquel Avenue/Soquel Drive intersection would operate at an unacceptable LOS D during both the AM and PM peak hours under Existing Conditions. The intersection operating level of service can be improved to LOS C by optimizing the network signal timings and signal phase split times. Physical improvements at the intersection would not be required to achieve LOS C. The LOS calculation sheets are included in Appendix A. A revised list of recommended intersection improvements is presented on Exhibit 2.

Existing Plus Project Conditions

This intersection would operate at an unacceptable LOS D during both the AM and PM peak hours under Existing Plus Project Conditions. A level of service C can be achieved at the Soquel Avenue/Soquel Drive intersection without any capacity improvements by optimization of network signal timings and splits. The LOS calculation sheets are included in Appendix A. For Existing plus Project Conditions, the traffic study analyzed four alternative designs for the Soquel Drive/Thurber Lane/Commercial Way intersection. For the analysis update, the level of service at the Soquel Avenue/Soquel Drive intersection was analyzed using Design Alternative 1 for the Soquel Drive/Thurber Lane/Commercial Way intersection. Since the turning movement volumes at the Soquel Avenue/Soquel Drive intersection remain unchanged for all of the other Soquel Drive/Thurber Lane/Commercial Way intersection design alternatives, the Soquel Avenue/Soquel Drive levels of service would remain the same for all design alternatives under all scenarios. Therefore, the Soquel Avenue/Soquel Drive intersection levels of service were not analyzed for Alternatives B, C1 and C2.

Cumulative Conditions

The Soquel Avenue/Soquel Drive intersection operates at an unacceptable LOS F during both the AM and PM peak hours under this Cumulative Conditions. Previously prepared traffic studies, including the Santa Cruz County General Plan, have determined that ultimately it will be necessary to reconstruct the Highway 1/Soquel Drive interchange and convert the existing button-hook configuration to a partial cloverleaf interchange. In lieu of reconstruction of the interchange, traffic operations at the Soquel Avenue/Soquel Drive intersection can be improved to LOS D operations during the AM peak hour and LOS C operations during the PM peak hour by restriping the northbound Soquel Avenue approach to provide one left turn lane, two through lanes, and one right turn lane and optimize network signal timings and splits. This lane configuration could be achieved by providing 11-foot through lanes and 4-foot bike lanes. Santa Cruz County considers LOS D acceptable where costs, right of way acquisition or environmental impacts of maintaining operational standards under the County LOS policy are excessive and capacity enhancements are infeasible.

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Addition of a second westbound right-turn at this intersection will achieve an acceptable County level of Service "C". However, these capacity enhancements will require right-of-way acquisition and will have difficulty in maneuverability of large truck vehicles. The LOS calculation sheets are included in Appendix A.

Parking Analysis

The County requested that an alternative parking demand analysis be completed using parking demand rates published by the Institute of Transportation Engineers. The parking analysis is shown on Exhibit 3. The parking requirement for the new office space based upon the County parking standard would be 100 spaces (20 providers x 5 spaces per provider). In total, 170 spaces should be provided for the new office building and the existing office building based upon the County parking standard.

ITE publishes parking demand rates for medical office buildings in the publication *Parking Generation, 3rd Edition*. Parking data from 18 medical office buildings were used to calculate parking demand rates for the medical office land use category. The average peak period parking demand for the medical office use is 3.53 vehicles per 1,000 square feet. The 85th percentile rate is 4.30 vehicles per 1,000 square feet of floor area. The 85th percentile rate is the rate that is used in parking lot design. In addition, a 10% effective supply factor was applied. On this basis, the parking space requirement for the new medical office building is 95 spaces. The parking space requirement for both buildings would be 152 spaces based in the ITE data.

A parking demand counts was performed on January 9, 2008 at the existing Chanticleer Avenue Medical Office Building. The results of the survey are summarized on Exhibit 3. A table showing the parking occupancy at the existing medical office building throughout the day on January 9th is shown in Appendix B. The number of cars in the existing medical office parking lot was recorded once per hour. In addition, vehicle counts were performed during the morning, noon and evening peak travel periods at the Chanticleer Avenue driveway of the medical office building. These counts were used to calculate parking demand in the parking lot in 15 minute intervals during the morning, noon and evening peak periods. On January 9, 2008, a peak parking demand of 58 vehicles was observed at the existing building at 11:00 AM. The peak demand observed on January 9th is the same peak demand that was documented in the October 2007 study. With 76 spaces currently provided on the site for the existing medical office building, 24% of the spaces were vacant at the time of peak parking occupancy on January 9th. With 14 practitioners currently at the existing medical office building, the ratio of parked spaces to doctors is 4.1. As concluded in the traffic study, a ratio of 5 parking spaces per practitioner is recommended for the new office building.

An alternative method for calculating the parking demand for the medical office complex is to consider the number of patients in each office at anyone time. There will be up to 34 practitioners at the existing and new office buildings. Typically, two patients are in examining rooms and one person is in the waiting room at any one time. With three patients in each office (i.e., per practitioner), there could be a theoretical total of 102 patients on-site at any one time. The project will provide 173 parking spaces, 139 spaces will be on-site and 34 spaces will be off-site. The off-site spaces will be used by staff that supports the practitioners and the on-site spaces will be used by the practitioners and the patients. Therefore, there would be 139 spaces on-site available for the 34 practitioners and a possible 102 patients that would be on-site at any one time. It should be noted, however, that it is unlikely that all 34 practitioners would be seeing patients at the same time and that each practitioner would have three patients in the office. Hospital rounds, surgery schedules and office hours vary for each practitioner. This will help reduce average parking demand to a level below the projected 102 patients cited above.

Soquel Drive/Chanticleer Intersection Peak Hour Volumes

New traffic counts were conducted on January 9, 2007 at the Soquel Drive/Chanticleer Avenue intersection to verify the peak hour volumes at the intersection. The existing Soquel Drive/Chanticleer Avenue volumes used in the October 2007 traffic study were collected in 2005, but were adjusted to balance with new counts collected at the other study intersections in 2007. In addition to counting during the AM and PM peak periods, peak period traffic counts were conducted at the Soquel Drive/Chanticleer Avenue intersection during the Noon peak period to establish the peak hour volumes during the Noon period. The Noon peak hour was not analyzed in the traffic study. Supervisor Jan Beautz indicated in her memorandum to County staff that volumes during the noon period may be higher than the AM peak hour.

Exhibit 4 provides a comparison of the existing volumes and intersection operations using the January 2008 data and the existing AM and PM peak hour data documented in the October 2007 report. Intersection delays during the AM and PM peak hours are less based on the new counts versus the existing volumes used in the October traffic study at the Soquel Drive/Chanticleer Avenue intersection. Overall, the intersection operates at LOS A. The Chanticleer Avenue approach level of service during the AM peak hour based on the new count is "B", which is unchanged from the level of service presented in the traffic study. The Chanticleer Avenue approach level of service during the PM peak hour based on the new count is "C" compared to LOS D based on the existing volumes utilized in the traffic study. Intersection level of service calculation worksheets are contained in Appendix C.

As shown on Exhibit 4, traffic volumes turning to and from Chanticleer Avenue during the Noon peak hour are higher than volumes turning to and from Chanticleer Avenue during the AM and PM

peak hour. Volumes on Soquel Drive during the Noon peak hour are less than volumes on Soquel Drive during the AM and PM peak hours. The overall Soquel Drive/Chanticleer Avenue intersection level of service during the Noon peak hour is "A" with slightly higher overall delay compared to the AM and PM peak hour overall intersection delay. The level of service on the Chanticleer approach is "C", which is comparable to the level of service during the PM peak hour.
Typically, traffic studies evaluate traffic conditions during the AM and PM peak commute hours as this is when the highest volumes on the local street network are observed. The counts confirm this is the case for Soquel Drive at Chanticleer Avenue. Through volumes on Soquel Drive at Chanticleer Avenue are higher during the AM and PM peak hours compared to the Noon peak hour. The peak traffic volume generated by the existing medical office building occurs during the noon peak hour compared to the AM and PM peak hour. Overall, we would expect that an analysis of the Noon peak hour would be comparable to the analysis of the AM peak hour conditions that is documented in the traffic study. That is, an analysis of Noon peak hour impacts would not identify additional impacts than was identified in the October traffic study.

Preferred Access Plan

The project will provide a new driveway connection to Commercial Way. The traffic study documented and analyzed four alternative access plans for the proposed project. The four access alternatives are shown on Exhibits 5a, 5b, 5c and 5d that are attached to this letter. Note that the concept plans attached to this letter supersede the plans provided in the traffic report. The plans have been modified to maintain the existing curb on the south side of Soquel Drive, west of Chanticleer Avenue.

Access Alternative A is recommended for implementation. The driveway connection for Alternative A would operate as a one-way outbound driveway. In addition, the Soquel Drive/Thurber Lane/Commercial Way intersection would remain in its current configuration. Commercial Way at Soquel Drive would operate one-way northbound and no turning movements would be allowed from Soquel Drive to Commercial Way. The parking lot adjacent to the exit driveway to Commercial Way will be restricted to doctors and staff employed at the existing and proposed medical office building. The configuration of the driveway to allow outbound movements will allow doctors parked in the lot to easily access Dominican Hospital via Commercial Way and Commercial Crossing. The medical office complex will not involve inbound movements from Commercial Way for access. Inbound movements will access the project site via Chanticleer Avenue to the existing project driveway.

Access alternatives B, C1 and C2 include improvements to the Soquel Drive/Thurber Lane/Commercial Way intersection that would realign Commercial Way into the intersection as the fourth (south) leg of the intersection. Alternative B would allow turning movements from Commercial Way to westbound Soquel Drive and to Thurber Lane, but would not allow turning

movements from Soquel Drive and Thurber Way to Commercial Way. Alternatives C1 and C2 would allow all turning movements at the Soquel Drive/Thurber Lane/Commercial Way intersection.

Alternative B would allow turns from Commercial Way to Thurber Lane and westbound Soquel Drive, but not vehicle movements from Soquel Drive and Thurber Lane to Commercial Way. The additional movements allowed at the intersection would benefit the proposed project and other development located on the east end of Commercial Way. Access to westbound Soquel Drive is currently possible via Mission Drive and Commercial Crossing. Redesigning the south leg of the Soquel Drive/Thurber Lane/Commercial Way intersection to allow movements from Commercial Way to westbound Soquel Drive and to Thurber Lane would add a phase to the Soquel Drive/Thurber Lane traffic signal, could potentially reduce green time given to Soquel Drive traffic. Given the few vehicle movements that would be made from Commercial Way to westbound Soquel Boulevard and to Thurber Lane, the benefit resulting from the improvement would not appear to justify the cost of the improvement.

Alternatives C1 and C2 include allowing the right turn movement from eastbound Soquel Drive to southbound Commercial Way. To accomplish this, acquisition of right-of-way would be over the United Rental property located in the southwest corner of the Soquel Drive/Commercial Way intersection. The volume of vehicles that would turn right is expected to be small because vehicles approaching from the west could turn right at Mission Drive or Commercial Crossing. In the traffic study, the forecast for this right turn was 13 vehicles during the AM peak hour and 4 vehicles during the PM peak hour under cumulative conditions. The cost to provide the right turn movement is very high versus the number of vehicles that would benefit from this improvement. If Alternative C1 is implemented, it is recommended that the right turn movement from eastbound Soquel Drive to southbound Commercial Way not be allowed.

With Alternative C1 and C2, the left turn movement from westbound Soquel Drive to southbound Commercial Way would be allowed. This would introduce an additional signal phase at the Soquel Drive/Commercial Way/Thurber Lane intersection. Vehicles that would turn left are currently turning left at Mission Drive or Commercial Crossing. The additional left turn phase on Soquel Drive will reduce green time allocated to other movements, particularly time that could be allocated to the eastbound Soquel Drive movement. Under Cumulative Conditions, 26 vehicles are forecast to turn left during the AM peak hour and 20 vehicles are forecast to turn left during the PM peak hour. It would be more efficient to maintain the left turn movements at Mission Drive rather than at Thurber/Commercial as an additional signal phase would be added to the system to provide the left turns at Commercial Way. Delays for eastbound traffic moving through the corridor would increase by adding an additional left turn movement at the Soquel Drive/Thurber Lane/Commercial Way intersection.

Summary

Responses to comments from the County staff and Supervisor Buetz regarding the traffic analysis for the Santa Cruz Medical Office Building project are provided in this letter. The conclusions of this study are as follows:

1. The timing of traffic signals along the Soquel Avenue and Soquel Drive corridor should be coordinated and optimized to improve traffic flow and operations in the corridor. Signal timing optimization would improve traffic operations at the Soquel Drive/Soquel Avenue intersection.
2. Under Cumulative Conditions, it will be necessary to reconstruct the Highway 1/Soquel Drive/Soquel Avenue interchange to provide additional capacity at the interchange. In lieu of reconstruction of the interchange, traffic operations at the interchange can be improved by providing a free-right turn movement from northbound Soquel Avenue to eastbound Soquel Avenue. This can be achieved by restriping the northbound Soquel Avenue approach of the intersection to provide a right turn lane. This will require narrowing the northbound travel lanes on Soquel Avenue.
3. A parking survey conducted on January 9, 2008 at the existing medical office building confirmed that a parking rate of 5 spaces per practitioner is adequate for the site.
4. The parking requirement for the combined existing and proposed medical office buildings is 170 spaces based on the County parking standard and 152 based on parking demand rates published by ITE.
5. The AM and PM peak hour traffic volumes utilized in the October 5, 2007 traffic study to evaluate project impacts at the Soquel Drive/Chanticleer Avenue intersection are higher than new peak hour counts collected at the intersection on January 9, 2008.
6. The existing medical office building generates the highest volume of trips during the Noon peak hour. Traffic volumes on the local road network during the Noon peak hour are comparable to the existing volumes during the AM peak hour and lower than the volumes during the PM peak commute hour. Traffic impacts of the project during the Noon peak hour would be comparable to the impacts identified during the AM peak hour.
7. Access Alternative A is recommended for implementation.

Please contact me if you have any questions regarding this analysis.

Sincerely,

Dan Takacs

J. Daniel Takacs, TE
Principal Associate

7-044.02 Addendum Letter 1-24-08

#	N-S Street	E-W Street	Existing Operational Lane Configuration	Existing Intersection Control	Overall LOS Standard	Existing Conditions AM Peak Hr Delay (sec)	AM LOS	PM Peak Hr Delay (sec)	PM LOS
1	Soquel Drive	Chanticleer Avenue	NB 1-L,1-R SB 1-T,1-T/R WB 2-T,1-R	Stop Sign (NB) Worst Approach	C	1.2 13.5	A A	1.0 25.4	A D
2	Soquel Drive	Commercial Way	NB 1-R SB 2-T WB 2-T	Yield Worst Approach	C	0.9 9.8	A A	0.8 12.5	A A
3	Commercial Way	Project Driveway	NB 1-L/R SB 1-T/R	Stop Sign (NB) Worst Approach	C	N/A	N/A	N/A	N/A
4	Soquel Drive	Thurber Lane	SB 1-L/R EB 1-L,2-T WB 1-T,1-T/R	Signal	C	16.7	B	10.9	B
				With Mitigation					
5	Soquel Drive	Mission Drive	NB 1-L/T,1-R SB 1-L/T,1-R EB 1-L,1-T,1-T/R WB 1-L,1-T,1-T/R	Signal	C	9.4	A	12.5	B
6	Paul Sweet Road	Soquel Drive	NB 1-L,1-L/T,1-R SB 1-T/R,1-L EB 1-L,2-T,1-R WB 1-L,1-T,1-T/R	Signal	C	20.2	C	28.1	C
				With Re-Stripe Paul Sweet Only With Mitigation					
				Diversion Under Cumulative Conditions[5] With Diversion With Re-Stripe Paul Sweet Only With Diversions/Mitigations					
7	Soquel Drive	Soquel Avenue	NB 1-L,2-T,1-R SB 1-L,1-T,1-T/R EB 1-L/T/R WB 1-L/T,1-R	Signal	C	37.8	D	41.9	D
				With Mitigation		32.2	C	30.8	C
8	Commercial Way	Mission Drive	NB 1-L/T/R SB 1-L/T/R EB 1-L/T/R WB 1-L/T/R	Stop Sign (NB & SB) Worst Approach	C	4.4 9.6	A A	4.3 10.0	A A
9	Highway 1 Southbound Ramps	Soquel Avenue	SB 2-L,1-R EB 1-L/T,1-T WB 1-T,1-T/R	Signal	C	17.5	B	19.2	B

Existing Plus Project Conditions

#	Alt. A AM Delay (sec)	AM LOS	Alt. A PM Delay (sec)	PM LOS	Alt. B AM Delay (sec)	AM LOS	Alt. B PM Delay (sec)	PM LOS	Alt. C1 AM Delay (sec)	AM LOS	Alt. C1 PM Delay (sec)	PM LOS	Alt. C2 AM Delay (sec)	AM LOS	Alt. C2 PM Delay (sec)	PM LOS
1	1.2 13.6	A A	2.0 26.5	A D	1.2 13.4	A A	1.6 22.9	A C	1.2 13.1	A A	1.5 21.5	A C	1.2 13.1	A A	1.5 21.5	A C
2	0.9 9.5	A A	0.7 12.4	A B	N/A[4]				N/A[4]				N/A[4]			
3	1.5 8.6	A A	2.0 9.2	A A	1.9 8.7	A A	2.3 8.2	A A	1.4 8.6	A A	2.1 9.1	A A	1.6 8.6	A A	2.1 9.3	A A
4	15.4	B	9.6	B	16.1	B	15.3	B	15.3	B	17.5	B	19.2	B	17.4	B
4 With Mitigation																
5	7.5	A	11.2	B	11.9	B	10.6	B	11.0	B	11.6	B	10.9	B	12.0	B
6	21.7	C	32.1	C	21.7	C	32.1	C	21.6	C	31.3	C	21.7	C	32.0	C
7	38.6	D	43.9	D	39.8	D	43.7	D	38.9	D	43.9	D	38.8	D	40.8	D
7 With Mitigation	34.3	C	33.0	C	34.2	C	33.0	C	34.2	C	33.0	C	34.2	C	30.0	C
8	4.2 9.7	A A	4.1 10.2	A B	4.4 9.7	A A	4.0 10.2	A A	4.2 9.7	A A	4.3 10.0	A A	4.1 9.7	A A	4.0 10.2	A A
9	17.8	B	19.1	B	17.8	B	19.1	B	17.8	B	19.1	B	17.6	B	19.2	B

Cumulative Conditions

#	Alt. A AM Delay (sec)	AM LOS	Alt. A PM Delay (sec)	PM LOS	Alt. B AM Delay (sec)	AM LOS	Alt. B PM Delay (sec)	PM LOS	Alt. C1 AM Delay (sec)	AM LOS	Alt. C1 PM Delay (sec)	PM LOS	Alt. C2 AM Delay (sec)	AM LOS	Alt. C2 PM Delay (sec)	PM LOS
1	1.4 16.5	A A	5.6 76.4	A F	1.4 16.9	A A	3.5 65.5	A F	1.4 15.6	A A	1.6 46.5	A E	1.4 15.6	A A	3.5 45.4	A E
2	0.5 12.2	A A	0.7 13.5	A B	N/A[4]				N/A[4]				N/A[4]			
3	1.7 9.4	A A	2.0 8.5	A A	1.9 8.9	A A	2.4 9.4	A A	1.4 8.7	A A	2.1 9.4	A A	1.6 9.9	A A	2.2 9.5	A A
4	22.5	C	12.0	B	26.2	C	18.4	B	26.2	C	20.5	C	28.0	C	21.6	C
4 With Mitigation																
5	9.1	A	13.8	B	14.0	B	13.5	B	13.9	B	15.0	B	13.6	B	16.1	B
6	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	C	[illegible]	[illegible]	[illegible]	C	[illegible]	[illegible]
6 With Re-Stripe Paul Sweet Only With Mitigation	26.5 24.4	C C	53.2 30.7	D E	24.0 24.0	C C	51.3 29.8	D C	28.1 23.4	C C	53.6 28.0	D C	27.8 24.0	C C	51.0 29.2	D C
6 With Diversion With Re-Stripe Paul Sweet Only With Diversions/Mitigations	25.0 24.8 22.7	C C C	67.6 44.3 23.0	E D C	22.8 24.1 22.5	C C C	65.4 40.0 27.6	E D C	25.0 24.5 21.8	C C C	60.3 44.8 21.2	E D C	26.9 24.6 20.8	C C C	62.0 44.4 22.9	E D C
7	[illegible]	F	[illegible]	F	[illegible]	F	[illegible]	F	[illegible]	F	[illegible]	F	[illegible]	F	[illegible]	F
7 With Mitigation	47.1	D	25.8	C	47.1	D	28.0	C	47.1	D	25.8	C	47.1	D	25.8	C
8	4.4 10.1	A A	4.3 10.9	A A	4.3 10.2	A A	4.3 10.9	A A	4.4 10.1	A A	4.5 10.7	A A	4.2 10.1	A A	4.1 10.9	A A
9	28.8	C	26.4	C	23.4	C	26.4	C	23.7	C	26.4	C	23.8	C	26.4	C

NOTES:
1. L, T, R = Left, Through, Right
2. NB, SB, EB, WB = Northbound, Southbound, Eastbound, Westbound
3. Level of service calculated using 2000 Highway Capacity Manual methodologies
4. The Commercial Way is realigned, as the fourth leg of Soquel Dr/ Thurber Ln in Alternatives B, C1 & C2
5. Diversion traffic conditions with disconnection of Commercial Way and Northbound Highway 1 Ramps

HIGGINS ASSOCIATES

EXHIBIT 1
INTERSECTION
LEVELS OF SERVICE

Environmental Review Inital Study
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Environmental Review Inital Study
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	N-S Street	E-W Street	Existing Operational Lane Configuration	Existing Intersection Control	Overall LOS Standard	Existing Conditions	Existing Plus Project Conditions	Cumulative Conditions
1	Soquel Drive	Chanticleer Avenue	NB 1-L,1-R EB 1-T,1-T/R WB 2-T,1-L	Stop Sign (NB) Worst Approach	C	None Required	None Required	None Required
2	Soquel Drive	Commercial Way	NB 1-R EB 2-T WB 2-T	Yield	C	None Required	None Required	None Required
3	Commercial Way	Project Driveway	NB 1-L/R EB 1-T/R	Stop Sign (NB)	C	N/A	None Required	None Required
4	Soquel Drive	Thurber Lane	SB 1-L/R EB 1-L,2-T WB 1-T,1-T/R	Signal	C	None Required	None Required	None Required
5	Soquel Drive	Mission Drive	NB 1-L/T,1-R SB 1-L/T,1-R EB 1-L, 1-T,1-T/R WB 1-L, 1-T,1-T/R	Signal	C	None Required	None Required	None Required
6	Soquel Drive	Paul Sweet Road	NB 1-L,1-L/T,1-R SB 1-T/R, 1-L EB 1-L,2-T,1-R WB 1-L,1-T,1-T/R	Signal	C	None Required	None Required	Re-stripe southbound to 1-R, 1-L/T with permissive overlap phase. Add third westbound thru lane.
7	Soquel Drive	Soquel Avenue	NB 1-L,2-T,1-R SB 1-L, 1-T,1-T/R EB 1-L/T/R WB 1-L/T,1-R	Signal	C	Optimize network signal timings and splits	Optimize network signal timings and splits	Right turn channelization on the northbound Soquel Avenue approach to provide free right turn from northbound Soquel Avenue to eastbound Soquel Avenue.
8	Commercial Way	Mission Drive	NB 1-L/T/R SB 1-L/T/R EB 1-L/T/R WB 1-L/T/R	Stop Sign (NB& SB) Worst Approach	C	None Required	None Required	None Required
9	Highway 1 Southbound Ramps	Soquel Avenue	SB 2-L,1-R EB 1-L/T,1-T WB 1-T,1-T/R	Signal	C	None Required	None Required	Not Required

NOTES:
1. L, T, R = Left, Through, Right
2. NB, SB, EB, WB = Northbound, Southbound, Eastbound, Westbound
3. Recommended mitigation applies to all four network alternatives

HIGGINS ASSOCIATES

7-044 LOS 01-09-08 - Mitigations

EXHIBIT 2
RECOMMENDED INTERSECTION IMPROVEMENTS

Santa Cruz Medical Foundation Office Building Parking Study

	Existing Space		New Space		Total Space	
	14 Providers	12,000 SF	20 Providers	20,000 SF	34 Providers	32,000 SF
A. EXISTING MEDICAL OFFICE BUILDING OBSERVED DEMAND						
Parking Spaces Provided	76	76	-	-	-	-
Parking Spaces Provided per Provider and Per 1,000 SF	5.4	6.3	-	-	-	-
Observed Peak Demand (January 9, 2008)	58	58	-	-	-	-
Peak Parking Demand per Provider and Per 1,000 SF	4.1	4.8	-	-	-	-
Observed Peak Parking Occupancy Rate/Vacancy Rate (January 9, 2008)	76%/24%					
B. PARKING DEMAND ESTIMATE BASED ON COUNTY STANDARD						
County Standard Parking Demand Rate (per provider)	5	-	5	-	5	-
Parking Demand Estimate	70	-	100	-	170	-
C. PARKING DEMAND ESTIMATE BASED ON ITE RATES						
Institute of Transportation Engineers Parking Demand Rate (Per 1000 SF)	-	4.73	-	4.73	-	4.73
Parking Demand Estimate	-	57	-	95	-	152

Notes:
1. ITE based parking demand estimate calculated using 85th percentile ITE parking demand rate with 10% effective supply factor (4.3 x 1.1 = 4.73).

EXHIBIT 3
SANTA CRUZ MEDICAL FOUNDATION
PARKING DEMAND ESTIMATE

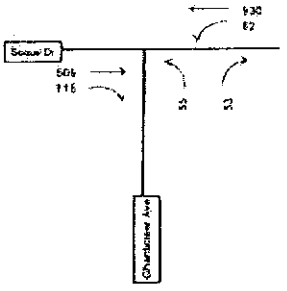
Santa Cruz Medical Office Building Traffic Study
Volume Data Comparison
Soquel Dr./Chanticleer Ave.

Count Date: December 13, 2005
(Soquel Drive Volumes adjusted to balance with volumes at Thurber Lane)

AM PEAK HOUR

Intersection Volume
Soquel Drive Thru Traffic = 1439
Chanticleer Ave Traffic = 285
Total = 1724

Intersection Level of Service
LOS (Overall) 1.2 A
NB Approach 13.5 B



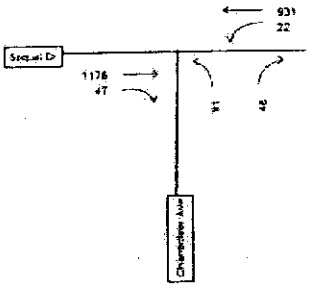
NOON PEAK HOUR

NOON PEAK HOUR
NOT ANALYZED

PM PEAK HOUR

Intersection Volume
Soquel Drive Thru Traffic = 2107
Chanticleer Ave Traffic = 208
Total = 2315

Intersection Level of Service
LOS (Overall 1.6 A
NB Approach 25.6 D

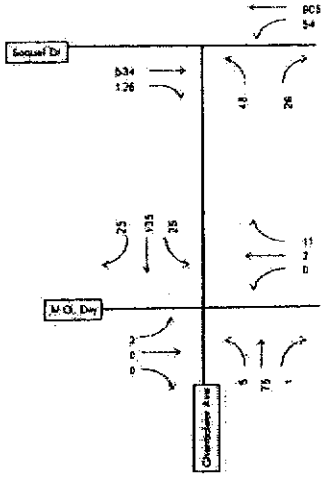


Count Date: January 9, 2008

AM PEAK HOUR

Intersection Volume
Soquel Drive Thru Traffic = 1439
Chanticleer Ave Traffic = 264
Total = 1692

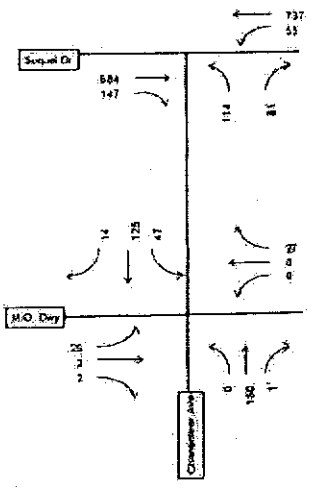
Intersection Level of Service
LOS (Overall) 0.8 A
NB Approach 14.3 B



NOON PEAK HOUR

Intersection Volume
Soquel Drive Thru Traffic = 1421
Chanticleer Ave Traffic = 307
Total = 1838

Intersection Level of Service
LOS (Overall) 2.1 A
NB Approach 16.8 C



PM PEAK HOUR

Intersection Volume
Soquel Drive Thru Traffic = 1692
Chanticleer Ave Traffic = 190
Total = 1882

Intersection Level of Service
LOS (Overall) 1.3 A
NB Approach 17.7 C

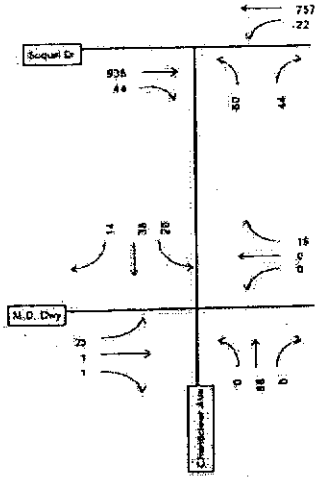


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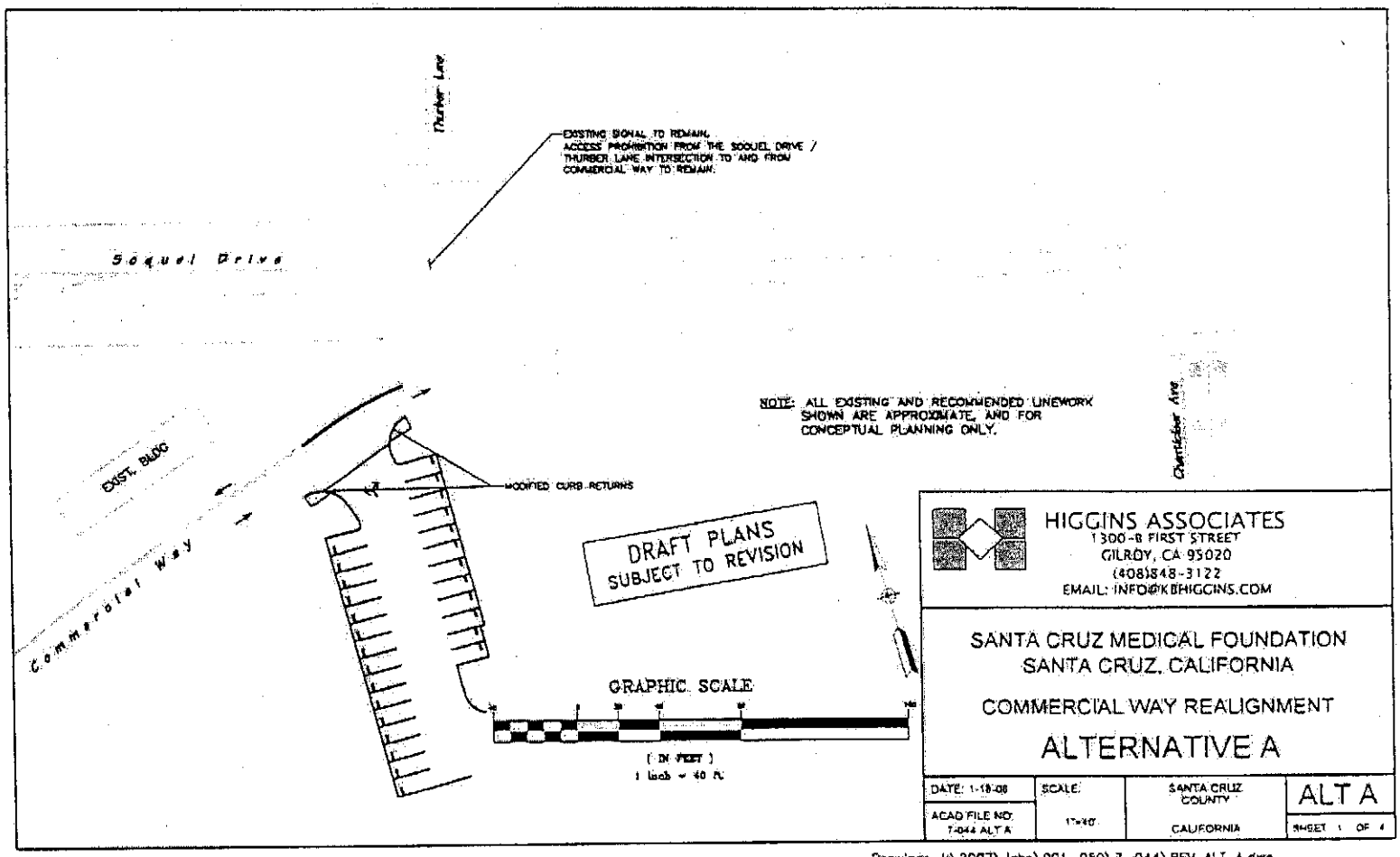
EXHIBIT 4
TRAFFIC VOLUME COMPARISON
2005 EXISTING VOLUMES VERSUS 2007 COUNTS

Environmental Review Initial Study
ATTACHMENT 13
APPLICATION 07-0643



Drawing: J:\2007\Jobs\001-050\7-044\REV ALT A.dwg
Layout: ALT A

HIGGINS ASSOCIATES

EXHIBIT 5a
ALTERNATIVE A CONCEPT PLAN

Environmental Review Initial Study
ATTACHMENT 13
APPLICATION 07-0623

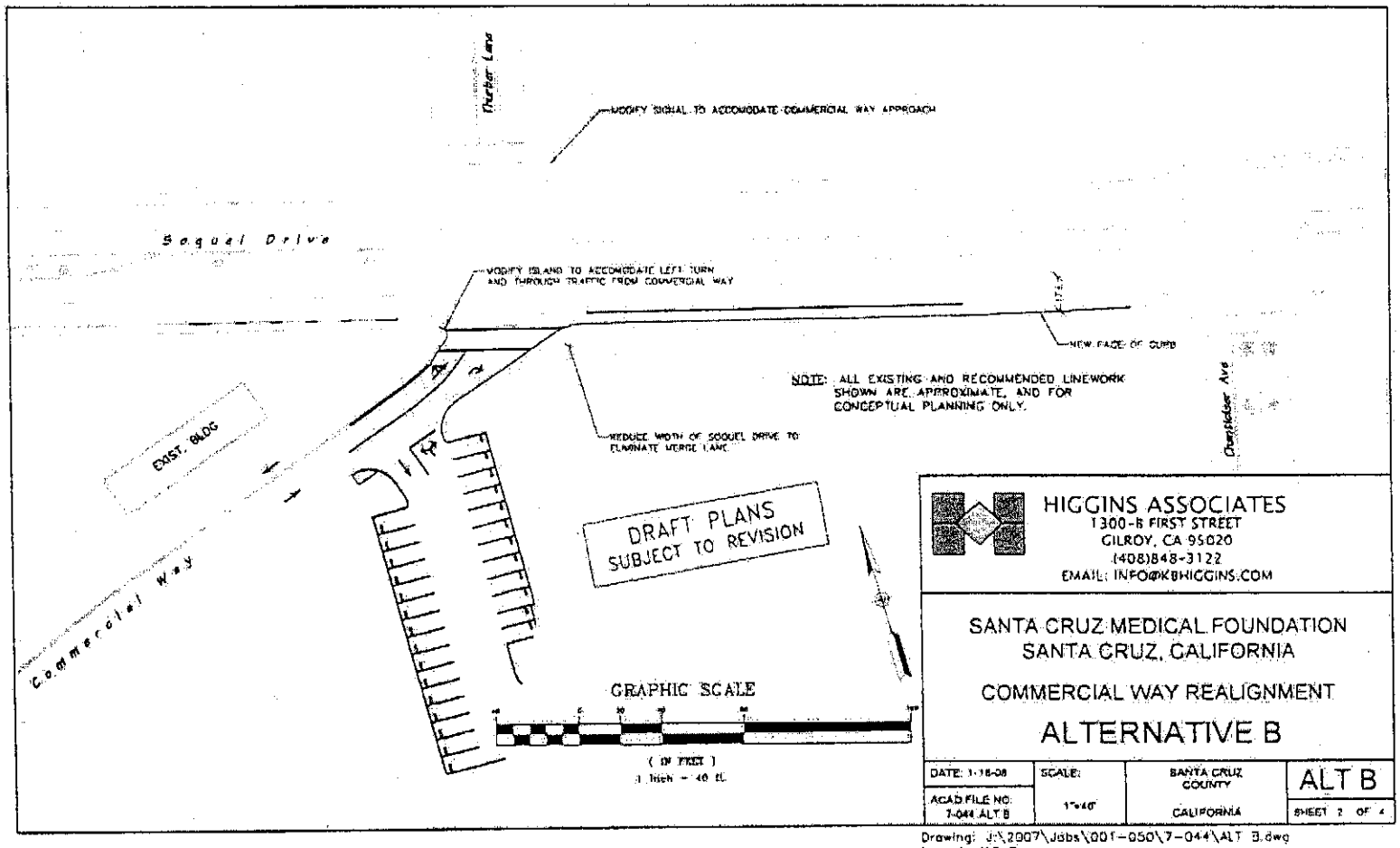


EXHIBIT 5b
ALTERNATIVE B CONCEPT PLAN

HIGGINS ASSOCIATES

Environmental Review Initial Study
ATTACHMENT 13
APPLICATION 02-0643

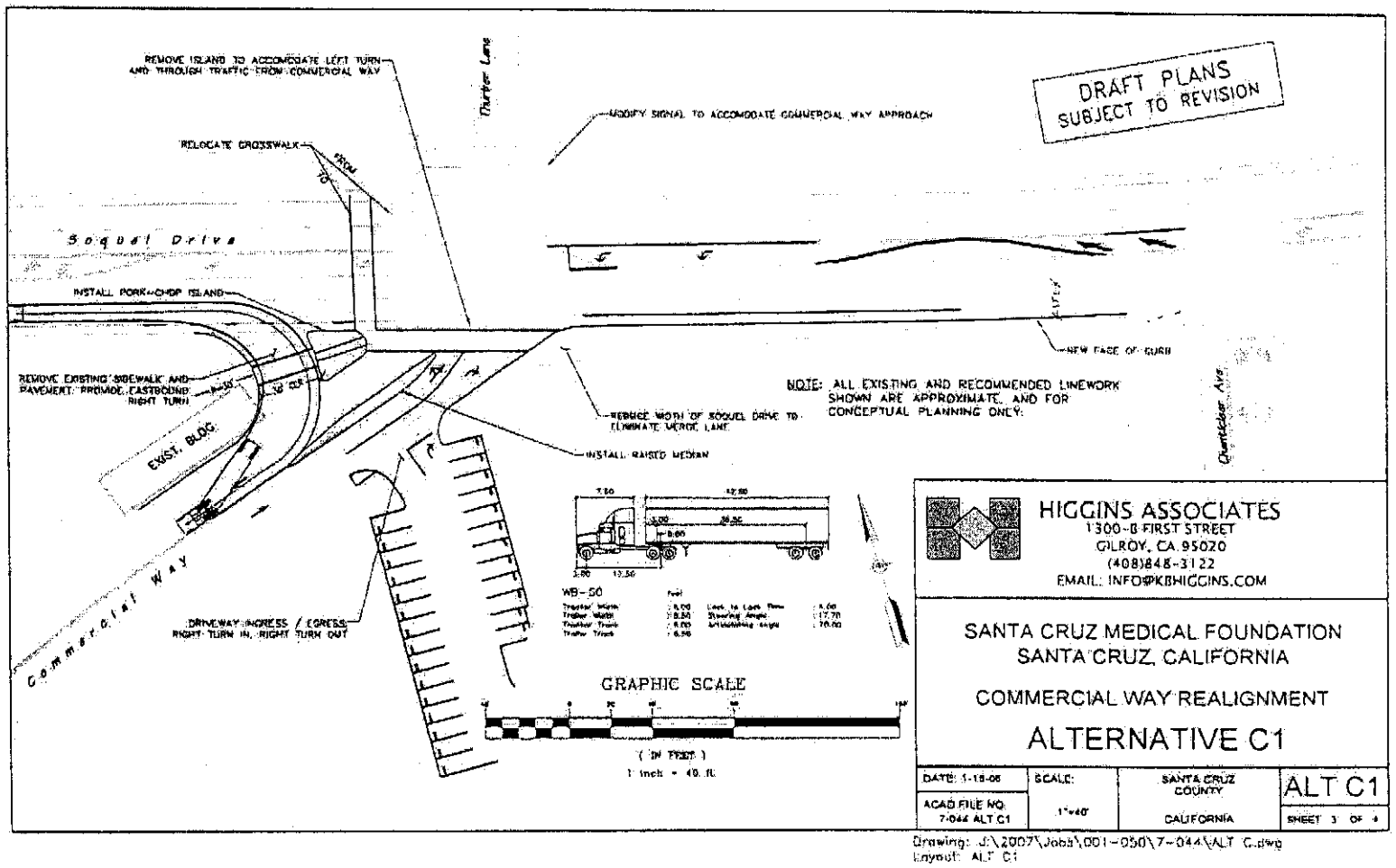


EXHIBIT 5c
ALTERNATIVE C1 CONCEPT PLAN

HIGGINS ASSOCIATES

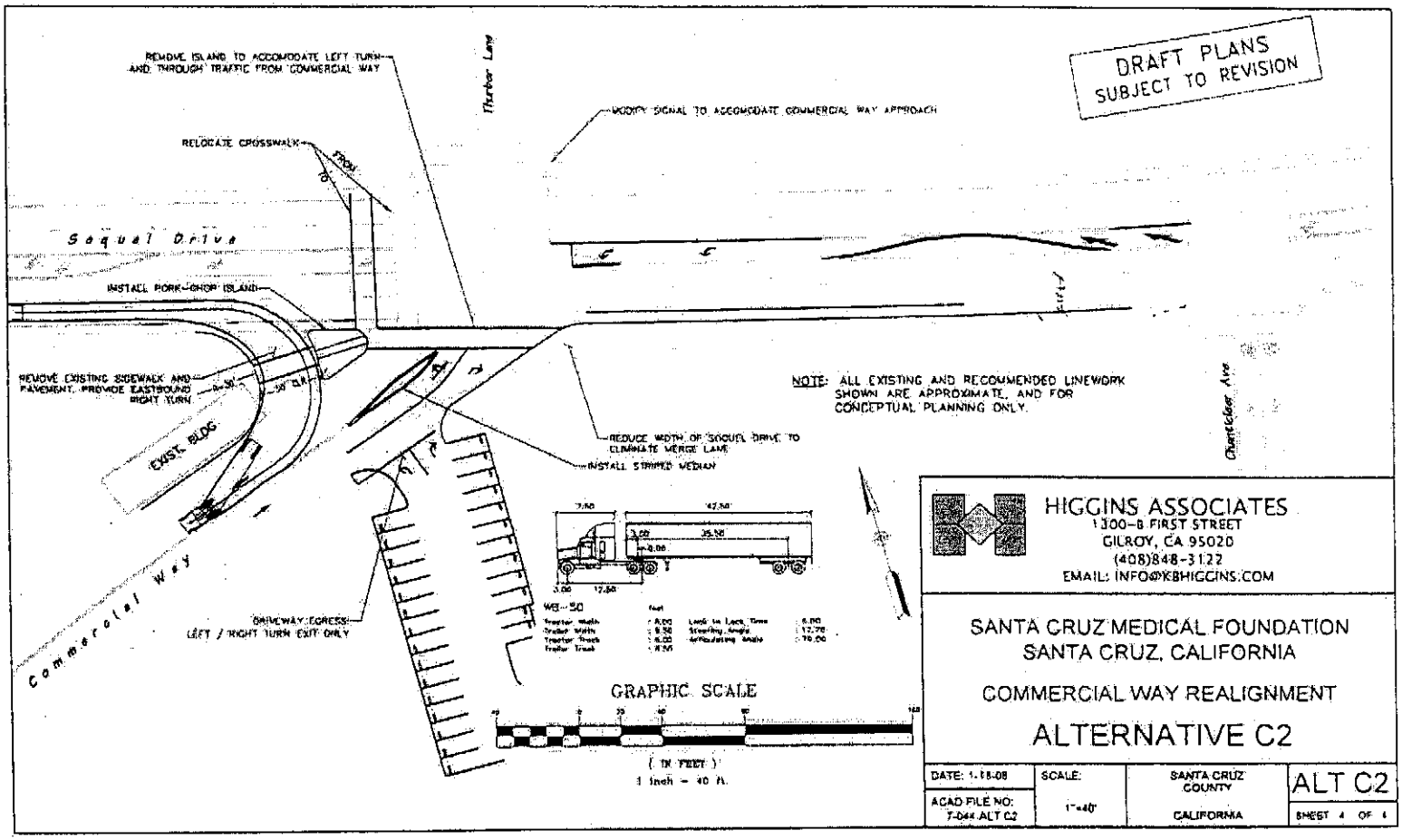


EXHIBIT 5d
ALTERNATIVE C2 CONCEPT PLAN

APPENDIX A
LEVEL OF SERVICE CALCULATION WORKSHEETS

Soquel Drive/Soquel Avenue

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Volume (vph)	1	544	421	323	633	4	3	0	1	323	3	864
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0			4.0			4.0	4.0
Lane Util. Factor	1.00	0.95		1.00	0.95			1.00			1.00	1.00
Frt	1.00	0.93		1.00	1.00			0.97			1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00			0.96			0.95	1.00
Satd. Flow (prot)	1770	3307		1770	3536			1735			1775	1583
Flt Permitted	0.95	1.00		0.95	1.00			0.88			0.73	1.00
Satd. Flow (perm)	1770	3307		1770	3536			1588			1352	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1	591	458	351	688	4	3	0	1	351	3	939
RTOR Reduction (vph)	0	168	0	0	1	0	0	1	0	0	0	23
Lane Group Flow (vph)	1	881	0	351	691	0	0	3	0	0	354	916
Turn Type	Prot			Prot			Perm			Perm		pm+ov
Protected Phases	5	2		1	6			4			8	1
Permitted Phases							4			8		8
Actuated Green, G (s)	0.8	24.2		16.0	39.4			31.0			31.0	47.0
Effective Green, g (s)	0.8	24.2		16.0	39.4			31.0			31.0	47.0
Actuated g/C Ratio	0.01	0.29		0.19	0.47			0.37			0.37	0.56
Clearance Time (s)	4.0	4.0		4.0	4.0			4.0			4.0	4.0
Vehicle Extension (s)	0.2	0.2		0.2	0.2			0.2			0.2	0.2
Lane Grp Cap (vph)	17	962		340	1675			592			504	970
v/s Ratio Prot	0.00	c0.27		c0.20	0.20							c0.18
v/s Ratio Perm								0.00			0.26	0.40
v/c Ratio	0.06	0.92		1.03	0.41			0.01			0.70	0.94
Uniform Delay, d1	40.8	28.5		33.6	14.3			16.4			22.2	16.9
Progression Factor	1.00	1.00		1.00	1.00			1.00			1.00	1.00
Incremental Delay, d2	0.5	12.8		57.4	0.1			0.0			8.0	16.8
Delay (s)	41.4	41.3		91.0	14.4			16.4			30.1	33.7
Level of Service	D	D		F	B			B			C	C
Approach Delay (s)		41.3			40.2			16.4			32.7	
Approach LOS		D			D			B			C	

Intersection Summary			
HCM Average Control Delay	37.6	HCM Level of Service	D
HCM Volume to Capacity ratio	0.95		
Actuated Cycle Length (s)	83.2	Sum of lost time (s)	8.0
Intersection Capacity Utilization	95.4%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

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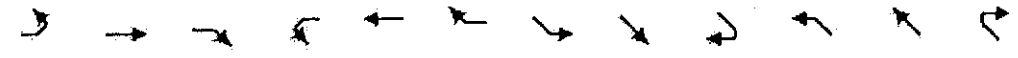

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Volume (vph)	1	544	421	323	633	4	3	0	1	323	3	864
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0			4.0			4.0	4.0
Lane Util. Factor	1.00	0.95		1.00	0.95			1.00			1.00	1.00
Frt	1.00	0.93		1.00	1.00			0.97			1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00			0.96			0.95	1.00
Satd. Flow (prot)	1770	3307		1770	3536			1735			1775	1583
Flt Permitted	0.95	1.00		0.95	1.00			0.85			0.73	1.00
Satd. Flow (perm)	1770	3307		1770	3536			1532			1352	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1	591	458	351	688	4	3	0	1	351	3	939
RTOR Reduction (vph)	0	186	0	0	0	0	0	1	0	0	0	34
Lane Group Flow (vph)	1	863	0	351	692	0	0	3	0	0	354	905
Turn Type	Prot			Prot			Perm			Perm		pm+ov
Protected Phases	5	2		1	6			4			8	1
Permitted Phases							4			8		8
Actuated Green, G (s)	0.8	22.3		21.7	43.2			19.0			19.0	40.7
Effective Green, g (s)	0.8	22.3		21.7	43.2			19.0			19.0	40.7
Actuated g/C Ratio	0.01	0.30		0.29	0.58			0.25			0.25	0.54
Clearance Time (s)	4.0	4.0		4.0	4.0			4.0			4.0	4.0
Vehicle Extension (s)	0.2	0.2		0.2	0.2			0.2			0.2	0.2
Lane Grp Cap (vph)	19	983		512	2037			388			343	943
v/s Ratio Prot	0.00	c0.26		0.20	0.20							c0.28
v/s Ratio Perm								0.00			0.26	0.29
v/c Ratio	0.05	0.88		0.69	0.34			0.01			1.03	0.96
Uniform Delay, d1	36.7	25.1		23.6	8.4			21.0			28.0	16.4
Progression Factor	1.00	1.00		0.79	0.32			1.00			1.33	0.82
Incremental Delay, d2	0.4	11.0		2.3	0.3			0.0			54.0	18.1
Delay (s)	37.1	36.1		20.9	3.1			21.0			91.2	31.4
Level of Service	D	D		C	A			C			F	C
Approach Delay (s)		36.1			9.1			21.0			47.8	
Approach LOS		D			A			C			D	

Intersection Summary			
HCM Average Control Delay	32.2	HCM Level of Service	C
HCM Volume to Capacity ratio	0.93		
Actuated Cycle Length (s)	75.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	95.4%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Volume (vph)	0	726	583	451	792	5	2	3	6	227	0	563
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0		4.0	4.0			4.0			4.0	4.0
Lane Util. Factor		0.95		1.00	0.95			1.00			1.00	1.00
Frt		0.93		1.00	1.00			0.92			1.00	0.85
Flt Protected		1.00		0.95	1.00			0.99			0.95	1.00
Satd. Flow (prot)		3303		1770	3536			1702			1770	1583
Flt Permitted		1.00		0.95	1.00			0.96			0.75	1.00
Satd. Flow (perm)		3303		1770	3536			1645			1397	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	789	634	490	861	5	2	3	7	247	0	612
RTOR Reduction (vph)	0	194	0	0	0	0	0	6	0	0	0	30
Lane Group Flow (vph)	0	1229	0	490	866	0	0	6	0	0	247	582
Turn Type	Prot			Prot			Perm			Perm		pm+ov
Protected Phases	5	2		1	6			4			8	1
Permitted Phases							4			8		8
Actuated Green, G (s)		27.0		20.0	51.0			16.0			16.0	36.0
Effective Green, g (s)		27.0		20.0	51.0			16.0			16.0	36.0
Actuated g/C Ratio		0.36		0.27	0.68			0.21			0.21	0.48
Clearance Time (s)		4.0		4.0	4.0			4.0			4.0	4.0
Vehicle Extension (s)		0.2		0.2	0.2			0.2			0.2	0.2
Lane Grp Cap (vph)		1189		472	2404			351			298	844
v/s Ratio Prot		c0.37		c0.28	0.24							0.18
v/s Ratio Perm								0.00			c0.18	0.18
v/c Ratio		1.03		1.04	0.36			0.02			0.83	0.69
Uniform Delay, d1		24.0		27.5	5.1			23.3			28.2	15.2
Progression Factor		1.00		1.00	1.00			1.00			1.00	1.00
Incremental Delay, d2		35.2		51.7	0.0			0.1			22.6	1.9
Delay (s)		59.2		79.2	5.1			23.4			50.8	17.0
Level of Service		E		E	A			C			D	B
Approach Delay (s)		59.2			31.9			23.4			26.8	
Approach LOS		E			C			C			C	

Intersection Summary			
HCM Average Control Delay	41.3	HCM Level of Service	D
HCM Volume to Capacity ratio	0.98		
Actuated Cycle Length (s)	75.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	93.0%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Volume (vph)	0	726	583	451	792	5	2	3	6	227	0	563
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0		4.0	4.0			4.0			4.0	4.0
Lane Util. Factor		0.95		1.00	0.95			1.00			1.00	1.00
Frt		0.93		1.00	1.00			0.92			1.00	0.85
Flt Protected		1.00		0.95	1.00			0.99			0.95	1.00
Satd. Flow (prot)		3303		1770	3536			1702			1770	1583
Flt Permitted		1.00		0.95	1.00			0.96			0.75	1.00
Satd. Flow (perm)		3303		1770	3536			1643			1397	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	789	634	490	861	5	2	3	7	247	0	612
RTOR Reduction (vph)	0	171	0	0	0	0	0	6	0	0	0	39
Lane Group Flow (vph)	0	1252	0	490	866	0	0	6	0	0	247	573
Turn Type	Prot			Prot			Perm			Perm		pm+ov
Protected Phases	5	2		1	6			4			8	1
Permitted Phases							4			8		8
Actuated Green, G (s)		33.0		24.0	61.0			16.0			16.0	40.0
Effective Green, g (s)		33.0		24.0	61.0			16.0			16.0	40.0
Actuated g/C Ratio		0.39		0.28	0.72			0.19			0.19	0.47
Clearance Time (s)		4.0		4.0	4.0			4.0			4.0	4.0
Vehicle Extension (s)		0.2		0.2	0.2			0.2			0.2	0.2
Lane Grp Cap (vph)		1282		500	2538			309			263	819
v/s Ratio Prot		c0.38		c0.28	0.24							0.20
v/s Ratio Perm								0.00			c0.18	0.16
v/c Ratio		0.98		0.98	0.34			0.02			0.94	0.70
Uniform Delay, d1		25.6		30.3	4.5			28.1			34.0	17.8
Progression Factor		1.00		0.66	0.27			1.00			0.62	0.67
Incremental Delay, d2		20.1		25.9	0.2			0.1			40.3	2.1
Delay (s)		45.7		45.8	1.5			28.2			61.4	14.0
Level of Service		D		D	A			C			E	B
Approach Delay (s)		45.7			17.5			28.2			27.6	
Approach LOS		D			B			C			C	

Intersection Summary			
HCM Average Control Delay	30.9	HCM Level of Service	C
HCM Volume to Capacity ratio	0.97		
Actuated Cycle Length (s)	85.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	93.0%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

Environmental Review Inital Study
ATTACHMENT 13, 20 of 34
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Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	3	0	1	323	3	876	1	552	421	324	635	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12	12	12	14	12	12	12
Total Lost time (s)		4.0			4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00			1.00	1.00	1.00	0.95		1.00	0.95	
Frt		0.97			1.00	0.85	1.00	0.94		1.00	1.00	
Flt Protected		0.96			0.95	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1735			1775	1583	1770	3309		1770	3536	
Flt Permitted		0.86			0.73	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1541			1352	1583	1770	3309		1770	3536	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	3	0	1	351	3	952	1	600	458	352	690	4
RTOR Reduction (vph)	0	1	0	0	0	27	0	164	0	0	0	0
Lane Group Flow (vph)	0	3	0	0	354	925	1	894	0	352	694	0
Turn Type	Perm			Perm		pm+ov	Prot			Prot		
Protected Phases		8			8	1	5	2		1	6	
Permitted Phases	8			8		8						
Actuated Green, G (s)		21.0			21.0	45.1	0.8	25.2		24.1	48.5	
Effective Green, g (s)		21.0			21.0	45.1	0.8	25.2		24.1	48.5	
Actuated g/C Ratio		0.26			0.26	0.55	0.01	0.31		0.29	0.59	
Clearance Time (s)		4.0			4.0	4.0	4.0	4.0		4.0	4.0	
Vehicle Extension (s)		3.0			3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		393			345	944	17	1013		518	2084	
v/s Ratio Prot						c0.29	0.00	c0.27		0.20	0.20	
v/s Ratio Perm		0.00			0.26	0.30						
v/c Ratio		0.01			1.03	0.98	0.06	0.88		0.68	0.33	
Uniform Delay, d1		22.9			30.6	18.2	40.4	27.1		25.7	8.6	
Progression Factor		1.00			1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.0			55.3	24.4	1.5	9.2		3.5	0.1	
Delay (s)		22.9			86.0	42.6	41.8	36.3		29.2	8.7	
Level of Service		C			F	D	D	D		C	A	
Approach Delay (s)		22.9			54.3			36.3			15.6	
Approach LOS		C			D			D			B	

Intersection Summary

HCM Average Control Delay	36.9	HCM Level of Service	D
HCM Volume to Capacity ratio	0.95		
Actuated Cycle Length (s)	82.3	Sum of lost time (s)	8.0
Intersection Capacity Utilization	96.3%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Environmental Review Inital Study
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Movement	NEL	NET	NER	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations					↔			↔	↱	↰	↑↑		↰	↑↑	
Volume (vph)	3	552	421	3	0	1	323	3	876	1	552	421	324	635	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	14	12	12	12	12	12	12	12	12	14	12	12	12
Total Lost time (s)					4.0			4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor					1.00			1.00	1.00	1.00	0.95		1.00	0.95	
Frt					0.97			1.00	0.85	1.00	0.94		1.00	1.00	
Flt Protected					0.96			0.95	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)					1735			1775	1583	1770	3309		1770	3536	
Flt Permitted					0.86			0.73	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)					1555			1352	1583	1770	3309		1770	3536	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	3	600	458	3	0	1	351	3	952	1	600	458	352	690	4
RTOR Reduction (vph)	0	151	0	0	1	0	0	0	29	0	151	0	0	0	0
Lane Group Flow (vph)	0	907	0	0	3	0	0	354	923	1	907	0	352	694	0
Turn Type	Prot			Perm			Perm		pm+ov	Prot			Prot		
Protected Phases	5	2			8			8	1	5	2		1	6	
Permitted Phases				8			8		8						
Actuated Green, G (s)		26.6			24.3			24.3	51.4	0.8	26.6		27.1	52.9	
Effective Green, g (s)		26.6			24.3			24.3	51.4	0.8	26.6		27.1	52.9	
Actuated g/C Ratio		0.30			0.27			0.27	0.57	0.01	0.30		0.30	0.59	
Clearance Time (s)		4.0			4.0			4.0	4.0	4.0	4.0		4.0	4.0	
Vehicle Extension (s)		3.0			3.0			3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		978			420			365	974	16	978		533	2078	
v/s Ratio Prot		c0.27							c0.29	0.00	c0.27		0.20	0.20	
v/s Ratio Perm					0.00			0.26	0.30						
v/c Ratio		0.93			0.01			0.97	0.95	0.06	0.93		0.66	0.33	
Uniform Delay, d1		30.8			24.0			32.5	18.0	44.2	30.8		27.4	9.5	
Progression Factor		1.00			1.00			1.38	0.79	1.00	1.00		0.76	0.29	
Incremental Delay, d2		15.8			0.0			36.0	15.9	1.6	15.8		2.4	0.3	
Delay (s)		46.5			24.0			80.8	30.1	45.9	46.5		23.1	3.1	
Level of Service		D			C			F	C	D	D		C	A	
Approach Delay (s)		46.5			24.0			43.9			46.5			9.8	
Approach LOS		D			C			D			D			A	

Intersection Summary				
HCM Average Control Delay	34.2	HCM Level of Service	C	
HCM Volume to Capacity ratio	0.94			
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	8.0	
Intersection Capacity Utilization	96.3%	ICU Level of Service	F	
Analysis Period (min)	15			

c Critical Lane Group

Environmental Review Inital Study
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Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	2	3	6	227	0	569	0	730	583	459	803	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12	12	12	14	12	12	12
Total Lost time (s)		4.0			4.0	4.0		4.0		4.0	4.0	
Lane Util. Factor		1.00			1.00	1.00		0.95		1.00	0.95	
Frt		0.92			1.00	0.85		0.93		1.00	1.00	
Flt Protected		0.99			0.95	1.00		1.00		0.95	1.00	
Satd. Flow (prot)		1702			1770	1583		3303		1770	3536	
Flt Permitted		0.96			0.75	1.00		1.00		0.95	1.00	
Satd. Flow (perm)		1643			1397	1583		3303		1770	3536	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	2	3	7	247	0	618	0	793	634	499	873	5
RTOR Reduction (vph)	0	6	0	0	0	26	0	192	0	0	0	0
Lane Group Flow (vph)	0	6	0	0	247	592	0	1235	0	499	878	0
Turn Type	Perm			Perm		pm+ov	Prot			Prot		
Protected Phases		8			8	1	5	2		1	6	
Permitted Phases	8			8		8						
Actuated Green, G (s)		15.3			15.3	36.3		26.0		21.0	51.0	
Effective Green, g (s)		15.3			15.3	36.3		26.0		21.0	51.0	
Actuated g/C Ratio		0.21			0.21	0.49		0.35		0.28	0.69	
Clearance Time (s)		4.0			4.0	4.0		4.0		4.0	4.0	
Vehicle Extension (s)		3.0			3.0	3.0		3.0		3.0	3.0	
Lane Grp Cap (vph)		338			288	859		1156		500	2427	
v/s Ratio Prot						0.19		c0.37		c0.28	0.25	
v/s Ratio Perm		0.00			c0.18	0.18						
v/c Ratio		0.02			0.86	0.69		1.07		1.00	0.36	
Uniform Delay, d1		23.5			28.4	14.6		24.1		26.6	4.9	
Progression Factor		1.00			1.00	1.00		1.00		1.00	1.00	
Incremental Delay, d2		0.0			21.4	2.3		46.8		39.4	0.1	
Delay (s)		23.5			49.9	17.0		71.0		66.1	5.0	
Level of Service		C			D	B		E		E	A	
Approach Delay (s)		23.5			26.4			71.0			27.1	
Approach LOS		C			C			E			C	

Intersection Summary

HCM Average Control Delay	43.9	HCM Level of Service	D
HCM Volume to Capacity ratio	0.99		
Actuated Cycle Length (s)	74.3	Sum of lost time (s)	12.0
Intersection Capacity Utilization	93.6%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Environmental Review Inital Study
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Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↔			↰	↱	↰	↑↔		↰	↑↔	
Volume (vph)	2	3	6	227	0	569	0	730	583	459	803	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12	12	12	14	12	12	12
Total Lost time (s)		4.0			4.0	4.0		4.0		4.0	4.0	
Lane Util. Factor		1.00			1.00	1.00		0.95		1.00	0.95	
Frt		0.92			1.00	0.85		0.93		1.00	1.00	
Flt Protected		0.99			0.95	1.00		1.00		0.95	1.00	
Satd. Flow (prot)		1702			1770	1583		3303		1770	3536	
Flt Permitted		0.96			0.75	1.00		1.00		0.95	1.00	
Satd. Flow (perm)		1645			1397	1583		3303		1770	3536	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	2	3	7	247	0	618	0	793	634	499	873	5
RTOR Reduction (vph)	0	6	0	0	0	38	0	161	0	0	0	0
Lane Group Flow (vph)	0	6	0	0	247	580	0	1266	0	499	878	0
Turn Type	Perm			Perm		pm+ov	Prot			Prot		
Protected Phases		8			8	1	5	2		1	6	
Permitted Phases	8			8		8						
Actuated Green, G (s)		17.0			17.0	43.0		35.0		26.0	65.0	
Effective Green, g (s)		17.0			17.0	43.0		35.0		26.0	65.0	
Actuated g/C Ratio		0.19			0.19	0.48		0.39		0.29	0.72	
Clearance Time (s)		4.0			4.0	4.0		4.0		4.0	4.0	
Vehicle Extension (s)		3.0			3.0	3.0		3.0		3.0	3.0	
Lane Grp Cap (vph)		311			264	827		1285		511	2554	
v/s Ratio Prot						0.20		c0.38		c0.28	0.25	
v/s Ratio Perm		0.00			c0.18	0.16						
v/c Ratio		0.02			0.94	0.70		0.99		0.98	0.34	
Uniform Delay, d1		29.7			36.0	18.5		27.2		31.7	4.6	
Progression Factor		1.00			1.18	0.44		1.00		0.72	0.51	
Incremental Delay, d2		0.0			36.7	2.6		21.9		22.6	0.2	
Delay (s)		29.7			79.3	10.6		49.1		45.4	2.5	
Level of Service		C			E	B		D		D	A	
Approach Delay (s)		29.7			30.2			49.1			18.1	
Approach LOS		C			C			D			B	

Intersection Summary			
HCM Average Control Delay	33.0	HCM Level of Service	C
HCM Volume to Capacity ratio	0.97		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	93.6%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Environmental Review Initial Study
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Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	4	0	1	413	4	1121	1	707	539	415	813	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12	12	12	14	12	12	12
Total Lost time (s)		4.0			4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00			1.00	1.00	1.00	0.95		1.00	0.95	
Frt		0.97			1.00	0.85	1.00	0.94		1.00	1.00	
Flt Protected		0.96			0.95	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1743			1775	1583	1770	3309		1770	3536	
Flt Permitted		0.77			0.73	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1394			1351	1583	1770	3309		1770	3536	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	4	0	1	449	4	1218	1	768	586	451	884	5
RTOR Reduction (vph)	0	1	0	0	0	13	0	166	0	0	0	0
Lane Group Flow (vph)	0	4	0	0	453	1205	1	1188	0	451	889	0
Turn Type	Perm			Perm		pm+ov	Prot			Prot		
Protected Phases		8			8	1	5	2		1	6	
Permitted Phases	8			8		8						
Actuated Green, G (s)		22.0			22.0	45.0	0.8	26.2		23.0	48.4	
Effective Green, g (s)		22.0			22.0	45.0	0.8	26.2		23.0	48.4	
Actuated g/C Ratio		0.26			0.26	0.54	0.01	0.31		0.28	0.58	
Clearance Time (s)		4.0			4.0	4.0	4.0	4.0		4.0	4.0	
Vehicle Extension (s)		3.0			3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		369			357	932	17	1042		489	2057	
v/s Ratio Prot						c0.36	0.00	c0.36		0.25	0.25	
v/s Ratio Perm		0.00			0.34	0.40						
v/c Ratio		0.01			1.27	1.29	0.06	1.14		0.92	0.43	
Uniform Delay, d1		22.6			30.6	19.1	40.8	28.5		29.2	9.7	
Progression Factor		1.00			1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.0			141.4	139.7	1.5	75.0		23.0	0.1	
Delay (s)		22.6			172.0	158.8	42.3	103.5		52.2	9.9	
Level of Service		C			F	F	D	F		D	A	
Approach Delay (s)		22.6			162.4			103.4			24.1	
Approach LOS		C			F			F			C	

Intersection Summary

HCM Average Control Delay	101.6	HCM Level of Service	F
HCM Volume to Capacity ratio	1.24		
Actuated Cycle Length (s)	83.2	Sum of lost time (s)	8.0
Intersection Capacity Utilization	119.6%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Environmental Review Inital Study
ATTACHMENT 13, 25 of 34
APPLICATION 07-0643

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	4	0	1	413	4	1121	1	707	539	415	813	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12	12	12	14	12	12	12
Total Lost time (s)		4.0			4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor		1.00			1.00	1.00	1.00	0.95	1.00	1.00	0.95	
Frt		0.97			1.00	0.85	1.00	1.00	0.85	1.00	1.00	
Flt Protected		0.96			0.95	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1743			1775	1583	1770	3539	1689	1770	3536	
Flt Permitted		0.84			0.73	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)		1522			1351	1583	1770	3539	1689	1770	3536	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	4	0	1	449	4	1218	1	768	586	451	884	5
RTOR Reduction (vph)	0	1	0	0	0	2	0	0	0	0	0	0
Lane Group Flow (vph)	0	4	0	0	453	1216	1	768	586	451	889	0
Turn Type	Perm			Perm		pm+ov	Prot		Free	Prot		
Protected Phases		8			8	1	5	2		1	6	
Permitted Phases	8			8		8			Free			
Actuated Green, G (s)		30.0			30.0	67.0	0.8	21.0	100.0	37.0	57.2	
Effective Green, g (s)		30.0			30.0	67.0	0.8	21.0	100.0	37.0	57.2	
Actuated g/C Ratio		0.30			0.30	0.67	0.01	0.21	1.00	0.37	0.57	
Clearance Time (s)		4.0			4.0	4.0	4.0	4.0		4.0	4.0	
Vehicle Extension (s)		3.0			3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		457			405	1124	14	743	1689	655	2023	
v/s Ratio Prot						c0.40	0.00	c0.22		0.25	0.25	
v/s Ratio Perm		0.00			0.34	0.37			0.35			
v/c Ratio		0.01			1.12	1.08	0.07	1.03	0.35	0.69	0.44	
Uniform Delay, d1		24.6			35.0	16.5	49.2	39.5	0.0	26.6	12.2	
Progression Factor		1.00			1.32	0.72	1.00	1.00	1.00	0.77	0.28	
Incremental Delay, d2		0.0			76.0	48.9	2.2	42.0	0.6	1.7	0.4	
Delay (s)		24.6			122.1	60.9	51.4	81.5	0.6	22.2	3.8	
Level of Service		C			F	E	D	F	A	C	A	
Approach Delay (s)		24.6			77.5			46.5			10.0	
Approach LOS		C			E			D			B	

Intersection Summary

HCM Average Control Delay	47.1	HCM Level of Service	D
HCM Volume to Capacity ratio	1.07		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	102.3%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

Environmental Review Inital Study
ATTACHMENT 13, 26 of 34
APPLICATION 07-0643

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	3	4	8	291	0	728	0	934	746	588	1028	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12	12	12	14	12	12	12
Total Lost time (s)		4.0			4.0	4.0		4.0		4.0	4.0	
Lane Util. Factor		1.00			1.00	1.00		0.95		1.00	0.95	
Frt		0.92			1.00	0.85		0.93		1.00	1.00	
Flt Protected		0.99			0.95	1.00		1.00		0.95	1.00	
Satd. Flow (prot)		1705			1770	1583		3303		1770	3536	
Flt Permitted		0.94			0.75	1.00		1.00		0.95	1.00	
Satd. Flow (perm)		1623			1392	1583		3303		1770	3536	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	3	4	9	316	0	791	0	1015	811	639	1117	7
RTOR Reduction (vph)	0	7	0	0	0	14	0	192	0	0	0	0
Lane Group Flow (vph)	0	9	0	0	316	777	0	1634	0	639	1124	0
Turn Type	Perm			Perm		pm+ov	Prot			Prot		
Protected Phases		8			8	1	5	2		1	6	
Permitted Phases	8			8		8						
Actuated Green, G (s)		16.0			16.0	35.0		28.0		19.0	51.0	
Effective Green, g (s)		16.0			16.0	35.0		28.0		19.0	51.0	
Actuated g/C Ratio		0.21			0.21	0.47		0.37		0.25	0.68	
Clearance Time (s)		4.0			4.0	4.0		4.0		4.0	4.0	
Vehicle Extension (s)		3.0			3.0	3.0		3.0		3.0	3.0	
Lane Grp Cap (vph)		346			297	823		1233		448	2404	
v/s Ratio Prot						0.24		c0.49		c0.36	0.32	
v/s Ratio Perm		0.01			c0.23	0.25						
v/c Ratio		0.03			1.06	0.94		1.33		1.43	0.47	
Uniform Delay, d1		23.3			29.5	19.1		23.5		28.0	5.6	
Progression Factor		1.00			1.00	1.00		1.00		1.00	1.00	
Incremental Delay, d2		0.0			70.2	18.9		152.2		204.5	0.1	
Delay (s)		23.4			99.7	38.0		175.7		232.5	5.8	
Level of Service		C			F	D		F		F	A	
Approach Delay (s)		23.4			55.6			175.7			87.9	
Approach LOS		C			E			F			F	

Intersection Summary

HCM Average Control Delay	114.1	HCM Level of Service	F
HCM Volume to Capacity ratio	1.29		
Actuated Cycle Length (s)	75.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	115.1%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Environmental Review Initial Study
ATTACHMENT 13, 27 of 34
APPLICATION 07-0643

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	3	4	8	291	0	728	0	934	746	588	1028	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12	12	12	14	12	12	12
Total Lost time (s)		4.0			4.0	4.0		4.0	4.0	4.0	4.0	
Lane Util. Factor		1.00			1.00	1.00		0.95	1.00	1.00	0.95	
Frt		0.92			1.00	0.85		1.00	0.85	1.00	1.00	
Flt Protected		0.99			0.95	1.00		1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1705			1770	1583		3539	1689	1770	3536	
Flt Permitted		0.95			0.75	1.00		1.00	1.00	0.95	1.00	
Satd. Flow (perm)		1637			1392	1583		3539	1689	1770	3536	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	3	4	9	316	0	791	0	1015	811	639	1117	7
RTOR Reduction (vph)	0	7	0	0	0	4	0	0	0	0	0	0
Lane Group Flow (vph)	0	9	0	0	316	787	0	1015	811	639	1124	0
Turn Type	Perm			Perm		pm+ov	Prot		Free	Prot		
Protected Phases		8			8	1	5	2		1	6	
Permitted Phases	8			8		8			Free			
Actuated Green, G (s)		25.0			25.0	65.0		33.0	110.0	40.0	77.0	
Effective Green, g (s)		25.0			25.0	65.0		33.0	110.0	40.0	77.0	
Actuated g/C Ratio		0.23			0.23	0.59		0.30	1.00	0.36	0.70	
Clearance Time (s)		4.0			4.0	4.0		4.0		4.0	4.0	
Vehicle Extension (s)		3.0			3.0	3.0		3.0		3.0	3.0	
Lane Grp Cap (vph)		372			316	993		1062	1689	644	2475	
v/s Ratio Prot						0.29		c0.29		c0.36	0.32	
v/s Ratio Perm		0.01			c0.23	0.21			0.48			
v/c Ratio		0.02			1.00	0.79		0.96	0.48	0.99	0.45	
Uniform Delay, d1		33.0			42.5	17.3		37.8	0.0	34.8	7.3	
Progression Factor		1.00			0.65	1.13		1.00	1.00	0.59	0.17	
Incremental Delay, d2		0.1			47.9	4.0		18.8	1.0	8.9	0.1	
Delay (s)		33.1			75.5	23.5		56.6	1.0	29.5	1.3	
Level of Service		C			E	C		E	A	C	A	
Approach Delay (s)		33.1			38.3			31.9			11.5	
Approach LOS		C			D			C			B	

Intersection Summary

HCM Average Control Delay	25.8	HCM Level of Service	C
HCM Volume to Capacity ratio	0.98		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	91.2%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Environmental Review Inital Study
ATTACHMENT 13, 28 of 34
APPLICATION 07-0643

APPENDIX B
SANTA CRUZ MEDICAL OFFICE BUILDING
PARKING DEMAND SURVEY
Wednesday
January 9, 2008

Santa Cruz Medical Office Building Parking Demand Survey January 9, 2008	
Time	Total Vehicles Parked
7:00 AM	0
7:15 AM	3
7:30 AM	6
7:45 AM	10
8:00 AM	15
8:15 AM	22
8:30 AM	29
8:45 AM	32
9:00 AM	44
10:00 AM	51
11:00 AM	58
11:15 AM	57
11:30 AM	54
11:45 AM	57
12:00 Noon	50
12:15 PM	46
12:30 PM	41
12:45 PM	34
1:00 PM	33
1:15 PM	27
1:30 PM	24
2:00 PM	40
3:00 PM	47
4:00 PM	42
4:15 PM	40
4:30 PM	36
4:45 PM	33
5:00 PM	28
5:15 PM	22
5:30 PM	16
5:45 PM	11
6:00 PM	6

APPENDIX C
LEVEL OF SERVICE CALCULATION WORKSHEETS
Soquel Drive/Chanticleer Avenue

Movement	EBL	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	534	126	54	905	48	26
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	580	137	59	984	52	28
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	TWLTL			None		
Median storage veh)	2					
Upstream signal (ft)	353					
pX, platoon unblocked			0.96		0.96	0.96
vC, conflicting volume			717		1258	359
vC1, stage 1 conf vol					649	
vC2, stage 2 conf vol					609	
vCu, unblocked vol			627		1189	254
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)					5.8	
tF (s)			2.2		3.5	3.3
p0 queue free %			94		86	96
cM capacity (veh/h)			915		374	717

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	NB 1	NB 2
Volume Total	387	330	59	492	492	52	28
Volume Left	0	0	59	0	0	52	0
Volume Right	0	137	0	0	0	0	28
cSH	1700	1700	915	1700	1700	374	717
Volume to Capacity	0.23	0.19	0.06	0.29	0.29	0.14	0.04
Queue Length 95th (ft)	0	0	5	0	0	12	3
Control Delay (s)	0.0	0.0	9.2	0.0	0.0	16.2	10.2
Lane LOS			A			C	B
Approach Delay (s)	0.0		0.5			14.1	
Approach LOS						B	

Intersection Summary			
Average Delay	0.9		
Intersection Capacity Utilization	35.4%	ICU Level of Service	A
Analysis Period (min)	15		

Environmental Review Inital Study
ATTACHMENT 13, 32 of 34
APPLICATION 07-0643

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↰	↑↑	↰	↱
Volume (veh/h)	684	147	55	737	114	81
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	743	160	60	801	124	88
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	TWLTL			None		
Median storage veh)	2					
Upstream signal (ft)	353					
pX, platoon unblocked			0.94		0.94	0.94
vC, conflicting volume			903		1343	452
vC1, stage 1 conf vol					823	
vC2, stage 2 conf vol					520	
vCu, unblocked vol			777		1244	298
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)					5.8	
tF (s)			2.2		3.5	3.3
p0 queue free %			92		65	87
cM capacity (veh/h)			788		352	659

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	NB 1	NB 2
Volume Total	496	408	60	401	401	124	88
Volume Left	0	0	60	0	0	124	0
Volume Right	0	160	0	0	0	0	88
cSH	1700	1700	788	1700	1700	352	659
Volume to Capacity	0.29	0.24	0.08	0.24	0.24	0.35	0.13
Queue Length 95th (ft)	0	0	6	0	0	39	11
Control Delay (s)	0.0	0.0	9.9	0.0	0.0	20.7	11.3
Lane LOS			A			C	B
Approach Delay (s)	0.0		0.7			16.8	
Approach LOS						C	

Intersection Summary				
Average Delay	2.1			
Intersection Capacity Utilization	43.2%	ICU Level of Service		A
Analysis Period (min)	15			

Environmental Review Inital Study
ATTACHMENT 13, 33 of 34
APPLICATION 07-0643

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↰	↑↑	↰	↱
Volume (veh/h)	935	44	22	757	80	44
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1016	48	24	823	87	48
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	TWLTL			None		
Median storage veh)	2					
Upstream signal (ft)	353					
pX, platoon unblocked			0.91		0.91	0.91
vC, conflicting volume			1064		1499	532
vC1, stage 1 conf vol					1040	
vC2, stage 2 conf vol					459	
vCu, unblocked vol			884		1359	302
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)					5.8	
tF (s)			2.2		3.5	3.3
p0 queue free %			97		72	92
cM capacity (veh/h)			696		307	635

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	NB 1	NB 2
Volume Total	678	387	24	411	411	87	48
Volume Left	0	0	24	0	0	87	0
Volume Right	0	48	0	0	0	0	48
cSH	1700	1700	696	1700	1700	307	635
Volume to Capacity	0.40	0.23	0.03	0.24	0.24	0.28	0.08
Queue Length 95th (ft)	0	0	3	0	0	29	6
Control Delay (s)	0.0	0.0	10.4	0.0	0.0	21.3	11.1
Lane LOS			B			C	B
Approach Delay (s)	0.0		0.3			17.7	
Approach LOS						C	

Intersection Summary			
Average Delay	1.3		
Intersection Capacity Utilization	38.3%	ICU Level of Service	A
Analysis Period (min)	15		

Environmental Review Inital Study
ATTACHMENT 13, 34 of 34
APPLICATION 07-0643

Project Planner: Cathy Graves
Application No.: 07-0643
APN: 025-161-02

Date: April 2, 2008
Time: 11:07:30
Page: 1

Environmental Planning Completeness Comments

========= REVIEW ON NOVEMBER 15, 2007 BY ANTONELLA GENTILE =========
Prior to the discretionary application being deemed complete, a plan review letter from the soils engineer shall be submitted to the Envinronmental Planning. The author of the soils report shall write the plan review letter. The letter shall state that the project plans conform to the recommendations in the soils report. Specifically, the letter shall approve the location of the bioswaleand drainage detention system outlet. ========= UPDATED ON FEBRUARY 20, 2008 BY ANTONELLA GENTILE =========

The plan review letter from Tharpe and Associates, Inc. references a plan revision date of 1/10/08. The actual revision date printed on the plans is 1/16/08. Once final and complete plans have been prepared, submit a new plan review letter that references the most recent plan revision date. ========= UPDATED ON MARCH 26, 2008 BY ANTONELLA GENTILE =========
Plan review letter accepted. Project complete per Environmental Planning.

Environmental Planning Miscellaneous Comments

========= REVIEW ON NOVEMBER 15, 2007 BY ANTONELLA GENTILE =========

✓ 1. Plan review letters from the soils engineer shall be required to be submitted with the improvement plans and building application plans. The author of the soils report shall write the plan review letters. The letters shall state that the plans conform to the recommendations in the soils report.

✓ 2. Submit erosion control plans with the improvement plans and the building permit application plans showing how sediment will be kept onsite during and after construction activities.

✓ 3. Building permit application plans shall include structural cross-sections of the proposed structure in both the north-south and east-west directions, and shall detail how the below-grade retaining wall backdrains will connect to the drainage system.

✓ 4. Building permit application plans shall include project grading quantities, including earthwork required for overexcavation and recompaction.

✓ 5. A grading permit shall be required prior to the start of construction.

✓ 6. California blackberry shall be added to the planting plan for the riparian corridor. Together with the oaks, willows, and coffeeberry, full ground coverage will be achieved.

✓ 7. A restoration plan shall be submitted and accepted by Environmental Planning prior to building permit issuance. The detailed plan shall incorporate the recommendations described in the Gilchrist biotic assessment dated 4/3/07. The plan shall include erosion control (construction related and permanent) and drainage details.

✓ 8. A concurrence letter shall be required from John Gilchrist and Associates stating

that the restoration plan incorporates the recommendations in the 4/3/07 biotic assessment.

✓9. Prior to building permit final, a letter will be required from John Gilchrist confirming that the plantings and irrigation system have been installed according to the plan.

✓10. Prior to building permit final, a letter will be required from the soils engineer stating that the project conforms to the recommendations in the soils report.

✓11. Prior to building permit final, a letter will be required from the civil engineer stating that the grading has been completed as shown on the approved plans.

========= UPDATED ON FEBRUARY 4, 2008 BY KENT M EDLER ========= Conditions of Approval

✓1. Winter grading will not be allowed for this project.

✓2. The soils report must be updated to meet the requirements of the 2007 CBC.

Dpw Drainage Completeness Comments

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

========= REVIEW ON NOVEMBER 17, 2007 BY LOUISE B DION =========
Application with civil plans dated October 22, 2007 and drainage

calculations dated October 2007 by Ifland Engineering has been received. Please address the following:

1) Show how overall flow from proposed drainage system will be handled until it reaches a safe point of release such as an adequate drainage system or a water course. Provide downstream impact assessment identifying capacity restrictions in existing drainage facilities receiving site runoff and identify the water body receiving the flow.

2) You may be eligible for fee and impact credits for pre-existing impervious areas which have been demolished and will to be demolished (parcel 025-161-16). To be entitled for credits for pre-existing impervious areas, please submit documentation of permitted impervious areas (buildings, paved areas, gravel areas etc.) to establish eligibility. Documentations such as assessor's records, surveys records, or other official records will help establish and determine the dates they were built, the structure footprint, or to confirm if a building permit was previously issued is accepted.

3) More information is needed about drainage patterns in the watershed area containing the subject parcel. How much runoff, if any, is received onsite from upslope properties and how is this runoff to be controlled? Show (quantitatively, if necessary) that the proposed drainage plan is adequate in this respect.

4) Sheets C-3 and C-4 indicate roof runoff from proposed Medical building will be

collected via downspouts to splash blocks but they also appear to indicate that this runoff will be hard piped to detention area. Please clarify connection between splash blocks and piping.

5) The letter from Tharp & Associates (March 30, 2007) contained in Exhibit E of the Drainage Study indicates that the percolation holes were located approximately in the center of the proposed development. Please show the exact locations of these holes on a site map.

6) Please clarify how surface runoff from concrete walkways and other hardscape features will be controlled. Are you proposing to direct this runoff towards landscaping?

7) In addition to the proposed drainage mapping provided in The Drainage Study, please provide a separate map delineating existing drainage.

8) Are the conclusions made in the 1st and 2nd paragraphs of the Drainage Study (page 10) referencing the wrong drainage areas? Isn't the impervious area in Drainage Area #1 increased and the impervious area in Drainage Area #2 decreased? Isn't detention being proposed for Drainage Area #1? Conclusions state that mitigation is not required for this area.

9) Please consider using pervious pavement as a BMP in areas currently considered for ac paving.

Until further information is submitted addressing the above comments, a thorough review of this application cannot be completed. Once submitted, additional items may need to be addressed before the application can be deemed complete.

If you have questions, please contact me at 831-233-8083.

========= UPDATED ON FEBRUARY 2, 2008 BY LOUISE B DION =========
Application with revised drainage study and plans dated January 2008 has been received and is complete with regard to storm water management for the discretionary stage. Please see miscellaneous comments for issues to be addressed prior to building permit issuance.

Dpw Drainage Miscellaneous Comments

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

========= REVIEW ON NOVEMBER 17, 2007 BY LOUISE B DION =========
1) Provide recorded maintenance agreement(s) for the detention system, silt and grease trap and the grass pavers. Include maintenance recommendations for each facility and identify who is responsible for maintenance of each facility on the final plans.

2) What provision have been included in the detention system to minimize clogging and future maintenance?

✓3) Provide detail(s) for the proposed swale on south side of proposed medical building including minimum dimensions, surfacing and maintenance requirements.

4) Please provide permanent markings at each inlet that read: "NO DUMPING - DRAINS TO BAY", or equivalent. The property owner is responsible for maintaining these markings.

✓5) Zone 5 fees will be assessed on the net increase in impervious area due to the project.

6) Storm water calculations included on Sheet C-4 should agree with calculations provided in the Drainage Study.

7) The detention calculations and CDC requirements are that only new impervious areas drain to the detention system. Sheets C-3 and C-4 indicate that a catch basin will be removed in the existing parking area (described in Drainage Study as Drainage Area #2). Where will runoff in this area be directed?

✓8) Plans should include detail(s) for pervious pavement areas.

========= UPDATED ON FEBRUARY 2, 2008 BY LOUISE B DION =========
Please address the following in addition to previous miscellaneous comments prior to building permit issuance:

✓1) Provide maintenance requirements for the pervious paver areas on the project plans.

2) If possible try to direct runoff from walkways and other hardscape into landscape.

✓3) You may be eligible for fee and impact credits for pre-existing impervious areas which have been demolished and will to be demolished (parcel 025-161-16). To be entitled for credits for pre-existing impervious areas, please submit documentation of permitted impervious areas (buildings, paved areas, gravel areas etc.) to establish eligibility. Documentations such as assessor's records, surveys records, or other official records will help establish and determine the dates they were built, the structure footprint, or to confirm if a building permit was previously issued is accepted.

✓4) Detailed review of detention system design will occur during building permit application.

Dpw Driveway/Encroachment Completeness Comments

========= REVIEW ON NOVEMBER 19, 2007 BY DEBBIE F LOCATELLI =========

Driveway approach proposed on Commercial Way shall meet the County of Santa Cruz Design Criteria for ADA, FIG ST-6c, please note on plans.

Dpw Driveway/Encroachment Miscellaneous Comments

========= REVIEW ON NOVEMBER 19, 2007 BY DEBBIE F LOCATELLI =========
No comment.

Dpw Road Engineering Completeness Comments

========= REVIEW ON NOVEMBER 14, 2007 BY GREG J MARTIN =========
Sutter Medical Office Building at Chanticleer Avenue (07-0643).

--- 1) It is recommended the applicant be conditioned to construct improvements per the network design alternative C1 which aligns Commercial Way with Thurber Lane to provide the fourth leg of the signalized intersection, and only allows right turns in to and out of the new parking lot on Commercial Way in order to eliminate potential conflicts at the intersection that could disrupt traffic operations.

--- 2) The project ✓ will be subject to Live Oak Transportation Improvement Area (TIA) fees at a rate of $472 per trip end ($236 for roadside improvement fees + $236 for transportation improvement fees) generated by the proposed use. The proposed 20,000 square foot Medical Office Building will generate 723 trip ends per the Higgins report dated October 5, 2007. The total TIA fee is calculated to be $341,256 (723 trip ends X $472/trip end = $341,256), and is to be split evenly between transportation improvement fees ($170,628) and roadside improvement fees ($170,628).

--- 3) Higgins Associates performed a parking survey for the existing Santa Cruz Medical Building (12K SF) at this site and determined a peak demand of 58 spaces for 12 practitioners which resulted in a parking rate of 4.84 spaces per practitioner. Higgins concluded that a rate of 5 spaces per practitioner as prescribed by the Planning Department will be adequate for the proposed project. It is also recommended that the parking demand be analyzed using the ITE Parking Generation Publication and then use the most conservative parking requirement between ITE and the Planning Department.

--- 4) The SYNCHRO intersection level of service (LOS) analysis at the intersection of Soquel Drive and Soquel Avenue inaccurately assumes for the north eastbound movements an exclusive right turn lane of 844 feet. The correct distance is approximately 80 feet. This correction and possibly others will have to be made before the traffic study is deemed acceptable.

--- 5) It is recommended that the applicant consider providing direct pedestrian access to Soquel Drive between Commercial Way and Chanticleer Avenue.

--- 6) The optional plan to eliminate the underground parking on-site and provide off-site parking at

the Skyview Drive-In is acceptable in terms of traffic operations. However, the proposed mid-block pedestrian crossing on Chanticleer Avenue between the Sutter Health medical center and the proposed medical office building is not acceptable since there is an existing crosswalk at the intersection with Soquel Drive just 200 feet away. ---------- ---------- 7) The site plans need to indicate the existing road side improvements south west of the proposed driveway on Commercial Way and how the driveway improvements will connect to these existing improvements.

---------- ========= UPDATED ON FEBRUARY 21, 2008 BY GREG J MARTIN =========
1) The site plans need to indicate the existing road side improvements south west of the proposed driveway on Commercial Way and how the driveway improvements will connect to these existing improvements. ========= UPDATED ON MARCH 12, 2008 BY GREG J MARTIN =========
Plans are sufficient for discretionary permit. A structural section shall be required to be calculated for new AC sections as part of the building permit.

Dpw Road Engineering Miscellaneous Comments

========= REVIEW ON NOVEMBER 14, 2007 BY GREG J MARTIN =========
========= UPDATED ON FEBRUARY 21, 2008 BY GREG J MARTIN =========
========= UPDATED ON MARCH 12, 2008 BY GREG J MARTIN =========

Dpw Sanitation Completeness Comments

========= REVIEW ON NOVEMBER 8, 2007 BY AMY GROSS =========
Environmental Compliance Unit: Review Comments Santa Cruz Medical Foundation Application No: 07-0643

Review Summary Statement: The District must be able to review a plumbing plan in order to determine if the facility will need to install a pretreatment unit for x-ray developing. If a building permit is to be submitted, then a plumbing plan including all x-ray operations and equipment can be submitted at that time.

Policy Compliance Items:

1.) All plans for medical facilities must illustrate X-ray/photoprocessing operations and locations if such procedures are planned for the site. 2.) Photoprocessing waste may not go to the sanitary sewer untreated. 3.)

Depending on which products are used for sterilization, some products may need pretreatment (OPA should be buffered before discharge to the sewer) before discharge and others may not be allowed to be discharged to the sewer. Please check the manufacturer-s recommendations.

Information Items:

1.) It is highly recommended that the business owner utilize digital processing x-ray images to avoid generating waste and costly waste treatment. If digital imaging

is chosen, the items below are not required. 2.) Photoprocessing waste from x-ray processing and any associated treatment systems must have secondary containment capable of holding up to 110% of the volume capacity. 3.) Discharge of treated photo processing waste requires a permit from the Santa Cruz County Sanitation District. Each facility will be required to fulfill all requirements of the permit, including sampling the wastewater at least twice a year. Alternatively, the waste may be treated off-site. 4.) It is also recommended that floor drains be installed on a curb at least 2- above the floor surface so that in the event of a spill, untreated wastewater would not be able to enter the sanitary sewer. 5.) Hazardous waste, including biohazardous waste is prohibited from discharge to the sanitary sewer. 6.) Spill response material must be present in the area to prevent untreated waste from entering the floor drain. 7.) Hazardous waste, including biohazardous waste is prohibited from discharge to the sanitary sewer. 8.) Chemicals, including hazardous and non-hazardous, should not be stored directly above the sinks located in these rooms or in areas where a spill may enter the drain. Please see miscellaneous comments. ========= UPDATED ON NOVEMBER 14, 2007 BY DIANE ROMEO ========= No. 1, Engineering Review Summary Statement; APN: 25-161-02, -16, -32; Appl. No. 07-0643:

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.

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

Policy Compliance Items:

Item 1) This review notice is effective for one year from the issuance date 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.

Information Items:

Item 1) 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:

Use current Sanitation District General Notes.

Show approximate location of the existing sewer lateral on APNs: 25-161-02 and -16 and add note -To be properly abandoned (including inspection by District) prior to issuance of demolition permit or relocation or disconnection of structure.- The 4- and 6- A.C. laterals shall be abandoned at the property line. Attach an approved

(signed by the District) copy of the sewer system plan to the building permit submittal. A condition of the development permit shall be that Public Works has approved and signed the civil drawings for the commercial/residential improvement prior to submission for building permits.

Any questions regarding the above criteria should be directed to Diane Romeo of the Sanitation Engineering division at (831) 454-2160.

There are no miscellaneous comments with this review.
========= UPDATED ON FEBRUARY 4, 2008 BY DIANE ROMEO ========= No. 2, Engineering Review Summary Statement; APN: 25-161-02, -16, -32; Appl. No. 07-0643:

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

Policy Compliance Items:

Item 2) The sewer improvement plan submitted for the second review for the subject project is approved by the District. Any future changes to these plans shall be routed to the District for review to determine if additional conditions by the District are required by the plan change. All changes shall be highlighted as plan revisions and changes may cause additional requirements to meet District standards.

A condition of this permit shall be that no x-ray or photo-processing shall conducted onsite without prior review and pretreatment requirements being met.

Attach an approved (signed by the District) copy of the sewer system plan to the building permit submittal. A condition of the development permit shall be that Public Works has approved and signed the civil drawings for the commercial/residential improvement prior to submission for building permits.

Any questions regarding the above criteria should be directed to Diane Romeo of the Sanitation Engineering division at (831) 454-2160.

There are no miscellaneous comments with this review.

Dpw Sanitation Miscellaneous Comments

========= REVIEW ON NOVEMBER 8, 2007 BY AMY GROSS =========
Miscellaneous:

The Sanitation District must be allowed to review plans for all x-ray processing waste treatment units and to inspect installation, where planned. Any questions regarding these criteria should be directed to the Santa Cruz County Sanitation District Environmental Compliance Section (831) 477-3907.

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, Environmental Compliance Unit at 477-3907 if you have questions. ========= UPDATED ON FEBRUARY 4, 2008 BY DIANE ROMEO =========
There are no miscellaneous comments for the 2nd review.

Environmental Health Completeness Comments

========= REVIEW ON NOVEMBER 20, 2007 BY JIM G SAFRANEK =========
========= UPDATED ON NOVEMBER 20, 2007 BY JIM G SAFRANEK =========
NO COMMENT. Project is approved by EHS; see misc comments.

Environmental Health Miscellaneous Comments

========= REVIEW ON NOVEMBER 20, 2007 BY JIM G SAFRANEK =========
If medical wastes are to be used, stored or generated on site, contact the appropriate Hazardous Material Inspector in Environmental Health at 454-2022 to determine if a Inspector in Environmental Health at 454-2022 to determine if a modification to the existing permit is required. Prior to Building Permit.

Environmental Review Inital Study
ATTACHMENT 14, 9 of 18
APPLICATION 07-0643

COUNTY OF SANTA CRUZ
INTER-OFFICE CORRESPONDENCE

DATE: March1 24, 2008
TO: Cathy Graves, Planning Department, Project Planner
FROM: Steve Guiney, RDA Planning Liaison
SUBJECT: Application **#07-0643 SC Medical Office Bldg, 3rd Routing,** APN 025-161-02, 16 & 32, 2851 & 2911 Chanticleer Avenue & 1920 Commercial Way, Live Oak

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This application was considered at an Engineering Review Group (ERG) meeting on March 19, 2008. The Redevelopment Agency (RDA) previously commented on this application on February 13, 2008, November 16, 2007, and on the DRG Application (#07-0186) for this project on May 17, 2007.

RDA's primary concerns with this project have been that adequate road, driveway, pedestrian access, onsite circulation, and parking improvements are made to facilitate adequate access to this development, as well as, that adequate landscape improvements are provided. RDA requests that Planning review the previous comments for any outstanding areas of concern to be addressed with the review of this project and for RDA recommendations regarding conditions of approval.

RDA has no further comments on the project and appreciates the applicant's responsiveness to comments. RDA does not need to see future routings of this project unless there are changes or more information provided relevant to RDA's comments. RDA appreciates this opportunity to comment. Thank you.

cc: Greg Martin & Rodolfo Rivas, DPW Road Engineering
Paul Rodrigues, Sheryl Bailey, Melissa Allen, & Betsey Lynberg, RDA
Jan Beautz, District Supervisor

Environmental Review Initial Study
ATTACHMENT 14 10 of 18
APPLICATION 07-0643

Accessibility: Preliminary Project Comments for Development Review
County of Santa Cruz Planning Department

Date: May 1, 2007 (Revised 2/15/08) **(Revised 3/7/08)**

Application Number: ***07-0186***
Chanticleer Medical Office Building
APN: 025-161-02
Planner: Cathy Graves

Dear Cathy,

A preliminary review of the above project plans was conducted to determine **apparent** accessibility issues. The following comments are to be applied to the project design.
Please have the applicant provide a written response to each of these comments.

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.

Project Description: ***New commercial construction 2 –story structure w/ elevator***
'B' occupancy - Medical Office Building; 'S3' - Underground garage parking (deleted)
Construction Type: Unspecified

Determination of Occupancy:
Apply specific requirements per California Building Code (CBC) sections 1104B thru 1111B. The occupancy and construction type are to be noted in the Project Data section on the cover sheet of the plans. Chapter 3 in the CBC shall be used to determine occupancy. Chapter 5 in the CBC shall be used to determine minimum construction type.
Comment:
Label each occupancy on plans and specify construction type.
2/15/08 Resolved

CBC Section1103B – Building Accessibility
Accessibility to buildings or portions of buildings shall be provided for all occupancy classifications except as modified by this section. Occupancy requirements in this chapter may modify general requirements, but never to the exclusion of them. Multistory buildings must provide access by ramp or elevator.
Comment:
The structure must be fully accessible.
2/15/08 Resolved conditionally. The building permit application plans must represent all accessibility details.

CBC 1114B.1.2 Accessible Route of Travel
At least one accessible route within the boundary of the site shall be provided from public transportation stops, accessible parking and accessible passenger loading zones, other buildings on the site, and public streets or sidewalks, to the accessible building entrance they serve. Refer also to 1127B for Exterior Routes of Travel. Where more than one route is provided, all routes shall be accessible. All spot elevations, slopes, cross slopes, ramps, stairs, curb ramps, striping, signage and any other accessible requirements are to be shown on the plans.

Comment:
The plans must include a Path of Travel sheet identifying paths serving other buildings on site, public transportation stops and the public right of way.
A Path of Travel Verification Form (refer to brochure) is to be submitted at the time of Building Permit Application filing.
Directional Signs and Signage must be included for the exterior paths of travel. ~~1124B~~- 1127B & 1117B.5
Walks and Sidewalks must comply with CCBC 1133B.7
2/15/08 Not resolved. The Path of Travel to Soquel Dr is not identified. If the 'Patio Area (14) is on an accessible path, that Path of Travel must be identified. Basically, all accessible elements to the site must be identified at this time.
No directional signage has been specified as required.

Note. Remove reference to 'ADA' (Federal standards) unless these features were specially installed according to those standards. All code standards applicable at this time are related to California Building Code Chapter 11B.
3/7/08 Resolved

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APPLICATION 07-204-3643

CBC 1129B Accessible Parking Required
Each lot or parking structure where parking is provided for the public as clients, guests or employees shall provide accessible parking as required by this section. See also Section 1109B.2

Comment:

Accessible parking shall specify the location of accessible 'van' parking at both the outdoor and garage parking.

CBC 1129B.2 has specific parking criteria for Medical Outpatient Facilities. Item 1 (10%) or item 2 (20%) must be declared on plans.

The 2 single accessible parking spaces in the garage require off-loading on the passenger side only unless they are combined into a double 23-foot wide configuration. CBC 1129.3 Arrangement of the parking spaces must consider location of aisles as specified in CBC 1129B3.3

The garage entrance and vertical clearances within the parking structure shall be 8 foot 2 inches. CBC 1130B 2/15/08 Not resolved. CBC 1129B.2, noted above, has not been addressed.
3/7/08 Resolved

CBC 1133B General Accessibility for Entrances, Exits and Paths of Travel
Provide an Accessible Path of Travel Plan showing maneuvering clearances at all doorways, passageways, and landings.
Comment:

No further comments at this time.

CBC 1105B.3.2 Item 4 Business and Professional Offices – Professional Medical Offices.
This section requires compliance with Section 1109B – Accessibility for Group 'I' occupancies.

Comment:

Passenger Loading Zone CBC 1109B.2
The covered entrance shall incorporate a passenger-loading zone that shall provide an access aisle at least 60 inches wide and 20 feet long adjacent and parallel to the vehicle pull-up space, etc.
Additional details are specified in CBC 1131B.
The supports for the entry canopy cannot intrude into the offloading aisle.
2/15/08 Resolved

Plumbing Fixture Requirements – Accessible Restrooms
Refer to the 2001 California Plumbing Code, Table 4-1 for plumbing fixture requirements for this occupancy and CBC 1115B for Bathing and Toilet Facilities requirements.

Comment:

No further comment at this time

Please note that this is a preliminary review to determine major accessibility issues only based on the submitted plans. **This is not a complete accessibility plan check**. A complete accessible plan check will be conducted at the time of building permit application review. The plans submitted for building plan check review will need to include complete details and specifications for all of the accessible issues in the California Building Code. Therefore, there may be additional comments when applying for a building permit and responding to the Building Plan Check process.

Please contact me with any questions regarding these comments.

Rafael Torres-Gil
Supervising Building Inspector
Accessibility Plans Examiner
County of Santa Cruz Planning Department
(831) 454-3174
pln146@co.santa-cruz.ca.us

Environmental Review Inital Study
ATTACHMENT 14, 12 of 14
APPLICATION 07-0643

Accessibility: Project Comments fo. Development Review
County of Santa Cruz Planning Department

Date: November 15, 2007 **Revised 3/7/08**
Planner: Cathy Graves
Project: Chanticleer Medical Office Building

Application Number: ***07-0643***
APN : 025-161-02,16,32

Dear Santa Cruz Medical Foundation,

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 will adopt 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 site information regarding accessibility is sufficiently complete (except as noted in the following item) at this time. More accessibility details will be required on the building permit application plan set.

3/7/08 Resolved

Compliance Issues:

- The revised parking plan Sheet C2A does not identify the 9 required accessible parking spaces (the off-loading space cannot be regarded as an accessible parking space). In addition, the Parking Calculator table does not address the number of required van parking spaces. (Note: Eliminate the use of the term 'handicap')
- The plans do not indicate that the structure has a supervised sprinkler system. This may have implications regarding Areas of Refuge (2007 CBC 1007.6) and elevator lobby enclosures (2007 CBC 1020)

3/7/078 Resolved

Permit Conditions/Additional Information:

- Provide a Path of Travel Verification Form.
- The building permit application will require full accessibility details

Please contact me with any questions regarding these comments.

Rafael Torres-Gil
Supervising Building Inspector
County of Santa Cruz Planning Department
(831) 454-3174
pln146@co.santa-cruz.ca.us

Environmental Review Inital Study
ATTACHMENT 14, 13 of 16
APPLICATION 07-0643

COUNTY OF SANTA CRUZ | Planning Department

INTEROFFICE MEMO

APPLICATION NO: 07-0643 (second routing)

Date: February 13, 2008

To: Cathy Graves, Project Planner

From: Larry Kasparowitz, Urban Designer

Re: Review of new medical office building at 2851 Chanticleer Avenue, Santa Cruz

Design Review Authority

13.11.040 Projects requiring design review.

(e) All commercial remodels or new commercial construction.

Design Review Standards

13.11.072 Site design.

Evaluation Criteria	Meets criteria in code (✔)	Does not meet criteria (✔)	Urban Designer's Evaluation
Compatible Site Design			
Location and type of access to the site	✔		
Building siting in terms of its location and orientation	✔		
Building bulk, massing and scale	✔		
Parking location and layout	✔		
Relationship to natural site features and environmental influences	✔		
Landscaping	✔		
Streetscape relationship	✔		
Street design and transit facilities			N/A
Relationship to existing structures	✔		
Natural Site Amenities and Features			
Relate to surrounding topography	✔		
Retention of natural amenities	✔		
Siting and orientation which takes advantage of natural amenities	✔		
Ridgeline protection			N/A
Views			
Protection of public viewshed	Environmental Review Inital Study ✔		

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APPLICATION 07-0643

Minimize impact on private views	✔		
Safe and Functional Circulation			
Accessible to the disabled, pedestrians, bicycles and vehicles			N/A
Solar Design and Access			
Reasonable protection for adjacent properties	✔		
Reasonable protection for currently occupied buildings using a solar energy system	✔		
Noise			
Reasonable protection for adjacent properties	✔		

13.11.073 Building design.

Evaluation Criteria	Meets criteria In code (✔)	Does not meet criteria (✔)	Urban Designer's Evaluation
Compatible Building Design			
Massing of building form	✔		
Building silhouette	✔		
Spacing between buildings	✔		
Street face setbacks			N/A
Character of architecture	✔		
Building scale	✔		
Proportion and composition of projections and recesses, doors and windows, and other features	✔		
Location and treatment of entryways	✔		
Finish material, texture and color	✔		
Scale			
Scale is addressed on appropriate levels	✔		
Design elements create a sense of human scale and pedestrian interest	✔		
Building Articulation			
Variation in wall plane, roof line, detailing, materials and siting.	✔		
Solar Design			
Building design provides solar access that is reasonably protected for adjacent properties.	✔		

Environmental Review Inital Study
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Building walls and major window areas are oriented for passive solar and natural lighting.	✔		

13.11.074 Access, circulation and parking.

Parking			
Minimize the visual impact of pavement and parked vehicles.	✔		
Parking design shall be an integral element of the site design.	✔		
Site buildings toward the front or middle portion of the lot and parking areas to the rear or side of the lot is encouraged where appropriate.	✔		
Lighting			
All site, building, security and landscape lighting shall be directed onto the site and away from adjacent properties.			*Suggest as Condition of Approval*
Area lighting shall be high-pressure sodium vapor, metal halide, fluorescent, or equivalent energy-efficient fixtures.			*Suggest as Condition of Approval*
All lighted parking and circulation areas shall utilize low-rise light standards or light fixtures attached to the building. Light standards to a maximum height of 15 feet are allowed.			*Suggest as Condition of Approval*
Building and security lighting shall be integrated into the building design.			*Suggest as Condition of Approval*
Light sources shall not be visible form adjacent properties.			*Suggest as Condition of Approval*
Loading areas			
Loading areas shall be designed to not interfere with circulation or parking, and to permit trucks to fully maneuver on the property without backing from or onto a public street.	✔		
Landscape			
A minimum of one tree for each five parking spaces should be planted along each single or double row of parking spaces.	✔		
A minimum of one tree for each five parking spaces shall be planted along rows of parking.	✔		
Trees shall be dispersed throughout the parking lot to maximize shade and visual relief.	✔		

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ATTACHMENT 14 sheet 8
APPLICATION 07-0643

At least twenty-five percent (25%) of the trees required for parking lot screening shall be 24-inch box size when planted; all other trees shall be 15 gallon size or larger when planted.	✔		
Parking Lot Design			
Driveways between commercial or industrial parcels shall be shared where appropriate.	✔		
Avoid locating walls and fences where they block driver sight lines when entering or exiting the site.	✔		
Minimize the number of curb cuts	✔		
Driveways shall be coordinated with existing or planned median openings.	✔		
Entry drives on commercial or industrial projects greater than 10,000 square feet should include a 5-foot minimum net landscaped median to separate incoming and out going traffic, where appropriate.	✔		
Service Vehicles/Loading Space. Loading space shall be provided as required for commercial and industrial uses.	✔		
Where an interior driveway or parking area parallels the side or rear property line, a minimum 5-foot wide net landscape strip shall be provided between the driveway and the property line.	✔		
Parking areas shall be screened form public streets using landscaping, berms, fences, walls, buildings, and other means, where appropriate.	✔		
Bicycle parking spaces shall be provided as required in. They shall be appropriately located in relation to the major activity area.	✔		
Reduce the visual impact and scale of interior driveways, parking and paving.	✔		
Parking Lot Landscaping			
It shall be an objective of landscaping to accent the importance of driveways from the street, frame the major circulation aisles, emphasize pedestrian pathways, and provide shade and screening.	✔		
Parking lot landscaping shall be designed to visually screen parking from public streets and adjacent uses.	✔		
Parking lots shall be landscaped with large canopy trees.	✔		
A landscape strip shall be provided at the end of each parking aisle.	✔		

A minimum 5-foot wide landscape strip (to provide necessary vehicular back-out movements) shall be provided at dead-end aisles.	✔		
Parking areas shall be landscaped with large canopy trees to sufficiently reduce glare and radiant heat from the asphalt and to provide visual relief from large stretches of pavement.	✔		
Variation in pavement width, the use of texture and color variation is paving materials, such as stamped concrete, stone, brick, pavers, exposed aggregate, or colored concrete is encouraged in parking lots to promote pedestrian safety and to minimize the visual impact of large expanses of pavement.	✔		
As appropriate to the site use, required landscaped areas next to parking spaces or driveways shall be protected by a minimum six-inch high curb or wheel stop, such as concrete, masonry, railroad ties, or other durable materials.	✔		
Pedestrian Travel Paths			
On-site pedestrian pathways shall be provided form street, sidewalk and parking areas to the central use area. These areas should be delineated from the parking areas by walkways, landscaping, changes in paving materials, narrowing of roadways, or other design techniques.	✔		
Plans for construction of new public facilities and remodeling of existing facilities shall incorporate both architectural barrier removal and physical building design and parking area features to achieve access for the physically disabled.	✔		
Separations between bicycle and pedestrian circulation routes shall be utilized where appropriate.	✔		

Environmental Review Inital Study
ATTACHMENT 14, Sheet 12
APPLICATION 07-0643

Santa Cruz Medical Foundation
A Sutter Health Affiliate

Cathy Graves
Development Review Planner
County of Santa Cruz
701 Ocean St
Santa Cruz, CA. 95060

October 22, 2007

Dear Cathy:

Santa Cruz Medical Foundation (SCMF)
SC County Application #07-0643
CDP Submittal

APN 025-161-02, 16 & 32
APN 025-181-02

The Santa Cruz Medical Foundation is requesting development approval from the Zoning Administrator for a 2 story 19,641square foot Medical Office Building (MOB). This new MOB, 2851 Chanticleer Ave, would be located across the street from the Sutter Maternity and Surgery Center, and next to SCMF's two existing MOBs located at 2911 and 2915 Chanticleer Avenue (APNs 025-161-02 & 32). This development requires the amendment of Commercial Development Permit #86-1217. The new MOB is proposed to be located at 2851 Chanticleer Ave, (APN 025-161-02), south of the existing MOBs. Additionally, SCMF recently acquired a small parcel on 1920 Commercial Way to the west of the existing MOBs (APN 025-161-16) and use it for staff parking and improve traffic flow for vehicles exiting the site.

As part of this CPD submittal, we are submitting an alternative site plan that removes the underground parking spaces at the new MOB and instead are proposing 26 staff parking spaces off-site at the Drive-In parcel at 2260 Soquel Dr (APN 025-181-02). This off-site parking alternative eliminates a significant amount of grading required to construct the underground parking garage, allows for a far less complex foundation design, reduces construction costs and shortens the project construction schedule by several months. Although both parking plans (underground and off-site) are shown, I am requesting the off-site alternative shown on Sheets C1A and C2A be considered as our preferred alternative and approved as allowed by Santa Cruz County Code Section 13.10.555(c).

Thus, there are a total of four parcels included in this development request and the documents attached show proposed improvements to all the parcels for a cohesive medical office complex.

You may ask why the change now by deleting the underground parking and requesting the off-site parking at the Drive-In? At the time of the DRG submittal, the Drive-In purchase agreement was still in the early stages of negotiation. Since that time, the purchase agreement has been executed, due diligence completed and the close of escrow is scheduled. The details of the purchase agreement are confidential but the Drive-In business and associated flea market will no longer operate at the site after December 31, 2007.

Environmental Review Inital Study
ATTACHMENT 15, Pt 5.
APPLICATION 07-0643

Upon close of escrow, the Drive-In property, along with the adjacent Sutter Maternity and Surgery Center and the three Chanticleer MOB parcels will then be under common ownership of the Palo Alto Medical Foundation (PAMF), a nonprofit, public benefit corporation, SCMF's parent. At the present time, there are no plans for the Drive-In property except for land banking for future development as discussed with you and Mark Deming. The Drive-In property will require a General Plan amendment and rezoning after PAMF completes its master site planning which is expected to be years from now. For now, the Drive-In zoning is C-2, which allows for parking as a permitted use in accordance with Code Section 13.10.500. We are requesting approval to use a portion of the Drive-In property as a 26 space off-site parking facility linked to the Chanticleer MOBs as allowed under Code Section 13.10.555(c). Under this proposal, Chanticleer MOB staff will park at the Drive-In and walk to and from the proposed office complex as shown on Sheet C1A. A possible variation to this off-site parking alternative is to consider assigning parking for some Sutter hospital staff to the Drive-In parcel which will free up on-site hospital parking spaces for use by Chanticleer MOB staff. In either case, a binding parking easement will be prepared and recorded pursuant to county requirements. In the event a SCMF staff member is disabled and works at the hospital or the MOB complex, they would be permitted to use on-site parking and would not be required to park at the off-site lot. A parking management plan will be implemented to issue parking placards or windshield permits and include assigning facility staff to monitor the parking lots for compliance.

Existing MOB Services and Hours of Operation in the Area of the Proposed New MOB

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Building size:	SCMF leases 5,224 sf of space from the Sutter Maternity and Surgery Center hospital.
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Service:	Orthopedics/Podiatry
Days/Hours:	Same as 2911-2915 Chanticleer Avenue

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- The Traffic Study prepared by Higgins and Associates recommends the 5 spaces per provider as noted on page 18.

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A Look Back at the Design of the Existing MOBs
In 1992, SCMF purchased the land and entitlements for the approved CDP86-1217 which allowed the construction of the two existing MOBs on Chanticleer Avenue. At that time, SCMF staff made requests to county planning staff about changing from two 6,000 sf buildings to a single 12,000 sf building with an improved architectural design, but was advised by county planning staff a change of this nature would require going back thru a lengthy discretionary review and approval process. Since commitments had already been made to recruit SCMC, Inc. physicians for the summer of 1994, SCMF could not afford this type of delay. The design aesthetic established by the existing MOBs was referenced for use when, in 2003, SCMF applied for and received rezoning and CPD approval to construct a new, single story, 11,500 sf MOB at 2950 Research Park, APN 03-121-52, Application # 03-0083. However, even though a single story MOB design aesthetic has been established, it is not wholly appropriate for the new 2-story MOB.

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parking and landscaping. The structure maintains a good buffer from the drainage channel/riparian corridor on the rear of the parcel.

The medical office buildings, both new and existing, will adopt the same cement plaster color scheme of the hospital. They will be grounded with a darker accent color at the base of the wall with the majority of the wall a lighter, complementary hue. Other proposed architectural elements of the new structure include a series of small horizontal reveals on the façade, breaking the scale of the cement plaster walls down and relating directly to the horizontal reveals of the same vertical spacing as found on the hospital. A restrained use of standing seam metal roofing at the entry canopy will offer a respectful gesture toward the hospital roof, without trying to duplicate the older building. Some of the windows will also borrow architectural vocabulary from the hospital.

While avoiding major modifications to the existing MOB's, this project would like to enhance the landscaping to soften the two structures as viewed from Soquel Drive. As this landscape works to blend with the new site improvements associated with the new building, the repainting efforts, a common signage program and pedestrian paths should make significant contributions to unify the campus. Sheets A200 and A201 show elevations of the proposed building and sheet A202 shows the existing MOB with proposed improvements, including a new ADA accessible passenger drop-off and loading zone.

MOB services and hours of operation

The MOB 1st floor will be for the Santa Cruz Medical Foundation's orthopedic and podiatry department currently located across the street at the Sutter Maternity and Surgery Center, 2900 Chanticleer Avenue and 1662 Dominican Way. The 2nd floor will be for undesignated surgical specialists. The building is expected to have similar medical services and hours of operation as the existing Chanticleer MOBs.

Commercial Development submittals:

- Preliminary Site, Grading, Drainage, Utility & Erosion Control Plans - Ifland Engineering, (Sheets C1-C6)
- Preliminary Architectural Plans & Elevations-. Silva-Stowell Architects, (Sheets A000, A100-A103, A200-A203)
- Preliminary Landscape& Irrigation Plans-Thomas Scherer and Associates, (Sheets L1-L3)
- Remote Parking Alternative Plans- Ifland Engineers (Sheets C1A-C2A)
- Biotic Assessment and Riparian Corridor Restoration Report - John Gilchrist & Associates, dated April 3, 2007.
- Geotechnical Investigation-Design Phase - Don Tharp & Associates, dated March 2007.
- Drainage Study- Ifland Engineers dated October, 2007.
- Traffic Impact Analysis- Higgins & Associates dated October 3, 2007.
- Off-site parking lot analysis-Higgins & Associates letter dated October 22, 2007.

Environmental Review Inital Study
ATTACHMENT 15 5 of 8
APPLICATION 07-0643

Commercial Development application summary
This submittal addresses the 'List of required Information (LORI)' for your review. Throughout this submittal process, the design team has appreciated your constructive and timely feedback. It is our hope that that this application will be deemed complete, receive a negative declaration, and be scheduled for a zoning administrative hearing as soon as possible. In the event you need additional information, copies or have any questions, please contact me and/or Steve Mills, Land Use Planner at Ifland Engineers, Inc. 425-5313.

Respectfully submitted,

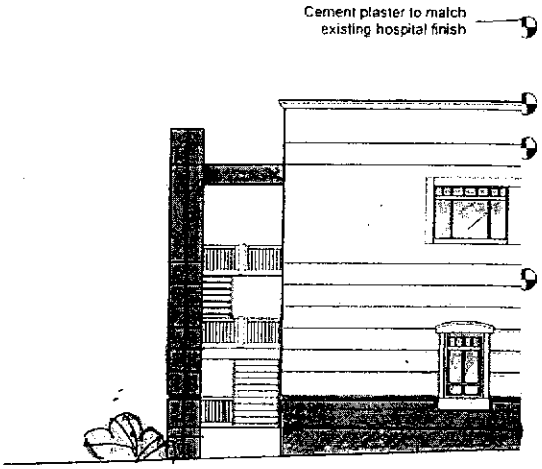
Tom Hart
Vice President
Santa Cruz Medical Foundation
2025 Soquel Ave
Santa Cruz, Ca 95062
458-5591 (O) 458-6982 (fax)
hartt@sutterhealth.org

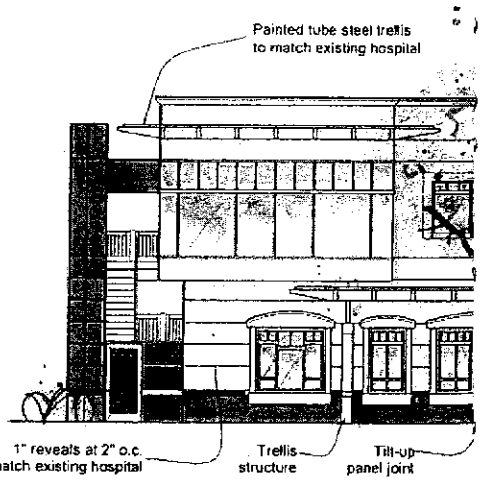
Environmental Review Initial Study
ATTACHMENT 15, 6 of 8
APPLICATION 07-0643

SILVA STOWELL

910 X STREET, SUITE 200
SACRAMENTO, CA 95818
TEL 916.736.3100 FAX 916.736.3003

LICENSED ARCHITECT
No C26227
STATE OF CALIFORNIA





1.11.08 COUNTY STAFF COMMENTS
2.20.08 OWNER PROPOSED REVISION

APN #'s: 025-161-02 | 025-161-16 | 025-161-32

Santa Cruz
Medical Foundation
A Sutter Health Affiliate

CHANTICLEER
MEDICAL OFFICE BUILDING
2851 CHANTICLEER AVENUE
SANTA CRUZ, CA 95062

Project Number	26059
Date	06/22/07
Drawn By	
Checked By	JAS
Scale	1/8" = 1'-0"

EXTERIOR ELEVATIONS

A200

Environmental Review Inital Study
ATTACHMENT 15, 7 of 9
APPLICATION 07-0643

SILVA STOWELL

510 J STREET, SUITE 200
SACRAMENTO, CA 95814
TEL-916.734.3100 FAX-916.736.3003

LICENSED ARCHITECT
No. C26227
STATE OF CALIFORNIA

Standing seam metal roof at canopy to match existing hospital

1.11.08 COUNTY STAFF COMMENTS
2.20.08 OWNER PROPOSED REVISION

APN #'s: 025-161-02 | 025-161-16 | 025-161-32

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MEDICAL OFFICE BUILDING
2851 CHANTICLEER AVENUE
SANTA CRUZ, CA 95062

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Date	01/11/08
Drawn By	BCS
Checked By	BCS
Scale	1/8" = 1'-0"

EXTERIOR ELEVATIONS

A201

Environmental Review Initial Study
ATTACHMENT 15, 5 of 9
APPLICATION 07-0643

SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION
1523 Pacific Ave., Santa Cruz, CA 95060-3911 · (831) 460-3200 FAX (831) 460-3215 EMAIL info@sccrtc.org

Mathew Johnston
County of Santa Cruz
701 Ocean Street, 4th Floor
Santa Cruz, CA 95060

June 10, 2008

RE: Mitigated Negative Declaration for the Proposed Santa Cruz Medical Foundation Office Building on Chanticleer Avenue in Santa Cruz County

Dear Mr. Johnston:

Thank you for the opportunity to comment on the Mitigated Negative Declaration for the proposed Santa Cruz Medical Foundation Office Building located on Chanticleer Avenue in Santa Cruz County. The Santa Cruz County Regional Transportation Commission (SCCRTC) serves as the Regional Transportation Planning Agency (RTPA) for Santa Cruz County. SCCRTC staff offers the following comments on the Mitigated Negative Declaration for your consideration.

1. The proposed project is located adjacent to Highway 1. Preliminary engineering and environmental studies to add a High Occupancy Vehicle (HOV) Lane to Highway 1 in each direction between Morrissey Boulevard and San Andreas/Larkin Valley Road are currently underway. Complimentary improvements, including auxiliary lanes and pedestrian over crossings, are expected to be part of this highway improvement project. These future potential Highway 1 improvements could impact the proposed project area and nearby intersections. The preliminary design and final environmental document is not expected to be complete until 2010. Meanwhile, in preparation for potential improvements in this area, SCCRTC staff recommends that the Santa Cruz County Public Works and Planning Departments coordinate with the SCCRTC to ensure that any new structures and facilities provide sufficient setback from the property line adjacent to the Highway 1 right-of-way to allow for proposed highway improvements. In addition, SCCRTC staff recommends that the Santa Cruz County Public Works Department coordinate any improvements to Commercial Way, Soquel Avenue and Soquel Drive with SCCRTC staff in preparation for potential future improvements to the Highway 1/Soquel Avenue interchange. (*RTP policies* 2.9 and 1.4.2)

2. The proposed project will result in increased traffic on roadways in the vicinity and may have traffic impacts on the highway system. Staff recommends that a traffic analysis which evaluates the proposed project's impacts on Highway 1 be considered prior to the project's approval. According to Caltrans' *Transportation Concept Report for State Route 1*, the segment of Highway 1 near the proposed project location operates at a Level of Service (LOS) F. This LOS is already below the acceptable LOS for this segment (*Transportation Concept Report for State Route 1*, p. 51). Any additional trips added to this highway segment would increase travel delay.

Exhibit H

3. The traffic resulting from the proposed project will impact intersections near the southbound and northbound Highway 1 ramps, including Soquel Avenue/Soquel Drive, Soquel Avenue/Highway 1 Southbound Ramp and Soquel Drive/Paul Sweet Road. All improvements implemented to mitigate impacts to these intersections should consider impacts to pedestrians and bicycles. (*2005 RTP policy* 2.1.1)

4. RTC staff recommends that the development of safe, direct and pleasant pedestrian walkways between buildings, entrances, transit stops and parking areas be included in the proposed project. The pedestrian facilities should be designed and constructed to enable all users to easily and safely move between facilities, including parking and transit stops. Provisions for lighting, directional signs and landscaping should be incorporated into pedestrian facilities, as appropriate, and all pedestrian facilities should be fully accessible and meet ADA requirements. The pedestrian facilities should include a clearly identified crosswalk connecting the east and west side of Chanticleer Avenue. (*2005 RTP policies*, 1.3, 2.6.1, 3.7.3)

5. To ensure consistency with the Regional Transportation Plan policy 2.1.1, which considers the needs of the non-motorized traveler in all construction and project development activities, staff recommends provisions for secure bicycle parking at the site, including bicycle lockers for use by employees and bicycle racks recommended by the Commission's Bicycle Committee for the Bikes Secure program. Bicycle racks and lockers should be located appropriately near building entrances.

6. The RTC supports reducing the number of single-occupant vehicle (SOV) trips made by employees to the proposed project site by replacing SOV trips with trips using transportation alternatives including, but not limited to, carpooling, vanpooling, riding the bus, bicycling, walking and telecommuting. Staff recommends that the project sponsor provide effective, long-term employer-based TDM parking programs (*2005 Regional Transportation Plan policy 6.13*). For example, the project sponsor should consider providing preferential parking for carpools and vanpools in the new parking areas. Please feel free to work with our Commute Solutions Program (831-429-POOL) to implement transportation demand management strategies that work towards this goal. Staff also encourages the Santa Cruz Medical Foundation to join Ecology Action's Transportation Division (formerly the Santa Cruz Transportation Management Association) to take advantage of their transportation demand management strategies for employers and employees. (*2005 RTP policies* 1.3.1 and 1.3.2)

If you have any questions about the above comments, please contact Grace Blakeslee of my staff at (831) 460-3219.

Sincerely,

George Dondero
Executive Director

CC: Supervisor Beautz
SCCRTC

Santa Cruz Medical Foundation
A Sutter Health Affiliate

Cathy Graves
Development Review Planner
County of Santa Cruz
701 Ocean St
Santa Cruz, CA. 95060

October 22, 2007

Dear Cathy:

Santa Cruz Medical Foundation (SCMF)
SC County Application #07-0643
CDP Submittal

APN 025-161-02, 16 & 32
APN 025-181-02

The Santa Cruz Medical Foundation is requesting development approval from the Zoning Administrator for a 2 story 19,641square foot Medical Office Building (MOB). This new MOB, 2851 Chanticleer Ave, would be located across the street from the Sutter Maternity and Surgery Center, and next to SCMF's two existing MOBs located at 2911 and 2915 Chanticleer Avenue (APNs 025-161-02 & 32). This development requires the amendment of Commercial Development Permit #86-1217. The new MOB is proposed to be located at 2851 Chanticleer Ave, (APN 025-161-02), south of the existing MOBs. Additionally, SCMF recently acquired a small parcel on 1920 Commercial Way to the west of the existing MOBs (APN 025-161-16) and use it for staff parking and improve traffic flow for vehicles exiting the site.

As part of this CPD submittal, we are submitting an alternative site plan that removes the underground parking spaces at the new MOB and instead are proposing 26 staff parking spaces off-site at the Drive-In parcel at 2260 Soquel Dr (APN 025-181-02). This off-site parking alternative eliminates a significant amount of grading required to construct the underground parking garage, allows for a far less complex foundation design, reduces construction costs and shortens the project construction schedule by several months. Although both parking plans (underground and off-site) are shown, I am requesting the off-site alternative shown on Sheets C1A and C2A be considered as our preferred alternative and approved as allowed by Santa Cruz County Code Section 13.10.555(c).

Thus, there are a total of four parcels included in this development request and the documents attached show proposed improvements to all the parcels for a cohesive medical office complex.

You may ask why the change now by deleting the underground parking and requesting the off-site parking at the Drive-In? At the time of the DRG submittal, the Drive-In purchase agreement was still in the early stages of negotiation. Since that time, the purchase agreement has been executed, due diligence completed and the close of escrow is scheduled. The details of the purchase agreement are confidential but the Drive-In business and associated flea market will no longer operate at the site after December 31, 2007.

Exhibit I

1

Upon close of escrow, the Drive-In property, along with the adjacent Sutter Maternity and Surgery Center and the three Chanticleer MOB parcels will then be under common ownership of the Palo Alto Medical Foundation (PAMF), a nonprofit, public benefit corporation, SCMF's parent. At the present time, there are no plans for the Drive-In property except for land banking for future development as discussed with you and Mark Deming. The Drive-In property will require a General Plan amendment and rezoning after PAMF completes its master site planning which is expected to be years from now. For now, the Drive-In zoning is C-2, which allows for parking as a permitted use in accordance with Code Section 13.10.500. We are requesting approval to use a portion of the Drive-In property as a 26 space off-site parking facility linked to the Chanticleer MOBs as allowed under Code Section 13.10.555(c). Under this proposal, Chanticleer MOB staff will park at the Drive-In and walk to and from the proposed office complex as shown on Sheet C1A. A possible variation to this off-site parking alternative is to consider assigning parking for some Sutter hospital staff to the Drive-In parcel which will free up on-site hospital parking spaces for use by Chanticleer MOB staff. In either case, a binding parking easement will be prepared and recorded pursuant to county requirements. In the event a SCMF staff member is disabled and works at the hospital or the MOB complex, they would be permitted to use on-site parking and would not be required to park at the off-site lot. A parking management plan will be implemented to issue parking placards or windshield permits and include assigning facility staff to monitor the parking lots for compliance.

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parking and landscaping. The structure maintains a good buffer from the drainage channel/riparian corridor on the rear of the parcel.

The medical office buildings, both new and existing, will adopt the same cement plaster color scheme of the hospital. They will be grounded with a darker accent color at the base of the wall with the majority of the wall a lighter, complementary hue. Other proposed architectural elements of the new structure include a series of small horizontal reveals on the façade, breaking the scale of the cement plaster walls down and relating directly to the horizontal reveals of the same vertical spacing as found on the hospital. A restrained use of standing seam metal roofing at the entry canopy will offer a respectful gesture toward the hospital roof, without trying to duplicate the older building. Some of the windows will also borrow architectural vocabulary from the hospital.

While avoiding major modifications to the existing MOB's, this project would like to enhance the landscaping to soften the two structures as viewed from Soquel Drive. As this landscape works to blend with the new site improvements associated with the new building, the repainting efforts, a common signage program and pedestrian paths should make significant contributions to unify the campus. Sheets A200 and A201 show elevations of the proposed building and sheet A202 shows the existing MOB with proposed improvements, including a new ADA accessible passenger drop-off and loading zone.

MOB services and hours of operation
The MOB 1st floor will be for the Santa Cruz Medical Foundation's orthopedic and podiatry department currently located across the street at the Sutter Maternity and Surgery Center, 2900 Chanticleer Avenue and 1662 Dominican Way. The 2nd floor will be for undesignated surgical specialists. The building is expected to have similar medical services and hours of operation as the existing Chanticleer MOBs.

Commercial Development submittals:

- Preliminary Site, Grading, Drainage, Utility & Erosion Control Plans - Ifland Engineering, (Sheets C1-C6)
- Preliminary Architectural Plans & Elevations-. Silva-Stowell Architects, (Sheets A000, A100-A103, A200-A203)
- Preliminary Landscape& Irrigation Plans-Thomas Scherer and Associates, (Sheets L1-L3)
- Remote Parking Alternative Plans- Ifland Engineers (Sheets C1A-C2A)
- Biotic Assessment and Riparian Corridor Restoration Report - John Gilchrist & Associates, dated April 3, 2007.
- Geotechnical Investigation-Design Phase - Don Tharp & Associates, dated March 2007.
- Drainage Study- Ifland Engineers dated October, 2007.
- Traffic Impact Analysis- Higgins & Associates dated October 3, 2007.
- Off-site parking lot analysis-Higgins & Associates letter dated October 22, 2007.

Commercial Development application summary
This submittal addresses the 'List of required Information (LORI)' for your review. Throughout this submittal process, the design team has appreciated your constructive and timely feedback. It is our hope that that this application will be deemed complete, receive a negative declaration, and be scheduled for a zoning administrative hearing as soon as possible. In the event you need additional information, copies or have any questions, please contact me and/or Steve Mills, Land Use Planner at Ifland Engineers, Inc. 425-5313.

Respectfully submitted,

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