



## Staff Report to the Zoning Administrator

Application Number: **131064**

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**Applicant:** Ralph LeRoux/MADi GROUP  
**Owner:** Live Oak School District  
**APN:** 027-241-08

**Agenda Date:** August 2, 2013  
**Agenda Item #:** 4  
**Time:** After 9:00 a.m.

**Project Description:** Proposal to construct a Boys & Girls Club on the Shoreline Middle School campus in the PF zone district.

**Location:** Project located on the west side of 17th Avenue, on the Shoreline Middle School campus near Simpkins Swim Center, about 2,000 feet south of Capitola Road.

**Supervisory District:** First District (District Supervisor: John Leopold)

**Permits Required:** Requires an Amendment to Coastal Development Permit and Development Permit 89-1133, a Variance to exceed the 50 square feet of signage allowed by County Code, and consideration of the environmental determination by the lead agency.

### Staff Recommendation:

- Consider the Mitigated Negative Declaration prepared by the lead agency, the Live Oak School District, in accordance with the California Environmental Quality Act.
- Approval of Application 131064, based on the attached findings and conditions.

### Exhibits

- |   |   |
|---|---|
| A. Mitigated Negative Declaration & Notice of Determination in accordance with CEQA | F. Comments & Correspondence                            |
| B. Findings   | G. Joint Use Agreement                                  |
| C. Conditions   | H. Program Statement                                    |
| D. Project plans  | I. Traffic Study Summary (full report within Exhibit A) |
| E. Assessor's, Location, Zoning and General Plan Maps                               | J. Preliminary Drainage Study (summary)                 |

### Parcel Information

Parcel Size:	School grounds: 11.5 acres
Existing Land Use - Parcel:	Shoreline Middle School
Existing Land Use - Surrounding:	Simpkins Family Swim Center, residential, commercial, Union Pacific Railroad rail line, Ledyard warehouse facility, Central Fire Protection District
Project Access:	17 <sup>th</sup> Avenue and Simpkins driveway
Planning Area:	Live Oak
Land Use Designation:	P (Public Facilities)
Zone District:	PF (Public Facilities)
Coastal Zone:	<u>X</u> Inside      ___ Outside
Appealable to Calif. Coastal Comm.	<u>X</u> Yes      ___ No

### Environmental Information

Geologic Hazards:	Not mapped/no physical evidence on site
Soils:	Purisima formation, coastal terrace deposits
Fire Hazard:	Not a mapped constraint
Slopes:	0-2%
Env. Sen. Habitat:	Not mapped/no physical evidence on site, riparian area located to the south of project site.
Grading:	708 cubic yards cut; 2,560 over-excavation
Tree Removal:	No trees proposed to be removed
Scenic:	Not a mapped resource
Drainage:	Preliminary drainage plan reviewed and accepted by DPW
Archeology:	Not mapped/no physical evidence on site

### Services Information

Urban/Rural Services Line:	<u>X</u> Inside      ___ Outside
Water Supply:	City of Santa Cruz
Sewage Disposal:	County of Santa Cruz
Fire District:	Central Fire Protection District
Drainage District:	Zone 5

### History

On March 23, 1993, the Board of Supervisors approved application 89-1133 which authorized the construction of Shoreline Middle School. Typically, schools are regulated by the Office of the State Architect, not by the County. In this case, however, due to the parcels' location within the Coastal Zone, the middle school project was subject to the County's discretionary permit process. Permit 89-1133 included a Local Coastal Plan Amendment, Rezoning, Coastal Development Permit, Riparian Exception, Grading Permit, Development Permit, and a Variance to allow the school buildings four feet of additional height. An Environmental Impact Report was adopted for the project which found that the loss of one acre of riparian woodland habitat

was the one significant effect on the environment. This significant effect was mitigated by the enhancement of on-site riparian habitat and the restoration of off-site habitats.

The current proposal is to construct an 11,480 square foot Boys & Girls Club on the Shoreline Middle School's campus. As a part of Permit 89-1133, an approximately 11,775 square foot future gymnasium was shown in the northwest corner of the campus, the proposed location of the Boys & Girls Club, but never constructed. The current project will serve substantially the same purpose, i.e., to provide recreational opportunities for students, space for after school activities, and space for community gatherings.

In anticipation of the current project, a Joint Use Agreement (JUA) was developed between Live Oak School District, the County of Santa Cruz, and the Boys & Girls Club, a nonprofit corporation (Exhibit G). The JUA clarifies that the new facility is intended to be a joint use facility, available during the school day for the middle school curriculum, as a Boys & Girls Club for afterschool activities, and as a community space in the evenings. In this way, the proposed Boys & Girls Club will benefit a broad spectrum of the community.

A Boys & Girls Club currently operates on the Shoreline Middle School campus and the proposed facility will enhance the educational and recreational opportunities for students, and the community in general, with a state of the art equipment and facility.

### **Project Setting**

The project site is located on 17<sup>th</sup> Avenue, a north/south arterial roadway in Live Oak, in the northwest corner of the Shoreline Middle School campus. The school's campus is composed of three parcels which are in the process of being combined under one Assessor's parcel number. A riparian area, which connects to Schwan Lagoon, is located in the southwest corner of the campus. No changes to the riparian corridor are proposed as a part of the current application. The middle school's buildings and parking lot are located on the south side of the campus with the sports field and basketball courts on the north side. The Boys & Girls Club is proposed to be located on the existing basketball courts. A slight reduction in impervious area will result from this project.

To the west of the project site is the Simpkins Family Swim Center. The Simpkins driveway, which provides access to the swim center, is located along the northern boundary of the middle school campus. This driveway is proposed to provide access to the Boys & Girls Club. To the north of the project site are the Union Pacific railroad line and an industrial zone district. To the south are a riparian area and a mobile home park. Across 17<sup>th</sup> Avenue are a small industrial zone district, the Central Fire Protection District headquarters, and other commercial operations.

A traffic signal controls traffic at the intersection of 17<sup>th</sup> Avenue and Felt Street which is located directly in front of the main entrance to the middle school. Bicycle lanes are available along 17<sup>th</sup> Avenue and Simpkins driveway, and sidewalks line both sides of 17<sup>th</sup> Avenue and the south side of Simpkins driveway. METRO bus route 66 runs along 17<sup>th</sup> Avenue.

### **Zoning & General Plan Consistency**

The middle school campus is approximately 11.5 acres, and is located in the PF (Public and Community Facilities) zone district, a designation which allows public facilities uses such as the middle school and the proposed Boys & Girls Club. The proposed Boys & Girls Club is a principally permitted use within the zone district and the zoning is consistent with the site's (P) Public Facilities General Plan designation. See Development Permit Findings, Exhibit B, for details.

### **Local Coastal Program Consistency**

The proposed Boys & Girls Club is in conformance with the County's certified Local Coastal Program, in that the structure is sited and designed to be visually compatible, in scale with, and integrated with the character of the surrounding built environment. Developed parcels in the area contain institutional and commercial buildings. Size and architectural styles vary widely in the area, and the design submitted provides a visual bridge between the Simpkins and Shoreline Middle School buildings (see the "Design Review" section below). The structure will echo several of the design elements of the Simpkins building and the color scheme of the middle school buildings. The project site is not located between the shoreline and the first public road and is not identified as a priority acquisition site in the County's Local Coastal Program. Consequently, the proposed project will not interfere with public access to the beach, ocean, or other nearby body of water.

### **Design Review**

The proposed Boys & Girls Club complies with the requirements of the County Design Review Ordinance (County Code 13.11), in that the project has been designed to be compatible with the surrounding built environment. Because the project is located about 530 feet from 17<sup>th</sup> Avenue and will be sited between the Shoreline Middle School and Simpkins Family Swim Center, the primary visual context will be the buildings comprising the middle school and the swim center, which is located about 60 feet away from the proposed building site. The proposed design echoes the architectural features and colors of the middle school and swim center buildings. See Development Permit Findings, Exhibit B, for details.

### **Program Statement & Facility**

As mentioned above, the new joint use facility will be used during the school day by Shoreline Middle School students, and after formal school hours, by students from the middle school and nearby schools as a Boys & Girls Club. During evenings, the facility will be available for adult classes and other community activities.

On the first floor of the structure will be the two entrances: the main entrance facing the new 12-space parking lot and a second entrance on the south side to provide easy access for Shoreline Middle School students. A control desk will monitor the students' arrival. The first floor will hold administrative offices, the learning center, a large activity room, an art room, a café with a catering kitchen, and restroom facilities. The second floor, which can be accessed via two staircases or an elevator, will hold the "teen lounge," a digital art lab, a music/dance space, more



restrooms, a conference room, and access to a second floor terrace. A basketball court and raised garden beds will be located on the southwest side of the building.

The applicant's program statement (Exhibit H) states that the facility will function exclusively as a Boys & Girls Club (ages 6-11) and Teen Center (ages 12-16) from after school until 7 PM. During school hours, which are weekdays 8:30 AM to 2:30 PM except on Wednesdays when school ends at 12:33 PM, the Live Oak School District will have access to the building and the basketball court to conduct instruction. After 7 PM, the public and private use of the facility will be permitted based on a set of priorities listed in the JUA (Exhibit G).

The Boys & Girls Club will be run by the existing Boys & Girls Club of Santa Cruz and serve 140 elementary, middle, and high school students with 10 full-time staff and up to 10 volunteer staff. The Club will provide afterschool homework help, special fitness classes such as karate and dance, music, art and other classes, and space for student clubs. These afterschool activities will provide a safe place for students to complete homework, recreate, and learn new skills under supervision.

### **Traffic and Parking**

A Transportation Impact Analysis was prepared by Fehr & Peers and accepted by the Department of Public Works, Road Engineering. The study focused on the impacts of participants arriving and departing the Club and the parking demand generated by the project. Fehrs & Peers determined that adequate parking is provided for the proposed uses, and the impact of traffic generated by the project is less than significant. Please see Development Permit Findings, Exhibit B, for details.

### **Signs**

The PF zone district allows a maximum of 50 square feet of signage plus four square feet of directional signage (County Code 13.10.581). A variance is requested as a part of this application to exceed these limits. The proposed sign plan is detailed on Sheet A1.6 of Exhibit D and shows a total of 117.25 square feet of signs, including directional and parking-related signs. A variance for additional sign area is warranted due to the project site's distant location from 17<sup>th</sup> Avenue and the large size of the Shoreline Middle School campus (11.5 acres). Additional sign area will facilitate the orderly access of the Boys & Girls Club. In addition, the proposed signs are in proportion to the size of the campus and proposed institutional building.

### **Improvement Plan**

About 708 cubic yards of cut and 182 cubic yards of fill are proposed to be graded to establish the finish grades of the parking lot, basketball court, walkways and the slopes required for the rain garden. An additional 2,560 cubic yards of over-excavation is proposed to create a safe base for the building's foundation.

As noted above, the proposed Boys & Girls Club is to be sited on the existing basketball courts. The impervious area of the project site will be reduced by about 632 square feet and there will be a net reduction in stormwater runoff as a result of the project. The project is required to maintain the pre-development stormwater runoff rate for the two and ten year storms for the project site area. Because of their proximity to the new building, two storm drain pipes will be relocated (sheets C1 and C2). A rain garden in the southwest corner of the project site will filter runoff generated by the project. No changes are proposed within the riparian corridor.

### **Environmental Review**

Environmental review has been required for the proposed project per the requirements of the California Environmental Quality Act (CEQA). Live Oak School District, as the lead agency, prepared a Mitigated Negative Declaration. The environmental review process focused on the potential impacts of the project in the areas of biological resources, transportation/traffic, cultural resources, air quality and noise. The environmental review process generated mitigation measures that will reduce potential impacts from the proposed development and adequately address these issues. The County, in the role of a responsible agency, has accepted that Mitigated Negative Declaration and the mitigations have been incorporated into this permit as conditions of approval.

### **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**

- Consideration of the Mitigated Negative Declaration under the California Environmental Quality Act.
- **APPROVAL** of Application Number 131064, 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](http://www.co.santa-cruz.ca.us)**

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# COUNTY OF SANTA CRUZ

## PLANNING DEPARTMENT

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(831) 454-2580 FAX: (831) 454-2131 TDD: (831) 454-2123  
KATHLEEN MOLLOY PREVISICH, PLANNING DIRECTOR  
<http://www.sccoplanning.com/>

## NOTICE OF DETERMINATION

**To:**

☒ County of Santa Cruz  
Clerk of the Board  
701 Ocean Street, Room 500  
Santa Cruz, CA 95060

☐ Office of Planning and Research  
State Clearinghouse  
P.O. Box 3044  
Sacramento, CA 95812-3044


**Subject: Filing of Notice of Determination in compliance with Section 21152 of the Public Resources Code.**

**Project Title: Boys and Girls Club**  
**Project Applicant: Live Oak School District**

**Project Location: Project located on the west side of 17th Avenue, on the Shoreline Middle School campus near Simpkins Swim Center, about 2,000 feet south of Capitola Road, in the Live Oak area of unincorporated Santa Cruz**

**Project Description:** Proposal to construct a Boys and Girls Club on the Shoreline Middle School campus. The project will consist of new construction of an 18,559 sq ft. two story facility including: game room, learning center, administration offices, café, and art room on the first floor. The second floor will have a teen center, digital studio, music room, music studio, dance and movement room, conference room, and digital arts studio. The club is planned to house 140 students on a daily basis, along with 20 teachers and volunteers. The Boys and Girls Club program will operate during after school hours (Monday, Tuesday, and Thursday: 2:00 to 7:00pm; Wednesday: 12:30 to 7:00pm; and Friday: 1:00 to 7:00pm). Facility will also be used by Shoreline Middle School during regular school hours. When not being used by the Boys and Girls Club and Live Oak School District the facility will be made available to the community members and County for private programs, classes, meetings and additional activities under the Civic Center Act (Education Code sections 38130 et seq).

This is to advise that the County of Santa Cruz, as a Responsible Agency, has considered the EIR or Negative Declaration as prepared by (Lead Agency), acting as Lead Agency, and has approved the above described project on August 2, 2013.

  
\_\_\_\_\_  
Signature

\_\_\_\_\_  
Environmental Coordinator  
Title

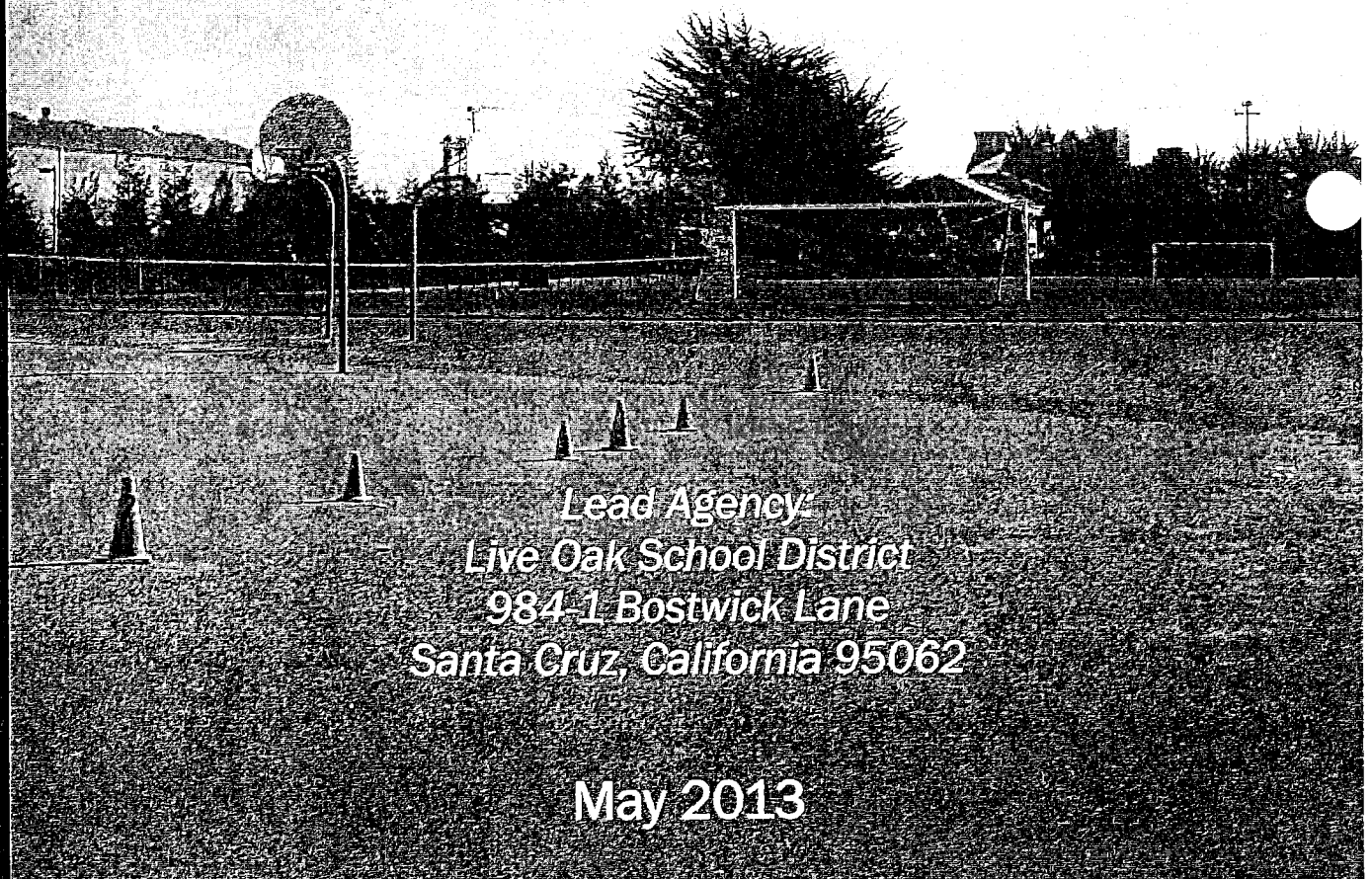
\_\_\_\_\_  
Date

\_\_\_\_\_  
Date Received for Filing at Clerk of the Board

\_\_\_\_\_  
Date Received for filing at OPR

**DRAFT**  
**Initial Study /**  
**Mitigated Negative Declaration**

**Boys and Girls Club of  
Shoreline West**



*Lead Agency:*  
*Live Oak School District*  
*984-1 Bostwick Lane*  
*Santa Cruz, California 95062*

**May 2013**



**School Site Solutions, Inc.**

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A Mitigation Monitoring Report Program

B Site Photos

C Proposed Site and Floor Plans

D Phase I Analysis

E Transportation Impact Study

F Joint Use Agreement

G Native American Heritage Commission Response Letter

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# 1 Introduction

Live Oak School District (LOSD) proposes to construct a new Boys and Girls Club after school program. LOSD, the Boys and Girls Club of Santa Cruz, and the County of Santa Cruz agreed to a Joint Use Agreement (**Appendix F**) in January of 2013 proposing to develop land currently located on the property of Shoreline Middle School, 855 17<sup>th</sup> Avenue, Live Oak School District, Santa Cruz, Santa Cruz County. Pursuant to the California Environmental Quality Act (CEQA; *Public Resources Code* Section 21000, et seq. and CEQA Guidelines), Live Oak School District has prepared this Initial Study (IS) – to consider the potential environmental impacts that might result from the implementation of the Boys and Girls Club. Live Oak School District will remain the owner of the premises and the facility. Boys and Girls Club will be responsible for all operation, maintenance and administration costs. County and Public Use will be available by reservation.

Live Oak School District is the Lead Agency for CEQA compliance on this project. Based on the results of the IS, LOSD has determined that although the project could have a significant impact on the environment, mitigation measures will be employed to ensure all impacts remain less than significant. As a result, a Mitigated Negative Declaration (MND) is the appropriate CEQA compliance document for this project.

This Draft IS/MND contains the following sections:

- Section 2** Initial Study Findings
- Section 3** Initial Study Checklist
- Section 4** Supporting Information Sources

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## 2 Initial Study Findings

1. **Project title:**  
Boys and Girls Club Located at Shoreline Middle School
2. **Lead Agency name and address:**  
Live Oak School District  
984-1 Bostwick Lane  
Santa Cruz, CA 95062
3. **Contact person and phone number:**  
Keith Houchen (831) 212-4862
4. **Project location:**  
The property proposed for the addition of the Boys and Girls Club consists of approximately 1/2 acre located at 855 17<sup>th</sup> Avenue, Santa Cruz, Santa Cruz County, California ("the Site"), as shown in **Figures 1 and 2** and **Appendix B**. The Site is identified by Assessor's Parcel Number (APN) 027-251-21, 36° 58' 8.8278" (36.969119) north and 121° 59' 13.4124" (121.987059) west.
5. **Project sponsor's name and address:**  
Live Oak School District  
984-1 Bostwick Lane  
Santa Cruz, CA 95062
6. **General Plan designation:**  
Public Facility
7. **Zoning:**  
Public and Community Facilities (PF)
8. **Description of project:**  
The proposed project replaces the existing teen center with construction of a new Boys and Girls Club (B&GC) on Shoreline Middle School Campus at 855 17<sup>th</sup> Avenue Santa Cruz, unincorporated Santa Cruz County, California, Live Oak School District. The Clubhouse is proposed for construction via joint use agreement between the Boys and Girls Club of Santa Cruz, Live Oak School District (LOSD), and the County of Santa Cruz Redevelopment Agency. LOSD will remain the owner of the land and facility, the B&GC will be responsible for all operation and maintenance of the facility. The Club will be built on land currently used for outdoor basketball courts, shown in **Figure 1**. The club will now include an elementary and teenage program.  
The project will consist of new construction of an 18,559 sq ft. two story facility including: game room, learning center, administration offices, café, and art room on the first floor. The second floor will have a teen center, digital studio, music room, music studio, dance and movement room, conference room, and digital arts studio. The club is planned to house 140 students on a daily basis, along with 20 teachers and volunteers. The Boys and Girls Club program will operate during after school hours (Monday, Tuesday, and Thursday: 2:00 to 7:00pm; Wednesday: 12:30 to 7:00pm; and Friday: 1:00 to 7:00pm). Facility will also be used by Shoreline Middle School during regular school hours. When not being used by the Boys and Girls Club and Live Oak School District the facility will be made available to the community members and County for private programs,

classes, meetings and additional activities under the Civic Center Act (Education Code sections 38130 et seq).

Operation hours for the after school program would be from 2:00 p.m. to 6:00 p.m. Monday through Friday. The facility would be in use on the weekends, drawing a larger crowd than weekly totals including sporting events, and other school activities.

Project construction completion is expected between 1/1/2015 -7/1/2015. Construction hours would be from 8:00 a.m. to 5:00 p.m. Monday through Friday.

**9. Surrounding land uses and setting:**

The Site is located on the Shoreline Middle School campus. The surrounding land use consists of light commercial.

**10. Other public agencies whose approval is required:**

State funds are not sought for the proposed project; Live Oak School District would comply with applicable local, state and federal regulations as related to the permits needed for project construction and implementation.

## ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

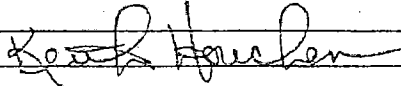
The environmental factors checked below would be potentially affected by this project, as indicated by the checklist on the following pages.

<input type="checkbox"/>	Aesthetics	<input type="checkbox"/>	Agriculture and Forestry	<input checked="" type="checkbox"/>	Air Quality
<input checked="" type="checkbox"/>	Biological Resources	<input checked="" type="checkbox"/>	Cultural Resources	<input type="checkbox"/>	Geology/Soils
<input checked="" type="checkbox"/>	Greenhouse Gas Emissions	<input type="checkbox"/>	Hazards and Hazardous Materials	<input type="checkbox"/>	Hydrology/Water Quality
<input type="checkbox"/>	Land Use/Planning	<input type="checkbox"/>	Mineral Resources	<input checked="" type="checkbox"/>	Noise
<input type="checkbox"/>	Population/Housing	<input type="checkbox"/>	Public Services	<input type="checkbox"/>	Recreation
<input checked="" type="checkbox"/>	Transportation/Traffic	<input type="checkbox"/>	Utilities/Service Systems	<input type="checkbox"/>	Mandatory Findings of Significance

## DETERMINATION:

On the basis of this initial evaluation:

<input type="checkbox"/>	I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
<input checked="" type="checkbox"/>	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 revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
<input type="checkbox"/>	I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
<input type="checkbox"/>	I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
<input type="checkbox"/>	I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required

Signature: 	Date: 5-1-2013
Printed Name: Keith Houchen, Director of Buildings, Maintenance, Grounds, and Transportation	

## EVALUATION OF ENVIRONMENTAL IMPACTS

- 1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- 2) All answers must take account of the whole action involved, including off-Project Site as well as on-Project Site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
- 4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section XVII, "Earlier Analyses," may be cross-referenced).
- 5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
  - a) Earlier Analysis Used. Identify and state where they are available for review.
  - b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
  - c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address Project Site-specific conditions for the project.
- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
- 7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist

that are relevant to a project's environmental effects in whatever format is selected.

- 9) The explanation of each issue should identify:
- a) the significance criteria or threshold, if any, used to evaluate each question; and
  - b) the mitigation measure identified, if any, to reduce the impact to less than significance.

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### 3 Initial Study Checklist

I. AESTHETICS— Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?				X
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				X
c) Substantially degrade the existing visual character or quality of the Project Site and its surroundings?			X	
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			X	

#### Environmental Setting

The Site and surrounding topography are shown on **Figure 1**. The approximately 1/2-acre Site on the northwest portion of Shoreline Middle School property and immediate vicinity are relatively flat and used for education and light commercial. The elevation of the Site is about 42 feet above mean sea level (msl).

a) *Would the project have a substantial adverse effect on a scenic vista?*

**No Impact.** The surrounding vicinity is primarily developed with residential uses; with the proposed site located on an existing middle school. The vicinity does not provide a view that would be characterized as a scenic vista. Although this project is located within the Coastal Zone, it is not located on a ridgeline, within a rural scenic resource, beach view shed or special community.

b) *Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?*

**No Impact.** The Site is not located near any designated or eligible State Scenic Highways. There are no rock outcroppings or historic buildings of significance within the proposed Site boundaries. No large or significant trees, such as oaks, would be removed in order to implement the project.

- c) *Would the project substantially degrade the existing visual character or quality of the Project Site and its surroundings?*

**Less Than Significant Impact.** The project would not degrade the visual character of the Site or surroundings. The proposed Boys and Girls Club building will be located northwest of Shoreline Middle School buildings and east of Simpkins Family Swim Center, it will be bordered to the north by railroad tracks. The building finish will be compatible with surrounding institutional buildings: design elements echo the Simpkins Swim Center; coloring of the structure will match the middle school (blue). The maximum height of new buildings in a Public Facility Zone is 35 feet; the new project will be consistent with this standard.

- d) *Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?*

**Less Than Significant Impact.** It is expected that the building will have some associated nighttime lighting for security purposes; however, fixtures will be designed and placed to minimize light or glare (e.g., shielded, directed downward). No lighted athletic facilities are planned as a part of this project.

II. AGRICULTURE AND FOREST RESOURCES— Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				X
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by				X



Government Code section 51104(g)?				
d) Result in the loss of forest land or conversion of forest land to non-forest use?				X
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?				X

#### Environmental Setting

The project area is a developed Middle School; the surrounding area is residential housing. As described in **Section 2**, the Site and surrounding properties are zoned for public and community facilities use under Zone PF and light commercial under Zone M-1. No agricultural uses are currently located on or adjacent to the Site; no conversion of agricultural land would occur as a result of the proposed project.

- a) *Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?*

**No Impact.** The Department of Conservation's map for Santa Cruz County Important Farmland 2010 (the most recent year for which data is available), identifies the Site as "Urban & Built-Up Land."

- b) *Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?*

**No Impact.** The Site is not subject to a *Williamson Act* contract nor zoned for agricultural use. The Department of Conservation's map for Santa Cruz County Williamson Act Lands 2010 (the most recent year for which data is available) identifies the Site as "Built-Up Land."

- c) *Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?*

**No Impact.** The Site is not located on or near forest lands or timberland of any kind.

- d) *Result in the loss of forest land or conversion of forest land to non-forest use?*

**No Impact.** See response to c) above.

- e) Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

**No Impact.** See responses to a) through d) above.

III. AIR QUALITY— Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?			X	
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?		X		
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?			X	
d) Expose sensitive receptors to substantial pollutant concentrations?		X		
e) Create objectionable odors affecting a substantial number of people?			X	

#### Environmental Setting

The Site is located within the Monterey Bay Unified Air Pollution Control District (MBUAPCD). In 2008 the MBUAPCD adopted the 2008 Air Quality Management Plan (AQMP) as a transitional plan to shift focus from the 1-hour component of the State Ambient Air Quality Standard (AAQS) to achieving the new 8-hour requirement. To comply with the *California Clean Air Act (CCAA)*, MBUAPCD adopted the 2008 Ozone Strategy, which outlines performance measures for how the region will (1) comply with

the State one-hour air quality standard for ozone; and (2) reduce transport of ozone and ozone precursors to the entire North Central Coast Air Basin (NCCAB): CCAA requires a 5% annual reduction until ozone standards are met.

The California Air Resources Board (ARB) has set the one-hour ozone standard at 0.09 parts per million (ppm); the eight-hour average ozone standard (2005) is 0.07 ppm. The State one-hour standard is exceeded when the average ozone concentration measured over a one-hour period at any monitoring station is higher than the standard. ARB designated the NCCAB as a "nonattainment" area for the State ozone standard. NCCAB did meet the 1-hour standard but fails to meet the new 8-hour standard as of 2007. The air basin only met the 1-hour standard by a margin of 1% and will likely fluctuate above and below the State criteria. The air basins 8-hour standard was 20% over the standard and planned to take years to reduce to State criteria. The MBUAPCD's 2008 Ozone Strategy is aimed to focus on the attaining the 8-hour standard, given the 1-hour standard is much lower in comparison. The NCCAB is also designated "nonattainment" for State PM<sub>10</sub> standards for particulate matter (annual and 24-hour) and designated "attainment" for State PM<sub>2.5</sub> (24-hour) standards. Each of these pollutants are designated as "attainment" areas at the federal standards. Threshold of significance for construction impacts for PM<sub>10</sub> is 82lb/day from direct emissions for MBUAPCD. VOC emissions significance levels are set at 137 pounds per day of direct and indirect emissions. Santa Cruz County has developed a draft Climate Action Strategy aimed to reduce Greenhouse Gases (GHG) within the county. This action plan runs in conjunction with the California Air Resources Board "Climate Change Scoping Plan" which outlines GHG reductions required by AB 32. This climate action strategy sets targets GHG emissions for 2020, 2035, and 2050.

The primary emissions associated with the redevelopment of the Site would be from indirect sources (e.g., motor vehicle trips) and equipment operation (including dust generation) during the construction phase. The operation of the Boys and Girls Club program would not emit significant pollutants from onsite activities.

- a) *Would the project conflict with or obstruct implementation of the applicable air quality plan?*

**Less Than Significant Impact.** The project does not conflict with or obstruct the MBUAPCD's 2008 Air Quality Management Plan.

- b) *Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?*

**Less Than Significant with Mitigation Incorporation.** The proposed project totals 11,480 SF of interior building area. Based on this criteria and the student capacity project values of emissions were calculated.

Using URBEMIS 2007 (Version 9.2.4), the calculated construction emission estimates are presented below in comparison to the significance criteria specified in the MBUAPCD Guidelines:

	ROG	NO <sub>x</sub>	CO	SO <sub>2</sub>	PM <sub>10</sub> (exhaust)	PM <sub>10</sub> (dust)	PM <sub>2.5</sub> (exhaust)	PM <sub>2.5</sub> (dust)
Project Estimate	147.8	67.73	57.33	0.01	4.41	32.07	4.05	6.71
Significance Criteria	137	137	550	150	82	BMPs	54	BMPs

Notes: All values expressed as lbs/day

ND = Not Developed; BMPs = Best Management Practices

Project construction activities would create short-term increases in emissions of particulate matter and ozone precursors (NO<sub>x</sub>); however, the limited nature of ground disturbance indicates any air quality impact would be less than significant. Implementation of the MBUAPCD's Basic Construction Mitigation Measures would reduce potentially significant air quality emissions to a level that is less than significant, pursuant to the BAAQMD Guidelines.

Mitigation Measure

Implementation of the following mitigation measure will ensure that the impact to air quality remains less than significant.

**MM-1: The project contractor shall be required to implement the following construction mitigation measures:**

1. All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.
  2. All haul trucks transporting soil, sand, or other loose material off-site shall be covered.
  3. All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.
  4. All vehicle speeds on unpaved roads shall be limited to 15 mph.
  5. All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.
  6. Idling times shall be minimized either by shutting off equipment when not in use or reducing the maximum idling time to 5 minutes (as required by California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points.
  7. All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified visible emissions evaluator.
  8. Post a publicly visible sign with the telephone number and person to contact at the lead agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations.
- c) *Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?*
- Less Than Significant Impact.** Refer to response b) above. The size of the project and limited nature of construction activities expected to impact air quality suggests incremental emissions associated with the project would not be significant.

- d) *Would the project expose sensitive receptors to substantial pollutant concentrations?*

**Less Than Significant with Mitigation Incorporation.** Project construction will necessarily occur in proximity to existing nearby residences; however, construction activities will be timed to minimize exposure, to the greatest extent that this is

feasible. The anticipated duration of construction activities, and the small size of the Site, in combination with low particulate matter estimates and mitigation measures as discussed in b) above (MM-1), suggests construction emissions would be less than significant.

There MBUAPCD has reported several hazardous air emitters within one-quarter mile of the Site as stated in the Phase I Analysis as stated before (Appendix D). Given location of the project on an active school site the risk to Boys and Girls Club attendees from hazardous air emitters within the project vicinity is not a significant impact.

The Site is not located within 1,000 feet of any freeways or other roadways expected to serve a traffic volume that may result in adverse particulate matter concentrations from surface streets.

- e) *Would the project create objectionable odors affecting a substantial number of people?*

**Less Than Significant Impact.** The operation of the proposed Site as a Boys and Girls Club is not expected to create any objectionable odors. Odors that may be created during construction (e.g., exhaust) will be temporary and would occur during daytime hours, when many people are away from their homes for school or work.

IV. BIOLOGICAL RESOURCES— Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				X
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?				X

IV. BIOLOGICAL RESOURCES— Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				X
d) Interfere substantially 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 wildlife nursery Project Sites?		X		
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?			X	
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				X

*Environmental Setting*

Although the California Natural Diversity Database (CNDDB) identifies numerous special status species potentially occurring in the Santa Cruz Quadrangle, the Site presents a lack of suitable habitat due to its highly disturbed nature.

- a) *Would the project have a substantial adverse effect, either directly or through habitat modifications, 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?*

**No Impact.** The Site is currently developed as a Middle School. The project would not have a substantial adverse effect on habitat. A CNDDDB search indicates several recorded occurrences and historical occurrences of special-status species within one mile of the proposed project. No special-status species were observed during surveys of the site. No impact is expected to an listed plant species.

- b) *Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?*

**No Impact.** There is no identified riparian habitat or significant natural communities within the project area; no wetlands or waters of the U.S. were observed within the Site. Schwan Lake, located adjacent to the project site on the southern boundary, contains wetland and riparian habitat that would be under Section 404 of the Clean Water Act. The proposed project is not expected to have a negative impact on Schwan Lake.

- c) *Would the project have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?*

**No Impact.** There are no federally protected wetlands identified or observed within the Site. Schwan Lake contains wetland and riparian habitat that would be under Section 404 of the Clean Water Act. The proposed project is not expected to have a negative impact on Schwan Lake.

- d) *Would the project interfere substantially 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 wildlife nursery Project Sites?*

**Less than Significant with Mitigation Incorporation.** Due to the developed nature of the project site a majority of observed wildlife within the site is associated with species common with developed or other urban areas. Trees and adjacent shrubs could provide nesting habitat for raptors or other birds protected under the Migratory Bird Treaty Act (MBTA).

#### Mitigation Measure

Implementation of the following mitigation measure will ensure that the impact to any wildlife corridors remains less than significant

**MM-2: To protect any birds under the MBTA the following mitigation measures will be taken to ensure impact remains less than significant.**

1. Trees located within riparian corridor adjacent to the project site could provide potential nest sites for birds protected under the MBTA. Although there will not be any vegetation removal, the proximity of potential nests to the project site could impact the breeding success of the birds (particularly

raptors) protected under the MBTA and CDFG codes (Sections 3503, 3503.5, and 3800). The laws and regulations prohibit the take, possession, or destruction of birds, their nests, or eggs. Disturbance that causes nest abandonment and/or loss of reproductive effort could be considered a "take".

The following measures are recommended to avoid/mitigate project impacts of species protected by the MBTA:

- Schedule construction activities to begin prior to the beginning of nesting activity (March 15) or after fledging (August 15).
- If this is infeasible, conduct pre-construction surveys between March 15 and August 15 in potential nesting habitat to identify nest sites prior to the initiation of construction activities during nesting season. If an active raptor nest is observed within 350 feet of the project site, contact CDFG for guidance and/or establish a 350-foot buffer around the nest tree. If a passerine bird nest is observed during surveys coordination with the agencies should be conducted to determine the appropriate buffer zone size based on the avian species nesting and its nesting phenology, site conditions, and construction methods that could impact the species. Prohibit construction activities in any established buffer zones until the young have fledged.

- e) *Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?*

**Less Than Significant Impact.** The project does not conflict with any local policies or ordinances protecting biological resources; removal of any trees on site will be replaced.

- f) *Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?*

**No Impact.** The Site is located within the City of Santa Cruz Habitat Conservation Plan, it will not conflict with any provisions associated with this conservation plan.



V. CULTURAL RESOURCES— Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource as defined in 15064.5?				X
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to 15064.5?		X		
c) Directly or indirectly destroy a unique paleontological resource or Project Site or unique geologic feature?				X
d) Disturb any human remains, including those interred outside of formal cemeteries?			X	

#### Environmental Setting

The first known human settlement of the Santa Cruz area was that of the Ohlone Native Americans, prior to Spanish discovery. In 1769 Spanish explorer Do Gaspar de Portola discovered the City of Santa Cruz. After Spanish arrival the Ohlone culture and way of life was all but eliminated within 50 years. By the 1820's Mexico had assumed control of the area and American settlement began to come in large quantities. Santa Cruz county was created in 1850, one of the 27 original counties of California. The Santa Cruz area was known for its logging, lime processing, agriculture and commercial fishing industries. A Sacred Lands File check by the Native American Heritage Commission (NAHC) found no historic presence of cultural resources in the immediate project area, the NAHC response is attached as **Appendix G**.

- a) *Would the project cause a substantial adverse change in the significance of a historical resource as defined in 15064.5?*

**No Impact.** There are no historic sites or buildings in proximity to the Site; no historical resources are observed within the Site.

- b) *Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to 15064.5?*

**Less Than Significant with Mitigation Incorporation.** Although no resources are identified within the Site, unidentified archaeological resources could be uncovered during construction.

Mitigation Measure

Implementation of the following mitigation measure will ensure that the impact to archaeological resources remains less than significant.

**MM-3: If cultural resources are encountered during Site grading or other construction activities, all work shall be halted within 50 feet of the discovery and LOSD shall engage a qualified archaeologist to assess and protect the discovery as appropriate. No further soil disturbance shall occur within the 50-foot buffer until the preceding assessment has been completed.**

- c) *Would the project directly or indirectly destroy a unique paleontological resource or Project Site or unique geologic feature?*

**No Impact.** There are no paleontological resources or unique geologic features identified or observed within the Site.

- d) *Would the project disturb any human remains, including those interred outside of formal cemeteries?*

**Less Than Significant Impact.** The Site has not been identified as a burial location for human remains; however, should human remains be unexpectedly encountered, Live Oak School District will follow the requirements of California *Health and Safety Code* and *Public Resources Code*, as applicable. If human remains were determined to be Native American in origin, Live Oak School District would contact the Native American Heritage Commission to determine the most likely descendants.

VI. GEOLOGY AND SOILS— Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) 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 based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.			X	
ii) Strong seismic ground shaking?			X	
iii) Seismic-related ground failure, including liquefaction?			X	

VI. GEOLOGY AND SOILS— Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
iv) Landslides?				X
b) Result in substantial soil erosion or the loss of topsoil?			X	
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-Project Site landslide, lateral spreading, subsidence, liquefaction or collapse?			X	
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?			X	
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				X

### Environmental Setting

The Project site is located on the southwestern slope of the central Santa Cruz Mountains. The Santa Cruz Mountains are located southwest of the San Andreas Fault, it is underlain by large northeast trending fault-pounded elongated prism granitic and metamorphic basement rocks. Along the coast there is tectonic activity found in the gradual uplift of the coastline, seen in the uplifted marine terraces that sculpt the coastline.

The project site is underlain by Pleistocene marine and marine terrace deposits. The United States Department of Agriculture, Soil Conservation Service's, Santa Cruz County report that the soils at the site are identified as coastal terraces, formed in alluvium. The surface layer is very dark grayish brown, slightly acid loam about 12

inches thick. The subsurface layer is light gray and very pale brown, slightly acid clay about 21 inches thick. The substratum is mixed light gray, very pale brown and yellow, slightly acid and medium acidic sandy clay loam. The permeability on site is very slow,. Runoff is slow or medium and the hazard of erosion is slight to moderate. The mean annual precipitation is about 28 inches. The depth to groundwater in the vicinity of the Project Site is reported at depths of approximately 15 to 20 feet below the surface, flowing southwest towards Schwans Lagoon.

On February 1, 2012 Padre Associates took soil samples at the project site, three drill holes were made at depths of 6-7.5 feet with a direct push drilling technique. Geoprobe refusal was encountered at each hole, not allowing Padre to reach its desired depths of 10 feet. A minimum of two soil samples were taking per drill hole for analysis. Results of the sampling detected Arsenic concentrations from 1.2 to 3.1 milligrams per kilogram, lead was detected at concentrations ranging from 4.9 to 12 mg/kg. Both results were below the California EPA's Department of Toxic Substances Control's risk screening level for schools. It was concluded that results of sampling did not identify the presence of constituents of potential environmental concern associated with the property use.

Seismic activity?

a) *Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:*

i) *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 based on other substantial evidence of a known fault?*

**Less Than Significant Impact.** No known active or potentially active faults traverse the Site, which is not located in an Alquist-Priolo Fault-Rupture Hazard Zone. The possibility of ground rupture from faulting is considered slight. The closest fault zone is located in the Laurel Quadrangle.

ii) *Strong seismic ground shaking?*

**Less Than Significant Impact.** According to Earthquake Fault Zone maps from the California Geological Survey, the Site is not located within the boundaries of an Alquist -Priolo Earthquake Fault zone. There aren't any active faults known to cross the site. Seismic ground shaking is not considered to impact the site.

iii) *Seismic-related ground failure, including liquefaction?*

**Less Than Significant Impact.** Based on the liquefaction Hazards Map of Santa Cruz County there is low potential for ground failure and liquefaction at the project site.

iv) *Landslides?*

**No Impact.** The project area is relatively flat and not located within an area of known landslide activity. Grading activities implemented for the project would be highly unlikely to result in a potential soil instability that could lead to a landslide.

b) *Would the project result in substantial soil erosion or the loss of topsoil?*

**Less Than Significant Impact.** Some grading will occur as part of the construction project. It is expected that Best Management Practices (BMPs) typically applied to grading activities will be specified by the contractor in order to minimize erosion

during construction. The soils located on site have slow permeability, runoff is slow to medium, creating slight to moderate hazard of erosion.

- c) *Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-Project Site landslide, lateral spreading, subsidence, liquefaction or collapse?*

**Less Than Significant Impact.** As discussed above, the potential for landslide or liquefaction events on the Site is considered unlikely.

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

**Less Than Significant Impact.** Soils underlying the Site are characteristically low permeability; expansive soils are not a concern. The absence of fault zones in the surrounding vicinity of the Project Site lowers the risk of life or property damage. The site is not located on expansive soils as defined by Table 18-1-B, no impact is expected.

- e) *Would the project have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?*

**No Impact.** The project would connect to municipal waste water systems.

VII. GREENHOUSE GAS EMISSIONS— Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?		X		
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?		X		

#### *Environmental Setting*

The most common greenhouse gases are carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), nitrous oxide (N<sub>2</sub>O), hydrofluorocarbons (HFC), perfluorocarbons (PFC) and sulfur hexafluoride (SF<sub>6</sub>). Of these, fossil fuel combustion is by far the dominant source of CO<sub>2</sub>; greenhouse gas (GHG) emissions of all types are commonly analyzed in terms of equivalent emissions of carbon dioxide (CO<sub>2</sub>E).

The MBUAPCD's 2008 Air Quality Management Plan sets the standard for the Monterey Bay Region in accordance with the California Clean Air Act.

- a) *Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?*

**Less Than Significant with Mitigation Incorporation.** The MBUAPCD does not have an adopted threshold of significance for construction-related GHGs; however, feasible best management practices should be implemented to reduce GHG emissions during construction. Implementation of **MM-4** would help to reduce construction-related GHGs. To further reduce impacts, additional best management practices should be considered.

Mitigation Measure

Implementation of the following mitigation measure will serve to reduce the impact to greenhouse gas emissions to less than significant.

**MM-4:** Live Oak School District shall implement, to the extent feasible, the following best management practices for the reduction of greenhouse gas emissions:

1. Maintain a construction fleet consisting of at least 15% alternative fueled (e.g., biodiesel, electric) vehicles;
2. Utilize local (within 100 miles) building materials of at least 10%; and
3. Recycle at least 50% of construction waste or demolition materials.

- b) *Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?*

**Less Than Significant with Mitigation Incorporation.** The proposed project would not conflict with any applicable plans, policies or regulations for the reduction of GHG emissions. Implementation of **MM-4** above would further reduce construction-related impacts. Green building concepts and techniques would also be incorporated, in alignment with State and local policies and targets for reducing GHG emissions

VIII. HAZARDS AND HAZARDOUS MATERIALS— Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?				X
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?				X



VIII. HAZARDS AND HAZARDOUS MATERIALS— Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			X	
d) Be located on a Project Site which is included on a list of hazardous materials Project Sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?			X	
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?			X	
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?				X
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				X

VIII. HAZARDS AND HAZARDOUS MATERIALS— Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?				X
i) Be located within 1,500 feet of a high-pressure pipeline that can pose a safety hazard?			X	

#### Environmental Setting

Environmental investigation of the Site is being performed by Padre Associates, Inc. A *Phase I Environmental Site Assessment* ("Phase I Report") was prepared in December 2011; subsequent soil sampling was conducted to assess the potential for arsenic, lead, CAM 17 metals, pH, PAHs, and TPH-d, in general accordance with Department of Toxic Substances Control (DTSC) guidance and protocols. The results of soil sampling were presented in a *Soil and Ground Water Quality Evaluation* ("Phase II Report") dated February 2012. Laboratory analysis did not identify the presence of constituents of potential environmental concern within the project site **Section 3, VI**. The average soil pH concentration on site was 7.8, which is classified as slightly alkaline. One sample was considered strongly alkaline with a reading of 11.41; this result may be from residual concentrations of cement or cement bi-projects. According to California EPA map of Radon Zones, the project site is located within Zone 2, database inquiries of radon levels by zip code show 255 site tests conducted within the site zip code. Based on these test results the potential for radon hazard is considered low to moderate. Based on the Division of Mines and Geology, Geologic Mp of California, Santa Cruz, the nearest exposure of potentially asbestos-bearing ultramafic rocks is located a distance greater than 10 miles from the Project Site, making the potential presence of natural occurring asbestos low.

- a) *Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?*

**No Impact.** The proposed use of the Site as a Boys and Girls Club program indicates it would not be routinely associated with hazardous materials.

- b) *Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?*

**No Impact.** The proposed use of the Site as a Boys and Girls Club indicates it would be unlikely for hazardous materials to be released into the environment.



- c) *Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?*

**Less Than Significant Impact.** The project itself will not emit hazardous air emissions or handle hazardous materials, substances or waste. The Monterey Bay Unified Air Pollution Control District (MBUAPCD) was consulted by Padre Associates, Inc for the identification of hazardous air emitters within one-quarter mile of the Site; six (6) facilities were identified: Leopoldo Cortes, Johnson Art Studio, Sturdy Oil Company, Mel & Associates, Inc., William Riedel, and Ken Heredia. These facilities undergo annual inspection and no violations are currently reported. These facilities are not considered to have an adverse effect on the site or the inhabitants that will use it. (see **Section 3, III. (d)**).

- d) *Would the project be located on a Project Site which is included on a list of hazardous materials Project 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?*

**Less Than Significant Impact.** As discussed above, a Phase II Environmental Assessment was done by Padre Associates. The results of this assessment did not present any hazards that would be detrimental to the public or the environment, the site is currently used as a Middle School by Live Oak School District.

- e) *For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?*

**Less Than Significant Impact.** The California Department of Transportation Division of Aeronautics Public Use airports and Military Airfields map (2008), USGS topographic maps, Soquel Quadrangle, and Santa Cruz Quadrangle, and Google Earth photos were reviewed for the presence of airport runways located within 2-nautical miles of the Project Site, no runways were identified.

- f) *For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?*

**No Impact.** The Site is not located within two nautical miles of a private airstrip.

- g) *Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?*

**No Impact.** The project would not adversely affect an adopted emergency response plan or emergency evacuation plan.

- h) *Would the project expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?*

**No Impact.** The Site is not located in or near wildlands.

- i) *Would the project be located within 1,500 feet of a high-pressure pipeline that can pose a safety hazard?*

**Less Than Significant Impact.** In preparation of the Phase I Environmental Assessment Padre Associates contacted City of Santa Cruz Water Department,

Pacific Gas & Electric (PG&E), and the Office of the State Fire Marshal (SFM) for potential presence high-pressure pipelines within the project site vicinity. City of Santa Cruz Water Department reported a 10-inch water line that runs along 17<sup>th</sup> Avenue within the roadway. PG&E reported no presence of any power lines located in the vicinity that would present a risk for the site attendees. No pipelines were located within 1,500 feet of the Project Site according to SFM.

IX. HYDROLOGY AND WATER QUALITY— Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements?			X	
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?			X	
c) Substantially alter the existing drainage pattern of the Project Site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-Project Site?			X	
d) Substantially alter the existing drainage pattern of the Project Site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or			X	

IX. HYDROLOGY AND WATER QUALITY— Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
amount of surface runoff in a manner which would result in flooding on- or off-Project Site?				
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?			X	
f) Otherwise substantially degrade water quality?			X	
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				X
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?			X	
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?				X
j) Inundation by seiche, tsunami, or mudflow?				X

### *Environmental Setting*

The Site is situated approximately 42 feet above mean sea level (msl) and is relatively flat. The nearest surface water body is Schwans Lagoon (channelized) is located adjacent (southwest) to the Site. On site stabilized depth to groundwater is inferred to be 15-20 feet. The proposed project will connect to existing City water supply infrastructure that runs along 17<sup>th</sup> Avenue and currently supplies Shoreline Middle School.

- a) *Would the project violate any water quality standards or waste discharge requirements?*

**Less Than Significant Impact.** The project would be subject to the requirements of the *Clean Water Act*, including the National Pollutant Discharge Elimination System (NPDES) permit. Best Management Practices (BMPs) will be employed to minimize water quality impacts during the construction of the project; it is not expected that the operation of the Site as a school would impact water quality. Implementation of a Stormwater Pollution Prevention Plan (SWPPP) would also serve to ensure water quality standards and waste discharge requirements are not violated.

- b) *Would the project substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?*

**Less Than Significant Impact.** Water will be conveyed to the Site by the City of Santa Cruz Water Department; an existing water main is present on 17<sup>th</sup> avenue that supplies the Middle School. The Clubhouse will connect to this water main. The site will not adversely affect the groundwater table level; drainage will flow to landscaped areas on site. The project is not expected to have a significant effect on the underlying aquifer.

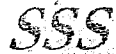
- c) *Would the project substantially alter the existing drainage pattern of the Project Site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-Project Site?*

**Less Than Significant Impact.** Drainage for the Site will be designed by a qualified engineer; the implementation of BMPs during the construction phase of the project will reduce for the potential for substantial erosion or siltation on- or off-site. Offsite plans for drainage have been submitted to Santa Cruz County for approval. The project is not expected to result in a net increase in runoff; therefore proposed alterations to the drainage pattern are considered less than significant.

- d) *Would the project substantially alter the existing drainage pattern of the Project Site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-Project Site?*

**Less Than Significant Impact.** As discussed above, the drainage design and implementation of BMPs will reduce the potential for flooding on- or off-site.

- e) *Would the project create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?*



**Less Than Significant Impact.** As discussed above, the proposed project is expected to have a neutral impact on stormwater runoff. Implementation of a Stormwater Pollution Prevention Plan (SWPPP) would also serve to ensure water quality standards and waste discharge requirements are not violated.

*f) Would the project otherwise substantially degrade water quality?*

**Less Than Significant Impact.** The project is not expected to substantially degrade water quality.

*g) Would the project place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?*

**No Impact.** The project does not include housing as one of its components.

*h) Would the project place within a 100-year flood hazard area structures which would impede or redirect flood flows?*

**Less Than Significant Impact.** According to the Geotechnical Report, the Site is located in Federal Emergency Management Agency (FEMA) Zone X, areas of determined to be outside the 0.2% (500 yr) annual chance floodplain.

*i) Would the project expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?*

**No Impact.** There aren't any large lakes, reservoir or dams identified in close vicinity that would impact the site.

*j) Would the project expose people or structures to a significant risk of loss, injury or death involving inundation by seiche, tsunami, or mudflow?*

**No Impact.** Based on the California Geological Survey maps the risk of inundation from seiche, tsunami, or mudflow is considered low.

X. LAND USE AND PLANNING— Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Physically divide an established community?				X
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance)			X	



X. LAND USE AND PLANNING— Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
adopted for the purpose of avoiding or mitigating an environmental effect?				
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?				X

*Environmental Setting*

The Site is zoned for public and community facilities and is designated in the general plan as public facility areas, where schools are permitted by Use Permit; however, Live Oak School District may exempt the proposed project from local land use regulations pursuant to *Government Code* Section 53094.

a) *Would the project physically divide an established community?*

**No Impact.** The project would not physically divide an established community. Construction of the Boys and Girls Club is located in the Public Facility zoning designation. The surrounding area is largely residential area and would not disrupt neighborhood continuity.

b) *Would the project conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?*

**Less Than Significant Impact.** The proposed project will be in public facility zoning and will not conflict with any land use plan, policy or regulation from an agency with jurisdiction over the project.

c) *Would the project conflict with any applicable habitat conservation plan or natural community conservation plan?*

**No Impact.** The Site is not located within a Habitat Conservation Plan or Natural Community Conservation Plan. Located in close vicinity to the boundaries of City of Santa Cruz Water Department Habitat Conservation Plan, an interim habitat conservation plan for Santa Cruz County was approved in 2011. The project will not conflict with any surrounding conservation plan.

XI. MINERAL RESOURCES— Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				X
b) Result in the loss of availability of a locally-important mineral resource recovery Project Site delineated on a local general plan, specific plan or other land use plan?				X

#### Environmental Setting

Identified mineral resources in Santa Cruz County include sand and gravel. There are several mining facilities that are located within Santa Cruz County; no known mineral resources are located near the Site.

- a) *Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?*

**No Impact.** The Site does not have any known mineral deposits; the project would not result in the loss of availability of a known mineral resource.

- b) *Would the project result in the loss of availability of a locally-important mineral resource recovery Project Site delineated on a local general plan, specific plan or other land use plan?*

**No Impact.** No locally-important mineral resource recovery sites would be impacted by the project.

XII. NOISE— Would the project result in:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			X	
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?		X		
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?			X	
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?		X		
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?			X	
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				X



### *Environmental Setting*

Existing noise sources at the property include school activities, residential activities and local traffic; nearby residences are sensitive receptors for the purpose of assessing project-level noise impacts. Santa Cruz County acceptable noise level for school is between 50 and 75 decibels (dB). A noise study was done during the original EIR for Shoreline Middle School; the noise level will not change from the levels currently on site. The Boys and Girls Club currently operates on campus in a portable, no additional noise will be added to the site.

- a) *Would the project result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?*

**Less Than Significant Impact.** As discussed above, the noise assessment levels determined during the original EIR for Shoreline Middle School will be unchanged with addition of the Boys and Girls Club facility. The students are currently on site in a portable building.

- b) *Would the project result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?*

**Less Than Significant with Mitigation Incorporation.** During the construction of the project, the Site and immediate vicinity could be subject to groundborne vibration (e.g., from the movement of large pieces of equipment and loaded trucks); however, these impacts would be temporary and therefore less than significant.

### Mitigation Measures

Implementation of the following mitigation measures will ensure that noise impacts remain less than significant.

**MM-5: The contractor shall employ appropriate noise suppression attachments (e.g., mufflers, etc.) on all equipment. Equipment idling shall be kept to a minimum and equipment turned off when not in use.**

- c) *Would the project result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?*

**Less Than Significant Impact.** As discussed above, the ambient noise levels on Site will not change from current levels. The play area noise levels remain within Santa Cruz County guidelines.

- d) *Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?*

**Less Than Significant with Mitigation Incorporation.** As discussed above, the construction phase of the project would result in temporary increases in ambient noise levels. The implementation of **MM-5** would ensure that construction-related noise impacts remain less than significant.

- e) *For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?*

**Less Than Significant Impact.** The Site is not located approximately 2 nautical miles of an airport.

- f) *For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?*

**No Impact.** The project is not located within the vicinity of a private airstrip.

XIII. POPULATION AND HOUSING— Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?				X
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				X
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				X

*Environmental Setting*

The proposed Boys and Girls Club would draw students from the surrounding neighborhoods and beyond. The proposed project will be placed on the existing Shoreline Middle School Campus.

- a) *Would the project induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?*

**No Impact.** The project is proposed in a built-out residential area; the Boys and Girls Club will draw students from existing neighborhoods. The school project is not growth-inducing.

b) *Would the project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?*

**No Impact.** The project will not displace any housing; construction will take place on an existing school campus.

c) *Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?*

**No Impact.** See response to b) above.

XIV. PUBLIC SERVICES—	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental 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:				
Fire protection?			X	
Police protection?			X	
Schools?			X	
Parks?				X
Other public facilities?				X

#### *Environmental Setting*

The project would be served by Capitola Police Department and Central Fire Protection District. The nearest fire station is Station #1, located approximately 0.08 miles west of the Site at 930 17th Avenue.

a) *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental 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:*

**Fire Protection – Less Than Significant Impact.** The project would not induce growth in the area; therefore, there would be no need for additional governmental facilities to provide fire protection. The increased number of calls that could result from construction of the school is not anticipated to be significant. Adequate water flow for firefighting will be provided on-site.

**Police Protection – Less Than Significant Impact.** The project would not induce growth in the area; therefore, there would be no need for additional governmental

facilities to provide police protection. The increased number of calls that could result from construction of the school is not anticipated to be significant.

**Schools – Less Than Significant Impact.** The construction of the Boys and Girls Club project could have adverse environmental impacts; however, the mitigation measures identified in this MND will ensure the project results in less than significant environmental impacts.

**Parks – No Impact.** The project does not create additional demand for parks.

**Other Public Facilities – No Impact.** The project is not expected to increase demand for other public facilities.

<b>XV. RECREATION—</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant with Mitigation Incorporation</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				X
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?				X

#### *Environmental Setting*

Development of the Site includes a play area, which provides curricular and extracurricular opportunities for student recreation. Several parks are located within a mile of the site, Sunny Cove Beach County Park (0.5 mi), Twentyfirst Avenue County Park (0.5 mi), and Jose Avenue Park (0.6 mi).

- a) *Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?*

**No Impact.** As the project is not growth-inducing, no additional demand for parks or recreational facilities is expected.

- b) *Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?*

**No Impact.** Recreational facilities will be included in the project; a gymnasium and dance and movement room. The middle school sharing the site also has play fields and outdoor basketball courts.

<b>XVI. TRANSPORTATION/ TRAFFIC— Would the project:</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant with Mitigation Incorporation</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?			X	
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?			X	
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?				X
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?				X
e) Result in inadequate emergency access?				X
f) Result in inadequate parking capacity?		X		

<b>XVI. TRANSPORTATION/ TRAFFIC— Would the project:</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant with Mitigation Incorporation</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?			X	
h) Be located within 500 feet of the edge of the closest traffic lane of a freeway or other busy traffic corridor (as defined in Senate Bill 352, Chapter 668, Statutes of 2003)?				X
i) Be located within 1,500 feet of a railroad easement?				X

#### *Environmental Setting*

The Site is located south of Simpkins Driveway and west of 17<sup>th</sup> Avenue in unincorporated Santa Cruz County. Ingress and egress will occur via a single driveway on Simpkins Driveway. Traffic Study Area including intersections of 17<sup>th</sup> Avenue with Brommer Street, Simpkins Driveway, Felt Street-Shoreline Middle School Entrance, and Portola Drive-East Cliff Drive. The Clubhouse is designed to accommodate about 140 participants on a typical afternoon; we also approximate 20 additional people on site in the form of teachers and volunteers, totally 160 on a typical day. To assess traffic impacts, a *Transportation Impact Analysis* (TIA) was completed (Fehr and Peers, February 2013). The TIA examined the above mentioned four (4) study intersections and found all to be operating at acceptable levels of service (LOS) according to Santa Cruz County. All study intersections are projected to continue to operate at an acceptable LOS with implementation of the proposed project; no significant impacts were found at study intersections. A complete copy of the TIA is provided as **Appendix E**.

The proposed project provides for On-Site circulation and parking (12 stalls), the Middle School has 68 available parking stalls. Considering the joint use agreement sufficient parking will be provided for typical day use, sign-up day, and adult classes. Parking demands will increase exponentially when the gymnasium is being used for events. In the scenario of large assemblies taking place at the site the parking demand will increase significantly, parking will be directed to the Middle School and Del Mar Elementary as needed.

- a) *Would the project cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?*

**Less Than Significant Impact.** The capacity associated with the Boys and Girls Club is 140 students on a daily basis and 20 teachers and volunteers. The TIA calculated the trip generation for the project to be 58 in the afternoon peak hour (2:00 – 3:00 PM). The mode of transportation in the afternoon hour will be dominated by bike/walking to the Clubhouse, a portion will transported by vehicle. The project would not generate more than 60 trips in the evening peak hour (5:00 – 6:00 PM). Departure mode is heavily weighed toward vehicle, still a portion of the students will leave via bike/walking. The peak hour impacts are considered less than significant by Santa Cruz County Regional Transportation Commission standards. Therefore no significant impacts are expected.

- b) *Would the project exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?*

**Less Than Significant Impact.** See response to a) above.

- c) *Would the project result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?*

**No Impact.** The project would have no impact to air traffic patterns based on the proposed height of facilities.

- d) *Would the project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?*

**No Impact.** Site ingress/egress would be safely designed at Simpkins Driveway.

- e) *Would the project result in inadequate emergency access?*

**No Impact.** The project is designed to ensure adequate emergency access to all school facilities; the Fire Marshal will give formal approval to the Fire/Life/Safety Plan for the project at the time of Division of the State Architect (DSA) Back Check.

- f) *Would the project result in inadequate parking capacity?*

**Less Than Significant with Mitigation Incorporation.** Per joint use agreement developed for the project, the parking spaces provided at the Clubhouse would be used exclusively by persons picking-up or dropping-off students at the Clubhouse and other Clubhouse visitors. The parking lot at Shoreline Middle School would be the designated parking area for Clubhouse employees and volunteers; it would also be used by visitors when necessary. When additional parking is needed the Clubhouse would use parking at Del Mar Elementary School or Simpkins Center. Only approximately 15 percent of Clubhouse participants will be of age to drive them to the site on a typical day. The site is proposed to supply 12 on site spaces, the Middle School has 68 spaces available for use when needed.

Mitigation Measures

Implementation of the following mitigation measures will ensure that parking impacts remain less than significant.

**MM-6: Live Oak School District will provide additional parking when events are held on site that requires increase of parking capacity. Shoreline Middle School parking will be used for clubhouse employees and volunteers on a daily basis. If needed, Del Mar Elementary (0.3 miles) School parking lot will be utilized when needed.**

- g) *Would the project conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?*

**Less Than Significant Impact.** A majority of students are expected to bike/walk to the Clubhouse after school. There will be some vehicle travel to and from the school. The 17<sup>th</sup> Avenue bicycle lanes currently serve the site and surrounding residential neighborhoods. These lanes are equipped to accommodate additional cyclists. The surrounding neighborhood streets located near the facility have sidewalks and marked crosswalks in most intersections. Signaled pedestrian crossing is provided at Felt Street and Brommer Street to cross 17<sup>th</sup> to access the site. The proposed facility does not conflict with existing or planned pedestrian facilities, and does not create a new pedestrian demand that cannot be accommodated by existing facilities. The existing transit service, "METRO" can reasonably accommodate the increased demand the proposed project will present.

- h) *Would the project be located within 500 feet of the edge of the closest traffic lane of a freeway or other busy traffic corridor (as defined in Senate Bill 352, Chapter 668, Statutes of 2003)?*

**No Impact.** The Site is not located within 500 feet of a qualified traffic corridor; State Highway 1 is located over a mile north of the Project Site.

- i) *Would the project be located within 1,500 feet of a railroad easement?*

**No Impact.** The Site is located 65 feet south of a Union Pacific Railroad single track.



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2015 H Street, Sacramento, CA 95811

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<b>XVII. UTILITIES AND SERVICE SYSTEMS— Would the project:</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant with Mitigation Incorporation</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?			X	
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?				X
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			X	
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?			X	
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			X	
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?			X	

<b>XVII. UTILITIES AND SERVICE SYSTEMS— Would the project:</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant with Mitigation Incorporation</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
g) Comply with federal, state, and local statutes and regulations related to solid waste?				X

*Environmental Setting*

Water will be conveyed to the Site by the Santa Cruz Municipal Utilities (SCMU) through the existing water main that supplies Shoreline Middle School; the water main is located along 17<sup>th</sup> avenue along the main entrance. The proposed project will reduce storm water runoff; drainage will be directed to newly landscaped areas, which replace the asphalt areas. Implementation of a Stormwater Pollution Prevention Plan (SWPPP) would also serve to ensure water quality standards and waste discharge requirements are not violated.

- a) *Would the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?*

**Less Than Significant Impact.** The project will not exceed the wastewater treatment requirements applicable to the Central Coastal Regional Water Quality Control Board.

- b) *Would the project require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?*

**No Impact.** The project will not require or result in the construction of new water or wastewater treatment facilities or the expansion of existing facilities.

- c) *Would the project require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?*

**Less Than Significant Impact.** Storm water management is being designed by a qualified engineer, as described above and in **Section 3, IX**.

- d) *Would the project have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?*

**Less Than Significant Impact.** The project would be served by water conveyed by the Santa Cruz Municipal Utilities (SCMU) and is not expected to have a significant impact to the water supply.

- e) *Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?*

**Less Than Significant Impact.** See response to b) above.

- f) *Would the project be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?*

**Less Than Significant Impact.** Solid waste disposal at the Site would be limited to construction debris and typical school-related materials (e.g., papers, school supplies and food waste), which are not expected to have a significant impact on local landfills. Solid waste disposal will occur at permitted landfills in accordance with federal, state and local regulations.

- g) *Would the project comply with federal, state, and local statutes and regulations related to solid waste?*

**No Impact.** The project will comply with all applicable regulations for solid waste.

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?		X		
b) 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, the effects of other current projects, and the effects of probable future projects)?		X		

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?		X		

The Mitigation Monitoring Report Program is included in this document as **Appendix A**.

- a) *Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?*

**Less Than Significant with Mitigation Incorporation.** As discussed in previous sections, the project is not expected to degrade the quality of the environment, substantially reduce or threaten natural habitat or eliminate important examples of the major periods of California history or prehistory. Implementation of **MM-1 through MM-6** will ensure that the project would not result in any significant impacts.

- b) *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, the effects of other current projects, and the effects of probable future projects)?*

**Less Than Significant with Mitigation Incorporation.** All of the potential impacts described in previous sections are considered less than significant or would be mitigated to a level that is less than significant. Implementation of **MM-1 through MM-6** would ensure that the project would not result in any significant impacts. The project could be characterized as having some cumulative impacts; however the mitigation measures for this project reduce the project impact to a level that is less than significant.

- c) *Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?*

**Less Than Significant with Mitigation Incorporation.** The project with mitigation will not cause substantial adverse effects on human beings.

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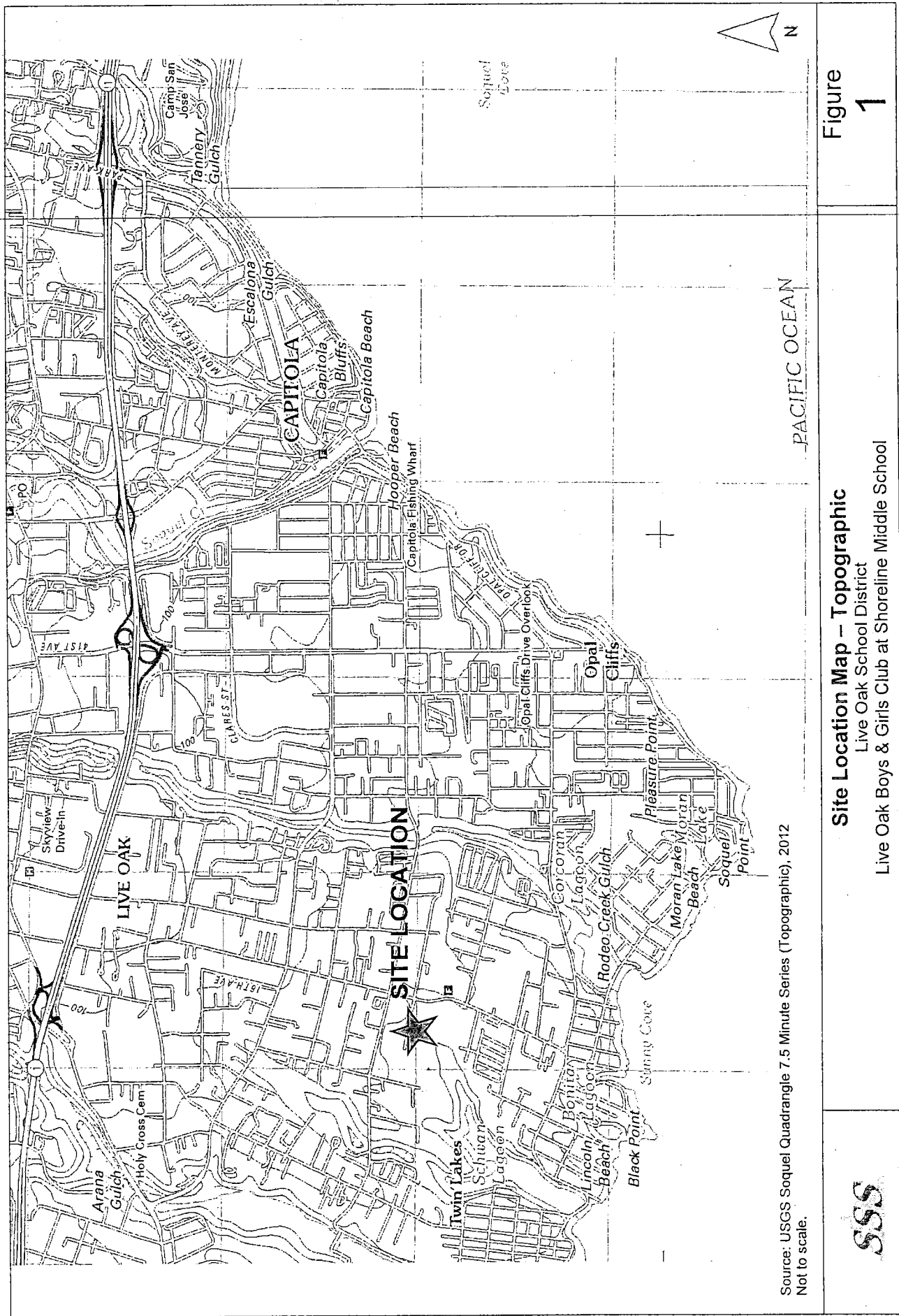
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Figure 1  
Site Location Map - Topographic



Source: USGS Soquel Quadrangle 7.5 Minute Series (Topographic), 2012  
Not to scale.

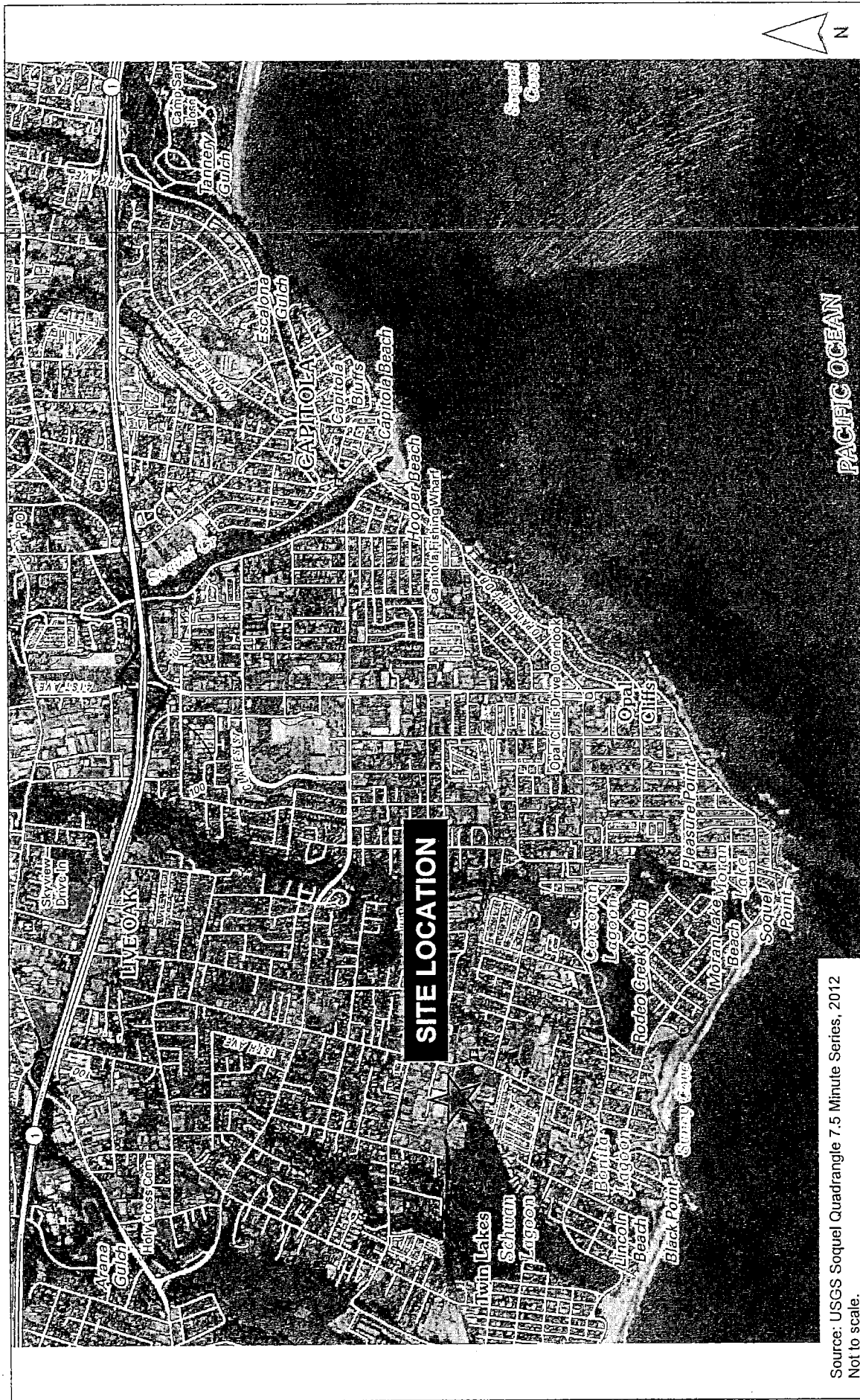
Figure  
1

**Site Location Map – Topographic**  
Live Oak School District  
Live Oak Boys & Girls Club at Shoreline Middle School

SSS

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Figure 2  
Site Location Map - Geographic



Source: USGS Soquel Quadrangle 7.5 Minute Series, 2012  
Not to scale.

SSS

**Site Location Map – Geographic**  
Live Oak School District  
Live Oak Boys & Girls Club at Shoreline Middle School

**Figure**  
**2**

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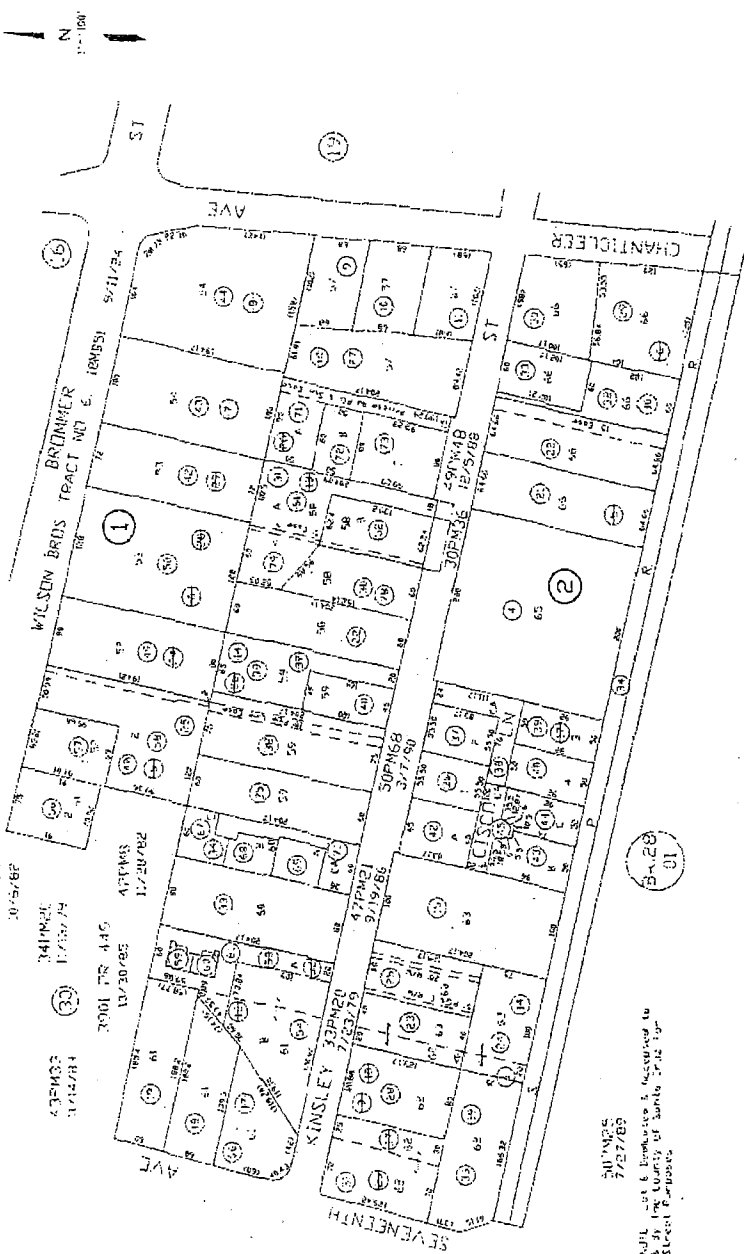
Figure 3  
Site Location Map – Parcel Map

FOR TAX PURPOSES ONLY  
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 411459 20/5/82  
 341462 1/12/74  
 474463 1/12/74  
 3001 22 445 13/10/85 474463 1/20/82  
 411459 20/5/82  
 341462 1/12/74  
 474463 1/12/74  
 3001 22 445 13/10/85 474463 1/20/82

FOR SEC. 16 & 17,  
 T.I.S. R.V.M. M.D.B. & N

29-18

Tax Area Code  
 82-040



Assessor's Map No 29-18  
 County of Santa Cruz, Calif  
 Sep., 1995

Map Assessor's Parcel & Block  
 Numbers Shown in Circles

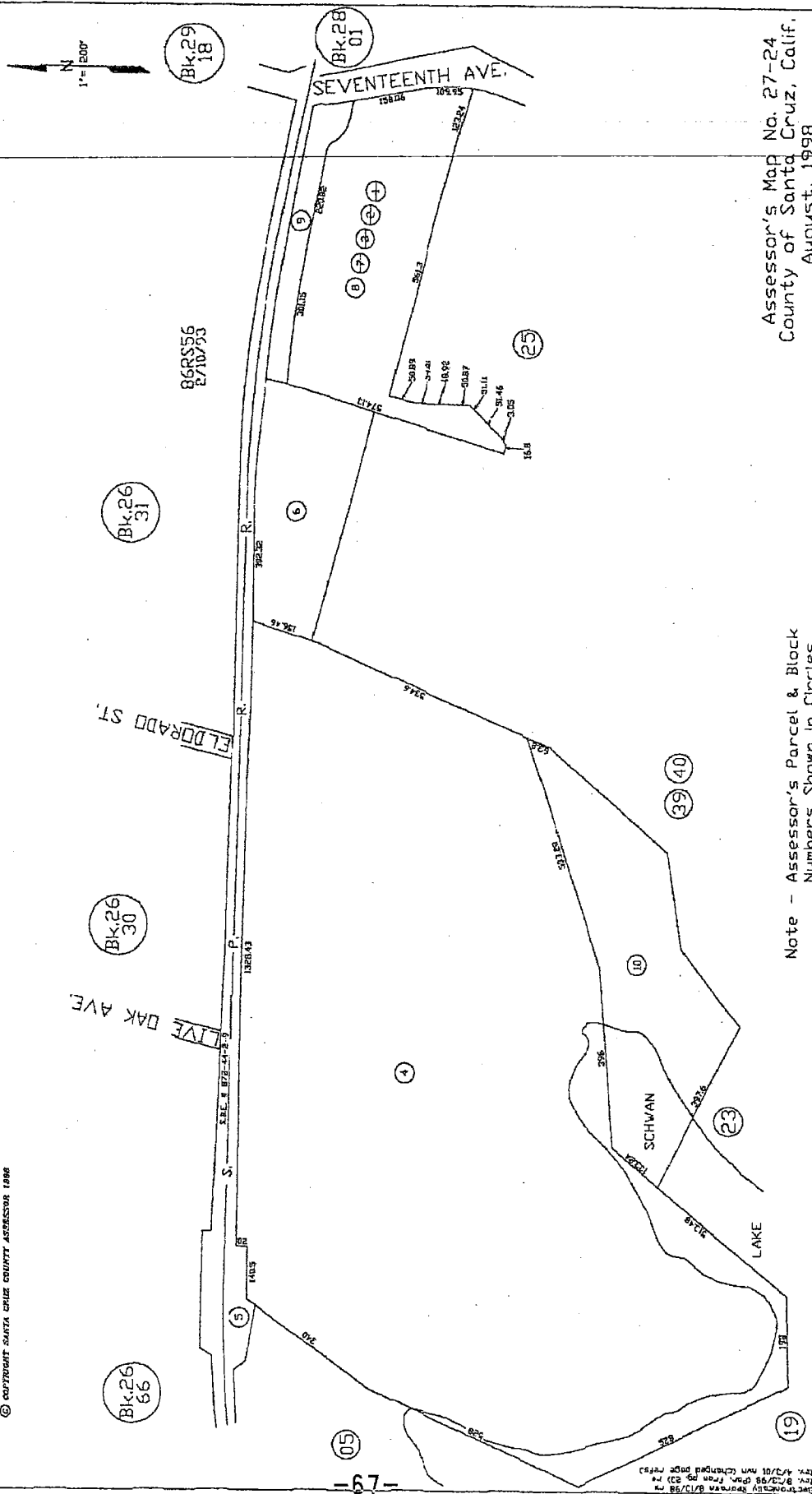
Map No. 29-18  
 7/27/85  
 Map of Santa Cruz, California  
 for the County of Santa Cruz  
 Street Purposes

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POR. OF S. 1/2 SEC. 17,  
 T.11S., R.1W., M.D.B. & M.

Tax Area Code  
 82-040

27-24



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

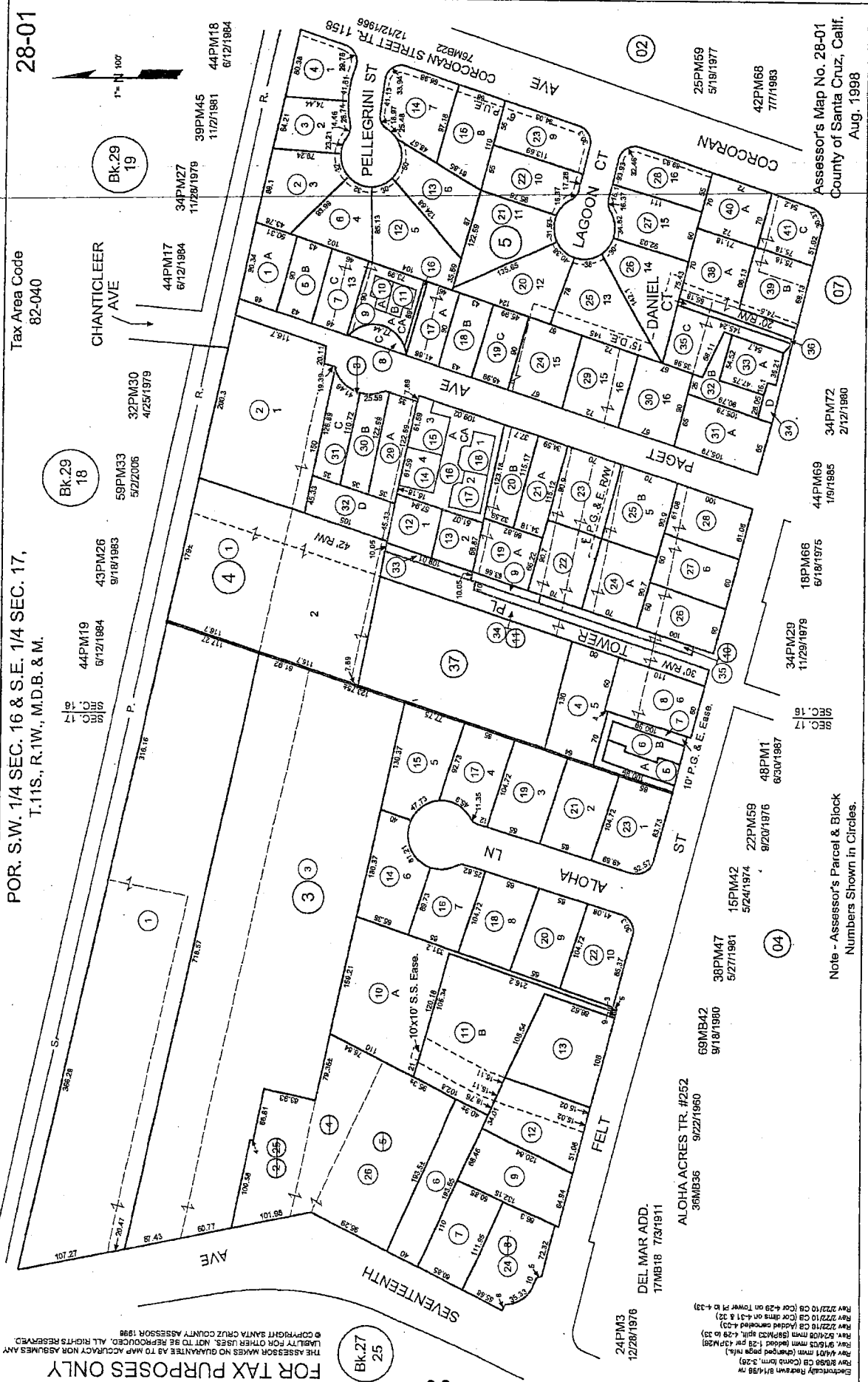
Assessor's Map No. 27-24  
 County of Santa Cruz, Calif.  
 August, 1998

FOR TAX PURPOSES ONLY

POR. S.W. 1/4 SEC. 16 & S.E. 1/4 SEC. 17,  
T.11S., R.1W., M.D.B. & M.

Tax Area Code  
82-040

28-01



Assessor's Map No. 28-01  
County of Santa Cruz, Calif.  
Aug. 1998

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

Electrically Reduced from 814/1987  
Raw 440' min (Graded 199' min)  
Raw 916' min (Graded 128' min)  
Raw 524' min (Graded 400' min)  
Raw 222' min (Graded 150' min)  
Raw 222' min (Graded 150' min)  
Raw 222' min (Graded 150' min)

EXHIBIT A



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## Appendix A

### Mitigation Monitoring Report Program

Live Oak School District  
Boys and Girls Club at Shoreline Middle School  
Mitigation Monitoring Reporting Program (MMRP)

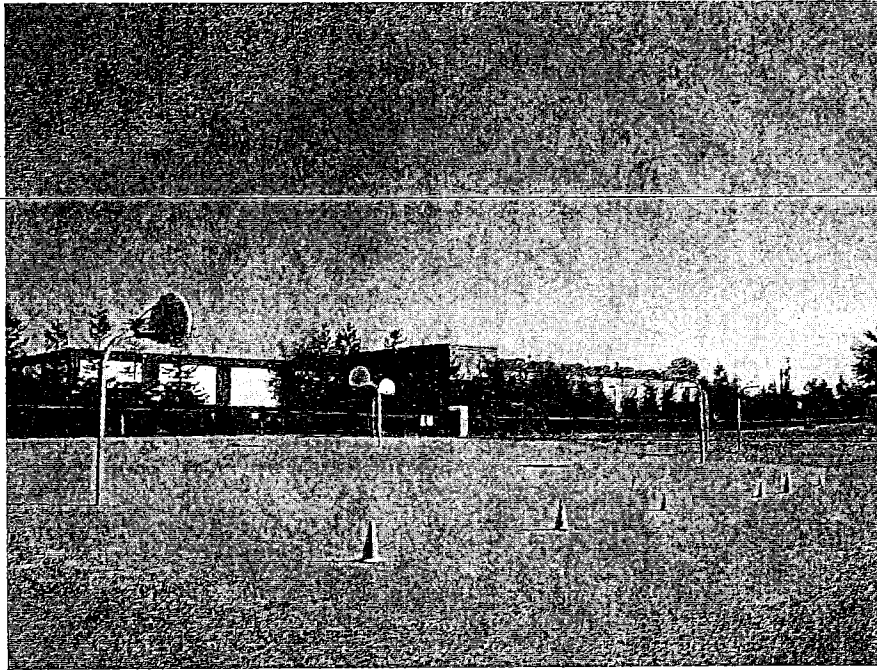
Mitigation Measure	Responsible Party	Timeline for Implementation
<p>MM-1: The project contractor shall be required to implement the following construction mitigation measures:</p> <ol style="list-style-type: none"> <li>1. All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.</li> <li>2. All haul trucks transporting soil, sand, or other loose material off-site shall be covered.</li> <li>3. All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.</li> <li>4. All vehicle speeds on unpaved roads shall be limited to 15 mph.</li> <li>5. All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.</li> <li>6. Idling times shall be minimized either by shutting off equipment when not in use or reducing the maximum idling time to 5 minutes (as required by California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points.</li> <li>7. All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified visible emissions evaluator.</li> <li>8. Post a publicly visible sign with the telephone number and person to contact at the lead agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations.</li> </ol>	<p>District Superintendent or designee</p>	<p>Prior to bidding project construction</p>

<p>MM-2: To protect any birds under the MBTA the following mitigation measures will be taken to ensure impact remains less than significant.</p> <p>1. Trees located within riparian corridor adjacent to the project site could provide potential nest sites for birds protected under the MBTA. Although there will not be any vegetation removal, the proximity of potential nests to the project site could impact the breeding success of the birds (particularly raptors) protected under the MBTA and CDFG codes (Sections 3503, 3503.5, and 3800). The laws and regulations prohibit the take, possession, or destruction of birds, their nests, or eggs. Disturbance that causes nest abandonment and/or loss of reproductive effort could be considered a "take".</p> <p>The following measures are recommended to avoid/mitigate project impacts of species protected by the MBTA:</p> <ul style="list-style-type: none"> <li>• Schedule construction activities to begin prior to the beginning of nesting activity (March 15) or after fledging (August 15).</li> <li>• If this is infeasible, conduct pre-construction surveys between March 15 and August 15 in potential nesting habitat to identify nest sites prior to the initiation of construction activities during nesting season. If an active raptor nest is observed within 350 feet of the project site, contact CDFG for guidance and/or establish a 350-foot buffer around the nest tree. If a passerine bird nest is observed during surveys coordination with the agencies should be conducted to determine the appropriate buffer zone size based on the avian species nesting and its nesting phenology, site conditions, and construction methods that could impact the species. Prohibit construction activities in any established buffer zones until the young have fledged.</li> </ul>	District Superintendent of designee	Throughout all site disturbance activities
<p>MM-3: If cultural resources are encountered during Site grading or other construction activities, all work shall be halted within 50 feet of the discovery and LOSD shall engage a qualified archaeologist to assess and protect the discovery as appropriate. No further soil disturbance shall occur within the 50-foot buffer until the preceding assessment has been completed.</p>	District Superintendent or designee	Prior to bidding project construction.

<p>MM-4: Live Oak School District shall implement, to the extent feasible, the following best management practices for the reduction of greenhouse gas emissions:</p> <ol style="list-style-type: none"> <li>1. Maintain a construction fleet consisting of at least 15% alternative fueled (e.g., biodiesel, electric) vehicles;</li> <li>2. Utilize local (within 100 miles) building materials of at least 10%; and</li> <li>3. Recycle at least 50% of construction waste or demolition materials.</li> </ol>	District Appointed Contractor	Throughout all construction phases where equipment is used
<p>MM-5: The contractor shall employ appropriate noise suppression attachments (e.g., mufflers, etc.) on all equipment. Equipment idling shall be kept to a minimum and equipment turned off when not in use.</p>	District Appointed Contractor	Throughout all construction phases where equipment is used
<p>MM-6: Live Oak School District will provide additional parking when events are held on site that requires increase of parking capacity. Shoreline Middle School parking will be used for clubhouse employees and volunteers on a daily basis. If needed, Del Mar Elementary (0.3 miles) School parking lot will be utilized when needed.</p>	District	Throughout the lifetime of the project program

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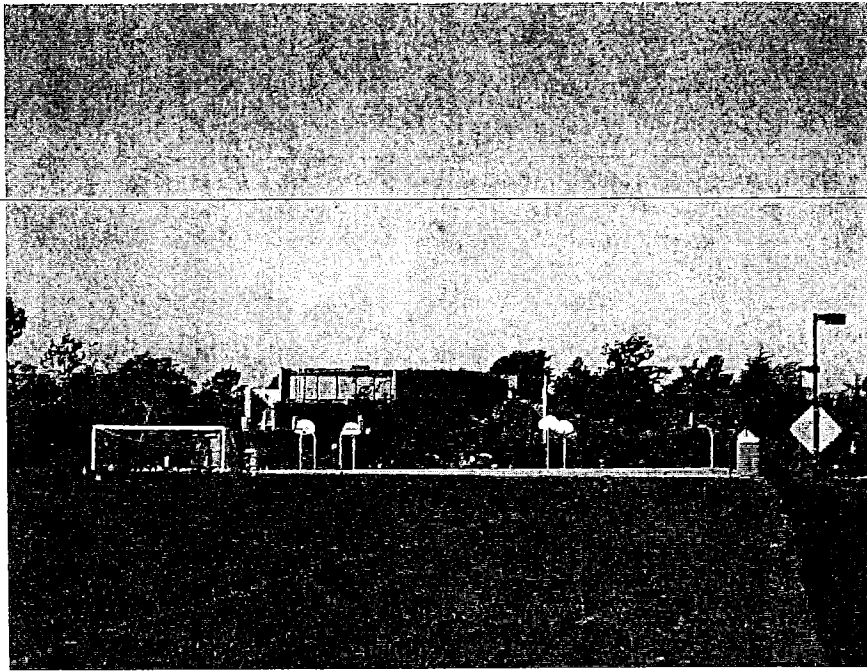
Appendix B  
Site Photos



Proposed location of construction



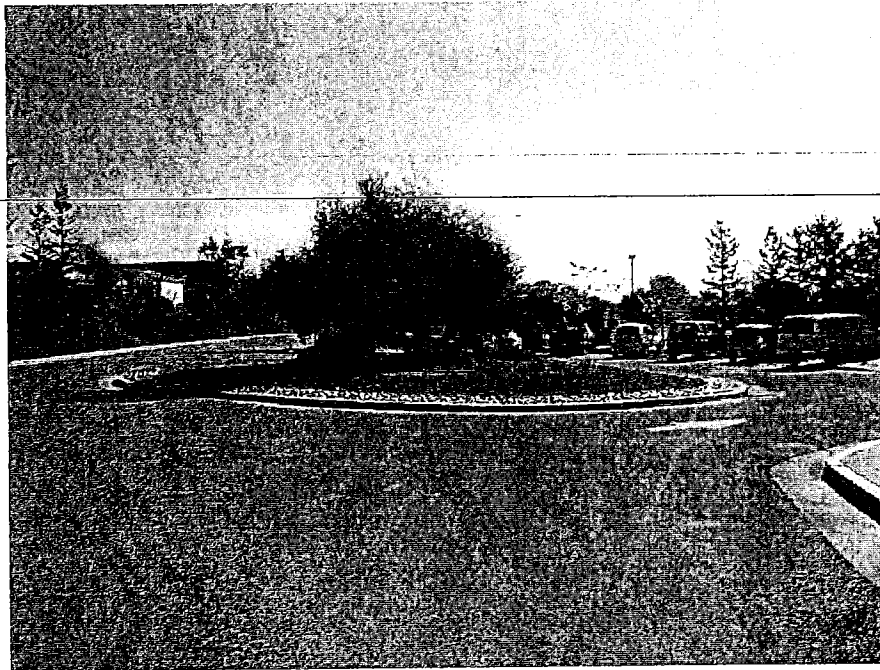
View from proposed location looking at Shoreline Middle School



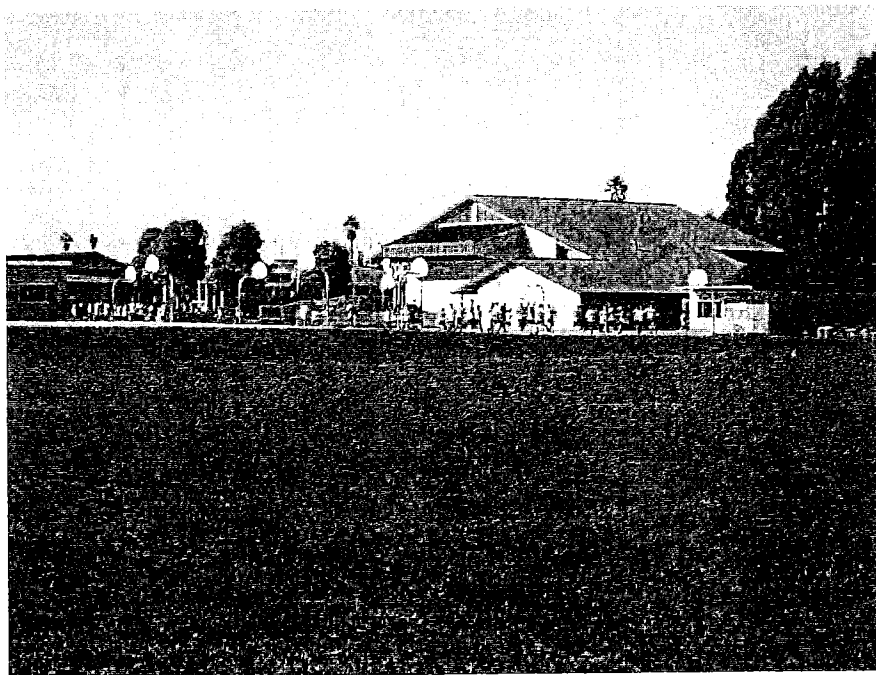
Looking at proposed location from the north east corner of the soccer field



Proposed Boys and Girls Club location



Current drop off and parking will be reconstructed as a part of the project



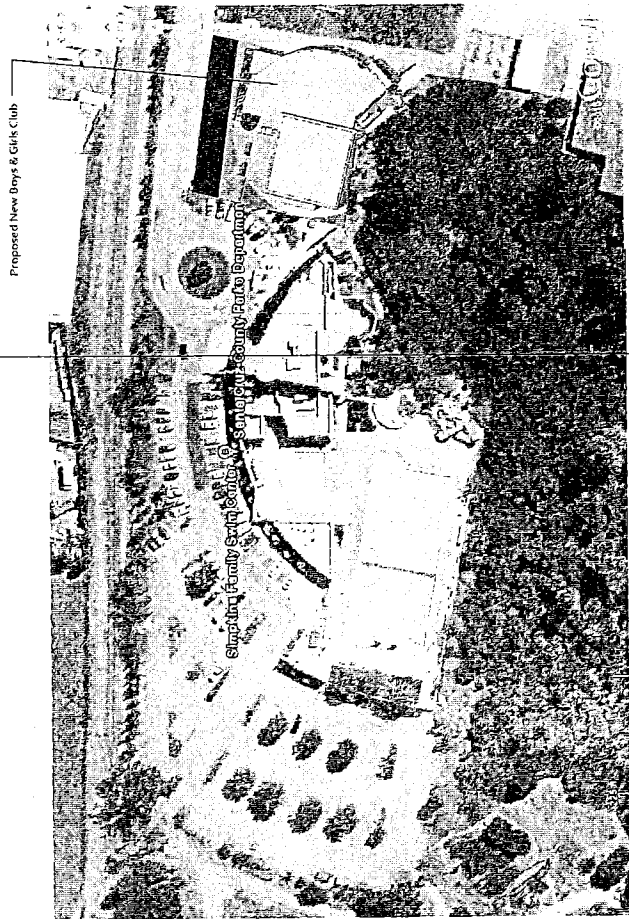
Soccer field on campus, beyond is Shoreline Middle School



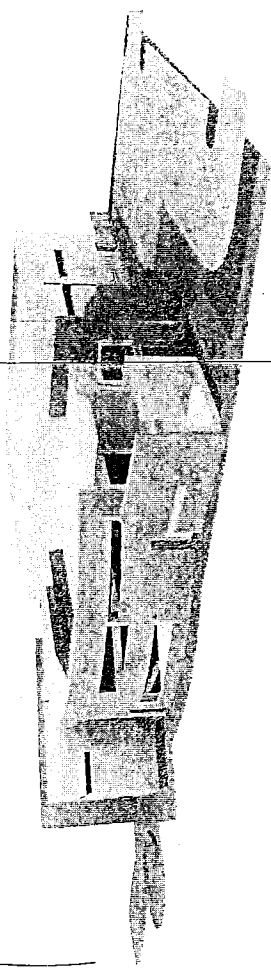
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## Appendix C

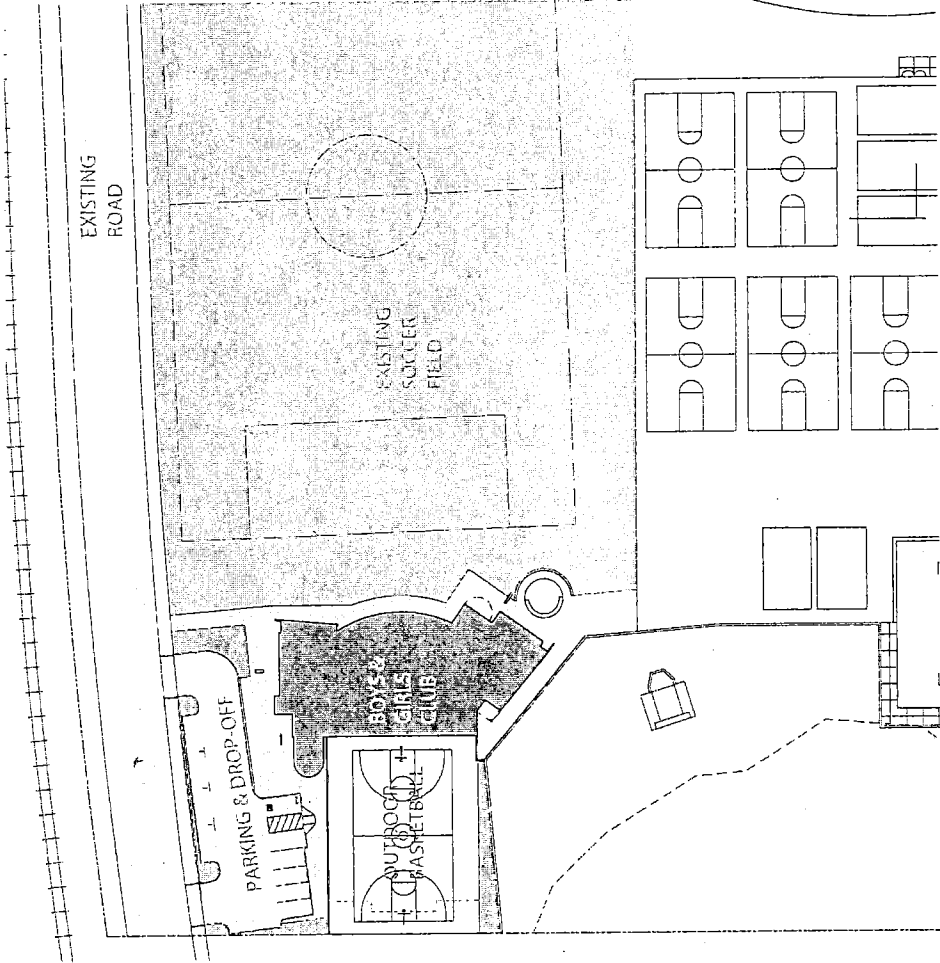
### Proposed Site and Floor Plans



SITE PLAN



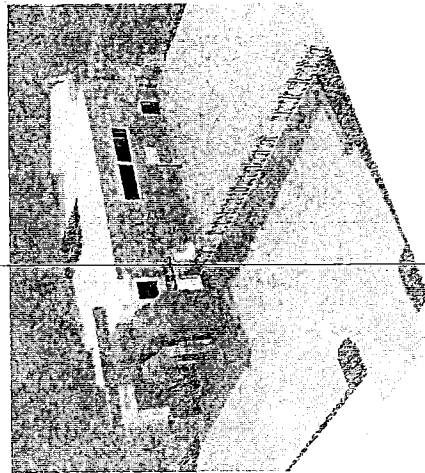
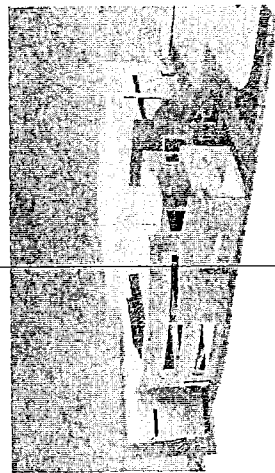
Schematic design - February 2, 2012



Proposed Boys & Girls Club  
at Shoreline Middle School



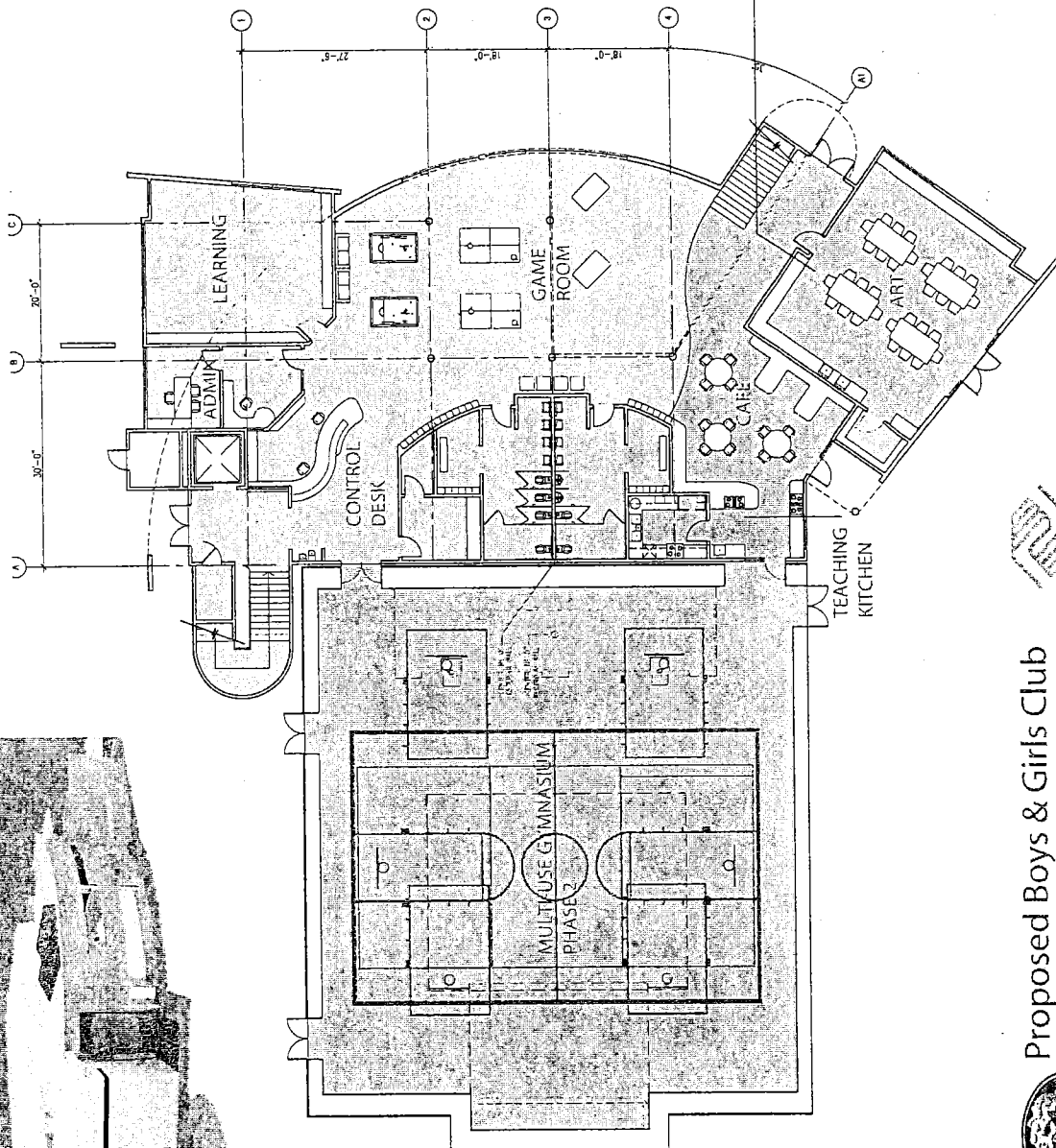
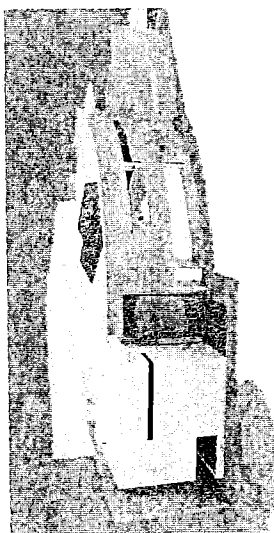
A Joint-Use Project



ART



Schematic design - February 2, 2012



Proposed Boys & Girls Club  
at Shoreline Middle School

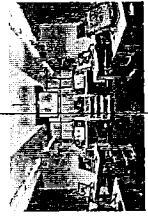
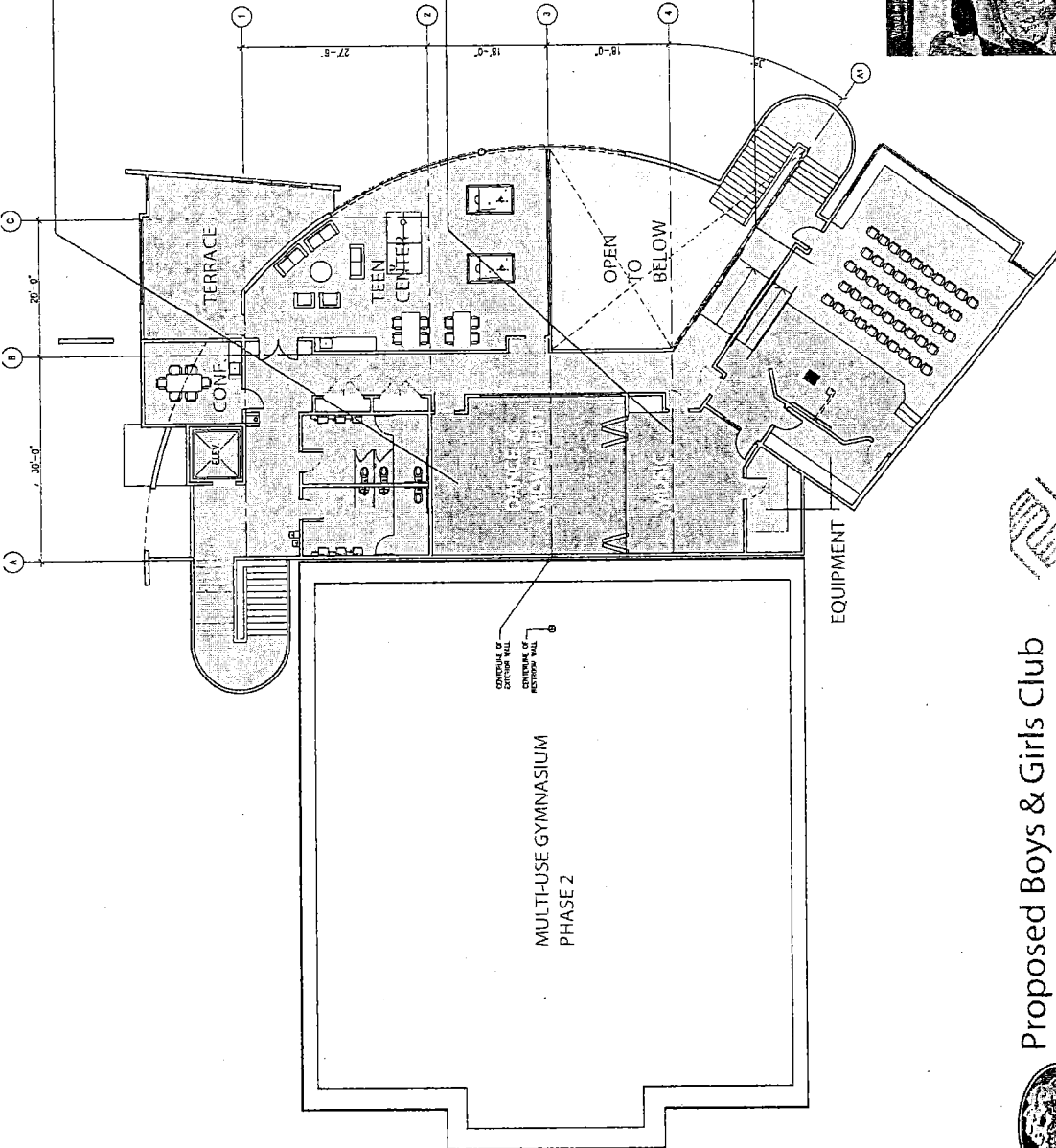
A Joint-Use Project



DANCE &  
MOVEMENT

MUSIC

DIGITAL &  
PERFORMING ART



Schematic design - February 2, 2012



Proposed Boys & Girls Club  
at Shoreline Middle School

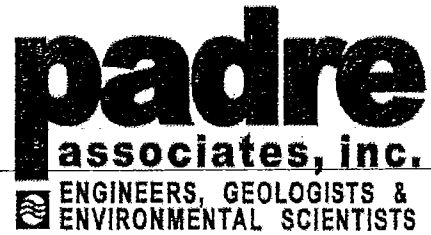
A Joint-Use Project



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## Appendix D

### Phase I Analysis



**PHASE I ENVIRONMENTAL SITE ASSESSMENT  
AND ENVIRONMENTAL HAZARDS SURVEY  
PROPOSED BOYS & GIRLS CLUB  
SHORELINE MIDDLE SCHOOL  
SANTA CRUZ, SANTA CRUZ COUNTY, CALIFORNIA**

Prepared for:  
LIVE OAK SCHOOL DISTRICT

December 2011



ENGINEERS, GEOLOGISTS & ENVIRONMENTAL SCIENTISTS

December 29, 2011

Project No. 1101-1051

Ms. Patty Deming  
Live Oak School District  
984-1 Bostwick Lane  
Santa Cruz, CA 95062

Subject: Phase I Environmental Site Assessment and Environmental Hazards Report for the  
Proposed Boys & Girls Club, Shoreline Middle School, Santa Cruz, California

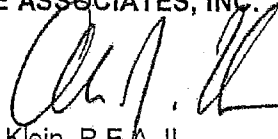
Dear Ms. Deming:

Padre Associates, Inc. (Padre) appreciates the opportunity to provide this Phase I Environmental Site Assessment (ESA) and environmental hazards survey for the proposed Boys & Girls Club, Shoreline Middle School, located at 855 17<sup>th</sup> Avenue, Santa Cruz, Santa Cruz County, California (Project Site).


This Phase I ESA was performed in general accordance with the requirements of the California Department of Education (CDE), and the Department of Toxic Substances Control (DTSC) for evaluating new and existing school sites; and the American Society for Testing and Materials (ASTM) Standard Practice Designation E 1527-05.

Padre appreciates the opportunity to provide environmental consulting services to Live Oak School District. If you have any questions or require additional information, please contact Mr. Alan Klein at (916) 857-1601, Ext. 24.

Sincerely,  
PADRE ASSOCIATES, INC.

  
Alan J. Klein, R.E.A. II  
Senior Environmental Scientist



  
Alan Churchill  
Project Geologist

c: Ms. Lesley Taylor, School Site Solutions, Inc.

EX-1161

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APPENDIX D: SURROUNDING PROPERTY INFORMATION

APPENDIX E: EDR ENVIRONMENTAL DATABASE REPORT

## EXECUTIVE SUMMARY

Padre Associates, Inc. (Padre), on behalf of Live Oak School District (LOSD), completed a Phase I environmental site assessment (ESA) and environmental hazards survey for the proposed Boys & Girls Club located at Shoreline Middle School, 855 17<sup>th</sup> Avenue, Santa Cruz, Santa Cruz County, California.

The Project Site consists of approximately 0.5-acres of the northwest portion of the Shoreline Middle School property. The Project Site is currently developed as hard courts.

The objective of the ESA was to determine whether current or previous land use at or adjacent to the Project Site may have involved, or resulted in the use, storage, disposal, treatment, and/or release of hazardous substances to the environment. The ESA was completed consistent with the American Society for Testing and Materials (ASTM) Standard Practice for Environmental Site Assessments (E-1527-05).

To achieve the objective of the ESA, the following tasks were completed:

- A review of readily available geologic and hydrogeologic literature;
- Historical research including a review of available historical aerial photographs; Sanborn Fire Insurance Maps, and historical topographic maps relating to the Project Site;
- A site reconnaissance of the Project Site and properties located within a ½ mile of the Project Site;
- Interviews with knowledgeable persons;
- Public agency records review;
- An environmental database search;
- Performing all appropriate inquiries (AAls);
- Identifying recognized environmental conditions (RECs); and
- The preparation of this report presenting the results of the ESA.

The environmental hazards survey consisted of completing a checklist of hazards as described in California Code of Regulations, Title 5, Sections 14010 et seq. The environmental hazards survey will identify the presence and/or absence of the following:

- Facilities that might reasonably be anticipated to emit hazardous air emissions or hazardous materials handlers within a ¼-mile of the Project Site;
- High volume (>12 inches) water pipelines on or near the Project Site;

- High pressure natural gas and/or liquid petroleum pipelines located within 1,500 feet of the Project Site;
- High voltage power transmission lines located within 500 feet of the Project Site and transformers of cell towers on or near the Project site;
- Airports located within 2-nautical miles of the Project Site;
- Railroad tracks located within 1,500 feet of the Project Site;
- Earthquake faults or traces on or near the site; and identify if the Project Site is located in an Alquist-Priolo Earthquake Fault Zone;
- Flood hazard and dam inundation;
- Water/fuel storage tanks on or near the Project Site; and
- Traffic Corridor (freeway or other busy traffic corridor) located within 500 feet of the Project Site;

Based on the results of the scope of services performed for this Phase I ESA and Environmental Hazards Evaluation, Padre makes the following conclusions and recommendations regarding the Project Site.

The Project Site consists of approximately 0.5-acres of the northwest portion of the Shoreline Middle School property. The Santa Cruz County Assessor's Office identifies the Project Site as a portion of assessor's parcel number (APN) 027-241-08, County of Santa Cruz, California. The Project Site is currently developed as hard courts.

The Project Site is bordered to the north by the swim center driveway, and beyond that is the Union Pacific railroad track easement; to the east by the Shoreline Middle School; to the south by a tributary to Schwan Lagoon, which is located to the southwest; and to the west by the Simpkins Family Swim Center. The Pacific Ocean is located approximately 3,300 feet south of the Project Site.

According to a draft-environmental impact report (DEIR) dated September 1992, prior to developing the Shoreline Middle School and the Recreational Swim Center the area was used as a wood lot by a firewood company and as a road materials stockpile yard by the County Public Works Department. According to the DEIR this area was also used as a concrete batching plant during the construction of the Santa Cruz Harbor breakwater. It is also reported that much of the man-made fill material in this area is from the concrete batching plant operation. The presence of the concrete batching plant is most evident in a 1964 aerial photograph, which shows the concrete batching plant and several small buildings located on the Project Site.

According to Earthquake Fault Zone (EFZ) maps issued by the California Geological Survey (CGS, formerly the California Division of Mines and Geology), the Project Site is not

located within the boundaries of an Alquist-Priolo Earthquake Fault Zone, and no active faults are known to cross the site at this time (Jennings, 2010).

According to the Federal Emergency Management Agency (FEMA) Map, (*Community Panel Number: 06087C0351D, Effective Date March 2, 2006*), the Project Site is located in Zone X. Zone X is defined as areas determine to be outside the 0.2% (500-yr) annual chance floodplain.

Padre reviewed the California Department of Transportation Division of Aeronautics Public Use Airports – 2008 map; the USGS topographic map, Soquel, California Quadrangle (1954); and the Google Earth aerial photograph dated May 2009. According to these sources, there are no airport runways located within 2-nautical miles of the Project Site.

During Padre's site reconnaissance on December 20, 2010 no oil and/or chemical containers were observed on the Project Site. No petroleum and/or chemical stained soils were observed; no aboveground or underground petroleum fuel tanks were observed at the Project Site; and no aboveground water storage tanks were observed on or adjacent to the Project Site.

According to Mr. Keith Houchen with LOSD, no hazardous materials and/or hazardous wastes are stored at the Project Site and no hazardous materials incidents or spills have occurred at the Project Site. There are no underground and/or aboveground storage tanks and no landfills and/or burn pits located on the Project Site. Additionally, there are no groundwater wells, septic tanks and/or leach fields on the Project Site.

The Project Site is not listed on the Department of Toxic Substances Control (DTSC) EnviroStor database. No other sites were identified on the EnviroStor data base that present a recognized environmental condition (REC) to the Project Site.

The Project Site is not listed on the California State Water Resources Control Board (SWRCB) Geotracker Database. There is one site located just north of the Project Site that was identified on the Geotracker database that present a potential REC to the Project Site. The Ledyard Company facility is located at 1005 17<sup>th</sup> Avenue, approximately 150 feet northeast of the Project Site. Two USTs were removed from the site in 1992. Subsequent soil and groundwater investigations defined the extent of petroleum hydrocarbons in soil and groundwater, including floating free product. A significant amount of contamination was removed in 1997 and 1998 by an active soil vapor extraction and air sparging system. Source zone excavation activities were conducted in 1999. Petroleum hydrocarbons reportedly have not been detected in the downgradient sentinel monitoring wells at or above groundwater quality objectives. Groundwater monitoring and remediation activities are ongoing at the site. The depth to groundwater is reported at approximately 15-20 feet below ground surface (bgs) and groundwater flow direction is reported to be southwest towards the Project Site. Based on location, shallow depth to groundwater and site status this facility is considered a potential REC to the Project Site. Padre recommends that the LOSD request the Santa Cruz Environmental Health Department to provide regular updates as to the status and remediation progress for this facility.

Based on current conditions and the results of the environmental hazards survey as described in California Code of Regulations, Title 5, Sections 14010 et seq., a railroad safety study may be required by CDE for the Project Site.

A review of the Environmental Data Resources (EDR) Radius Map Report identified the same facilities identified on the SWRCB Geotracker Database (previous paragraph) that present a potential REC to the Project Site. No other facilities were identified that present a REC to the Project Site.

Based on the historic use of the Project Site as a concrete batching plant, it is Padre's opinion that the Department of Toxic Substances Control (DTSC) may require the completion of a Preliminary Endangerment Assessment (PEA) to address the potential presence of residual fly ash in surface and shallow subsurface soils. Fly ash is an ingredient used to make concrete, and usually refers to ash produced during the combustion of coal. Depending on the makeup of the coal bed, fly ash may include metals such as arsenic, mercury and lead, along with dioxins and polycyclic aromatic hydrocarbons (PAH) compounds. Additionally, the area of the Project Site was used later used as a wood lot by a firewood company and as a road materials stockpile yard by the County Public Works Department. Therefore, the DTSC may also require an assessment of fill material at the Project Site.

## 1.0 INTRODUCTION

Padre Associates, Inc. (Padre), on behalf of the Live Oak School District (LOSD), completed a Phase I environmental site assessment (ESA) and environmental hazards survey for the proposed Boys & Girls Club located at Shoreline Middle School, 855 17<sup>th</sup> Avenue, Santa Cruz, Santa Cruz County, California (refer to Plate 1 - Site Location Map and Plate 2 - Site Plan).

The Project Site consists of approximately 0.5-acres of the northwest portion of the Shoreline Middle School property. The Project Site has been developed as hard courts. The Santa Cruz County Assessor's Office identifies the Project Site as a portion of APN: 027-241-08, County of Santa Cruz, California.

The objective of the ESA was to determine whether current or previous land use at or adjacent to the Project Site may have involved, or resulted in the use, storage, disposal, treatment, and/or release of hazardous substances to the environment. The ESA was completed consistent with the American Society for Testing and Materials (ASTM) Standard Practice for Environmental Site Assessments (E-1527-05).

To achieve the objective of the ESA, the following tasks were completed:

- A review of readily available geologic and hydrogeologic literature;
- Historical research including a review of historical aerial photographs; Sanborn Fire Insurance Maps, and historical topographic maps relating to the Project Site;
- A site reconnaissance of the Project Site and properties within a ½ mile;
- Interviews with knowledgeable persons;
- Public agency records review;
- An environmental database search;
- Performing all appropriate inquiries (AAIs);
- Identifying recognized environmental conditions (RECs); and
- The preparation of this report presenting the results of the ESA and environmental hazards survey.

Five appendices are included with this report. Appendix A presents the assessor's parcel map; Appendix B presents historical aerial photographs and topographic maps; Appendix C presents photographs of the Project Site at the time of the assessment and a copy of the Project Site Environmental Questionnaire; Appendix D presents surrounding property information; and Appendix E presents the environmental database report obtained EDR for the Project Site.

## 2.0 ENVIRONMENTAL SETTING

The following discussion summarizes the geologic, hydrogeologic, and other relevant data pertaining to the physical setting of the Project Site.

### 2.1 SITE LOCATION AND DESCRIPTION

The Project Site is located in Section 17, Township 11 South, Range 1 West, of the Soquel, California USGS 7½-Minute topographic series, Quadrangle Map. Approximate latitude and longitude are identified to be:

- Latitude (North) 36° 58' 8.8278" (36.969119)
- Longitude (West) 121° 59' 13.4124" (121.987059)

The Project Site consists of approximately 0.5-acres of the northwest portion of the Shoreline Middle School property. The Santa Cruz County Assessor's Office identifies the Project Site as a portion of APN: 027-241-08, County of Santa Cruz, California.

### 2.2 TOPOGRAPHY AND DRAINAGE

Based on a review of the USGS 7.5-minute topographic quadrangle – Soquel, California (1954), the Project Site is relatively flat and lies at an approximate elevation of 42 feet above mean sea level (msl). Surface drainage flows southwest towards drainage channels leading to Schwans Lagoon.

### 2.3 GEOLOGY AND HYDROGEOLOGY

The Project Site is situated on the southwestern slope of the central Santa Cruz Mountains, which are located within the southern sub-province of the Coast Range geomorphic province of California. Located southwest of the San Andreas Fault, the Santa Cruz mountains are underlain by a large, northwest trending, fault-pounded, elongated prism of granitic and metamorphic basement rocks. Along the coast, ongoing tectonic activity is most evident in the gradual uplift of the coastline, as indicated by the series of uplifted marine terraces that sculpt the coastline (City of Santa Cruz, General Plan, 2030).

This Project Site appears to be underlain by Pleistocene marine and marine terrace deposits. (California Division of Mines and Geology, Geological Map of California, Santa Cruz Sheet, 1959).

According to the United States Department of Agriculture, Soil Conservation Service's, Santa Cruz County, California, dated August 1980, the soils at the Project Site are identified as Watsonville loam, 2 to 15 percent slopes. This very deep, somewhat poorly drained soil is on coastal terraces, formed in alluvium. Elevation ranges from 20 to 1,000 feet. Typically, the surface layer is very dark grayish brown, slightly acid loam about 12 inches thick. The subsurface layer is a light gray, slightly acidic sandy loam about 6 inches thick. The subsoil is pale brown and mixed light gray and very pale brown, slightly acid clay about 21 inches thick.



The substratum to a depth of 63 inches is mixed light gray, very pale brown and yellow, slightly acid and medium acidic sandy clay loam. Permeability is very slow. Runoff is slow or medium, and the hazard of erosion is slight to moderate. The mean annual precipitation is about 28 inches.

Based on information obtained from the California State Water Resources Control Board (SWRCB) Geotracker webpage (<http://geotracker.swrcb.ca.gov>), the depth to groundwater in the vicinity of the Project Site is reported at depths of 15 to 20 feet below ground surface and generally flows in a southwesterly direction towards Schwans Lagoon.

## 2.4 FLOODPLAIN

According to the Federal Emergency Management Agency (FEMA) Map, (*Community Panel Number: 06087C0351D, Effective Date March 2, 2006*), the Project Site is located in Zone X. Zone X is defined as areas determine to be outside the 0.2% (500-yr) annual chance floodplain.

## 2.5 RADON

Radon is a colorless, odorless, tasteless, and radioactive gas that is produced as a natural decay product of uranium. Because of its radioactivity, studies have shown that at elevated concentrations there is a link between radon and lung cancer. Persons living in a building with elevated radon concentrations may have an increased risk of contracting lung cancer over a period of years.

The U.S. Environmental Protection Agency (U.S. EPA) recommends that action be taken to reduce radon levels in homes if levels are 4.0 pico curies per Liter (pCi/L) or higher. Radon levels below 4.0 pCi/L still pose a certain level of risk.

Sections 307 and 309 of the Indoor Radon Abatement Act of 1988 (IRAA) directed the U.S. EPA to list and identify areas of the United States with the potential for elevated indoor radon levels. The U.S. EPA's Map of Radon Zones assigns each of the 3,141 counties in the U.S. to one of three zones based on radon potential:

- Zone 1 counties have a predicted average indoor radon screening level greater than 4 pCi/L (highest potential);
- Zone 2 counties have a predicted average indoor radon screening level between 2 and 4 pCi/L (moderate potential);
- Zone 3 counties have a predicted average indoor radon screening level less than 2 pCi/L (lowest potential).

The California Department of Health Services recommends that action is taken to reduce radon levels in residential housing if the levels are 4 pCi/L or greater.

According to the California EPA Map of Radon Zones, the Project Site is located within Zone 2. According to the California database of indoor radon levels sorted by Zip Code, 255 site tests were conducted for Zip Code 95062. Of the 255 tests, three tests reported radon concentrations  $>4$  pCi/L. The Federal EPA Radon information for Santa Cruz County reported nine sites were tested. The average radon activity for the 'Living Area - 1<sup>st</sup> Floor' was 1.100 pCi/L, and the average radon activity for the 'Living Area - 2<sup>nd</sup> Floor' was 1.900 pCi/L. Eleven percent (11%) of the tests reported radon levels between 4-20 pCi/L for the 'Living Area - 1<sup>st</sup> Floor'. Basement radon levels were not reported. The potential for radon hazard is considered low to moderate.

## **2.6 OIL AND GAS WELLS**

Padre reviewed regional maps published by the State of California Division of Oil, Gas, and Geothermal Resources (DOGGR) website (<http://www.consrv.ca.gov/DOG/index.htm>). According to District 3, Regional Wildcat Map W3-10, dated February 27, 2009, there are no active/abandoned oil and/or gas wells located within a one-mile radius of the Project Site.

### 3.0 HISTORICAL SITE CONDITIONS

Based on a review of readily available historical information, Padre has compiled the following history of the Project Site. The earliest documentation reviewed for site usage was a historical topographic map dated 1914 and a historical aerial photograph dated 1931. The 1914 map shows the Project Site as undeveloped land. The 1931 aerial photograph shows the Project Site as non-irrigated grazing land. Copies of historical aerial photographs and topographic maps are presented in Appendix B.

#### 3.1 HISTORICAL AERIAL PHOTOGRAPHS

Padre reviewed readily available aerial photographs of the Project Site and the surrounding area obtained from EDR for the years 1931, 1948, 1956, 1964, 1977, 1982, 1993, 1998,, and 2005. The information is summarized below.

- 1931** The 1931 photograph shows the Project Site as non-irrigated grazing land. There are no building structures on the property. The railroad tracks are present to the north. There is a road present running east-west just south of the Project Site, which leads to a residence and several farm buildings west of the Project Site. A drainage channel runs along the east side of the Project Site and heads southwest towards Schwan Lagoon. Rural residential development is present further out to the south east and south.
- 1948** The 1948 photograph shows the Project Site and adjacent areas as similar to the 1931 photograph.
- 1956** The 1956 shows what is reported as concrete batch equipment and conveyor belt located in the center of the Project Site. The adjacent areas to the east and west are scarred or graded.
- 1964** The 1964 clearly shows the concrete batch equipment and conveyor belt. A large building is located just outside the property boundary of the Project Site to the southeast. There are several smaller buildings located on the Project Site. Additionally, there is a large commercial building located northeast of the Project Site and a trailer park is present further out to the south.
- 1977** The 1977 photograph shows the Project Site to be vacant. The concrete batch plant equipment and buildings have been removed. The surface of the Project Site and surrounding areas are scared from historic use, although there appears to be an increase in vegetation. There is a large commercial building now present just north of the Project Site.
- 1982** The 1982 photograph shows the Project Site to have been graded and no scarring of the land is evident. There is an increase in vegetative growth in the southern portion of the Project Site and the adjacent area south of the Project

Site. A second large commercial building is now located just north of the Project Site.

- 1993** The 1993 photograph shows the Project Site and adjacent areas similar to the 1982 photograph, with an increase in vegetative growth in the surrounding areas.
- 1998** The 1998 photograph shows the Project Site developed as hard courts. The existing Shoreline Middle School and playfields are present to the east and southeast. The Simpkins Family Swim Center is developed and present to the west, and a tributary to Schwan Lagoon is located southwest of the Project Site.
- 2005** The 2005 photograph shows the Project Site and adjacent areas similar to the 1998 photograph.

### **3.2 UNITED STATES GEOLOGICAL SURVEY TOPOGRAPHIC MAPS**

Padre obtained historical topographic maps published by the USGS for the vicinity of the Project Site. Historical topographic maps dated 1914 (Capitola), 1954 (Soquel), 1968 (Soquel), 1980 (Soquel), 1987 (Capitola), and 1994 (Soquel) were reviewed. A summary of the information presented on each map is presented below.

- 1914** The 1914 (Capitola) map shows the Project Site as undeveloped land. Southern Pacific railroad tracks running east-to-west are present just north of the Project Site. An unimproved road running east-to-west is present just south of the Project Site. At the end of this road is a building structure. What is now 17<sup>th</sup> Avenue is present to the east and Schwan Lagoon is present to the southeast.
- 1954** The 1954 (Soquel) map shows the Project Site and adjacent areas similar to the 1914 topographic map. The unpaved road located south of the Project Site is now improved. There are several building structures located in the area of the current Shoreline Middle School buildings, which are located southeast of the Project Site. There is an increase in residential development in the surrounding outlying areas.
- 1968** The 1968 (Soquel) map shows the Project Site to be located within an area identified as a "Pit". There are two building structures located within the Pit area; one building is located just east of the Project Site and the other building is located just west of the Project Site. A Trailer Park is identified further to the south.
- 1980** The 1980 (Soquel) map shows the Project Site and adjacent areas similar to the 1968 map. The building located just east of the Project Site is no longer present and the building located at the end of the road identified in the 1914 map is no longer present.

**1987** The 1987 (Capitola) map shows the Project Site as vacant land. The borrow pit is not depicted and there are three buildings located southeast of the Project Site. The surrounding outlying area is developed.

**1994** The 1994 (Soquel) map shows the Project Site and adjacent areas similar to the 1980 (Soquel) map. The borrow pit is not depicted and there is only one building located just west of the Project Site. There are additional buildings located southeast of the Project Site at the location of the current Shoreline Middle School buildings.

### 3.3 HISTORICAL SANBORN FIRE INSURANCE MAPS

The complete Sanborn Library collection was searched by EDR for the Project Site. According to EDR, fire insurance maps covering the target property were not found.

### 3.4 CITY DIRECTORIES

EDR searched select national repositories of business directories, including city, cross reference and telephone directories were reviewed at five year intervals for the years spanning 1974 through 2008. The address of the 855 17<sup>th</sup> Avenue was utilized for the search.

A summary of the findings is listed below:

855 17<sup>th</sup> Avenue. For the Project Address the Haines & Company Inc., lists the Live Oak School District Shoreline Middle School in the 2008 directory for 855 17<sup>th</sup> Avenue. It is not listed in any of the previous years.

834 17<sup>th</sup> Avenue. For this address the Haines & Company Inc., lists several commercial business from 1974 to 2008, including cabinet shops and janitorial/cleaning businesses.

840 17<sup>th</sup> Avenue. For this address the Haines & Company Inc., lists Residential from 1974 to 2008.

844 17<sup>th</sup> Avenue. For this address the Haines & Company Inc., lists Residential from 1974 to 2008.

850 17<sup>th</sup> Avenue. For this address the Haines & Company Inc., lists Residential for 2008.

860 17<sup>th</sup> Avenue. For this address the Haines & Company Inc., lists Ocean Odessy Dive Center for the year 2000 and Office Building for the year 2008.

870 17<sup>th</sup> Avenue. For this address the Haines & Company Inc., lists various commercial properties from 1974 to 2008.

880 17<sup>th</sup> Avenue. For this address the Haines & Company Inc., lists a Termite Exterminator in 1974, an electric shop in 1981, and a communications service in 1989.

885 17<sup>th</sup> Avenue. For this address the Haines & Company Inc., lists the Shoreline Middle School for 2000 and 2008.

The Haines & Company, Inc. Directory does not identify the concrete batch plant nor the firewood business reported in the Shoreline Middle School DEIR.

### 3.5 ENVIRONMENTAL LIENS

The Project Site's address and assessor's parcel number was researched for environmental liens. Databases maintained by the County of Santa Cruz Assessor's Office; the State Water Resources Control Board; and CalEPA DTSC were reviewed. Padre did not identify any environmental liens associated with the Project Site.

### 3.6 EXISTING ENVIRONMENTAL REPORTS

Padre reviewed the draft environmental impact report (DEIR) titled; Engineering-Science, Inc., *Draft Environmental Impact Report, Shoreline Middle School and 17<sup>th</sup> Avenue Recreational Swim Center*, County of Santa Cruz Planning Department, September 1992.

According to a draft-environmental impact report (DEIR) dated September 1992, prior to developing the Shoreline Middle School and the Recreational Swim Center the area was used as a wood lot by a firewood company and as a road materials stockpile yard by the County Public Works Department. According to the DEIR this area was also used as a concrete batching plant during the construction of the Santa Cruz Harbor breakwater. It is also reported that much of the man-made fill material in this area is from the concrete batching plant operation. The presence of the concrete batching plant is most evident in a 1964 aerial photograph, which shows the concrete batching plant and several small buildings located on the Project Site.

#### 4.0 CURRENT SITE CONDITIONS

The current site conditions were assessed to determine current activities and hazardous substances handling and storage at the Project Site.

##### 4.1 SITE RECONNAISSANCE

On December 20, 2011, Mr. Alan Klein of Padre visited the Project Site and performed a site reconnaissance. The weather conditions at the time of the visual inspection were sunny and cool. Photographs taken during the course of the site visit are presented in Appendix C.

The Project Site consists of asphalt play courts. No building structures are located onsite. No oil and/or chemical containers were observed. No petroleum and/or chemical stained soils or stressed vegetation were observed, and no aboveground or underground petroleum fuel tanks were observed at the Project Site.

The Project Site is bordered to the north by the swim center driveway, and beyond that is the Union Pacific railroad track easement; to the east by the Shoreline Middle School; to the south by a tributary to Schwan Lagoon, which is located to the southwest; and to the west by the Simpkins Family Swim Center.

##### 4.2 ASBESTOS-CONTAINING MATERIALS

Padre did not conduct a comprehensive Asbestos-Containing Materials (ACM) survey as part of this Phase I ESA. Properties with residential and/or commercial structures constructed before 1976 may potentially contain ACM. The mitigation and management of ACM is currently regulated by several federal, state, and local agencies. The Project Site is currently developed as hard courts and there are no building structures. Therefore, the potential for ACM at the Project Site is considered low.

Asbestos is a naturally occurring silicate mineral of the amphibole group and has historically been utilized for a variety of purposes including fireproofing, due to its fibrous nature, which allowed it to be woven into cloth and formed into various types of construction material. The mineral generally occurs in association with ultramafic rocks (igneous and metamorphic rocks with high iron and magnesium contents) and is a known carcinogen. According to the Division of Mines and Geology, Geologic Map of California, Santa Cruz Sheet, 1959, the nearest exposure of potentially asbestos-bearing ultramafic rocks is located a distance greater than 10 miles from the Project Site. Therefore, the potential presence of NOA at the Project Site is considered low.

##### 4.3 LEAD-BASED PAINT

Properties containing structures with paint or surface coatings, with the exception of residential structures constructed on or after January 1, 1979 or schools constructed prior to January 1, 1993, may have surfaces coated with lead-based paint. Weathering, scraping, chipping, and abrasion may cause lead to be released to and accumulate in soil around these

structures. Therefore, the Department of Toxic Substances Control (DTSC) School Property Evaluation and Cleanup Division recommends the collection of soil samples to determine if the potential presence of residual lead soil contamination poses a threat to human health and the environment.

According to historical aerial photographs several small buildings were located on the Project Site according to a 1964 aerial photograph. Therefore, the potential for residual lead soil contamination from the weathering of lead-based paint at the Project Site is considered a potential REC.

#### 4.4 POLYCHLORINATED BIPHENYLS

Padre did not conduct a comprehensive polychlorinated biphenyls (PCBs) survey as part of this Phase I ESA. PCBs have been used as coolants and lubricants in electrical transformers, capacitors, and other electrical equipment because they do not burn easily and are good insulators. The manufacture of PCBs was stopped in the U.S. in 1977. Products made before 1977 that may contain PCBs include old fluorescent lighting fixtures and electrical devices containing PCB capacitors, and old microscope and hydraulic oils. No pole-mounted or concrete-pad mounted electrical transformers were observed on the Project Site. Therefore, the potential for PCBs to be present at the Project Site is low.

#### 4.5 TERMITICIDES

Organochlorine pesticides (OCPs) were commonly used as insecticides for termite control around structures and typically applied surficially to soil surrounding foundations and injected into the soil in an effort to isolate wood structures from termite nests. Chlordane was used in the United States from 1948 until 1988, when it was banned by the United States Environmental Protection Agency (U.S. EPA). Because of evidence of human exposure and accumulation in body fat, as well as persistence in the environment and effects on wildlife, the U.S. EPA prohibited the use of chlordane in 1988.

DTSC conducted an investigation of three proposed school sites in southern California with residential structures to evaluate the presence and prevalence of chlordane and other OCPs as a result of termiticide application. Additionally, DTSC investigated OCPs from termiticide application at residential properties proposed for school sites in various counties throughout California. The results of the study indicated that it is likely that significant concentrations of OCP residues may exist around structures with wood components built prior to January 1, 1989 and should be evaluated at school sites.

According to historical aerial photographs several small buildings were located on the Project Site according to a 1964 aerial photograph. However, based on the nature of the operations of the concrete batch plant, which included severe ground surface disturbance, it appears unlikely that the buildings would be treated for termiticides. Therefore, the potential for residual pesticide contamination from direct application of termiticides is considered low.



#### 4.6 PROPERTY OWNER QUESTIONNAIRE

A project site environmental questionnaire was completed by Mr. Keith Houchen, Director of Buildings, Grounds, and Transportation with Live Oak School District. According to Mr. Houchen, Live Oak School District has owned the Project Site since 1987. There are no underground and/or aboveground storage tanks located onsite; there are no septic tanks and/or leach fields located onsite; and there have been no chemical spills and/or chemical incidents located onsite. Since approximately 2002, Roundup and Burnout II (weed and grass herbicides) have been used at the Project Site. A copy of the completed project site environmental questionnaire is presented in **Appendix C**.

#### 4.7 SURROUNDING PROPERTIES

The Project Site is bordered to the north by the swim center driveway, and beyond that is the Southern Pacific Railroad track easement; to the east by the Shoreline Middle School; to the south by a tributary to Schwan Lagoon, which is located to the southwest; and to the west by the Simpkins Family Swim Center. The Pacific Ocean is located approximately 3,300 feet south of the Project Site.

## 5.0 ENVIRONMENTAL RECORDS REVIEW AND HAZARDS SURVEY

Padre contacted the regulatory agencies in the region to determine if soil and groundwater contamination is known or suspected at or near the Project Site. Regulatory agency databases were obtained from EDR for the Project Site and properties within 1 mile.

### 5.1 PUBLIC RECORDS REVIEW AND AGENCY CONTACTS

Padre contacted the following local agencies for information concerning environmental complaints, accidents, or spills on or in the vicinity of the Project Site and for safety concerns related to school sites in California.

#### 5.1.1 Santa Cruz County Assessor's Office

Padre reviewed assessor's parcel maps for the Project Site from the Santa Cruz County Assessor's Office. The Project Site is identified as APN: 027-241-08 (portion of), Santa Cruz County, California. A copy of the assessor's parcel map is presented in **Appendix A**.

#### 5.1.2 Santa Cruz County Department of Agriculture

Padre submitted a letter of inquire to the Santa Cruz Department of Agricultural (SCDA) requesting information regarding pesticide use permits issued for the Project Site. According to the Bridget Higgins with the SCDA, no pesticide use permits have been issued for the Project Site.

#### 5.1.3 Monterey Bay Unified Air Pollution Control District

Padre submitted a Public Records Request Form to the Monterey Bay Unified Air Pollution Control District (MBUAPCD) requesting information regarding facilities located within a ¼-mile radius of the existing school site, which might reasonably be anticipated to emit hazardous air emissions. According to information provided by Cindy Searson with MBUAPCD, there are several facilities with current permits-to-operate (PTO) within a ¼-mile radius of the Project Site. The identified facilities are:

<u>Facility Name</u>	<u>Location</u>	<u>Description</u>
Leopoldo Cortes	976 17 <sup>th</sup> Avenue	paint spray facility.
Johnson Art Studio	1055 17 <sup>th</sup> Avenue	abrasive blasting cabinets with dust collection systems; and paint spray facility.
Sturdy Oil Company	1200 17 <sup>th</sup> Avenue	gasoline dispensing facility.
Mel & Associates, Inc.	2617 17 <sup>th</sup> Avenue	fiberglass fabrication areas and sanding area with duct collection.
William Riedel	983 Tower Place	fiberglass fabrication facility.
Ken Heredia	1226 Brommer St.	paint spray facility.

These facilities undergo annual inspections and no violations are currently reported. Therefore, these facilities are not considered RECs to the Project Site.

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#### **5.1.4 City of Santa Cruz Water Department**

Padre submitted a letter of inquiry to the City of Santa Cruz Water Department requesting information regarding the presence of high volume water pipelines (>12 inch diameter) located on or adjacent to the Project Site. According to Mr. David Schneider with the Water Department, there are no water pipelines >12-inch diameter located on or adjacent to the Project Site. There is a 10-inch water line that runs along 17<sup>th</sup> Avenue, within the roadway.

#### **5.1.5 Pacific Gas & Electric**

Padre contacted Pacific Gas & Electric (PG&E) to inquire about the presence of high pressure (>80 psi) natural gas pipelines located within 1,500 feet of the Project Site. According to PG&E, there are no high pressure underground natural gas pipelines located within 1,500 feet of the Project Site.

According to PG&E the Project Site is not located within the following easement limits established by the School Facilities Planning Department:

- 100-feet from the edge of an easement for a 50-133 kilovolt (kV) line;
- 150-feet from the edge of an easement for 220-230 kV line; and
- 350 feet from the edge of an easement for a 500-550 kV line.

#### **5.1.6 Office of the State Fire Marshal**

Padre contacted the Office of the State Fire Marshal (SFM) to inquire about the presence of pipelines located within 1,500 feet of the Project Site. According to the SFM, there are no pipelines jurisdictional to the SFM located on or within 1,500 feet of the Project Site.

#### **5.1.7 Airports**

Padre reviewed the California Department of Transportation Division of Aeronautics Public Use Airports and Military Airfields Map (2008); the USGS topographic maps, Soquel Quadrangle, California (1994) and Santa Cruz Quadrangle, California (1994); and the Google Earth aerial photograph dated May 2009. According to these sources, there are no airport runways located within 2-nautical miles of the Project Site.

#### **5.1.8 Railroads**

Padre conducted a site reconnaissance and reviewed aerial photographs and topographic maps to identify the presence of railroad tracks within 1,500 feet of the Project Site. There is a Union Pacific Railroad Company (UP) single track easement running east-to-west, approximately 65-feet north of the Project Site. The track is reported to be active with four daily train movements.

### 5.1.9 Earthquake Fault Zones

In 1972 the State of California passed the Alquist-Priolo Earthquake Fault Zoning Act (AP Act) to mitigate the hazard of surface faulting to structures utilized for human occupancy. The AP Act's primary purpose is to prevent the construction of buildings used for human occupancy on the surface trace of active faults. The AP Act defines three categories of fault activity; active (demonstrated movement within the last 11,000 years), potentially active (movement within the past 11,000 to 2,000,000 years), and inactive (no movement within the past 2,000,000 years).

Since 1972 the California Geological Survey (CGS, formerly the California Division of Mines and Geology) has issued a series of 1"=2,000' scale maps delineating Earthquake Fault Zones (EFZs). Structures proposed within mapped EFZs require geologic investigations to demonstrate that the structures will not be constructed across active faults. If an active fault is identified within the boundaries of the Project Site, the proposed structures must be set back from the EFZ, generally a distance of 50 feet on either side of the identified fault location. The CGS mapping program is ongoing, and areas not currently identified as being within an EFZ may be included at some later time.

Padre reviewed Earthquake Fault Zone (EFZ) maps issued by the California Geological Survey (CGS, formerly the California Division of Mines and Geology). The Project Site is not located within the boundaries of an Alquist-Priolo Earthquake Fault Zone, and no active faults are known to cross the site (Jennings 1994).

#### 5.1.10 Flood Hazard

According to the Federal Emergency Management Agency (FEMA) Map, (*Community Panel Number: 06087C0351D, Effective Date March 2, 2006*), the Project Site is located in Zone X. Zone X is defined as areas determine to be outside the 0.2% (500-year) annual chance floodplain.

#### 5.1.11 Dam Inundation

Catastrophic failure of dams is rare, and is most likely to occur following significant seismic events. No large lakes, reservoirs or dams were identified that would impact the Project Site during a catastrophic event.

#### 5.1.12 Water/fuel Storage Tanks

No aboveground water and/or fuel storage tanks were observed on or adjacent to the Project Site during Padre's site reconnaissance conducted on December 20, 2011.

#### 5.1.13 Traffic Corridor

Based on a review of Google Earth, Thomas Guide Maps and a site reconnaissance of the Project Site and surrounding area on December 20, 2011, the Project Site is not located within 500 feet of a freeway or other busy traffic corridor. A Union Pacific Railroad single track

is present approximately 65 feet north of the Project Site, and State Hwy 1 is located >1 mile north of the Project Site.

#### **5.1.14 Geotracker**

Padre reviewed the California State Water Resources Control Board's (SWRCB) Geotracker webpage. Geotracker is the Water Boards' data management system for managing sites that impact groundwater, especially those that require groundwater cleanup (Site Cleanup Program) as well as permitted facilities such as operating USTs and land disposal sites.

Padre reviewed the following reports on the Geotracker webpage for two properties reportedly located hydrogeologically upgradient of the Project Site: 1) Ledyard Company, 1005 17<sup>th</sup> Avenue, which is located approximately 150 feet northeast of the Project Site; and 2) El Dorado Meat Company, 1037 17<sup>th</sup> Avenue, which is located approximately 450 feet northeast of the Project Site.

##### 1) Ledyard Company, 1005 17<sup>th</sup> Avenue

Padre reviewed the following Letters/reports:

- Weber, Hayes & Associates, Inc. (WHA), Update to the Corrective Action Plan Addendum, Semi-Annual Groundwater Monitoring Report – Fall/Fourth Quarter 2010, UST Release Site – 1005 17<sup>th</sup> Avenue, Santa Cruz, CA, January 4, 2011;

According to the WHA January 4, 2011 report two USTs were removed from the site in 1992. Subsequent soil and groundwater investigations defined the extent of petroleum hydrocarbons in soil and groundwater, including floating free product. A significant amount of contamination was removed in 1997 and 1998 by an active soil vapor extraction and air sparging system. Source zone excavation activities were conducted in 1999. Approximately 12-inches of free product was present in groundwater monitoring wells MW-1, MW-4, and -6 prior to active remediation activities. Dissolved petroleum hydrocarbon concentrations in these wells has significantly decreased since remediation activities, however they still exceed groundwater quality objectives. Reportable petroleum hydrocarbons have never been detected in the downgradient sentinel monitoring wells (MW- 7, 8, 9, or 10), except for trace intermittent levels, well below groundwater quality objectives. The depth to groundwater is reported at approximately 15-20 feet below ground surface (bgs) and groundwater flow direction is reported to be southwest at a gradient of 0.005 ft/ft. There has been ten years of groundwater monitoring data for these wells.

- Weber, Hayes & Associates, Inc. (WHA), Technical Report of Field Activities – In-Situ Chemical Oxidation, UST Release Site – 1005 17<sup>th</sup> Avenue, Santa Cruz, CA, March 24, 2011;

According to the WHA March 24, 2011, Technical Report of Field Activities, an In-Situ Chemical Oxidation (ISCO) corrective action program to speed the reduction of residual dissolved hydrocarbons and move the project toward closure, was approved by the Water

Board. Chemical oxidants were injected into six wells in February and March 2011, with a third round scheduled for April 2011. In February, approximately 3,200 pounds of sodium persulfate was mixed with 7,000 gallons of potable water and sodium hydroxide as an activator and injected with a high pressure nitrogen gas stream into the residual dissolved hydrocarbon plume. In March, approximately 1,260 pounds of sodium persulfate was mixed with 1,800 gallons of potable water and sodium hydroxide and distributed through the six injection wells. If the ISCO successfully reduces hydrocarbon concentrations in groundwater towards groundwater quality objectives it will be appropriate to determine a post-remediation groundwater monitoring schedule.

- California, RWQCB, Central Coast Region, Response to Update of Field Activities – In-Situ Chemical Oxidation – Second Quarter 2011, August 18, 2011;

According to the Water Boards August 18, 2011 letter to the RP, the current cleanup efforts indicate positive results thus moving this case towards a low risk closure. Cases that are moving towards a low risk closure are considered a "high priority" for the Central Coast Region. The Central Coast Water Board is also increasing efforts to provide public participation in their site cleanup programs. As part of these efforts, they will be notifying nearby landowners and residents prior to case closure.

- Weber, Hayes & Associates, Inc. (WHA), Semi-Annual Groundwater Monitoring Report – Fall / Third Quarter 2011, Updates of Field Activities – IN-situ Chemical Oxidation, Monitoring and Reporting Program 97-097, October 27, 2011.

According to the most recently reported groundwater monitoring data collected in September 2011, concentrations of TPH-g, toluene, ethylbenzene, and xylenes were reported above groundwater quality objectives in groundwater monitoring well MW-6. No petroleum hydrocarbons were reported in sentinel monitoring wells MW-7 and MW-8. Groundwater flow direction was reported to be to the southwest.

Based on the distance (~150 feet), location (upgradient), and cleanup status (ongoing remediation) this facility represents a potential REC to the Project Site. Site information obtained from Geotracker for this facility is presented in **Appendix D**.

## 2) El Dorado Meat Company, 1037 17<sup>th</sup> Avenue

Padre reviewed the following reports:

- RTD, 2<sup>nd</sup> Quarter 2010 Groundwater Sampling at the El Dorado Meat Company Site, Located at 1037 17<sup>th</sup> Avenue, Santa Cruz, California; July 19, 2010; and

According to the RTD July 19, 2010 report two underground fuel storage tanks were removed in 1989. The USTs were used to fuel delivery trucks for the meat distribution

business, which closed down in the early 1990s. The former tanks, one 550-gallon UST and one 1,000 gallon UST were used to store gasoline. A release to the environment was discovered during the removal activities. Groundwater monitoring has been conducted at the site since 1990. Currently only two wells (MW-2 and MW-5) remain from the initial installment of five wells. Monitoring wells MW-1, MW-3, and MW-4 were destroyed in 1995 with approval of the Central Coast Region RWQCB. Depth to groundwater at the site is reported to be approximately 15 ft bgs. Prior to well destruction activities, the groundwater gradient at the site was reported to tend toward the south southwest. Groundwater monitoring well MW-2 is reported to be impacted with TPHg at 700 micrograms per Liter (ug/L); benzene at 15 ug/L; and MTBE at 6.6 ug/L. Groundwater monitoring well MW-5 is reported to be impacted with TPHg at 130 ug/L; benzene at 16 ug/L; and MTBE at 1.1 ug/L.

- California Water Boards, 3<sup>rd</sup> 5-Year Review Summary Report for Claim Number 9673; El Dorado Meat Company, 1037 17<sup>th</sup> Avenue, Santa Cruz, CA 95062, September 22, 2011.

According to the Water Boards September 22, 2011 report groundwater flow direction is predominantly to the southwest at a gradient of 0.007 ft/ft. The minimum reported groundwater depth is 13.33 ft bgs (MW-2) and the maximum groundwater depth is 22.80 ft bgs (MW-4). During the removal of the USTs the excavated impacted soil was returned to the tank basin. No free product has been documented throughout the life of this case. No active remediation of soil and/or groundwater has been conducted. Water qualities have been met with the possible exception of benzene, which should be met within a reasonable period of time. Two soil vapor surveys have been conducted. The local oversight agency has concurred with the responsible party's (RP) consultant that releases to the subsurface are presently not impacting the buildings interior air. Trend graphs of TPHg and benzene in groundwater show continued reduction in these contaminant concentrations. As a result, there is a reduced potential that residual petroleum hydrocarbons at the Site would pose a threat to groundwater resources, human health, or the environment. The Water Board staff recommends that the RWQCB request the RP to submit a complete closure request package including a Site Conceptual Model, Sensitive Receptor Survey, and risk analysis. This claim will be reviewed in one year.

Based on the recommendations of the Water Board staff this site does not appear to be a REC to the Project Site. Site information obtained from Geotracker for this facility is presented in **Appendix D**.

## **5.2 ENVIRONMENTAL DATABASE INFORMATION**

Padre obtained environmental agency database information from EDR. The EDR report is included as **Appendix E**. The databases were reviewed to identify registrations and documented environmental incidents regarding the site and nearby properties within a one mile radius of the Project Site. Padre also attempted to locate unplottable sites that EDR did not locate because of incomplete or incorrect address information. The following sections summarize our findings.

### **5.2.1 National Priorities List - Federal Superfund**

The National Priorities List is a U.S. Environmental Protection Agency (U.S. EPA) listing of private, state, and federally owned sites which have been included on the federal Superfund list for remediation.

- Neither the Project Site nor properties located within a 1-mile radius are identified on the National Priorities List.

### **5.2.2 U.S. EPA Comprehensive Environmental Response, Compensation, and Liability Information System (CERCLIS)**

The U.S. EPA's CERCLIS Listings are a compilation of sites that have been brought to the attention of the U.S. EPA, through various means, as being possible sites of hazardous waste activity. The CERCLIS listings are an information database and not necessarily an action list.

- Neither the Project Site nor properties located within a ½-mile radius are identified on the CERCLIS List.

### **5.2.3 RCRA-TSDF Listing**

The U.S. EPA's Resource Conservation and Recovery Act (RCRA) Program identifies and tracks hazardous waste from the point of generation to the point of disposal. The RCRA-Transportation, Storage, and Disposal Facilities (TSDF) database is a compilation by the U.S. EPA of reporting facilities that transport, treat, store, or dispose of hazardous waste.

- Neither the Project Site nor properties located within a ½-mile radius are identified on the RCRA-TSDF List.

### **5.2.4 RCRA - LQG's List**

The U.S. EPA's RCRA Program identifies and tracks large quantity generators (LQG's). LQG's generate over 1,000 kilograms (kg) of hazardous waste, or 1 kg acutely hazardous waste per month.

- Neither the Project Site nor properties located within a ¼-mile radius of the Project Site are identified on the RCRA-LQG's List.

### **5.2.5 RCRA - SQG's List**

The U.S. EPA's RCRA Program identifies and tracks small quantity generators (SQG's). SQG's generate over 100 kg and 1,000 kg of hazardous waste per month.

- The Project Site is not identified on the RCRA-SQG's List.



- Two properties located within a ¼-mile radius of the Project Site are identified on the RCRA-SQG's List:

(1) Pacific Boats, Inc., 1041 17<sup>th</sup> Avenue, is located approximately 650 feet east northeast of the Project Site. The type of waste generated is not listed. No violations are reported.

(2) City Auto Body, 980 17<sup>th</sup> Avenue, is located approximately 650 feet east of the Project Site. The waste category is listed as oxygenated solvents (acetone, butanol, ethyl acetate, etc.). No violations are reported.

#### **5.2.6 Emergency Response Notification System**

The Emergency Response Notification System (ERNS) contains records on releases of oil and hazardous substances reported to the U.S. EPA and National Response Center of the U.S. Coast Guard.

- The Project Site is not identified on the ERNS List.

#### **5.2.7 Toxic Pits List**

Toxic Pits Cleanup Act sites are those sites suspected of containing hazardous substances where cleanup has not been completed.

- Neither the Project Site nor properties located within a 1-mile radius are identified on the Toxic Pits List.

#### **5.2.8 RCRA-CORRACTS Facilities Listing**

The U.S. EPA's Resource Conservation and Recovery Act (RCRA) Corrective Action Sites Listing contains information pertaining to hazardous waste treatment, storage, and disposal facilities (RCRA TSD) which have conducted, or are currently conducting, a corrective action(s) as regulated under RCRA.

- Neither the Project Site nor properties located within a 1-mile radius are identified on the RCRA-CORRACTS List.

#### **5.2.9 UST Listings**

USTs are regulated under Subtitle I of RCRA and must be registered with the state department responsible for administering the UST program. In California, the State Water Resources Control Board has compiled a listing of UST sites. Active UST facilities lists are gathered from local regulatory agencies.

- The Project Site is not identified on the UST List.

- One property located within a ¼-mile radius of the Project Site is identified on the UST List:

(1) Live Oak America, 1200 17<sup>th</sup> Avenue, is located approximately 1,000 feet northeast of the Project Site. No other information is provided for this facility.

#### 5.2.10 Historical UST

The Hazardous Substance Storage Container Database is a historical listing of UST sites, and is maintained by the California, the State Water Resources Control Board.

- The Project Site is not identified on the Historical UST List.
- Five properties located within a ¼-mile radius of the Project Site are identified on the Historical UST List:

(1) El Dorado Meat Company, 1045 17<sup>th</sup> Avenue, is located approximately 500-feet northeast of the Project Site. This facility is listed as having two USTs. One UST installed in 1979 has a 1,000-gallon capacity and contains premium product and the other UST has a 550-gallon capacity and contains unleaded product. The installed date is not reported.

(2) Central fire District Station, 930 17<sup>th</sup> Avenue, is located approximately 550-feet east northeast of the Project Site. This facility is listed as having two USTs. One UST installed in 1967 has a 500-gallon capacity and contains premium product and the other UST has a 500-gallon capacity and contains diesel fuel. The installed date is not reported.

(3) Johnson Paving, Incorporated, 1020 El Dorado Avenue, is located approximately 1,050 feet northwest of the Project Site. This facility is listed as having two USTs installed in 1967. One UST has a 1,000-gallon capacity and contains waste product and the other UST has a 550-gallon capacity and contains unleaded product.

(4) Santa Cruz Asphalt, 1332 Brommer Street, is located approximately 1,100 feet north of the Project Site. This facility is listed as having three USTs. Each of the three USTs have a 2,000-gallon capacity and they contained unleaded product, diesel fuel, and regular product. The year the USTs were installed is not reported.

(5) Food and Liquor 63, 1200 17<sup>th</sup> Avenue, is located approximately 1,100 feet northeast of the Project Site. This facility is listed as having two USTs installed in 1969. One UST has a 1,000-gallon capacity and contains waste product and the other UST has a 1,000-gallon capacity and contains unleaded product.

The El Dorado Meat Company and Food and Liquor 63 facilities are discussed further in Section 5.2.12 LUST Sites, in this report.

### 5.2.11 CA FID UST

The California Facility Inventory Database (CA FID) UST contains a historical listing of active and inactive underground storage tank locations from the State Water Resources Control Board.

- The Project Site is not identified on the CA FID UST List.
- Four properties located within a ¼-mile radius of the Project Site are identified on the Historical UST List:

(1) El Dorado Meat Company, 1045 17<sup>th</sup> Avenue, is located approximately 450 feet northeast of the Project Site. This facility is listed as having two USTs. One UST installed in 1979 has a 1,000-gallon capacity and contains premium product and the other UST has a 550-gallon capacity and contains unleaded product. The installed date is not reported.

(2) Performance FoodService - Ledyard, 1005 17<sup>th</sup> Avenue, is located approximately 500 feet east northeast of the Project Site. This facility is listed as having two USTs, with 1,000-gallon capacity and containing motor vehicle fuel, regular unleaded. The installed date is not reported.

(3) Central fire District Station, 930 17<sup>th</sup> Avenue, is located approximately 550 feet east northeast of the Project Site. This facility is listed as having two USTs. One UST installed in 1967 has a 500-gallon capacity and contains premium product and the other UST has a 500-gallon capacity and contains diesel fuel. The installed date is not reported.

(4) Live Oak America, 1200 17<sup>th</sup> Avenue, is located approximately 1,000 feet northeast of the Project Site. This facility is listed as having two USTs, with 10,000-gallon capacity and containing motor vehicle fuel, regular unleaded. The installed date is not reported.

The El Dorado Meat Company and Performance FoodService - Ledyard facilities are discussed further in Section 5.2.12 LUST Sites, in this report.

### 5.2.12 Leaking Underground Storage Tank List

The California Regional Water Quality Control Board is the agency with jurisdiction over leaking underground storage tanks (LUSTs) in the region of the site.

- The Project Site is not identified on the LUST List.
- Three properties located within a ½-mile radius of the Project Site are identified on the LUST List:

(1) Ledyard Company, 1005 17<sup>th</sup> Avenue, is located approximately 150 feet northeast of the Project Site. Two USTs were removed from the site in 1992.

Subsequent soil and groundwater investigations defined the extent of petroleum hydrocarbons in soil and groundwater, including floating free product. A significant amount of contamination was removed in 1997 and 1998 by an active soil vapor extraction and air sparging system. Source zone excavation activities were conducted in 1999. Petroleum hydrocarbons have not been detected in the downgradient sentinel monitoring wells at or above groundwater quality objectives. Groundwater monitoring and remediation activities are ongoing at the site. This site is discussed further in Section 5.1.14 Geotracker, in this report.

(2) El Dorado Meat Company, 1037 17<sup>th</sup> Avenue, is located approximately 450 feet northeast of the Project Site. One 500-gallon gasoline UST and one 1,000-gallon gasoline UST were removed in 1989. Soil excavated during the USTs removal was placed back into the excavation. Both soil and groundwater in the vicinity of the removed USTs was reported to be impacted with petroleum hydrocarbons. No active remediation activities have been reported for this site. This site is being recommended for low risk closure.

(3) Santa Cruz Liquor and Food, 1200 17<sup>th</sup> Avenue, is located approximately 1,100 feet northeast of the Project Site. This facility is listed as having two USTs installed in 1969. One UST has a 1,000-gallon capacity and contains waste product and the other UST has a 1,000-gallon capacity and contains unleaded product. A release was discovered in 1997. Groundwater monitoring was conducted and the chosen remediation method was natural attenuation. The case was closed in January 2003.

The Ledyard Company and El Dorado Meat Company facilities are discussed further in Section 5.1.14 Geotracker in this report.

### 5.2.13 AST List

The Aboveground Storage Tank (AST) lists facilities with registered aboveground petroleum storage tanks, compiled by the State Water Resources Control Board (SWRCB).

- The Project Site is not identified on the AST List.
- One facility located within a ¼-mile radius of the Project Site is identified on the AST List.

(1) The Ledyard Company, 1005 17<sup>th</sup> Avenue, is located approximately 150-feet northeast of the Project Site. The facility is listed as having a 2,000-gallon AST at the site. No other information is provided.

### 5.2.14 Cortese List

The Cortese List consists of leaking USTs facilities compiled by the State Water Resources Control Board (LUST), potential or confirmed hazardous substance release

properties compiled by the Department of Toxic Substances Control (Cal-Sites), and active, closed and inactive landfills compiled by the Integrated Waste Management Board (SWF/LS).

- Neither the Project Site nor properties located within a ½-mile radius are identified on the Cortese List.

#### **5.2.15 Historic Cal-Sites List**

The State of California Historic Cal-Sites database contains potential or confirmed hazardous substance release properties. In 1996, the California Environmental Protection Agency reevaluated and significantly reduced the number of sites in the Cal-sites database.

- Neither the Project Site nor properties located within a 1-mile radius are identified on the Historic Cal-sites List.

#### **5.2.16 WMUD/SWAT List**

The Waste Management Unit Database System (WMUDS) is used by the State Water Resources Control Boards for program tracking and inventory of waste management units. The Solid Waste Assessment Test Program (SWAT) is a database maintained by the California Water Resources Control Board for information on the ground water monitoring of sanitary landfills.

- Neither the Project Site nor properties located within a ½-mile radius are identified on the WMUDS/SWAT lists.

#### **5.2.17 California Hazardous Materials Incident Reporting System**

The California Hazardous Materials Incident Reporting System (CHMIRS) is maintained by the California Office of Emergency Services and contains information on reported hazardous materials accidental releases or spills.

- The Project Site is not identified on the CHMIRS List.

#### **5.2.18 Proposition 65 Notification Records**

Proposition 65 Notification Records database (Notify 65) contains facility notification about any releases which could impact drinking water and thereby expose the public to a potential health risk.

- Neither the Project Site nor properties located within a 1-mile radius are identified on the Notify 65 lists.

#### **5.2.19 CERCLIS-NFRAP List**

The Comprehensive Environmental Response, Compensation, and Liability Information System - No Further Remedial Action Planned (CERCLIS-NFRAP) database is a list of sites

that were removed CERCLIS in 1995. These sites may have been removed due to the following, following an initial investigation no contamination was found; contamination was removed quickly without the need to place the site on the NPL; or the contamination was not serious enough to require Federal Superfund action or NPL consideration. This policy change is part of the EPA's Brownfields Redevelopment Program to help cities, states, private investors and affected citizens to promote economic redevelopment of unproductive urban sites.

- Neither the Project Site nor properties located within a ¼-mile radius are identified on the CERCLIS-NFRAP list.

#### **5.2.20 Voluntary Cleanup Program List**

The Voluntary Cleanup Program database is maintained by the Department of Toxic Substances Control (DTSC). The VCP database contains low threat level properties with either confirmed or unconfirmed releases and the project proponents have requested that DTSC oversee the investigation and/or cleanup activities and have agreed to provide coverage for DTSC's Costs.

- Neither the Project Site nor properties located within a ½-mile radius are identified on the VCP List.

#### **5.2.21 Facility Index System**

The Facility Index System (FINDS) report is an inventory of all facilities that are regulated or tracked by the U.S. EPA. These facilities are cross-referenced in the other databases searched.

- The Project Site is listed on the FINDS List.

Shoreline Middle, 855 17<sup>th</sup> Avenue is listed on the FINDS list because it is a school site. The National Center for Education Statistics (NCES) is the primary federal entity for collecting and analyzing data related to education in the United States and other nations and the institute of education sciences.

#### **5.2.22 Hazardous Waste Information System**

The Hazardous Waste Information System (HAZNET) database is developed from copies of hazardous waste manifests required for proper disposal of wastes and received each year by the Department of Toxic Substances Control (DTSC).

- The Project Site is not identified on the HAZNET List

#### **5.2.23 ENVIROSTOR List**

The Department of Toxic Substances Control (DTSC) Site Mitigation and Brownfields Reuse Program (SMBRPs) maintains a database that identifies sites that have known contamination or sites for which there may be reasons to investigate further.

- The Project Site is not identified on the Envirostor Database.

- Four facilities located within a 1-mile radius of the Project Site are identified on the Envirostor Database.

(1) Anthony's Auto Dismantling, 980 17<sup>th</sup> Avenue, is located approximately 650 feet east of the Project Site. This facility was identified by the California Department of Health Service drive-by site survey program conducted in 1988, which identified all operations oriented toward auto-dismantling and repair. No releases of contaminants of concern were identified. The site was referred to the local agency in 2008.

(2) Steve's Metal Finishing, 980 17<sup>th</sup> Avenue, operated at the site from 1968 to 1970. The type of metal finishing is not provided and no reported releases and/or contaminants of concern are reported.

(3) City Auto Body, 980 17<sup>th</sup> Avenue, is identified as a small quantity generator of hazardous waste (Section 5.2.5).

(4) California Tube Lab, Inc., 1305 17<sup>th</sup> Avenue, is located approximately 1,400 feet northeast of the Project Site. This facility is listed in the EDR report as having a Tiered Permit. The California permitting program matches the statutory/regulatory requirements imposed upon each category of hazardous waste facility to the risk posed by the facility. There are five permit categories for hazardous waste facilities. The Envirostor database lists this facility as inactive, with no other site information.

## 6.0 CONCLUSIONS AND RECOMMENDATIONS

Based on the results of the scope of services performed for this Phase I ESA and Environmental Hazards Evaluation, Padre makes the following conclusions and recommendations regarding the Project Site.

According to a draft-environmental impact report (DEIR) dated September 1992, prior to developing the Shoreline Middle School and the Recreational Swim Center the area was used as a wood lot by the Pacific Forest Products firewood operation and as a road materials stockpile yard by the County Public Works Department. According to the DEIR this area was also used as a concrete batching plant during the construction of the Santa Cruz Harbor breakwater. It is also reported that much of the man-made fill material in this area is from the concrete batching plant operation. The presence of the concrete batching plant is most evident in a 1964 aerial photograph, which shows the concrete batching plant and several small buildings located on the Project Site.

During Padre's site reconnaissance on December 20, 2011, no building structures are located onsite and no oil and/or chemical containers were observed on the Project Site. No petroleum and/or chemical stained soils were observed; no aboveground or underground petroleum fuel tanks were observed at the Project Site; and no aboveground water storage tanks were observed on or adjacent to the Project Site.

According to Mr. Keith Houchen with LOSD, no hazardous materials and/or hazardous wastes are stored at the Project Site and no hazardous materials incidents or spills have occurred at the Project Site. There are no underground and/or aboveground storage tanks and no landfills and/or burn pits located on the Project Site. Additionally, there are no groundwater wells, septic tanks and/or leach fields on the Project Site.

The Project Site is not listed on the California State Water Resources Control Board (SWRCB) Geotracker Database. There is one site located just north of the Project Site that was identified on the Geotracker database that present a potential REC to the Project Site. The Ledyard Company facility is located at 1005 17<sup>th</sup> Avenue, approximately 150-feet northeast of the Project Site. Two USTs were removed from the site in 1992. Subsequent soil and groundwater investigations defined the extent of petroleum hydrocarbons in soil and groundwater, including floating free product. A significant amount of contamination was removed in 1997 and 1998 by an active soil vapor extraction and air sparging system. Source zone excavation activities were conducted in 1999. Petroleum hydrocarbons reportedly have not been detected in the downgradient sentinel monitoring wells at or above groundwater quality objectives. Groundwater monitoring and remediation activities are ongoing at the site. The depth to groundwater is reported at approximately 15-20 feet below ground surface (bgs) and groundwater flow direction is reported to be southwest towards the Project Site. Based on location, shallow depth to groundwater and site status this facility is considered a potential REC to the Project Site. Therefore, Padre recommends that the LOSD request the Santa Cruz Environmental Health Department to provide regular updates as to the status and remediation progress for this facility.



Based on current conditions and the results of the environmental hazards survey as described in California Code of Regulations, Title 5, Sections 14010 et seq., a railroad safety study may be required by CDE for the Project Site.

Based on the historic use of the Project Site as a concrete batching plant, it is Padre's opinion that the Department of Toxic Substances Control (DTSC) may require the completion of a Preliminary Endangerment Assessment (PEA) to address the potential present of residual fly ash in surface and shallow subsurface soils. Fly ash is an ingredient used to make concrete, and usually refers to ash produced during the combustion of coal. Depending on the makeup of the coal bed, fly ash may include metals such as arsenic, mercury and lead, along with dioxins and polycyclic aromatic hydrocarbons (PAH) compounds. Additionally, the area of the Project Site was used later used as a wood lot by a firewood company and as a road materials stockpile yard by the County Public Works Department. Therefore, the DTSC may also require an assessment of fill material at the Project Site.

## 7.0 LIMITATIONS

This report has been prepared for the sole benefit of the Live Oak School District (LOSD), the California Department of Education (CDE), and the Department of Toxic Substances Control (DTSC). No other persons may rely on the findings of this report without the expressed written consent of the LOSD and Padre Associates, Inc.

In performing our professional services, we have attempted to apply present engineering and scientific judgment and use a level of effort consistent with the standard of practice measured on the date of work and in locale of the project site for similar type studies. Padre Associates, Inc. makes no warranty, express or implied.

The analyses and interpretations presented in this report have been developed based on the results from the review of existing information pertaining to the Project Site.

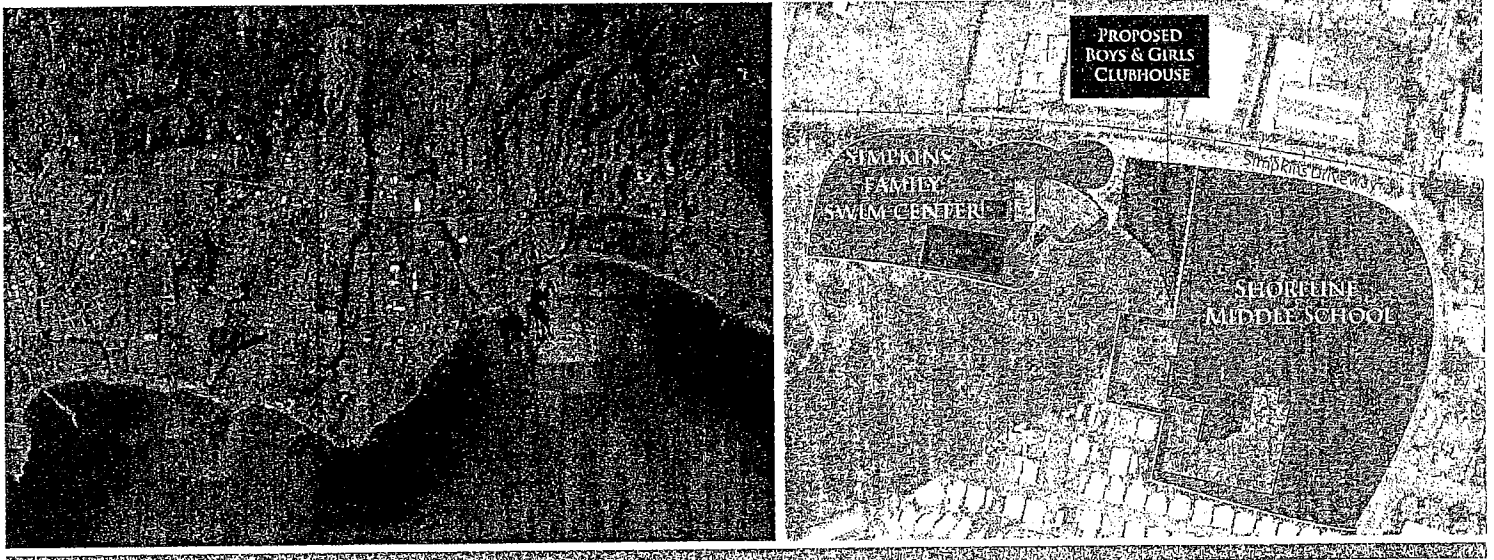
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Appendix E  
Transportation Impact Study

# DRAFT

## Transportation Impact Analysis



Prepared for:

Live Oak School District & The Boys & Girls Club of Santa Cruz County

Prepared by:

FEHR & PEERS

332 Pine Street, Floor 4

San Francisco, CA 94104

Transportation Impact Analysis

**Boys & Girls Club at Shoreline Middle School**

Prepared for:

Live Oak School District  
and  
the Boys & Girls Club of Santa Cruz County

Prepared by:

Fehr & Peers

February 2013

SF11-0589

Shoreline Boys and Girls Club  
February 2013

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## EXECUTIVE SUMMARY

This report presents the results of the transportation impact analysis (TIA) and parking analysis for the proposed Shoreline Boys and Girls Club (herein "the Clubhouse") in Santa Cruz, CA. This new facility would be a joint-use facility between the Boys & Girls Club and the Live Oak School District, accommodating 140 youth for after-school activities and providing facilities for outside community groups managed by the Santa Cruz County Open Space and Cultural Services Department.

The purpose of the TIA is to identify potential significant adverse impacts of the proposed project on the surrounding transportation system and to recommend mitigation measures, if needed. Project impacts were evaluated following Santa Cruz County guidelines.

### PROJECT TRIP ESTIMATES

Clubhouse vehicular trip generation was forecast for a typical weekday afternoon (2:00 to 3:00 PM) and evening (PM) peak hour (5:00 to 6:00 PM). The afternoon peak hour is expected to be the busiest time for arrivals to the Clubhouse, when nearby schools are dismissed after 2:00 PM most days of the week and activities at the Boys & Girls Club begin immediately afterwards. The PM peak hour is the hour when traffic on the adjacent roadways is higher, and it is the standard hour used in traffic analyses since it typically presents a conservative (i.e., worst case) assessment of how a project affects adjacent street traffic operations (e.g., 17th Avenue). Trip generation was based on the expected activity schedule at the Clubhouse. Mode split for the site visitors was based on the location of the surrounding schools and observations at Harbor High School.

The AM peak hour was not analyzed for this project since the Clubhouse would be closed during the morning hours. Trip generation of adult community classes was not forecast because these users would enter and exit the site after the PM peak hour or on weekends, when traffic on the adjacent streets is lower.

- Using the preliminary activity schedule and mode and visitor vehicle assumptions, the building would generate an estimated 58 afternoon peak hour vehicle trips (29 inbound and 29 outbound) and 60 PM peak hour vehicle trips (30 inbound and 30 outbound).

### INTERSECTION TRAFFIC IMPACTS

Based on impact criteria defined by Santa Cruz County, the project is expected to have a *less-than-significant* project-level and cumulative-level impact at the four study intersections – 17<sup>th</sup> Avenue/Brommer Street, 17<sup>th</sup> Avenue/Simpkins-Project Driveway, 17<sup>th</sup> Avenue/Felt Street/Shoreline Middle School Entrance, and 17<sup>th</sup> Avenue/Portola Drive/East Cliff Drive – during the PM peak hour. Queues at the project entrance would not exceed the roadway capacity.

### BICYCLE, PEDESTRIAN, AND TRANSIT IMPACTS

The Clubhouse is anticipated to increase bicycle, pedestrian, and transit usage; however, the project will not adversely impact existing or planned facilities or transit service. The site is served by bicycle lanes and sidewalks on 17<sup>th</sup> Avenue that connect to bicycle and pedestrian facilities in the surrounding neighborhoods. The bicycle lanes and the sidewalks near the project site can reasonably accommodate additional demand. The site is served by one bus route. The existing transit service can reasonably accommodate the anticipated demand. Thus, the Clubhouse will have a *less-than-significant* impact on the existing pedestrian, bicycle, and transit network.

## PARKING ANALYSIS

On-site and off-site parking options are available for the Clubhouse. Shoreline Middle School, Del Mar Elementary School and Simpkins Center have available spaces to accommodate Clubhouse-related parking, as their parking lots are typically less than half full in the later afternoon and evening when activities at the Boys & Girls Club would occur. Per the Joint Use Agreement, the parking spaces provided at the Clubhouse would be used exclusively by persons picking-up or dropping-off students at the Clubhouse and other Clubhouse visitors. The Shoreline Middle School parking lot would be the designated parking area for Clubhouse employees and volunteers. The Middle School parking area would also be used by Clubhouse visitors. In the event the Clubhouse needs additional parking supply, the Clubhouse would use parking at Del Mar Elementary School unless permission to use the Simpkins Center parking lot is obtained from the County.

Table E-1 summarizes the estimated parking demand under three typical scenarios, based on the Clubhouse activity schedule.

"Typical Day" scenario assumes 140 students are attending the after school programs at the Clubhouse, with 10 staff and 10 volunteers.

"Sign-up Day" scenario assumes 140 students, 10 staff and 10 volunteers are at the Clubhouse and some parents are parking at the site to register their children for classes.

"Adult Classes Only" scenario assumes 60 adults are attending classes at the Clubhouse with four instructors – this would mean two simultaneous adult classes. The Boys & Girls Club and County have agreed to limit adult classes at the facility to occur only by special arrangement and only after 7:00 PM when students have left the site; therefore, the parking demand associated with the Boys & Girls Club would not overlap with that of the adult classes.

The parking demand ranges from 25 to 48 parking spaces for the typical scenarios.

TABLE E-1: PARKING DEMAND

Scenario	People <sup>1</sup>	Parking Demand <sup>2</sup>	Parking Rate <sup>3</sup>
Typical Day	160	25	0.16
Sign-Up Day	160	40	0.25
Adult Classes Only <sup>4</sup>	64	48	0.75

Notes:

1. 140 students and 20 staff/volunteers.
2. Includes short-term parking demand associated with drop-off and pick-up.
3. Parking demand per person under each scenario.
4. Assumes two simultaneous adult classes occur after 7:00 PM.

Source: Fehr & Peers; 2013.

Sufficient parking is available on-site and at adjacent facilities to meet the project's parking demand, even during peak times. The preliminary site plan includes 12 parking spaces; staff and volunteers would park in the Shoreline Middle School parking lot. Therefore, the 12 spaces would be reserved for adults picking up students or registering students for activities. Based on the expected pick-up schedule, five spaces would be needed for adults on a typical day and 20 would be needed for adults during activity registration periods. Should demand exceed 12 spaces, the Middle School has available spaces to accommodate the increased parking demand. During the summer, parking demand would be similar to typical days during the school year; however, all 68 parking spaces at the Middle School would be available for Clubhouse visitors to use.

## 1. INTRODUCTION

This report presents the results of the transportation impact analysis (TIA) and parking demand analysis for the proposed Boys & Girls Club at Shoreline Middle School (herein "the Clubhouse") in the Live Oak section of Santa Cruz County, California. The Clubhouse would be located on the Shoreline Middle School campus and be accessible from the existing Simpkins Family Swim Center driveway on 17<sup>th</sup> Avenue. This new facility would be a joint-use facility between the Boys & Girls Club of Santa Cruz County and the Live Oak School District, accommodating up to 200 youth for after-school activities and providing facilities for outside community groups managed by the Santa Cruz County Open Space and Cultural Services Department. **Figure 1** shows the project location and surrounding roadway network. **Figure 2** shows the schematic site plan for the project.

This report is divided into five chapters. Chapter 2 describes existing roadway facilities, transit service, pedestrian and bicycle facilities, traffic volumes and operating conditions of the selected study intersections. Chapter 3 describes the method used to estimate the project traffic and its impacts on the surrounding transportation system. Cumulative build-out conditions are presented in Chapter 4. An analysis of parking needs on the site is discussed in Chapter 5. Finally, Chapter 6 presents a site plan review and discusses site access, on-site circulation, and parking demand and supply.

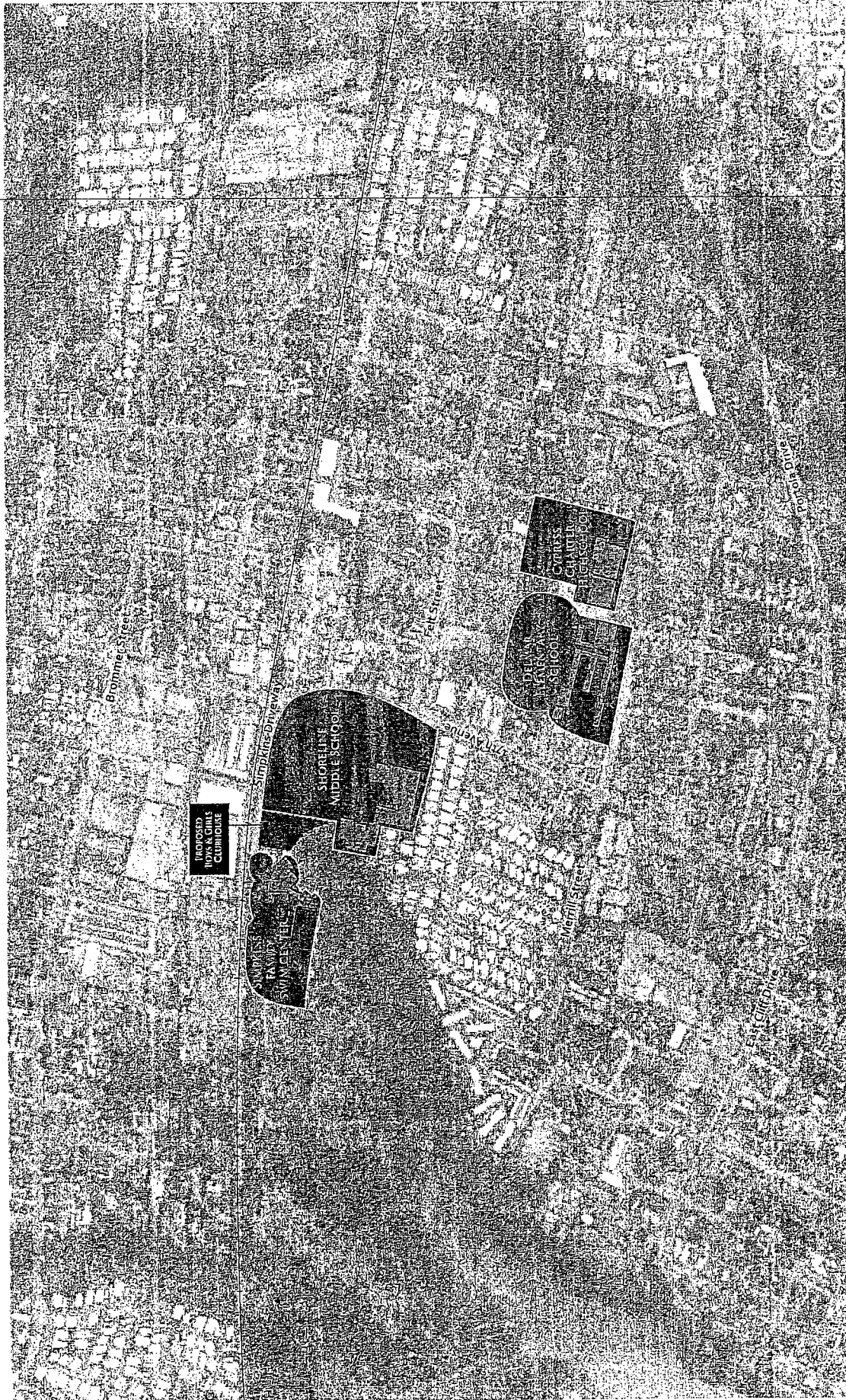
### PROJECT DESCRIPTION

The Clubhouse is proposed for construction via a joint agreement between the Boys & Girls Club of Santa Cruz, the Live Oak School District, and the County of Santa Cruz Redevelopment Agency. As shown in **Figure 1**, the Clubhouse would be located on the Shoreline Middle School campus' basketball courts. The Clubhouse site was originally identified as a site for a future gymnasium when the Shoreline Campus was originally planned and entitled by the Live Oak School District and County of Santa Cruz. The schematic site plan for the Clubhouse is shown in **Figure 2**.

The Clubhouse at Shoreline Middle School would be an extension of the existing Boys & Girls Club at the Boys & Girls Club of Santa Cruz's clubhouse at 543 Center Street in Downtown Santa Cruz. The existing Downtown Santa Cruz clubhouse currently serves about 65 students who attend Shoreline Middle School; therefore, a majority of the participants at the new Clubhouse are expected to be Shoreline Middle School students and students from nearby Live Oak Schools (e.g., Del Mar Elementary School and Cypress Charter High School). The site is expected to allow the Boys & Girls Club to expand programming to serve additional participants. The new Clubhouse would accommodate 140 elementary school, middle school, and high school participants on a typical day. It would be staffed with up to 10 full-time and part-time professional staff and up to 10 volunteers.

The Boys & Girls Club programming at the site would operate during after school hours (Monday, Tuesday and Thursday: 2:00 to 7:00 PM; Wednesday: 12:30 to 7:00 PM; and Friday: 1:00 to 7:00 PM). On a typical day, the Clubhouse would host afterschool homework help and special fitness classes (e.g., karate, dance), provide music and art facilities, and afford space for student clubs.

The project would include activity rooms, a study center, offices, and an outdoor multi-use sports court. Although programming at the Clubhouse would accommodate about 140 participants on a typical afternoon, the facility could accommodate special events or non-Boys & Girls Club classes that attract additional people. The site would have a digital arts center and dance studio that could host classes for adults and children; these rooms could hold as many as 75 people, but typical class sizes would generally not exceed 30 people. These community classes would only occur with a special reservation and would only be permitted after 7:00 PM, when student activities are finished for the day. The project is also designed to accommodate a future gym/multipurpose room that was approved at the time the Middle School was constructed. Because the gym/multipurpose room would be a long-term project, was previously entitled, and is subject to future review at the time it is proposed for construction, this report focuses on the activity generated by the indoor activity spaces at the Boys & Girls Club.



# PROJECT LOCATION

FIGURE 1

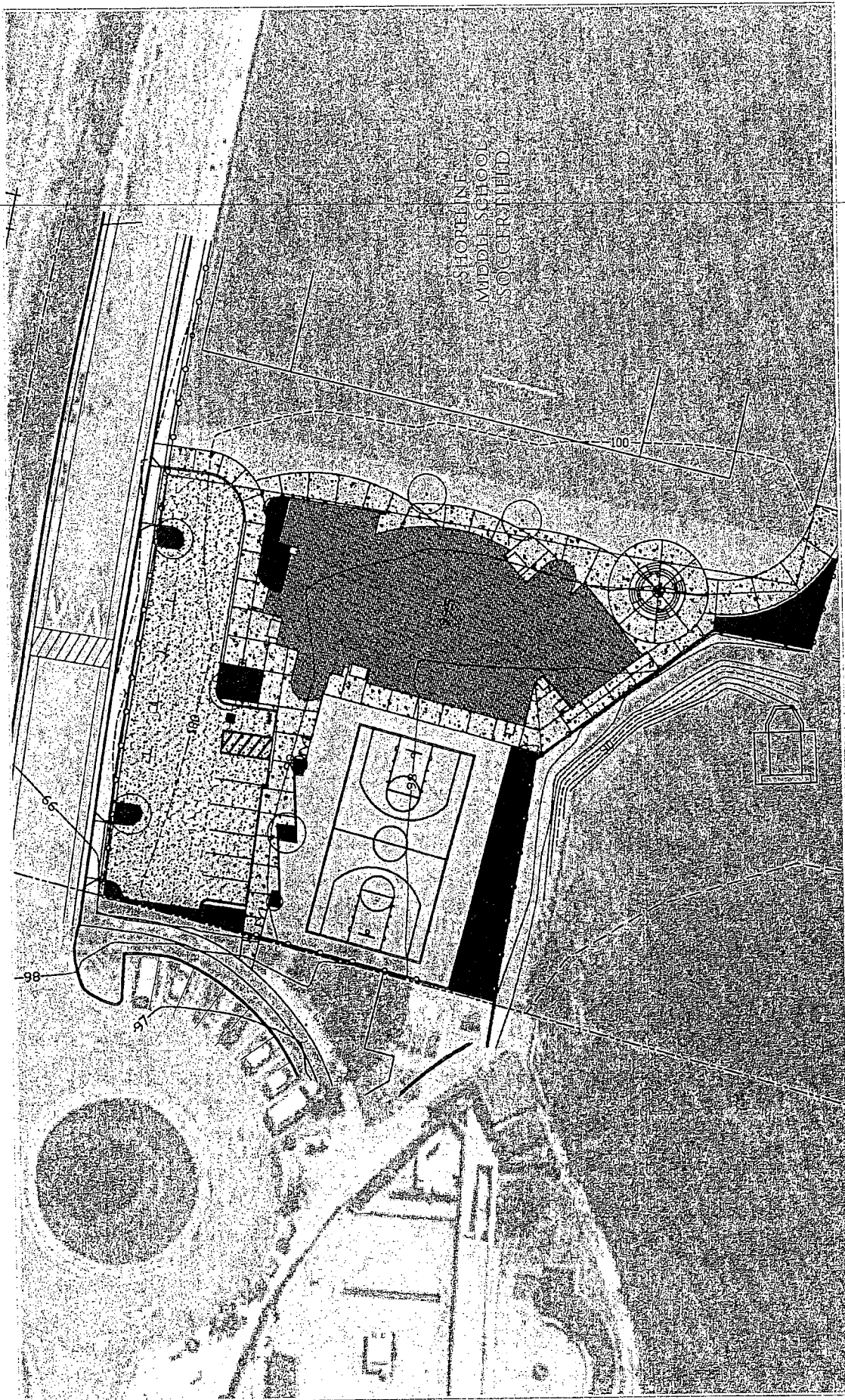


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**FEHR & PEERS**

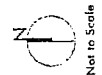
SF11-0539 Shoreline Boys & Girls Club/graphics





SITE PLAN

FIGURE 2



Not to Scale

**FEHR & PEERS**

SF11-0553 Shoreline Boys & Girls Club/graphics

## STUDY AREA

This study identifies potential impacts of the Clubhouse on the surrounding transportation system and recommends mitigation measures, if needed. The study area for the traffic, pedestrian, bicycle, and transit analysis presented in the TIA generally focuses on the area immediately surrounding the Shoreline Middle School Campus, between the Simpkins Driveway and Merrill Street. The following four intersections were selected for traffic analysis:

1. 17<sup>th</sup> Avenue/Brommer Street
2. 17<sup>th</sup> Avenue/Simpkins Driveway
3. 17<sup>th</sup> Avenue/Felt Street-Shoreline Middle School Entrance
4. 17<sup>th</sup> Avenue/Portola Drive-East Cliff Drive

## STUDY METHODOLOGY

The transportation network was evaluated using methods approved by the County of Santa Cruz, approved planning and development documents, and standard transportation engineering practice.

### *Traffic*

Study intersections' operations were evaluated during the peak one hour during the evening peak period (4:00 to 6:00 PM) for the following scenarios:

- Scenario 1:**      *Existing Conditions* – Existing volumes obtained from counts representing peak one-hour conditions during the evening peak traffic period.
- Scenario 2:**      *Existing Plus Project Conditions* – Existing peak-hour traffic volumes plus traffic generated by the Clubhouse.
- Scenario 3:**      *Cumulative No Project Conditions* – Existing peak-hour traffic volumes increased by a one percent annual growth rate to estimate Cumulative peak hour volumes.
- Scenario 4:**      *Cumulative Plus Project Conditions* – Cumulative No Project volumes plus traffic generated by the Clubhouse.

The typical weekday PM peak hour was analyzed because this is expected to be the busiest time period at the Clubhouse, based on the preliminary activity schedule, and coincides with the evening commute hour when roadway traffic volumes are higher. The PM peak hour is also the standard hour used in traffic analyses since it presents a conservative (i.e., worst case) assessment of how a project affects adjacent street traffic operations (e.g., 17th Avenue). The AM peak hour was not analyzed for this project since the Clubhouse would be closed during the morning hours. Trip generation was estimated for the afternoon peak hour, since that would be the time when participants arrive at the clubhouse.

The operations of intersections are described with the term level of service (LOS). LOS is a qualitative description of traffic flow based on such factors as speed, travel time, delay, and freedom to maneuver described in Chapters 16 and 17 of the *2000 Highway Capacity Manual (HCM)* by the Transportation Research Board. Six levels are defined from LOS A, with the best operating conditions, to LOS F, with the worst operating conditions. LOS E represents "at-capacity" operations. Operations are designated as LOS F when volumes exceed capacity, resulting in gridlock conditions. The County maintains a LOS C standard for its intersections but accepts LOS D operations at physically or economically constrained locations.

### Signalized Intersections

LOS for a signalized intersection's operation is based on average control vehicular delay, which includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. The average control delay for signalized intersections was calculated for this project using the Synchro analysis software and is correlated to a LOS designation as shown in Table 1.

**TABLE 1: SIGNALIZED INTERSECTION LEVEL OF SERVICE DEFINITIONS**

Level of Service	Description	Average Control Delay Per Vehicle (Seconds)
A	Operations with very low delay occurring with favorable progression and/or short cycle lengths.	$\leq 10.0$
B	Operations with low delay occurring with good progression and/or short cycle lengths.	10.1 to 20.0
C	Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.	20.1 to 35.0
D	Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, and high V/C ratios. Many vehicles stop and individual cycle failures are noticeable.	35.1 to 55.0
E	Operations with high delay values indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences.	55.1 to 80.0
F	Operations with delays unacceptable to most drivers occurring due to over-saturation, poor progression, or very long cycle lengths.	$> 80.0$

Source: *Highway Capacity Manual*, Transportation Research Board, 2000.

### Unsignalized Intersections

LOS ratings for stop-sign controlled intersections are based on the average control delay expressed in seconds per vehicle. At a two-way or side-street stop-controlled intersection, control delay is calculated for each movement, not for the intersection as a whole. For approaches composed of a single lane, control delay is computed as the average of all movements in that lane. Table 2 summarizes the relationship between delay and LOS for unsignalized intersections.

**TABLE 2: UNSIGNALIZED INTERSECTION LEVEL OF SERVICE DEFINITIONS**

Level of Service	Description	Average Control Delay Per Vehicle (Seconds)
A	Little or no delay	$\leq 10.0$
B	Short traffic delays	10.1 to 15.0
C	Average traffic delays	15.1 to 25.0
D	Long traffic delays	25.1 to 35.0
E	Very long traffic delays	35.1 to 50.0
F	Extreme traffic delays with intersection capacity exceeded	$> 50.0$

Source: *Highway Capacity Manual*, Transportation Research Board, 2000.

### ***Pedestrian, Bicycle, and Transit***

In addition to intersection operations, this report addresses the existing and proposed facilities and services related to transit, bicycling activity, and pedestrian activity to ensure that the Clubhouse is integrated within existing and planned bicycle, pedestrian, and transit networks and the site plan accommodates safe and efficient access for all modes.

### **SIGNIFICANCE CRITERIA**

The aforementioned transportation systems were evaluated using methods approved by the County of Santa Cruz to designate an impact as significant. Where no significance criteria have been established by the County, potential impacts were evaluated and recommendations made using approved planning and development documents and by applying standard transportation engineering practices.

#### ***Automobile Significant Impact Criteria***

##### Signalized Intersections

Santa Cruz County has established a minimum acceptable operating level of LOS C for signalized intersections. LOS D operations are considered acceptable at intersections where further improvements are considered infeasible.

According to the Santa Cruz County General Plan, significant impacts at signalized intersections are defined to occur when:

- The addition of project traffic causes intersection operations to degrade from LOS D or better to LOS E or F, or
- Project traffic is added to an intersection operating at LOS E or F, resulting in a one-percent increase in the volume-to-capacity ratio of the sum of all critical movements.

##### Unsignalized Intersections

Santa Cruz County does not have significance criteria for unsignalized intersections. For this analysis, significant impacts are defined to occur when the addition of project traffic causes the worst movement/approach to degrade from an acceptable level of service (LOS D) under Existing Conditions to an unacceptable level of service (LOS E or F) and the intersection satisfies traffic signal warrants from the Manual on Uniform Traffic Control (MUTCD) (Federal Highway Administration).<sup>1</sup>

#### ***Pedestrian, Bicycle and Transit Impact Criteria***

The General Plan for the County of Santa Cruz, Chapters 3.8–3.10, in coordination with the Regional Transportation Commission, identifies existing pedestrian and bicycle networks and presents improvements and/or related policies necessary to ensure that these facilities are safe and effective for County residents, as well as to meet the County's goal of increasing the number of commuter trips

<sup>1</sup> This analysis is intended to examine the general correlation between the planned level of future development and the need to install new traffic signals. It estimates future development-generated traffic compared against a sub-set of the standard traffic signal warrants recommended in the Federal Highway Administration *Manual on Uniform Traffic Control Devices* and associated State guidelines. This analysis should not serve as the only basis for deciding whether and when to install a signal. To reach such a decision, the full set of warrants should be investigated based on field-measured, rather than forecast, traffic data and a thorough study of traffic and roadway conditions by an experienced engineer. Furthermore, the decision to install a signal should not be based solely upon the warrants, since the installation of signals can lead to certain types of collisions. The responsible state or local agency, in this case Santa Cruz County, should undertake regular monitoring of actual traffic conditions and accident data, and timely re-evaluation of the full set of warrants in order to prioritize and program intersections for signalization.



occurring by bicycle. Using the General Plan as a guide, significant impacts to pedestrian and bicycle facilities would occur when a project or an element of the project:

- Creates a hazardous condition that currently does not exist for pedestrians or bicyclists, or otherwise interferes with pedestrian and bicyclist accessibility to the site and adjoining areas; or
- Creates substantial increase in demand for bicycle and pedestrian facilities where none currently exist or creates conditions that would lead to overcrowding on existing facilities; or
- Conflicts with an existing or planned pedestrian or bicycle facility identified in the Master Plan of Countywide Bikeways; or
- Conflicts with policies related to bicycle and pedestrian activity adopted by the Santa Cruz County, Santa Cruz County Transit District, or Caltrans.

#### Transit Impact Criteria

Chapter 3.4 of the Santa Cruz County General Plan describes transit promotion in the County of Santa Cruz. Significant impacts to transit service would occur if the project or any part of the project:

- Creates a substantial increase in transit demand that could not be accommodated by existing adjacent transit capacity, measured by comparing the expected transit capacity with the expected project demand for transit service; or
- Causes a substantial increase in delay or operating cost to a transit provider; or
- Conflicts with policies adopted by the Santa Cruz County, Santa Cruz County Transit District, Regional Transportation Commission, or Caltrans.

## 2. EXISTING CONDITIONS

This chapter discusses the existing roadway network, operations of the selected study intersections, and describes the bicycle, pedestrian and transit facilities located near the Proposed Project.

### ROADWAY NETWORK

The main vehicular access to the Clubhouse is the driveway to the Simpkins Family Swim Center from 17<sup>th</sup> Avenue. Vehicles would also use the entrance to the Shoreline Middle School located at Felt Street. The roadway network is presented in **Figure 1** and described below.

*17<sup>th</sup> Avenue* is a two-lane, north-south roadway that extends from Soquel Avenue adjacent to SR-1 north of the project site to Portola Drive-East Cliff Drive in the south. 17<sup>th</sup> Avenue has a two-way left turn lane and designated bicycle lanes striped in both directions. Bus stops are located near the project site at the intersection of 17<sup>th</sup> Avenue/Felt Street. On-street parking is not permitted on 17<sup>th</sup> Avenue near the project site. The posted speed limit on 17<sup>th</sup> Avenue is 30 miles per hour (mph).

*Brommer Street* is a two-lane, east-west roadway that extends east from 5<sup>th</sup> Avenue to 41<sup>st</sup> Avenue and provides access to the residential neighborhoods to the northeast and west of the project site. Brommer Street includes designated bicycle lanes striped in both directions. On-street parking is permitted along the north side of the street. The posted speed limit on Brommer Street is 30 mph.

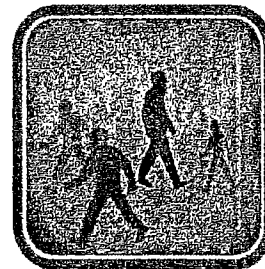
*Portola Drive-East Cliff Street* is a two-lane, east-west roadway that extends from 5<sup>th</sup> Avenue at the Santa Cruz Harbor to Capitola Avenue at the Capitola Beach. East Cliff Drive becomes Portola Drive at 17<sup>th</sup> Avenue and provides access to the primarily residential neighborhoods along the Pacific Ocean. Portola Drive and East Cliff Street have a two-way left turn lane and designated bicycle lanes in both directions. On-street parking is not permitted on Portola Drive or East Cliff Street near the project site. The posted speed limits on Portola Drive and East Cliff Street are 30 mph.

*Felt Street* is a two-lane local, residential street that extends east from 17<sup>th</sup> Avenue from the Shoreline Middle School and serves the adjoining residential areas. Felt Street has bicycle lanes in both directions and on-street parking on the north side of the street. The posted speed limit on Felt Street is 25 mph.

### EXISTING PEDESTRIAN AND BICYCLE FACILITIES AND TRANSIT SERVICE

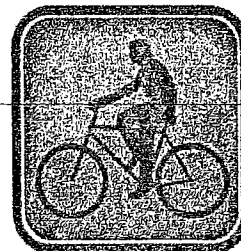
#### *Pedestrian Facilities*

Sidewalks, crosswalks, and pedestrian signals are typical pedestrian facilities in the study area. All streets in the study area have sidewalks on both sides of the roadway, with the exception of the Simpkins Driveway, which only has a sidewalk on the south side of the street. The three signalized study intersections (17<sup>th</sup> Avenue/Brommer Street, 17<sup>th</sup> Avenue/Felt Street, and 17<sup>th</sup> Avenue/Portola Drive-East Cliff Drive) have marked crosswalks and pedestrian signals and push buttons at all legs of the intersection. The intersections of 17<sup>th</sup> Avenue/Brommer Street, 17<sup>th</sup> Avenue/Felt Street, and 17<sup>th</sup> Avenue/Simpkins Driveway have yellow marked crosswalks, indicating a school is located nearby. **Figure 3** illustrates the existing pedestrian access routes to the project site.



### Bicycle Facilities

Bicycle facilities are comprised of bicycle paths, bicycle lanes and bicycle routes. Bicycle paths (Class I) are paved pathways separated from roadways. Bicycle lanes (Class II) are striped lanes for bicyclists adjacent to the outer vehicle travel lanes. These lanes have special lane markings, pavement legends and signage. Bicycle routes (Class III) are generally located on low traffic volume streets that provide alternative routes for recreational, and in some cases, commuter or more advanced cyclists. These facilities are signed for bicycle use, but have no separated bicycle right-of-way or lane striping.



**Figure 3** shows the bicycle facilities serving the area near the Clubhouse. The City maintains Class II bicycle lanes along 17<sup>th</sup> Avenue, Brommer Street, Portola Drive/East Cliff Street, Felt Street, and the Simpkins Driveway.

Although a designated bicycle path from the Simpkins Center to El Dorado Avenue (northwest of the Proposed Project) is not present, students were observed using an opening in the rail right-of-way fence as a shortcut.

Shoreline Middle School has a bicycle parking cage located adjacent to the Proposed Project site. The bicycle cage houses student bicycles during the school day and is typically full.

### Existing Transit Facilities

The Santa Cruz Metropolitan Transit District (METRO) provides bus service throughout Santa Cruz County. **Figure 3** shows the existing transit service in the study area. METRO route 66 runs along 17<sup>th</sup> Avenue through the project area and serves the bus stops located at Felt Street. **Table 3** summarizes the origins, destinations and headways for transit route 66 in the project area.



**TABLE 3: EXISTING TRANSIT SERVICE**

Route	From	To	Weekdays			Weekends	
			Operating Hours	Headway <sup>1</sup>		Operating Hours	Headway
				Peak	Midday		
66	Santa Cruz METRO	Capitola Mall	6:45AM – 5:50PM	60	60	6:30AM – 8:00PM	60
	Capitola Mall	Santa Cruz METRO	5:55AM – 6:10PM	60	60	7:30AM – 7:15PM	60

**Notes:**

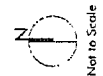
1. Time between bus arrivals in minutes. Peak Headway was determined between 4:00 PM – 6:00 PM and Midday Headway was determined between 12:00 PM – 1:00 PM.

Source: Santa Cruz Metropolitan Transit District, December 2011.



LOCAL PEDESTRIAN, BICYCLE, AND TRANSIT FACILITIES

FIGURE 3



**FEHR & PEERS**

SF11-0589 Shoreline Boys & Girls Club/graphics

## EXISTING INTERSECTION LEVELS OF SERVICE

The operations of the four study intersections were evaluated during the weekday evening (4:00 PM to 6:00 PM) peak period. **Figure 4** presents the existing PM peak-hour turning movement volumes, the corresponding lane configurations and traffic control devices.

Existing peak-hour volumes and lane configurations were used to calculate levels of service for each of the study intersections. The results of the existing LOS analysis are presented in **Table 4**. The turning movement volumes are included in **Appendix A** and the corresponding LOS calculation sheets are included in **Appendix B**.

**TABLE 4: EXISTING INTERSECTION LEVELS OF SERVICE**

Intersection	Traffic Control	Peak Hour	Count Date	Delay (sec/veh) <sup>1,2</sup>	LOS <sup>3,4</sup>
1. 17 <sup>th</sup> Avenue/Brommer Street	Signalized	PM	11/2011	30.9	C
2. 17 <sup>th</sup> Avenue/Simpkins Driveway	Side-Street Stop	PM	11/2011	0.9 (14.9)	A (B)
3. 17 <sup>th</sup> Avenue/Felt Street	Signalized	PM	11/2011	14.0	B
4. 17 <sup>th</sup> Avenue/Portola Drive/East Cliff Drive	Signalized	PM	11/2011	21.6	C

Notes:

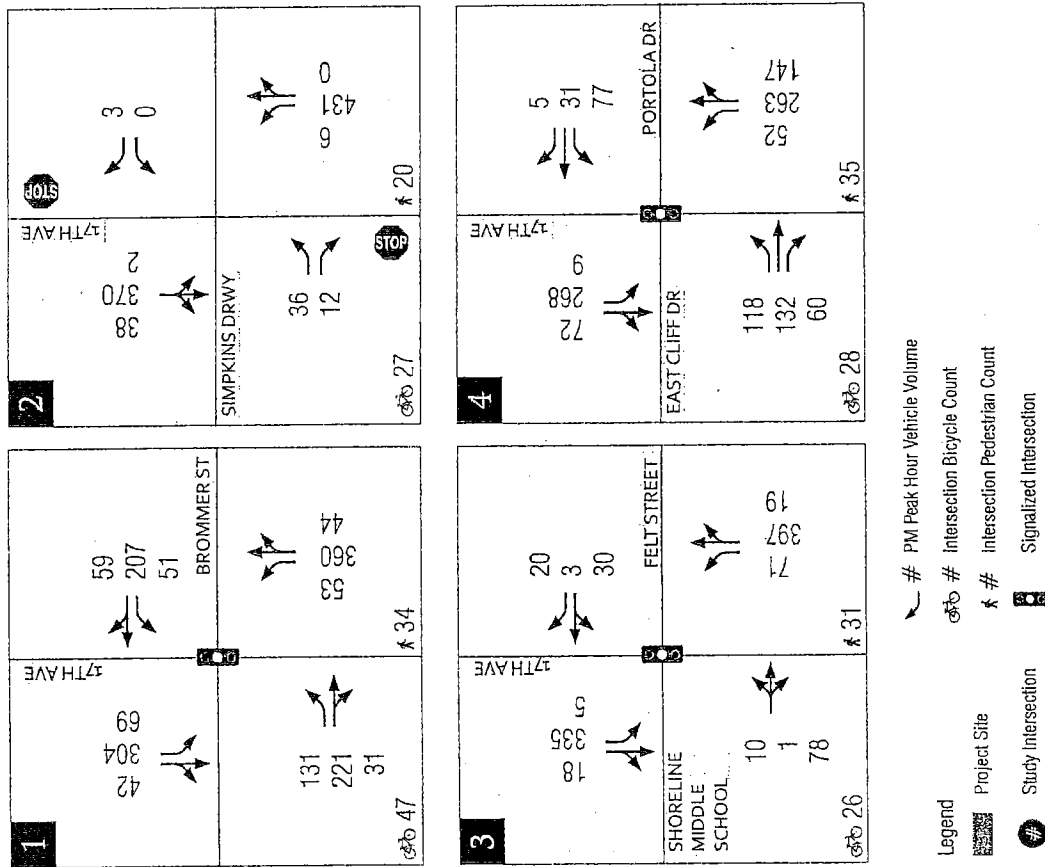
1. Whole intersection weighted average stopped delay expressed in seconds per vehicle calculated using methods described in the 2000 HCM.
2. Total control delay for the worst movement is presented in parentheses for the side-street, stop-controlled intersection.
3. LOS calculations conducted using the Synchro 7 analysis software package.
4. LOS for the worst performing movement is presented in parentheses for the side-street, stop-controlled intersection.

Source: Fehr & Peers, December 2011.

## FIELD OBSERVATIONS

Field observations were conducted at the study intersections during the PM peak period during the fall of 2011. General operations, queuing, and bicycle and pedestrian activity at each of the study intersections were observed. The observed intersection operations were consistent with the calculated existing levels of service.





EXISTING PM PEAK HOUR TURNING MOVEMENT VOLUMES

FIGURE 4

### 3. EXISTING PLUS PROJECT CONDITIONS

This chapter presents the potential transportation impacts of the Proposed Project on the surrounding transportation system. The amount of traffic generated by the Clubhouse on the project site was forecast using a three step process: (1) trip generation, (2) trip distribution, and (3) trip assignment. The first step forecasts the amount of added traffic to the roadway network. The second step estimates the direction of travel to and from the project site. Then, the vehicles trips are assigned to specific street segments and intersection turning movements.

The results of the process for the proposed Clubhouse are described in the following sections. First, the method to forecast project-generated vehicle traffic is presented. Then, a comparison of the intersection LOS under Existing and Existing Plus Project Conditions is given, and the resulting traffic impacts of the Proposed Project on the study intersections are discussed. This chapter also discusses potential impacts to bicycle, pedestrian, and transit modes.

#### PROJECT TRIP GENERATION

Clubhouse vehicle trip generation was estimated for both a typical weekday afternoon peak hour (2:00 to 3:00 PM) and a typical weekday evening (PM) peak hour (5:00 to 6:00 PM). The afternoon peak hour is expected to be the busiest time for arrivals to the Clubhouse; nearby schools are dismissed after 2:00 PM most days of the week and activities at the Boys & Girls Club begin immediately afterwards. The PM peak hour is the hour when traffic on the adjacent roadways is higher; the PM peak hour is also the standard hour used in traffic analyses since it presents a conservative (i.e., worst case) assessment of how a project affects adjacent street traffic operations (e.g., 17th Avenue). The AM peak hour was not analyzed for this project since the Clubhouse would be closed during the morning hours.

Trip generation estimates were developed using data from two sources: 1) trip generation rates published by the Institute of Transportation Engineers (ITE), and 2) trips estimated using the preliminary building program and room capacities.

First, traffic generated by the Clubhouse was forecast by applying peak hour trip generation rates for community centers (ITE land use 495) published in *Trip Generation* (ITE, 8th Edition, 2008). Rates are based on building square footage and surveys at a few national locations of stand-alone public facilities similar to and including YMCAs. The facilities surveyed by ITE include classrooms, day care or nursery school facilities, meeting rooms, sport facilities (e.g., pool, tennis courts, basketball courts, etc.), weight rooms, gymnasiums, locker rooms, and a restaurant or snack bar. The resulting trip estimates are shown in **Table 7**.

Although community centers offer a variety of activities and multi-use space, they may not represent trip generation characteristics of a Boys & Girls Club. As a comparison, trips to the Clubhouse were forecast based on a preliminary activity schedule developed from data about site operations provided by the Boys & Girls Club of Santa Cruz (**Appendix C**). The specific assumptions for the activity level and schedule during weekday afternoon hours are summarized below:

- Between 100 and 140 participants visit the Clubhouse on a typical day. This is substantially less than the maximum occupancy of the building since the facility would not be fully programmed at all times.
- Among the participants,
  - 45 percent are elementary school students between the ages of 6 and 10;
  - 45 percent are middle school students between the ages of 11 and 14; and
  - 10 percent are high school students between the ages of 15 and 18.

- The maximum possible occupancy of the Boys & Girls Club is 360 persons. First floor occupancy is around 200 persons, distributed across a classroom, café, game room, reading room and office. Second floor occupancy is around 150 persons distributed across a digital arts center, music room, dance studio, teen room and conference room. Most students travel directly from school to the Clubhouse after school dismissal, which occurs between 2:00 and 3:00 PM for elementary and middle school students and between 3:00 and 3:30 PM for high school students. Therefore, the peak occupancy of the Clubhouse occurs between 3:30 to 4:00 PM when all students are at the Clubhouse.
- Most participants stay at the Clubhouse at least three hours.
- All staff and volunteers arrive before the Clubhouse opens (before 2:00 PM) and leave after the Clubhouse closes (after 7:00 PM). Adult classes are held by special arrangement from 7:00 to 10:00 PM only.
- The Clubhouse would serve the nearby school sites. The following mode split and visitor vehicle occupancy assumptions were used in the analysis based on the location of the adjacent schools and observations at Harbor High School:
  - All of the middle school students walk or bike to the Clubhouse;
  - Among the high school students, 15% drive themselves to the Boys and Girls Club and the rest walk or bike to the Clubhouse;
  - Among the elementary school students, half walk or bike, and the rest are dropped off by car. Of those arriving by car, 85% are dropped off alone and 15% are dropped off by a shared ride or carpool;
  - Half of middle school and high school students walk or bike home, and the rest are picked up by car. Of those picked up by car, 85% are picked up alone and 15% are picked up by a shared ride or carpool;
  - 85% of elementary school students are picked up alone, and 15% are picked up by a shared ride or carpool; and
  - Students who are dropped off typically come from schools beyond the immediate vicinity of the Clubhouse.

A summary of a typical day's arrival and departure modes for visitors to the Clubhouse is presented in Table 5.

Table 6 summarizes trip generation by hour. Arrival and departure times for Clubhouse participants were based on data provided by the Boys & Girls Club of Santa Cruz. The arrival times of students were generated by assuming that all elementary and middle school students arrive between 2:00 PM and 3:00 PM and that all high school students arrive between 3:00 PM and 4:00 PM. Sixty percent of elementary and middle school students were assumed to arrive between 2:00-2:30 PM and 40 percent between 2:30-3:00 PM. Thirty percent of high school students were assumed to arrive between 3:00-3:30 PM and 70 percent between 3:30-4:00 PM. The departure times of students were generated by assuming that most students stay for more than three hours and that 25 percent of students stay until the Clubhouse closes. Four percent of students were assumed to depart between 3:30-4:00 PM, with the rate of departures increasing by about four percent each half hour until the Clubhouse closes at 7:00 PM.



**TABLE 5: SHORELINE MIDDLE SCHOOL BOYS & GIRLS CLUB MODE CHOICE**

Age of Visitor	Number of Participants <sup>1</sup>	Arrival Mode		Departure Mode	
		Walk/Bike	Car	Walk/Bike	Car
6-10 (elementary school) <sup>3,5</sup>	63	31	32	0	63
11-14 (middle school) <sup>2,4</sup>	63	63	0	31	32
15-18 (high school) <sup>2,4</sup>	14	12	2	6	8
<b>Total</b>	<b>140</b>	<b>106</b>	<b>34</b>	<b>37</b>	<b>103</b>

Notes:

1. Based on a typical daily occupancy of 140 participants.
2. All of the middle school students walk or bike to the Clubhouse; 15% of high school students drive themselves.
3. Among the elementary school students, half walk or bike, and the rest are dropped off by car. Of those arriving by car, 85% are dropped off alone and 15% are dropped off by a shared ride or carpool.
4. Half of middle school and high school students walk or bike home, and the rest are picked up by car. Of those picked up by car, 85% are picked up alone and 15% are picked up by a shared ride or carpool.
5. 85% of elementary school students are picked up alone, and 15% are picked up by a shared ride or carpool.

Source: Boys & Girls Club, 2011; Fehr & Peers, 2011.

**TABLE 6: TRIP GENERATION BY HOUR**

Time	Arrival <sup>1,2,3</sup>			Departure <sup>1,4,5</sup>		
	Walk/Bike	Car (drop-off)	Carpool (drop-off)	Walk/Bike	Car (pick-up)	Carpool (drop-off)
2:00 <sup>6</sup>	55	17	3	0	0	0
2:30 <sup>6</sup>	39	10	2	0	0	0
3:00	3	1	0	0	0	0
3:30	9	1	0	1	3	1
4:00	0	0	0	3	6	1
4:30	0	0	0	4	9	2
5:00 <sup>7</sup>	0	0	0	5	13	2
5:30 <sup>7</sup>	0	0	0	7	15	3
6:00	0	0	0	7	20	3
6:30	0	0	0	9	22	4
7:00	0	0	0	0	0	0
<b>Total</b>	<b>106</b>	<b>29</b>	<b>5</b>	<b>36</b>	<b>88</b>	<b>16</b>

Notes:

1. Values represent person trips.
2. Elementary and middle school students arrive between 2:00 PM and 3:00 PM.
3. High school students arrive between 3:00 PM and 4:00 PM.
4. Most students stay at least 3 hours.
5. 25% of students stay until the center closes.
6. Afternoon peak hour is 2:00 PM – 3:00 PM.
7. PM peak hour is 5:00 PM – 6:00 PM.

Source: Fehr & Peers, 2011

Using the data in **Tables 5 and 6**, the peak hour trip generation for the site can be determined. The ITE trip generation estimates for a community center are compared to the activity schedule trip generation estimates for both the afternoon peak hour and the PM peak hour in **Table 7**.

**TABLE 7: CLUBHOUSE VEHICLE TRIP GENERATION**

Peak Hour/Source	Rate	In	Out	Total
<b>Afternoon Peak Hour (2-3 PM)</b>				
ITE Community Center (11,480 s.f.) <sup>1</sup>	2.39 trips per 1,000 s.f.	11	16	27
Activity Schedule (140 visitors) <sup>2,3</sup>	0.41 trips per visitor	29	29	58
<b>PM Peak Hour (5-6 PM)</b>				
ITE Community Center (11,480 s.f.) <sup>1</sup>	3.27 trips per 1,000 s.f.	14	24	38
Activity Schedule (140 visitors) <sup>2,3</sup>	0.43 trips per visitor	30	30	60

**Notes:**

1. Institute of Transportation Engineers' land use code 495, average rate for PM peak hour generator.
2. Total of 140 daily visitors between the ages of 6-18 arriving and departing in the afternoon (after school). Trip generation accounts for high school students who may drive to the Clubhouse. Those traveling by car are dropped off and picked up by parents or guardians who do not park for more than an hour. Employees not included because they arrive and depart after the peak hour.
3. Mode split and vehicle occupancy assumptions: 25 percent of visitors are dropped off (34 of 140), 75 percent are picked up (103 of 140), the remainder walk or bike. Among those who are picked up or dropped off, 15 percent carpool.
4. Institute of Transportation Engineers' land use code 495, fitted curve equation for PM peak hour of adjacent street traffic.

Source: Institute of Transportation Engineers (ITE). *Trip Generation*, 8<sup>th</sup> ed.; Fehr & Peers, November 2011.

Based on ITE rates the proposed Clubhouse would generate 27 afternoon peak hour trips (11 inbound and 16 outbound). Using the preliminary activity schedule and the listed mode and visitor vehicle assumptions, the building would generate 58 afternoon peak hour trips (29 inbound and 29 outbound). Based on ITE rates the proposed building would generate 38 PM peak hour trips (14 inbound and 24 outbound). Using the preliminary activity schedule and the listed mode and visitor vehicle assumptions, the Clubhouse would generate an estimated 60 PM peak hour trips (30 inbound and 30 outbound).

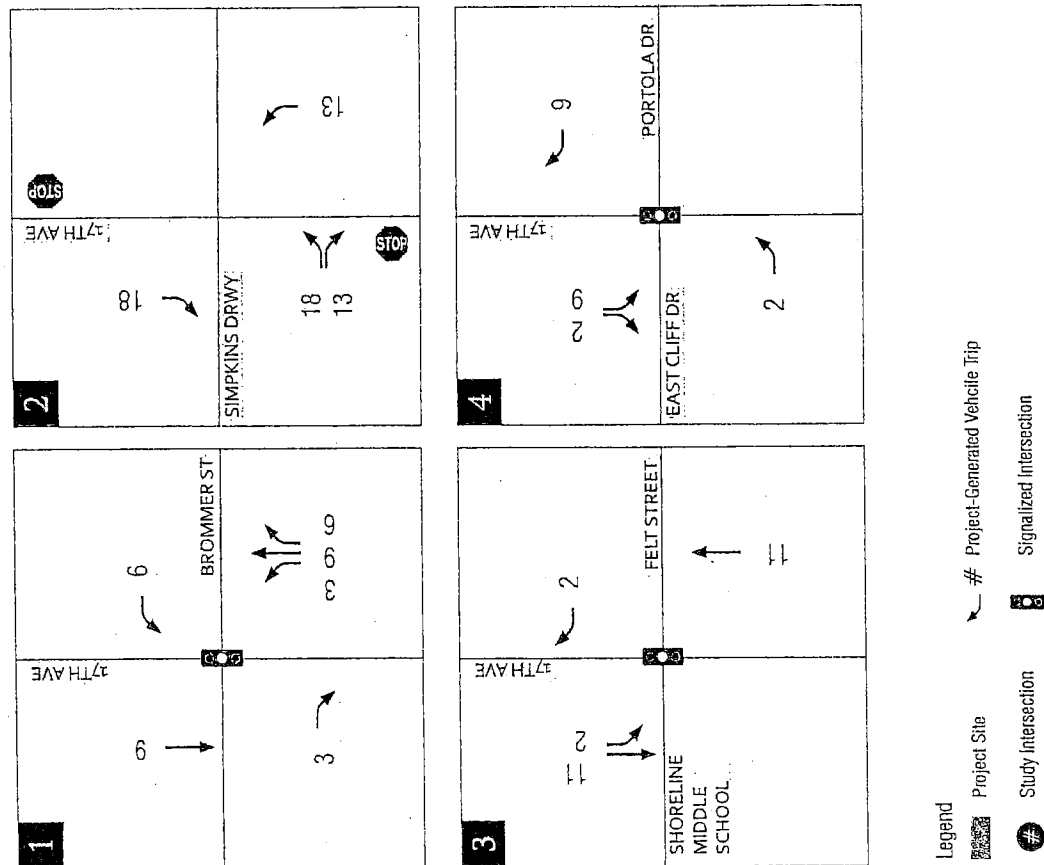
One reason the ITE trip generation forecasts are lower could be that the trip generation rates in ITE were developed using facilities with a much larger facility space than is proposed at the Clubhouse. Also, the trip generation rates developed using the preliminary activity schedule assume a much larger percentage of drop-off and pick-up during the peak hours.

The activity schedule and estimated number of visitors was chosen to represent the trip generation characteristics of the Clubhouse. The activity provides a more realistic estimate of vehicle trips expected from the proposed community center building than the ITE rate estimates because it captures the more frequent arrival and departure pattern of the site (i.e., high number of drop-off and pick-up trips) and is a more conservative approach because it results in more trips occurring during the peak hour. Therefore, the preliminary activity schedule trip generation forecasts were used in this analysis.

## TRIP DISTRIBUTION AND ASSIGNMENT

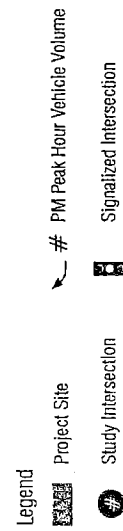
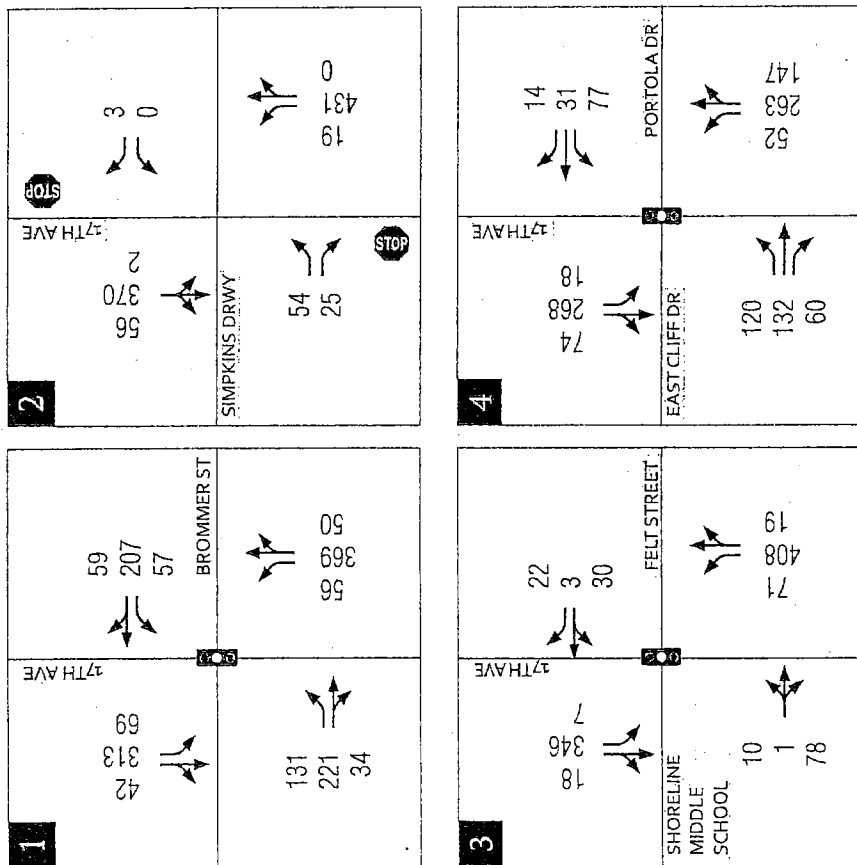
The directions of approach and departure for the project trips were estimated based on the locations of complementary land uses, existing travel patterns in the area, and the location of the project site driveway. Additionally, the locations of local schools were reviewed to estimate project traffic distribution. The trip distribution pattern is the major directions of approach and departure from the project site, and the pattern is illustrated on **Figure 5**.

The new project trips generated by the Clubhouse were assigned to the roadway system based on the directions of approach and departure. **Figure 5** shows the project trips assigned to each turning movement at the four study intersections. The new project trips were added to the existing traffic volumes to establish intersection volumes for the Project Condition. These volumes are shown in **Figure 6**.



PROJECT TRIP DISTRIBUTION AND TRIP ASSIGNMENT

FIGURE 5



EXISTING PLUS PROJECT PM TURNING MOVEMENT VOLUMES

FIGURE 6

## PROJECT INTERSECTION LEVELS OF SERVICE

Level of service calculations were conducted for the study intersections to evaluate intersection operations under Project Conditions during the PM peak hour. The results of the LOS analysis for Existing and Existing Plus Project Conditions are summarized in Table 8. With the addition of the proposed project-generated vehicle traffic, the study intersections would operate at the same level of service during the PM peak hour under both Existing and Existing Plus Project Conditions. Levels of service would be LOS C or better, which is an acceptable level of service based on the County's criteria. The corresponding LOS calculation sheets are included in Appendix B.

**TABLE 8: PM PEAK HOUR EXISTING AND PROJECT INTERSECTION LEVELS OF SERVICE**

Intersection	Existing Conditions		Existing Plus Project Conditions	
	Delay <sup>1</sup>	LOS <sup>2</sup>	Delay <sup>1</sup>	LOS <sup>2</sup>
1. 17 <sup>th</sup> Avenue/Brommer Street	30.9	C	31.5	C
2. 17 <sup>th</sup> Avenue/Simpkins Driveway	0.9 (14.9)	A (B)	1.6 (16.4)	A (C)
3. 17 <sup>th</sup> Avenue/Felt Street	14.0	B	14.1	B
4. 17 <sup>th</sup> Avenue/Portola Drive-East Cliff Drive	21.6	C	22.3	C

Notes:

1. Whole intersection weighted average stopped delay expressed in seconds per vehicle calculated using methods described in the 2000 HCM. For two-way stop controlled unsignalized intersections, total control delay for the worst movement/approach, expressed in seconds per vehicle, is presented.
2. LOS calculations conducted using the Synchro 7 level of service analysis software package.

Source: Fehr & Peers, 2011.

## INTERSECTION IMPACTS

Based on the County's impact criteria described in Chapter 1, the proposed project will have a *less-than-significant* impact at the four study intersections.

Although vehicle queues are not included in the County's impact criteria, they have the potential to affect surrounding roadway operations when they exceed roadway storage capacity. A queuing analysis conducted at 17<sup>th</sup> Avenue/Simpkins Driveway indicates that queues will develop for inbound vehicles at the northbound left turn lane from 17<sup>th</sup> Avenue into the Simpkins Driveway and for outbound vehicles at the Simpkins Driveway exit. This queuing analysis found that a maximum queue of three vehicles will occur at both of these locations, which can be accommodated within the existing roadway storage capacity.

## PEDESTRIAN, BICYCLE AND TRANSIT IMPACTS

### *Pedestrian Circulation*

The proposed project is expected to attract users from adjacent neighborhoods located near the facility such as Felt Street, Kinsley Street, and to the north and south along 17<sup>th</sup> Avenue. Streets within the adjacent neighborhoods include sidewalks and marked crosswalks at most intersections and provide pedestrian connections to the project site. Signalized pedestrian crossings are provided at Felt Street and Brommer Street that would allow students to cross 17<sup>th</sup> Avenue to access the project site.

The proposed facility does not conflict with existing or planned pedestrian facilities, and does not create a new pedestrian demand that cannot be accommodated by existing facilities. Traffic volumes and speeds

on the adjacent residential streets are low and are expected to adequately serve pedestrians traveling to the project site. Thus, no specific improvements are required, and impacts to pedestrian facilities are considered **less-than-significant**. To ensure that pedestrian access to vehicles parked at Shoreline Middle School is convenient, a pedestrian access route should remain open between the two sites until the Clubhouse closes.

### **Bicycle Circulation**

The site is currently served by bicycle lanes along 17<sup>th</sup> Avenue. The bicycle lanes connect to the surrounding residential neighborhoods with bicycle lanes on Brommer Street, Felt Street, Portola Drive, and East Cliff Drive. These facilities can reasonably accommodate additional cyclists.

Table 9 summarizes the County Code and bicycle parking requirements for the Clubhouse assuming different land use definitions. If the Clubhouse were defined as a school, it would be required to supply 32 parking spaces. However, if the Clubhouse were defined as a community center or public meeting space, it would require 115 parking spaces. The high requirements for a community center are based on special events, not activities on a typical day. Therefore, the school parking requirement is more appropriate. Existing bicycle parking cages located at the Middle School would likely accommodate those students who walk to the Clubhouse after school, reducing the demand for separate bicycle parking facilities at the Clubhouse. Bicycle parking at the school should remain open after school hours until the Clubhouse closes, so students do not need to relocate their bicycles after school. During special events, the Clubhouse could consider providing temporary additional bicycle parking or a bicycle valet station.

**TABLE 9: COUNTY BICYCLE PARKING REGULATIONS**

Use	Approximate Size	County Parking Code Land Use	County Parking Code	County Code Parking Supply
School	140 students 20 employees	School	0.3 per employee and student	32
Clubhouse	11,480 s.f.	Community Center	10 spaces per 1,000 s.f.	115

Sources: Santa Cruz County Municipal Code, 13.10.552 Schedule of Off-Street Parking Space Requirements; Fehr & Peers, December, 2011.

The Clubhouse does not conflict with existing or planned bicycle facilities. A substantial number of peak-hour trips will be made by non-vehicular modes, particularly students walking to the Clubhouse, but these trips could be accommodated on the existing facilities. No specific improvements are required, and impacts to bicycle facilities are considered **less-than-significant**.

### **Transit Facilities**

Impacts to transit are considered significant if the proposed project impedes the development or operation of existing or planned transit facilities or generates potential transit trips without adequate transit capacity or adequate facilities for pedestrians and bicyclists to access transit stops. The trip generation estimate shows that approximately 12 participants would be traveling by bike, foot or on transit during the peak hour. Based on this, the maximum number of transit riders in an hour from the site would be 12 if all site visitors who are forecast to bike, walk, or take transit took the METRO bus. Transit service is provided adjacent to the project site with a bus stop at Felt Street to the south or Kinsley Street to the north. The existing sidewalks and marked and signalized crosswalks would connect these stops with the park and community center and provide convenient and well-marked passage between transit and the site. The existing transit service can reasonably accommodate this increased demand; thus, the project's impact on transit is considered **less-than-significant**.



## 4. CUMULATIVE CONDITIONS

This chapter discusses the cumulative operations analysis of the study intersections in the Year 2030. Cumulative operations were evaluated under two scenarios: Cumulative No Project and Cumulative Plus Project Conditions.

### CUMULATIVE TRAFFIC VOLUMES AND ROADWAY IMPROVEMENTS

To obtain Cumulative No Project traffic volumes, existing traffic volumes were increased by a one percent annual growth rate. The growth rate was derived from an analysis of historical roadway volumes collected in the study area and traffic volumes from the Association of the Monterey Bay Area Government's (AMBAG) transportation demand model.<sup>2</sup> Figure 7 presents the cumulative peak hour turning movement volumes. Project trips were then added to the Cumulative No Project volumes to determine Cumulative Plus Project traffic conditions – both are shown in Figure 7.

### CUMULATIVE INTERSECTION LEVELS OF SERVICE

Table 10 compares the LOS results under the two cumulative scenarios. Under Cumulative No Project and Plus Project Conditions, the four study intersections are anticipated to operate at acceptable levels of service during the PM peak hour. Appendix B contains the corresponding LOS calculation sheets.

TABLE 10: PM PEAK HOUR CUMULATIVE LEVELS OF SERVICE

Intersection	Cumulative No Project		Cumulative Plus Project	
	Delay <sup>1</sup>	LOS <sup>2</sup>	Delay <sup>1</sup>	LOS <sup>2</sup>
1. 17 <sup>th</sup> Avenue/Brommer Street	38.5	D	39.3	D
2. 17 <sup>th</sup> Avenue/Simpkins Driveway	0.8 (15.9)	A (C)	1.4 (17.5)	A (C)
3. 17 <sup>th</sup> Avenue/Felt Street	15.7	B	15.9	B
4. 17 <sup>th</sup> Avenue/Portola Drive-East Cliff Drive	28.5	C	30.8	C

Notes:

1. Whole intersection weighted average stopped delay expressed in seconds per vehicle calculated using methods described in the 2000 HCM. For two-way stop controlled unsignalized intersections, total control delay for the worst movement/approach, expressed in seconds per vehicle, is presented.
2. LOS calculations conducted using the Synchro 7 level of service analysis software package.

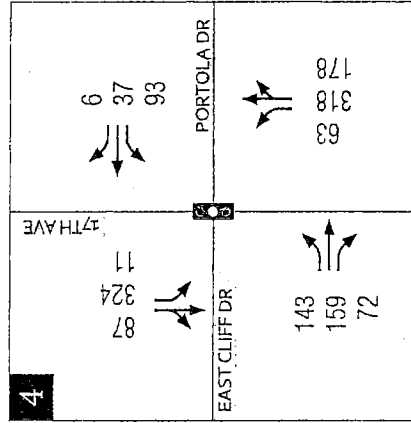
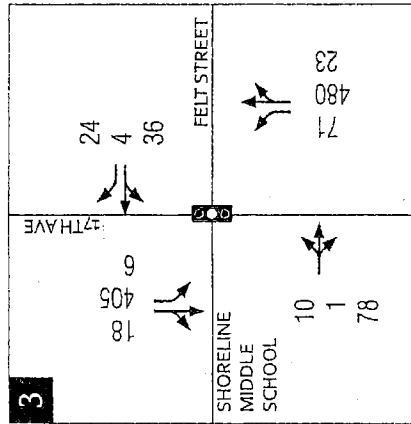
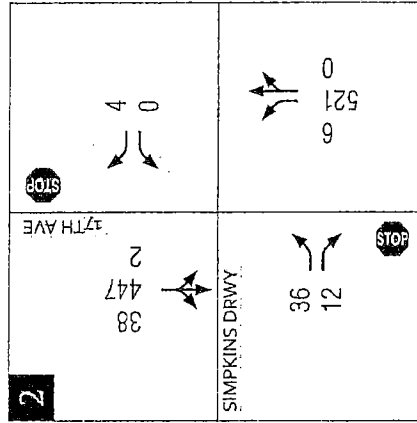
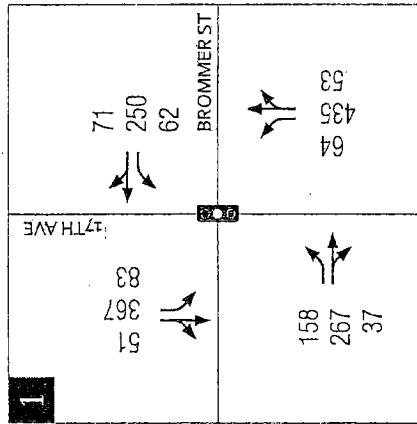
Source: Fehr & Peers, 2011.

### CUMULATIVE IMPACTS

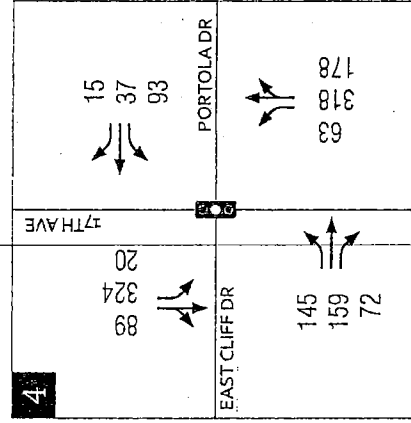
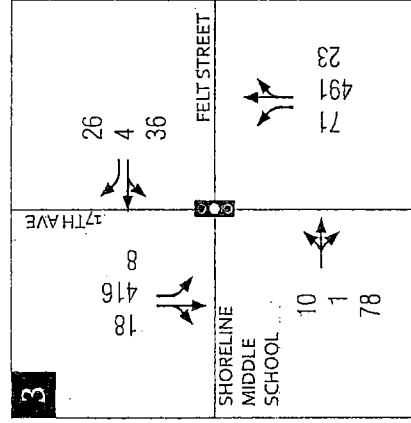
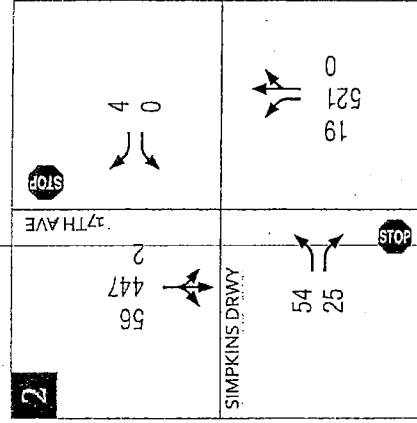
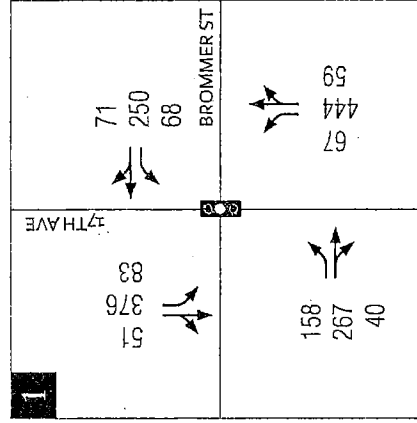
Significant Cumulative impacts were evaluated using the significance criteria discussed in Chapter 1. Under Cumulative No Project and Plus Project Conditions, the four study intersections are anticipated to operate at acceptable levels of service during the PM peak hour. Based on the County's impact criteria, the proposed project will have a *less-than-significant* impact at the signalized study intersections under Cumulative Conditions.

<sup>2</sup> This growth rate was derived from other recent studies in the area. Fehr & Peers focused the data review on Soquel Avenue in Santa Cruz between 17th Avenue and Soquel Drive, 17th Avenue south of Soquel Avenue, and Soquel Drive east and west of 7th Avenue. The Santa Cruz County Regional Transportation Commission's traffic database shows an approximate annual growth rate of 0.7% between the late 1980s and 2008. Volume projections from the AMBAG travel demand model estimate growth in the study area to be approximately 1.8%.

# CUMULATIVE NO PROJECT



# CUMULATIVE PLUS PROJECT



Legend # PM Peak Hour Vehicle Volume

Signalized Intersection



FEHR & PEERS  
5111 (2nd) Shoreline Boys & Girls Club/Graphicus

# CUMULATIVE TRAFFIC VOLUMES

FIGURE 7



## 5. PARKING ANALYSIS

This chapter discusses the parking requirements for the Clubhouse. The County of Santa Cruz has parking ordinances that apply to places of public assembly, such as community centers, as well as requirements for land uses that are similar to various elements of the project. Both the County parking requirements and recommendations based on the preliminary activity schedule are discussed. ITE parking demand rates are presented for informational purposes.

Per the Joint Use Agreement developed for the project, the parking spaces provided at the Clubhouse would be used exclusively by persons picking-up or dropping-off students at the Clubhouse and other Clubhouse visitors. The Shoreline Middle School parking lot would be the designated parking area for Clubhouse employees and volunteers. The Middle School parking area would also be used by Clubhouse visitors, when necessary. In the event the Clubhouse needs additional parking supply, the Clubhouse would use parking at Del Mar Elementary School unless permission to use the Simpkins Center parking lot is obtained from the County.

### COUNTY REQUIREMENTS

Table 11 summarizes the County Code and parking requirements for the Clubhouse assuming different land use definitions described in the County Code. If the Clubhouse is defined as a school, it would be required to supply six parking spaces. If the Clubhouse is defined as a community center or public meeting space, it would be required to provide 344 parking spaces. The higher requirements for a community center are based on special events, not activities on a typical day. As described under trip generation, visitors to the site will typically be children who cannot drive; they will either access the site on foot, by bike, or be dropped off, thus not requiring a long-term parking space. Therefore, the school parking requirement is more appropriate, but may not be adequate for all events at the site.

**TABLE 11: COUNTY PARKING REGULATIONS**

Use	Approximate Size	County Parking Code Land Use	County Parking Code	County Code Parking Supply
School	140 students 20 employees	School	0.3 per employee	6
Clubhouse	11,480 s.f.	Community Center	30 spaces per 1,000 s.f.	344

Sources: Santa Cruz County Municipal Code, 13.10.552 Schedule of Off-Street Parking Space Requirements; Fehr & Peers, 2011.

### ITE RATES AND DEMAND ESTIMATES

ITE's *Parking Generation* publishes parking demand rates for community centers based on surveys of a small sample of national locations of stand-alone public facilities similar to and including YMCAs. The sites surveyed by ITE are typically much larger and are composed of different uses than the Clubhouse. Since most of the visitors to the Clubhouse will be students who will not be driving themselves and parking, the typical parking demand of the center would be more similar to that of a middle school. Table 12 summarizes the ITE parking generation estimates for a community center (ITE land use code 495) and a middle school/junior high school (ITE land use code 522). As shown, 13 to 37 spaces would be needed based on these estimates.

**TABLE 12: ITE PARKING DEMAND ESTIMATES**

	Rate <sup>1</sup>	Parking Demand
Community Center (11,480 s.f.) <sup>2</sup>	3.20 vehicles per 1,000 s.f.	37
Middle School/Junior High School (140 students) <sup>3</sup>	0.09 vehicles per student	13

Notes:

1. Average peak period parking demand.
2. Institute of Transportation Engineers' land use code 495.
3. Institute of Transportation Engineers' land use code 522.

Sources: Institute of Transportation Engineers (ITE). *Parking Generation*. 4<sup>th</sup> ed, 2010.; Fehr & Peers, 2011.

### ACTIVITY SCHEDULE PARKING DEMAND SCENARIOS

The Boys & Girls Clubhouse is similar, but not an exact match for, the community center and school land uses in Tables 11 and 12. As discussed under trip generation, the proposed facility is likely to generate a substantial number of drop-off and pick-up trips, suggesting that it would have limited long-term parking demand. This section describes how the operations of the Clubhouse would affect parking demand. Three scenarios are addressed:

- Typical Day Parking Demand – Parking demand generated by operations on a typical day.
- Sign-up Day Demand – Parking demand generated by short-term activities like parents signing participants up for activities at the beginning of the school year.
- Adult Classes Parking Demand – Parking demand generated when the facility is used for public (adult) classes.

During a typical day, most of the parking demand at the Clubhouse is expected to be associated with Clubhouse staff and volunteers, since most participants are assumed to walk, bike, or be dropped off at the Clubhouse. Some short-term demand may be associated with parents' arriving before their child is ready for pick-up.

#### **Staff/Volunteer Parking**

The Clubhouse is expected to be staffed by approximately seven to 10 full-time staff members and between seven and 10 volunteers. Full-time staff are assumed to arrive to the Clubhouse in individual vehicles (100 percent drive alone). The Clubhouse volunteers are typically students from nearby colleges; therefore, the following student mode split assumptions based on national and regional household travel surveys were used to determine how many parking spaces would be required by 10 volunteers:

- 60% of volunteers drive alone
- 40% of volunteers arrive in carpools with an average of two volunteers per vehicle

Although some staff and volunteers may walk, bike, or take transit, all were assumed to arrive in vehicles to present a conservative analysis. Table 13 summarizes the parking demand generated by facility staff and volunteers on a typical day. As shown, approximately 18 parking spaces would be needed to accommodate staff and volunteers.

### Student Parking

Approximately 15 percent of high school participants may drive themselves to the Clubhouse based on observations of student mode share at the nearby Harbor High School<sup>3</sup>. As shown in Table 13, approximately two parking spaces would be needed for these students.

### Pick-up/Adult Parking

During a typical day, some parents or guardians may arrive early when picking up their participant from an activity or may need to park for a few minutes to go inside the clubhouse. As shown in Table 7, approximately 30 vehicles would arrive to pick up students during the PM peak hour as programs are ending and students leave the site. Assuming half of these vehicles arrive during the peak 15 minutes of the hour and stay for five minutes each (an assumption based on similar site experiences), the Clubhouse would require approximately five short-term parking spaces.<sup>4</sup>

At the beginning of the school year or semester, when activity schedules change, parents and guardians may stop at the Clubhouse to register students for activities. At these times of year, parking demand would likely be greater. To estimate parking demand at these times, a methodology similar to that described above was applied; however, all parents and guardians were assumed to stop at the Clubhouse, park, and enter the facility. Since signing paperwork takes longer than simply picking up a child, an average duration of stay of 20 minutes was used. Based on this methodology, parent and guardian parking demand at the Clubhouse would be approximately 20 parking spaces when activity sign-up occurs.<sup>5</sup>

As shown in Table 13, the Clubhouse would require approximately 18 parking spaces to accommodate staff and volunteers on a typical day. The Clubhouse would additionally require approximately two spaces for high school students and five short-term

**TABLE 13: TYPICAL DAY PEAK PARKING DEMAND**

	Parking Demand (# of Spaces)	
	Typical Day	During Sign-up Periods
<b>Staff/Volunteers (20 People)</b>		
Single Occupancy Vehicle	16	16
Carpool <sup>1</sup>	2	2
<b>High School Students (14 Students)<sup>2</sup></b>		
Single Occupancy Vehicle	2	2
<b>Pick-ups</b>		
PM Peak Hour <sup>3</sup>	5	20
<b>Total Parking Demand</b>	<b>25</b>	<b>40</b>

**Notes:**

1. Assumes 2 persons per carpool vehicle.
2. From Table 5.
3. Short-term parking demand for the Clubhouse on a typical day was estimated using the following equation: (30 arrivals)\*50% arriving at peak = 15 vehicles during the peak 15 minutes\*(5 minute length of stay divided by 15 minutes) = 5 vehicles during the peak minute of the hour. For sign-up conditions: (30 arrivals)\*50% arriving at peak = 15 vehicles during the peak 15 minutes\*(20 minute length of stay divided by 15 minutes) = 20 vehicles during the peak minute of the hour. Observations revealed that around 50% of pick-up vehicles arrive during the peak 15 minutes of the peak hour. Observations also revealed that the average duration of stay of a pick-up vehicle is 5 minutes on a typical day and 20 minutes on a sign-up day.

Sources: Fehr & Peers, 2013.

<sup>3</sup> Assumes that students who drive to school would drive to the clubhouse afterwards; therefore, the drive mode share would be similar.

<sup>4</sup> Short-term parking demand for the Clubhouse was estimated using the following equation: (30 arrivals)\*50% arriving at peak = 15 vehicles during the peak 15 minutes\*(5 minute length of stay divided by 15 minutes) = 5 vehicles during the peak minute of the hour. This is based on observations at similar facilities that revealed that around 50% of pick-up vehicles arrive during the peak 15 minutes of the peak hour and that the average duration of stay of a pick-up vehicle is between 30 seconds and 10 minutes, though the majority of vehicles stayed for less than five minutes. The calculation assumes that vehicles arrive and depart evenly throughout the peak pick-up time.

<sup>5</sup> (30 arrivals)\*50% arriving at peak = 15 vehicles during the peak 15 minutes\*(20 minute length of stay divided by 15 minutes) = 20 vehicles during the peak minute of the hour.

spaces to accommodate parents dropping off students, resulting in a total demand of 25 parking spaces. During sign-up periods, pick-up may be more active and an additional 15 spaces would be needed to accommodate demand.

As shown on the project site plan, the Boys & Girls Club would have 12 parking spaces on site. As part of the joint use agreement, staff and volunteers at the Clubhouse would park in the Shoreline Middle School parking lot, and the 12 spaces would be reserved for adults at the site. If the high school students park at the Clubhouse, at peak times on a typical day, the site would still have five extra parking spaces after PM peak hour demand were accommodated. On sign-up days, these additional five spaces would be used by adults picking-up a student or signing up their student for a class. Ten spaces during PM peak hour demand would need to be accommodated at the Middle School.

#### Adult Classes Parking Demand

The Clubhouse is expected to serve 140 students on a typical day; however, the Clubhouse would also have space that could be used to host adult community classes (e.g., dance classes, art classes) after 7:00 PM. This section describes the additional parking demand that would be associated with use of the Clubhouse classrooms by adults.

The following mode split assumptions based on national and regional travel surveys were used to determine how many parking spaces would be required by adults using the Boys and Girls Club classroom facilities:

- 65% of adults drive alone
- 15% of adults arrive by non-auto modes (e.g., walk, bike, transit)
- 10% of adults arrive in carpools with an average of two persons per vehicle
- 10% of adults are dropped off

As summarized in **Table 14**, the total estimated parking demand of one classroom with 30 adult students and two instructors, the typical usage scenario, is 24 parking spaces. If all four classrooms are occupied at the same time, a scenario that is very unlikely, the total parking demand would be 96 parking spaces. Adult class participants will be encouraged to first fill all parking spaces at the Clubhouse, then occupy spaces at the Middle School, as needed.

**TABLE 14: ADULT CLASSROOM PARKING DEMAND ESTIMATES**

Site User	Mode Split	Number of People	Number of Vehicles	Estimated Parking Demand
30 Adult Students	65% Single Occupancy Vehicle	20	20	20
	15% Walk, Bike or Transit	4	0	0
	10% Carpool	3	2	2
	10% Dropped Off	3	3	0
2 Instructors	Assumed to Drive Alone	2	2	2
<b>Total Estimated Parking Demand Per Classroom:</b>				<b>24</b>

**Notes:**

1. Values represent the use of one classroom with 30 class participants and 2 instructors. The Boys and Girls Club has four classrooms that could be used simultaneously: an art studio, a music studio, a technology/digital arts center, and a dance studio/dojo.

Source: Fehr & Peers; 2013.

## PARKING DEMAND SUMMARY

**Table 15** summarizes the estimated parking demand under various scenarios. The Typical Day scenario assumes 140 students are attending the after school programs at the Clubhouse, 10 staff and 10 volunteers. The Sign-up Day scenario assumes 140 students, 10 staff and 10 volunteers are at the Clubhouse and some parents are parking at the site to register their children for classes. The Adult Classes Only scenario assumes 60 adults are attending two simultaneous classes at the Clubhouse with 4 instructors. The parking demand ranges from 25 to 48 parking spaces.

**TABLE 15: ACTIVITY SCHEDULE PARKING DEMAND SUMMARY**

Scenario	People	Parking Demand <sup>2</sup>	Parking Rate <sup>3</sup>
Typical Day	160	25	0.16
Sign-up Day	160	40	0.25
Adult Classes Only <sup>1</sup>	64	48	0.75

**Notes:**

1. Assumes two simultaneous 30-person adult classes.
2. Includes short-term parking demand associated with drop-off and pick-up.
3. Parking demand per person under each scenario.

Source: Fehr & Peers; 2013.

**Table 16** compares the projected parking demand under each scenario to the proposed on-site supply. As shown, the site would have a parking deficit of between one and 36 spaces, depending on the scenario. The deficits shown in the table do not account for the fact that staff and volunteers would park in the Shoreline Middle School parking lot in all scenarios. If the 18 spaces used by staff and volunteers during the day are assumed off-site, the site would have a surplus of parking during a typical day. There would be a deficit of 10 spaces on sign-up days, and these vehicles would need to park at the Middle School. If Adult Classes are held, 36 vehicles would need to be parked either at the Middle School or at the Simpkins Center. The County, School, and Boys & Girls Club are currently developing a memorandum of understanding related to Clubhouse use and shared parking opportunities. The ability of these sites to accommodate additional vehicles is discussed in the next section.

**TABLE 16: ON-SITE PARKING SUPPLY VERSUS DEMAND**

Proposed Supply	ITE <sup>1</sup>		Typical Day		Sign-Up Day		Adult Classes	
	Demand	Surplus / (Deficit)	Demand	Surplus / (Deficit)	Demand	Surplus / (Deficit)	Demand	Surplus / (Deficit)
12 spaces	13 to 37	-1 to -25	25	-13	40	-28	48	-36

**Note:**

1. From Table 12.

Source: Fehr & Peers, 2013

The empirical parking demand rate developed here specifically for the project site yields a Clubhouse parking demand similar to that calculated based on ITE parking generation estimates (i.e., 40 parking spaces demanded for a Clubhouse sign-up day versus 37 for a representative ITE community center). However, ITE rates are calculated using facilities that simultaneously host adult and student activities, such as a YMCA. Therefore, it is reasonable to assume that on a typical day when the Clubhouse is used only by staff and students, parking demand would be lower than that required at a representative community center.

## SHARED PARKING

On a typical day, the Clubhouse would have a parking demand of approximately 18 spaces for staff and volunteers and approximately five to 10 short-term spaces during drop-off and pick-up. Parking demand would increase after 7:00 PM if adult classes were held in the facility. To evaluate if spillover parking demand for the project could be accommodated in the Shoreline Middle School lot or Simpkins Center lot, parking surveys were conducted on a typical weekday and Saturday at the two facilities.

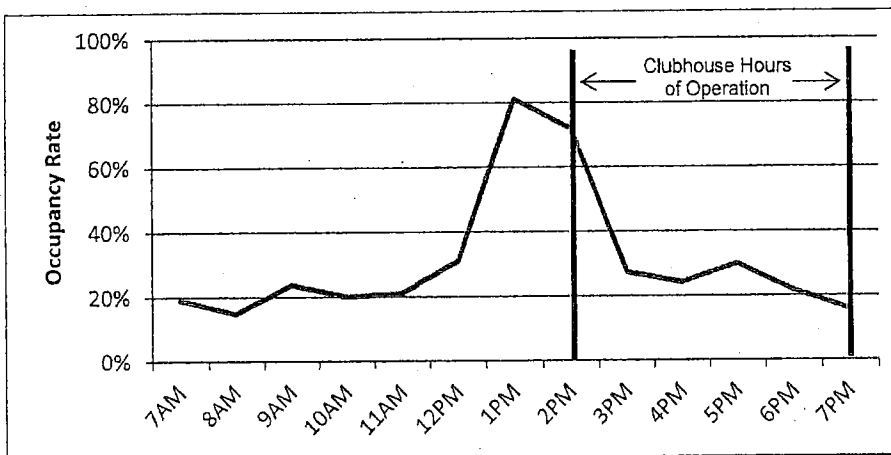
The Shoreline Middle School lot can accommodate 68 vehicles. Based on surveys at the parking lot conducted in 2011, the average daytime parking demand is about 20 parking spaces. These spaces are used by school staff and visitors. At 2:00 PM, when Clubhouse staff and volunteers arrive at the site, they would overlap with the activities at the school. Assuming that 20 spaces at the school are used by Middle School staff and visitors and 18 spaces are used by Boys & Girls Club staff and volunteers, the School's parking lot would still have 30 unoccupied spaces that could be used by other visitors to either the Middle School or the Clubhouse. These spaces could also accommodate the ten overflow vehicles on sign-up days.

Even if Middle School staff stay at the school and remain parked in the lot until 7:00 PM when adults might arrive for classes at the Clubhouse, the Middle School lot could still accommodate the 20 Middle School staff and visitors, the 18 Clubhouse staff and volunteers, and up to 30 of the 36 adults at the Clubhouse. The six additional spaces demanded by the adults would need to be accommodated elsewhere, likely the Simpkins Center.

The Simpkins Center lot can accommodate 190 vehicles with 181 general spaces and 9 disabled spaces. The daily occupancy rate for a typical Thursday is shown in **Inset 1**. The occupancy rate remains at around 20 percent for most of the day but increases to about 80 percent between 1:00 to 2:00 PM. The average daily occupancy during the hours when the center is open is about 30 percent. Before Noon (when demand starts to increase sharply) and after 2:00 PM (when demand decreases sharply), the Simpkins Center parking lot has about 130 vacant parking spaces.

The black bars in **Inset 1** indicate the hours when activities would be occurring at the Boys & Girls Club. Between 2:00 PM and 7:00 PM, parking occupancy at the Simpkins Center is about 30 percent. Therefore, additional Simpkins Center parking spaces are sufficient to handle any overflow parking demanded for the Clubhouse by regular afternoon programming (although this need is unlikely) and in the event of adult evening classes. Even at peak occupancy (1:00 PM), the Simpkins Center Parking lot can accommodate about 38 additional vehicles, which is more spaces than the Boys & Girls Club demands on a typical day or a sign-up day.

**Inset 1: Simpkins Center Parking Lot Occupancy Rate (Weekday)**





Parking occupancy surveys were also conducted at the Simpkins Center on a typical Saturday. The observed occupancy rate was much lower on Saturday than on Thursday. On Saturday, the average daily occupancy rate was 12 percent and the peak occupancy rate was 32 percent, which occurred between 10:00 to 11:00 AM. On Saturday, the Simpkins Center lot could accommodate more than 130 additional vehicles.

## SPECIAL EVENTS

During the summer the Clubhouse may provide programming throughout the day, and parking demand is expected to increase during that time. However, over the summer months the Clubhouse will have full access to all 68 parking spaces in the Middle School lot. Parking demand at the school is negligible when classes are out of session. Parking supply at the Middle School, in addition to the 12 parking spaces provided at the project site itself, would be sufficient for summer programming demand, since summer programming would not be substantially different than that on a typical day during the school year.

The project is being designed to accommodate the construction of a future gym/multipurpose room as a long-term project. As discussed in the project description, this gym/multipurpose room would not be a part of the project at this time and would undergo additional review when it is proposed for construction. A gym/multipurpose room would produce higher parking demand varying by event type and depending on the size of the facility constructed. For example, a large assembly event entailing full bleachers or a full gymnasium would result in stronger demand than a typical sporting event with two sports teams, coaches and spectators. If a sporting event was held (e.g., a youth basketball game/practice), the site would conservatively generate demand for about 34 parking spaces, if each participant carpooled with his or her family (15 participants x two teams = 30 participants + 4 coaches = 34 people on site). This could reasonably be accommodated at the Shoreline Middle School parking lot during evening hours.

Special events are infrequent; however, if a special event occurs or when the gym/multipurpose room is constructed, the Boys & Girls Club and County should develop a separate joint use agreement that describes how the site would manage its parking demand, including where the additional demand would be accommodated. As currently planned, the Del Mar Elementary School parking lot would be used as overflow parking on peak days when the Middle School lot cannot accommodate demand. In the event that a larger event occurs, the Clubhouse would develop a separate use agreement with the County to use the Simpkins Center parking area. This may require special time of day and/or day of week restrictions when parking demand at other sites is at its lowest.

## CONCLUSION

On a typical day, Clubhouse staff and volunteers would park in the Shoreline Middle School parking lot, which could adequately accommodate the expected demand. Adults picking up students would be accommodated in the 12-space on-site parking lot. On a sign-up day, the Clubhouse parking lot could accommodate some of the anticipated demand; however, up to ten vehicles would need to park at the Middle School.

When adult classes are held, the demand would exceed the 12-space supply at the Clubhouse. The sponsors of the classes could direct these adult class participants to park in the Middle School lot. This lot would have sufficient supply to accommodate the 36 spaces not accommodated on the Boys & Girls Club site.

During the summer, parking demand would not be substantially different than on a typical school-year day; however, the Clubhouse could use all 68 spaces in the Middle School lot.

In the future, if a gym/multipurpose room is constructed, then the site should develop a joint use agreement to determine where and how parking demand for large events would occur. This may include restricting the time large events can occur to times when either the Middle School or Simpkins Center is closed, or a contingency plan to shuttle visitors from off-site parking lots.

## 6. SITE PLAN REVIEW

This chapter discusses the proposed Clubhouse site plan, vehicle access along the Simpkins Center driveway, and available parking supply at Shoreline Middle School and Simpkins Center.

The proposed site plan for the Clubhouse was reviewed to ensure that vehicle access and circulation could be accommodated based on the forecasted drop-off and pick-up demand and parking demand. The preliminary site plan is shown in **Figure 2**.

As shown in the site plan, the Clubhouse would have a small parking lot with separate ingress and egress driveways from the Simpkins Center driveway. The lot would have 12 parking spaces for short-term use and two drop-off and pick-up spaces at the Clubhouse entrance. The two loading spaces would be five-foot wide curbside parallel spaces.

Roadway volumes on the Simpkins Center driveway, the main access road to the site shown in **Figure 1**, are generally low throughout the day. As shown in **Table 17**, the roadway carries about 1,100 vehicles per day (inbound and outbound) and about 95 vehicles, or about one to two vehicles per minute, during the morning and afternoon peak hours. As shown in **Inset 2**, a brief spike in traffic occurs in the afternoon. This spike is largely caused by parents using the Simpkins Center driveway as a de facto pick-up location for the Middle School. This activity was confirmed during field observations.

**TABLE 17: SIMPKINS CENTER DRIVEWAY VOLUMES**

	Time Period	Ins	Outs	Total
Simpkins Swim Center	Weekday Average <sup>1</sup>	539	523	1,062
	Saturday <sup>2</sup>	258	247	505
	AM Peak Hour (7:30-8:30AM)	45	50	95
	Afternoon Peak Hour (2:00-3:00PM)	40	65	105
	PM Peak Hour (4:00-5:00PM)	48	44	92
	PM Peak Hour (5:00-6:00PM) <sup>3</sup>	34	51	85

Notes:

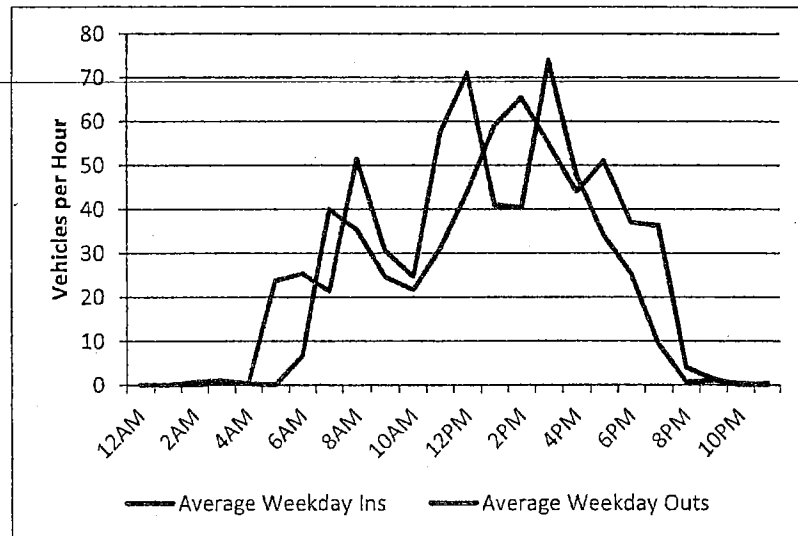
1. Average from Tuesday, November 15, Wednesday, November 16, and Thursday, November 17.
2. Saturday, November 19, 2011.
3. PM peak hour of the Clubhouse.

Source: Fehr & Peers; November, 2011.

As discussed earlier, the Clubhouse would add about 60 vehicles to the driveway during the PM peak hour. Although this would represent about a 60 percent increase in traffic, the driveway would operate with about two to three vehicles per minute, which would not substantially affect traffic operations. Vehicles entering the Clubhouse may have to pause before turning left into the ingress driveway; however, sight distance is good and minimal queuing would occur.



Inset 2: Roadway Volumes for Simpkins Family Swim Center



## SITE PLAN RECOMMENDATIONS

To ensure that vehicles do not block the exit, the portion of the curb parallel to the building should be designated as a loading zone and the remaining curved portion should be restricted (or "red curb"). The site should provide at least a 10-foot clearance to allow vehicles to bypass other vehicles paused in the loading area.

To ensure that parking spaces in the small lot are used by Clubhouse-related guests, the spaces should be marked as short-term (20-minute) parking spaces except during special events (and except for the required ADA parking spaces). Depending on the scale of special events, these spaces may be most effectively used as ADA spaces with all regular users required to park off-site.

Additionally, the ingress and egress should be marked and signed to ensure that one-way flow through the parking area is maintained.

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Appendix F  
Joint Use Agreement

## JOINT USE AGREEMENT

This Joint Use Agreement ("Agreement") is entered into this 29<sup>th</sup> day of January 2013, by and between the Live Oak School District, a political subdivision of the State of California ("LOSD"), The Boys and Girls Club of Santa Cruz, Inc., a non-profit Corporation ("BGC") and the County of Santa Cruz, a political subdivision of the State of California ("County"). Hereinafter, the "Parties" shall refer collectively to LOSD, BGC and County.

### RECITALS

A. On approximately June 27, 2011, County and LOSD entered into an agreement ("Youth Center Agreement," attached hereto as Exhibit "A"), under which County granted LOSD five million dollars (\$5,000,000.00) subject to certain terms and conditions for the development, design and construction of a two-story youth center facility (the "Facility") on the northwest corner of the Shoreline Middle School ("Shoreline MS") campus, which is located in the Live Oak area of unincorporated Santa Cruz County, California ("Premises"). The intended Facility is generally described in Attachment No. 1 to the Youth Center Agreement. The Youth Center Agreement was subsequently amended and extended on or about June 27, 2012, extended on or about October 16, 2012, and amended and extended on or about December 11, 2012. The Youth Center Agreement, including all extensions and amendments thereto, shall be referred to herein as the Youth Center Agreement and is incorporated herein by reference.

B. The Youth Center Agreement requires that County, LOSD, and BGC enter into a joint use agreement requiring that LOSD construct the Facility, that BGC operate and maintain the Facility, that use of the Facility be shared between BGC, LOSD, County and the public (for public use during times it is not being used by LOSD and BGC), and that addresses vehicle access and parking for the Facility.

C. BGC operates recreational, educational, art and other programs and services for youth at its facility in the City of Santa Cruz, California. The Parties intend that BGC will provide similar programs and services to area youth at the Facility (except for programs and services that require a gymnasium), according to the terms and conditions set forth in this Agreement.

D. The primary purpose of this Agreement is to implement the Youth Center Agreement to provide a permanent facility for youth development, academic enrichment, recreational, and other youth activities and programs for the benefit of the residents of Santa Cruz County, particularly including but not limited to, residents of the area designated as the Live Oak/Soquel Community Improvement Project Area (hereinafter, "Live Oak/Soquel Area").

NOW, THEREFORE, in consideration of the foregoing recitals and the mutual covenants and conditions set forth herein, and in furtherance of the Youth Center Agreement, the Parties agree as follows:

1. Basic Terms.

(a) LOSD shall construct the Facility on the Premises in accordance with the Youth Center Agreement. Completed construction shall include paint, floor coverings, and fixtures, but shall not include furniture, equipment or supplies. The Premises is and shall remain under the ownership of LOSD, and LOSD shall own the Facility. BGC shall have the right to use the Facility as provided in the Facility Use Agreement (as defined below) between BGC and LOSD and this Agreement.

(b) BGC shall be solely responsible for all operation, maintenance and administration costs of providing youth programs and services as required under this Agreement,

(c) BGC shall make best efforts to engage in a fundraising campaign to raise \$1,500,000.00 in cash and in-kind donations toward the costs of the first three (3) years of its operations of the Facility and the costs of necessary furniture, equipment and supplies, as more fully addressed in Paragraph 9, below.

2. Use of Facility.

(a) General. The Facility shall be a joint-use facility that serves BGC, LOSD, County (for public programs), and the greater Santa Cruz County community. The Facility shall be primarily used by BGC to operate youth center programs during BGC's typical program hours (1:30 p.m. to 7 p.m. on weekdays (including staff preparation time), and extended weekday hours during school vacations and holidays) ("BGC Hours"), and by LOSD during Shoreline MS's regular school hours. When the Facility is not being used by BGC and LOSD, certain areas of the Facility shall be made available to County and to members of the public and community groups for public and private programs, classes, meetings and other activities ("Public Use") under the Civic Center Act (Education Code sections 38130 et seq).

(b) BGC Use. BGC shall have exclusive use of all spaces of the Facility (unless otherwise permitted by BGC) during BGC Hours, and BGC shall have exclusive use of certain spaces designated for BGC's reception, office, administrative, security, and other purposes at all times, which are to be specified in a Facility Use Agreement to be executed between BGC and LOSD. BGC shall provide youth development, educational, recreational and other youth programs and activities in a supervised, secure and safe environment at the Facility.

(c) LOSD Use. LOSD shall have the right to use certain designated spaces of the Facility during regular Shoreline MS school hours, and at other times to be negotiated with BGC for educational purposes.

(d) County and Public Use. Upon availability and reservation, County, members of the public, and community groups shall have the right to use certain designated spaces of the Facility for Public Use at times when such spaces are not being used by BGC and LOSD. Public Use shall be administered by LOSD in accordance with the Civic Center Act (Education Code sections 38130 et seq), the requirements of this Agreement and the rules and policies to be developed by LOSD, the County and BGC for such purposes. Such rules and policies may include, but shall not be limited to, a use fee requirement for Facility operation and administrative costs, and a requirement that users sign appropriate liability releases, indemnities, and waivers. Public Use shall not interfere with: BGC's use of the Facility; LOSD's use of the Facility; any Shoreline MS activities during regular school hours; and use of the County Swim Center by County employees and members of the public during the County Swim Center's regular hours. LOSD and BGC shall maintain a Master Calendar for the Facility. Reservations shall be given on a first come, first served basis, but when feasible or necessary, reservations shall be issued according to the following order of priority: (1) organized youth groups based in

(e) Emergency Use By County. In addition to Public Use, County shall be entitled to use of the Facility by virtue of a public health or safety emergency (e.g., earthquake, flood, or other act of God) declaration, as determined necessary by the County Administrative Officer.

3. Facility Use Agreement. Prior to the commencement of construction of the Facility, BGC and LOSD shall enter into a separate agreement ("Facility Use Agreement") to implement applicable terms of this Agreement. The Facility Use Agreement shall designate the spaces in the Facility that will be available for BGC, LOSD and Public Use, and the days and times such spaces will be available. The Facility Use Agreement shall address joint use terms, including but not limited to the following: Facility design and included improvements and fixtures; schedule of use; term of occupancy; maintenance; default; and termination. In addition, the Facility Use Agreement shall include indemnification and insurance terms consistent with those contained in the Youth Center Agreement. The Facility Use Agreement shall require that the BGC take possession of the Facility as noted below. The Facility Use Agreement shall require that the BGC implement a youth program within 30 days after taking possession of the Facility and as otherwise provided herein. The Facility Use Agreement shall be structured to

4. Term of Agreement. The Commencement Date of this Agreement shall be the date of execution by all parties (the "Commencement Date"). The initial term of this Agreement shall be five (5) years, and shall renew automatically for nine (9) additional five-year terms, except that it may be earlier terminated by BGC, as to BGC's duties and obligations only, as provided herein and in the Facility Use Agreement pursuant to paragraph 8 herein below. In the event BGC or any other Party terminates BGC's rights, duties and obligations under this Agreement for any reason, this Agreement shall nonetheless survive and continue to be effective as between LOSD and County.

5. BGC Possession. BGC shall take possession of the Facility on a date specified by LOSD ("BGC Possession"), which date shall be no more than thirty (30) days after both of the following have occurred:

a) The project Inspector of Record (IOR) has filed with the Division of the State Architect (DSA) a DSA-6 notice that the building is substantially completed; and

b) LOSD, acting upon the recommendation of its architect, has notified the County and BGC in writing that the Facility is substantially completed and ready for occupancy.

BGC shall furnish the Facility with furniture, equipment and supplies at its own expense, and shall commence providing youth programs and services at the Facility as required under this Agreement, no more than thirty (30) days after BGC Possession.

6. Parking.



(a) Facility Parking Spaces. During BGC Hours, the new parking spaces and new pickup/drop-off areas constructed as part of the Facility shall be used exclusively by persons picking up or dropping off BGC members and by other BGC visitors. These spaces shall not be used by persons using, visiting, or employed at Shoreline MS or the County Swim Center without prior written permission of BGC and LOSD.

(b) Shoreline MS Parking Lot. The Shoreline MS parking lot (located along 17<sup>th</sup> Avenue), shall be the designated parking area for use by BGC employees and volunteers at all times. During non-BGC Hours, the Shoreline MS parking lot may also be used by visitors to the BGC or by other users of the Facility. All employees, volunteers and visitors to the Facility who park in the Shoreline MS parking lot and walk through the Shoreline MS campus during school hours (that is, weekdays, 7:45 a.m. to 2:30 p.m.), to get to the Facility must check in at the Shoreline MS administration office. Checking out upon departure is not required.

(c) Overflow Event Parking. If needed, parking areas at Del Mar Elementary School, which is owned by LOSD, may be used for overflow parking for special events held at the Facility, with the prior written permission of LOSD, which shall not be unreasonably withheld.

(d) County Swim Center Parking. The County Swim Center parking lot shall not be used by any LOSD or BGC staff or volunteers, or by any BGC member, parent or any other person using or visiting the Facility, without the prior written permission of County.

7. Driveway. The Parties acknowledge that the driveway that accesses County Swim Center from 17<sup>th</sup> Avenue ("Driveway") shall serve as the ingress and egress for the Facility To compensate County for its real property interests and increased long-term

8. Hardship Termination by BGC; "Mothball Clause"; Release.

(a) BGC shall make best efforts to keep its operation of the Facility fully-funded and its programs intact. Nevertheless, at any time after the fifth year of BGC's occupancy of the Facility, and upon 180 days' prior written notice to LOSD and County (which may be given any time beginning on the date that is four and one-half years after BGC Possession), BGC may terminate its participation in and obligations under this Agreement if the BGC Board of Directors determines in its sole discretion that BGC does not have and cannot likely raise sufficient funds necessary to continue to operate programs at the Facility as required by this Agreement ("Hardship Termination"). BGC shall vacate the Facility no earlier than 180 days after giving LOSD and County notice of BGC's Hardship Termination.

(b) The parties intend that the Facility continue to be used as a youth center for the benefit of the youth and families of Live Oak and Soquel even in the event of BGC's termination of its participation under this Agreement and vacancy of the Facility pursuant to Paragraph 8(a), above. To that end, immediately upon giving notice of its Hardship Termination,

(c) Except as provided in Paragraph 8(b) of this Agreement, above, upon BGC giving notice of its Hardship Termination to County and LOSD, and upon BGC vacating the Facility no earlier than 180 days thereafter, all of BGC's obligations under this Agreement

(d) If, for any reason following BGC Possession, BGC or any other entity succeeding BGC in providing youth services operations discontinues those operations at this Facility, then LOSD, as owner and operator of the land and building, in consultation with the County, shall seek out and secure a suitable alternate youth services program for the Facility. Any such replacement entity must be approved by the LOSD and must execute a Facility Use Agreement with LOSD prior to occupancy.

(e) If, following BGC Possession, BGC gives notice of its Hardship Termination to County and LOSD, and BGC vacates the Facility no earlier than 180 days thereafter, and if LOSD, for the entire duration of a period commencing with the date that the BGC vacates the Facility and ending 18 months after that date, or until a suitable youth services entity replaces BGC, whichever comes first, is making reasonable best efforts to find one or more suitable youth service entity(ies) to replace BGC to operate and maintain a youth center at the Facility, then LOSD shall not be considered in breach of any obligations under this Agreement or the Youth Center Agreement to operate and maintain a youth center at the Facility during that 18 month period.

(f) If, at the end of that 18 month period, no suitable tenant similar to BGC has entered into an agreement to operate comparable youth-oriented programs at the Facility then LOSD and County shall meet and confer to determine the alternative temporary and/or permanent use of the Facility consistent with the Recitals in the Youth Center Agreement related

9. BGC Fundraising. BGC shall make best efforts to engage in a fundraising campaign to raise \$1,500,000.00 in cash and in-kind donations toward the costs of the first three (3) years of its operations of the Facility and the costs of necessary furniture, equipment and supplies ("Fundraising Campaign"). The Fundraising Campaign shall be distinct from BGC's fundraising activities for BGC's Downtown Santa Cruz facility. BGC shall maintain any funds raised as a result the Fundraising Campaign in a separate, identifiable account. In addition, subsequent to taking possession of the Facility, BGC shall engage in fundraising activities to specifically benefit BGC's programs and operation costs at the Facility, and any such funds raised shall be used exclusively for costs related to the Facility and BGC's provision of programs and services at the Facility. Notwithstanding the above, any funds BGC raises for the Facility may be used to pay the costs of any such fundraising. BGC shall submit written semi-annual

10. Gymnasium. The Parties acknowledge that the Facility does not include a gymnasium, and that the RDA funds County granted to LOSD pursuant to the Youth Center Agreement does not anticipate the construction of a gymnasium as part of the Facility. Nonetheless, the Facility is being designed and entitled so as to accommodate a gym/multipurpose room as a future project. This Agreement is not intended to bind any Party with respect to a future gym/multipurpose room, with the exceptions that the terms relating to parking and the Driveway shall continue to apply to a gym/multipurpose building that may be constructed on the Shoreline MS campus adjacent to the Facility in the future.

11. Signage. BGC may install a "Boys & Girls Club" identification and directional sign at the entrance to the Driveway, subject to approval of a development permit and conditions set by the County Planning Department. LOSD shall install directional signs indicating the locations for Facility use parking, and forbidding the use of the County Swim Center parking lot for Facility use. The Parties shall cooperate in deciding on the precise design, size and location of these signs. These signs shall be included as part of Facility construction.

12. Non-Discrimination. LOSD, BGC, County and all persons or groups using the Facility shall not discriminate against or segregate any person or group of persons, on account of race, color, creed, religion, sex, sexual orientation, marital status, national origin, physical or mental disability, medical condition, age, veteran status, or ancestry, in the use, occupancy, tenure, or enjoyment of the Facility, nor shall LOSD, BGC, County, or any person claiming under or through LOSD, BGC or County establish or permit any such practice or practices of

13. Limit of Liability and Indemnification.

(a) Section 3.6, Indemnification, of the Youth Center Agreement is incorporated herein by this reference.

(b) The LOSD and BGC agree to include clauses regarding limits of liability and indemnification between the BGC and the LOSD as part of the Facility Use Agreement for the Facility.

14. Default; Termination.

(a) Default By LOSD. In the event LOSD is unable to complete construction of the Facility as required by this Agreement by December 31, 2014, then BGC may terminate this Agreement as to BGC, and County and LOSD shall release BGC from all obligations set forth in this Agreement; provided, however, that before declaring an event of default by LOSD, BGC or County shall give LOSD a notice of potential default and shall give LOSD an opportunity to cure during the Cure Period specified on the notice or as otherwise agreed.

(b) Default by County. In the event County fails to make timely disbursements to LOSD, as set forth in the Youth Center Agreement, such that LOSD is substantially prevented from completing construction of the Facility by December 31, 2014, or another date established by any approved time extensions or amendments, then LOSD or BGC may terminate this Agreement, and County and BGC shall release LOSD from all obligations set forth in this Agreement; provided, however, that before declaring an event of default by County,

(c) Default by BGC. In the event BGC fails to provide youth development, educational, recreational and other youth programs and activities in a supervised, secure and safe environment at the Facility in a manner that is typical of BGC's programs at its downtown Santa Cruz facility, in the event BGC fails to allow reasonable Public Use of the Facility, or in the event BGC fails to make timely payments to LOSD of utilities, maintenance and repair costs pursuant to the Facility Use Agreement, then LOSD may terminate BGC from this Agreement, and BGC shall release LOSD and County from all their respective obligations set forth in this Agreement; provided, however, that before declaring an event of default by BGC, LOSD or County shall give BGC a notice of potential default and shall give BGC an opportunity to cure during the Cure Period specified on the notice or as otherwise agreed.

(d) Notice; Cure. For purposes of this Agreement, the "Cure Period" shall be as follows: (1) in connection with a payment default, the notice shall provide a cure period of not less than twenty (20) business days; and (2) in connection with failure to comply with any other covenant, the notice shall provide a cure period of not less than forty-five (45) days, provided that if the default is not reasonably capable of cure within the time specified by a Party on the notice, the defaulting Party may request sufficient time to cure such default and the other Party shall agree to extend the Cure Period so long as defaulting Party is diligently prosecuting such cure to completion. Notwithstanding the foregoing, if a Party's failure to perform its obligations under this Agreement materially impairs the other Party's ability to use the Facility, then if the defaulting Party fails to correct the condition affecting the other Party within seventy-two (72) hours, notwithstanding any other provision of this Agreement, the non-defaulting Party



15. No Liability Until Commencement Date. Notwithstanding any other term of this Agreement, BGC shall have no duties, obligations or liabilities under this Agreement until the Commencement Date.

16. Legal Compliance. The Parties shall maintain and conduct their operations with respect to the Facility in a lawful manner and in compliance with all governmental laws, rules, ordinances and regulations to the extent applicable to such party.

17. Dispute Resolution. The Parties shall attempt to resolve any disputes, first, through negotiation and if not successful, thereafter, through non-binding mediation. At the time of requesting mediation, the Party making the request shall provide a list of not less than three proposed mediators experienced in local government contracting and/or school district facilities. Upon receipt of a request for mediation by the non-moving Party, the non-moving Party shall propose dates (within thirty (30) days of the request) for the Parties to confer to make a mutually acceptable selection of a mediator; provided that the Party responding to the request for mediation may propose up to three (3) additional mediators for consideration if it believes in good faith that none of the mediators proposed by the moving Party are both qualified and neutral. If the Parties are not able to agree on a mediator within sixty (60) days (or other reasonable period agreed by the Parties), each Party may select one (1) mediator and the two

18. Attorneys' Fees. In the event any action, including arbitration, is brought to enforce or interpret any part of this Agreement, the prevailing party shall be entitled to recover as an element of his costs of suit, and not as damages, a reasonable attorneys' fee to be fixed by the court or arbitrator. The "prevailing party" shall be the party who is entitled to recover his costs of suit, whether or not the suit proceeds to final judgment. A party not entitled to recover his costs shall not recover attorney's fees. No sum for attorney's fees shall be counted in calculating the amount of a judgment or award for purposes of determining whether a party is entitled to recover his costs or attorney's fees.

19. Entire Agreement. Except for the Youth Center Agreement, this instrument contains the sole and only agreement between the three Parties hereto and correctly sets forth the rights, duties and obligations of each of the Parties to the others as of its date. Any prior agreements, promises, negotiations or representations not expressly set forth herein are of no force and effect.

20. Notices. Any notice, request, demand, or other communication required or permitted hereunder shall be given in writing to the other party and shall be deemed to be properly given when deposited in the United States mail, postage prepaid, or when delivered personally, sent by overnight courier, sent by facsimile transmission (with original forwarded by other method) addressed to the parties as follows:

Live Oak School District:

984-1 Bostwick Lane  
Santa Cruz, CA 95062  
Attention: Superintendent  
(831) 476-6333

The Boys and Girls Club of Santa Cruz, Inc.:

543 Center Street  
Santa Cruz, CA 95060  
Attention: Executive Director  
(831) 423-3138

County of Santa Cruz.:

701 Ocean Street, Room 410  
Santa Cruz, CA 95062  
Attention: Director of Public Works  
(831) 454-2160

21. Force Majeure/Specific Exceptions. The time for performance of an obligation other than the payment of money under this Agreement shall be extended for the period during which a Party is prevented from performing by acts of God, government, or other force or event beyond the reasonable control of that Party.

22. No Waiver. No waiver by either Party of any provision hereof shall be deemed a waiver of any other provision hereof or of any subsequent breach by the other Party of the same or any other provision.

23. Captions. The captions and headings of the Sections of this Agreement are for convenience of reference only and shall not be deemed to define or limit the provisions thereof.

24. Severability. Should any portion of this Agreement be determined void as a matter of law, upon the written consent of all parties, the remainder shall continue in full force and effect, provided the purposes of this Agreement can be reasonably accomplished by the Parties hereto.

25. Counterparts. This Agreement may be executed in any number of counterparts, each of which shall be deemed to be an original, but all of which together shall constitute one and the same instrument.

26. Due Authority. Each individual signing this Agreement warrants and represents that he or she has been authorized by appropriate action of the party which he or she represents to enter into this Agreement on behalf of that party.

[SIGNATURES ON NEXT PAGE]

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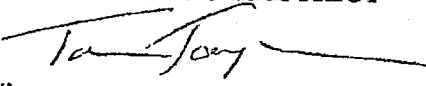
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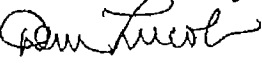
IN WITNESS WHEREOF, the parties hereto have executed this Agreement to be effective as of the later of the dates set forth next to the signature below ("the Effective Date").

**LIVE OAK SCHOOL DISTRICT**

By:   
Tamra Taylor, Superintendent

Date:

Approved As To Form:

LOZANO SMITH  
By:   
Attorneys for Live Oak School District

**THE BOYS AND GIRLS CLUB OF  
SANTA CRUZ, INC.**


By:   
Bob Langseth, Executive Director

Date: 2/15/2013

By:   
Kathy Ruiz Goldenkranz, President

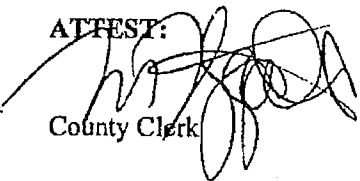
Date: 2/15/13

**COUNTY OF SANTA CRUZ**

By:   
Susan Mauriello,  
County Administrative Officer

Date:

ATTEST:

  
County Clerk

Approved As To Form:

  
Counsel to the County of Santa Cruz

Appendix G  
Native American Heritage Commission Response Letter

STATE OF CALIFORNIAEdmund G. Brown, Jr., Governor**NATIVE AMERICAN HERITAGE COMMISSION**

915 CAPITOL MALL, ROOM 384  
SACRAMENTO, CA 95814  
(916) 653-6251  
Fax (916) 657-5390



February 22, 2013

Daniel Hart  
School Site Solutions  
2015 H St.  
Sacramento, CA 9511

Sent by Fax: 916-930-0788  
Number of Pages: 2

Re: Boys & Girls Club Located at Shoreline Middle School, Santa Cruz County

Dear Mr. Hart:

A record search of the sacred land file has failed to indicate the presence of Native American cultural resources in the immediate project area. The absence of specific site information in the sacred lands file does not indicate the absence of cultural resources in any project area. Other sources of cultural resources should also be contacted for information regarding known and recorded sites.

Enclosed is a list of Native Americans individuals/organizations who may have knowledge of cultural resources in the project area. The Commission makes no recommendation or preference of a single individual, or group over another. This list should provide a starting place in locating areas of potential adverse impact within the proposed project area. I suggest you contact all of those indicated, if they cannot supply information, they might recommend others with specific knowledge. By contacting all those listed, your organization will be better able to respond to claims of failure to consult with the appropriate tribe or group. If a response has not been received within two weeks of notification, the Commission requests that you follow-up with a telephone call to ensure that the project information has been received.

If you receive notification of change of addresses and phone numbers from any of these individuals or groups, please notify me. With your assistance we are able to assure that our lists contain current information. If you have any questions or need additional information, please contact me at (916) 653-4038.

Sincerely,

A handwritten signature in black ink, appearing to read "Debbie Plias-Treadway".

Debbie Plias-Treadway  
Environmental Specialist III

**Native American Contacts  
Santa Cruz County  
February 21, 2013**

Jakki Kehl  
720 North 2nd Street  
Patterson , CA 95363  
(209) 892-1060

Ohlone/Costanoan

Costanoan Ohlone Rumsen-Mutsen Tribe  
Patrick Orozco  
644 Peartree Drive  
Watsonville , CA 95076  
yanapvoic@earthlink.net  
(831) 728-8471

Ohlone/Costanoan

Amah Mutsun Tribal Band  
Edward Ketchum  
35867 Yosemite Ave  
Davis , CA 95616  
aerieways@aol.com

Ohlone/Costanoan  
Northern Valley Yokuts

Indian Canyon Mutsun Band of Costanoan  
Ann Marie Sayers, Chairperson  
P.O. Box 28  
Hollister , CA 95024  
ams@indiancanyon.org  
831-637-4238

Ohlone/Costanoan

Amah Mutsun Tribal Band  
Valentin Lopez, Chairperson  
PO Box 5272  
Galt , CA 95632  
vlopez@amahmutsun.org  
916-743-5833

Ohlone/Costanoan

Muwekma Ohlone Indian Tribe of the SF Bay Area  
Rosemary Cambra, Chairperson  
PO Box 360791  
Milpitas , CA 95036  
muwekma@muwekma.org  
408-205-9714  
510-581-5194

Ohlone / Costanoan

Amah/Mutsun Tribal Band  
Irene Zwierlein, Chairperson  
789 Canada Road  
Woodside , CA 94062  
(650) 851-7747 - Home  
650-400-4806 cell preferred  
(650) 851-7489 - Fax

Ohlone/Costanoan

Trina Marine Ruano Family  
Ramona Garibay, Representative  
30940 Watkins Street  
Union City , CA 94587  
510-972-0645-home  
Ohlone/Costanoan  
Bay Miwok  
Plains Miwok  
Patwin

Amah/Mutsun Tribal Band  
Jean-Marie Feyling  
19350 Hunter Court  
Redding , CA 96003  
jmfgmc@sbcglobal.net  
530-243-1633

Ohlone/Costanoan

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code

This list is only applicable for contacting local Native Americans with regard to cultural resources for the proposed Boys and Girls Club-Shoreline Middle School, Santa Cruz County



## Coastal Development Permit Findings

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

This finding can be made, in that the property is zoned PF (Public Facilities), a designation which allows public facilities uses. County Code 13.10.362 states that principal permitted uses in the PF zone district are all uses shown as a Level V or lower in the PF use chart. Therefore, the proposed Boys & Girls Club is a principal permitted use within the zone district, and the zoning is consistent with the site's (P) Public Facilities General Plan designation.

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

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

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

This finding can be made, in that the development is consistent with the surrounding built environment in terms of architectural style; the site is surrounded by lots developed with institutional and commercial buildings; the colors will be complementary to the site and context; and the development site is not on a prominent ridge, beach, or bluff top.

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

This finding can be made, in that the project site is not located between the shoreline and the first public road. Consequently, the Boys & Girls Club will not interfere with public access to the beach, ocean, or any nearby body of water. Further, the project site is not identified as a priority acquisition site in the County Local Coastal Program.

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

This finding can be made, in that the structure is sited and designed to be visually compatible, in scale, and integrated with the character of the surrounding area. Additionally, public facilities such as the Boys & Girls Club are uses allowed in the PF (Public Facilities) zone district, as well as the General Plan and Local Coastal Program land use designation. Developed parcels in the area contain institutional and commercial buildings such as Simpkins Family Swim Center and the Central Fire Protection District headquarters. Size and architectural styles vary widely in the area, and the design submitted is consistent with the existing range of styles. The proposed design of the Boys & Girls Club provides a visual bridge between the Simpkins Family Swim

Application #: 131064  
APN: 027-241-08  
Owner: Live Oak School District

Center and Shoreline Middle School buildings. The Boys & Girls Club will echo many of the design elements found on the Simpkins building and the color palette found on the middle school. The proposed building-mounted signs are integrated into the design of the building. The monument sign to be located at the corner of 17<sup>th</sup> Avenue and Simpkins driveway will echo the design elements of the building. Given the small size of the “way-finding” and parking related signs, these signs will have an insignificant impact on the overall design of the project.

## 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 public facility 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 proposed Boys & Girls Club 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 these amenities.

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 Boys & Girls Club and the conditions under which it would be operated or maintained will be consistent with all pertinent County ordinances and the purpose of the PF (Public Facilities) zone district as the primary use of the property will be one institutional structure that meets all current site standards for the zone district, except for the variance requested for additional sign square footage (see below).

The PF zone district requires a Master Site Plan for private and public projects which details the immediate and future phases of construction and the provision of adequate access and public services for each phase. Since the middle school is developed and the original Master Site Plan, as effectuated by Permit 89-1133, included a gymnasium in the location of the proposed Boys & Girls Club, the requirements of the Master Site Plan have been met. No future expansion of the school is planned at this time.

The PF zone district requires all setbacks to be a minimum of 10 feet and a maximum height of 35 feet. The proposed building complies with the required setbacks and is 29 feet tall, six feet below the zone district limit.

As noted above, a variance is requested to exceed the square footage of signs allowed by County Code. County Code allows a maximum of 50 square feet of signage. The following signs are proposed in addition to the directional and parking-related signs. One 45 square foot monument sign is proposed at the intersection of the Simpkins driveway and 17<sup>th</sup> Avenue. Since this intersection is located about 530 feet from the new building, it is not possible to use the building-mounted signs on the Boys & Girls Club to alert drivers and bikers to the Club's location. Therefore, it's necessary to provide a sign where drivers and bikers need to turn to access the Club and a sign to identify the building itself. In addition, since the Club has two entrances, a second sign is needed for the southern entrance to identify the building for those approaching it from the south. The proposed building-mounted signage totals 60 square feet. The remaining 12.25 square feet are directional and parking related signs.

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 Boys & Girls Club use is consistent with the use requirements specified for the P (Public Facility) land use designation in the County General Plan.

The proposed Boys & Girls Club will be a joint use facility which will be available during the school day for Shoreline Middle School students, after school for Boys & Girls Club participants, and in the evenings for community events and adult classes. In this way, the project will be consistent with Policy 7.13.1 (Community Use of School Facilities) which encourages the use of school facilities by the broader community. In addition, the Boys & Girls Club afterschool program is consistent with Objective 7.14 of the General Plan (Child Care) which is to ensure that adequate child care facilities and services are provided to the community.

The proposed Boys & Girls Club will be compatible with the adjacent uses as specified in General Plan Policy 8.5.2 (Commercial Compatibility With Other Uses), in that the Club will comply with the site standards for the PF zone district and is also consistent with Chapter 13.11 Site, Architectural and Landscape Design Review. The visual context for this project is the buildings of the Shoreline Middle School and Simpkins Family Swim Center. The Boys & Girls Club was designed to echo several of the design elements of the swim center and the colors of the middle school to create a visual bridge between the two. In this way, the proposed design will be compatible with the surrounding built environment.

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 the proposed Boys & Girls Club is to be constructed on the Shoreline Middle School campus. The applicant submitted a Transportation Impact Analysis by Fehrs & Peers which was accepted by the Department of Works, Road Engineering.

Student arrival times after school are not a significant issue since they will arrive during non-peak hours and many of them will be walking from the Shoreline Middle School's classrooms to the Club. During pick-up, which occurs during the peak evening traffic hour (5 – 6 PM), Fehr & Peers estimates that the project will generate 60 trips (30 inbound and 30 outbound). These trips, however, were calculated to have a less than significant impact on the four study intersections (17<sup>th</sup> Ave./Brommer St., 17<sup>th</sup> Ave./Simpkins driveway, 17<sup>th</sup> Ave./Felt St., and 17<sup>th</sup> Ave./Portola/E.Cliff Dr.).

Fehrs & Peers also analyzed the parking demand generated by the project in three different scenarios: a typical day, a sign-up day when parents register their children, and adult classes. These scenarios have a parking space demand of 25, 40 and 48 respectively. The new parking lot will have 12 parking spaces and a loading zone. When these spaces are occupied, drivers will use the Shoreline Middle School parking lot which has 68 parking spaces. Since the Boys & Girls Club will operate after school hours, most of the 68 parking spaces are expected to be available.

Fehrs & Peers concludes that, "Sufficient parking is available on-site and at adjacent facilities to meet the project's parking demand, even during peak times" (page 2).

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 Boys & Girls Club is consistent with the land use intensity of the neighborhood. The neighborhood is a mix of industrial, commercial and institutional buildings such as the Central Fire Protection District, Shoreline Middle School, and Simpkins Family Swim Center. There is currently a Boys & Girls Club on the middle school campus and the proposed new building will provide an enhanced facility for students and the community. The proposed design of the new building echoes design elements of the swim center such as the stepped entry feature, and the blue color scheme of the middle school buildings.

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 Boys & Girls Club 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 building, which is modern in design, is two stories and echoes several of the design elements found on the Simpkins building. For example, the Simpkins' entrance is identified with a blue stepped architectural feature that is also present on the Boys & Girls Club entrance. Like the swim center, the Boys & Girls Club combines right angled forms with a curved wall, creating visual interest while breaking up the structure's mass and bulk. To visually connect the structure to Shoreline Middle School, the new building will echo the same blue color scheme as the middle school.

The project architect, Francis Chan of MADi GROUP, provided a distinct main entrance to the Boys & Girls Club which will create a sense of arrival for participants. The mass and bulk of the two-story building is broken up with one-story elements, different paint colors, banks of windows, and changes in roof elevations. Landscaping is provided to soften the impact of the new parking lot and structure. A wire mesh fence with vines trained on it will provide security and screen the basketball court located adjacent to the new structure. The fence and additional landscaping will provide a visual break between the paving of the parking lot and basketball court. On the south side of the basketball courts, a rain garden and a raised garden bed will further soften the hardscaping. A circular conversation area near the southern entrance will provide a congregation area for students.

The project includes a variance to allow additional sign area (see Variance Findings below). The proposed signs are sized appropriately for both the new building and the large campus. As required by County Code 13.11.073(F), the proposed building-mounted signs are integrated into the design of the building.

## Variance Findings

1. That because of special circumstances applicable to the property, including size, shape, topography, location, and surrounding existing structures, the strict application of the Zoning Ordinance deprives such property of privileges enjoyed by other property in the vicinity and under identical zoning classification.

This finding can be made, in that because of the large size of the Shoreline Middle School's campus (11.5 acres), the 54 square feet of total signage allowed by County Code 13.10.581 will not provide adequate identification for the new building. This project proposes 117.25 square feet of new signs which includes 45 square feet for the monument sign, 60 square feet of building-mounted signs, and 12.25 square feet of way-finding and parking-related signs.

The sign ordinance acknowledges that the size of a parcel is relevant in determining the appropriate size of a sign in that the allowable area is based upon the front width of the parcel. With 11.5 acres and about 700 feet of frontage along 17<sup>th</sup> Avenue, the middle school's campus is far larger than most commercial/institutional properties, and therefore additional sign square footage is warranted.

In addition, the proposed location of the Boys & Girls Club is about 530 feet west of 17<sup>th</sup> Avenue, the arterial roadway providing access to the project site. Given this distant location, the building-mounted signs will not be adequately visible to drivers, bikers and pedestrians attempting to access the Club. This creates the need for a monument sign on the southwest corner of the intersection of 17<sup>th</sup> Avenue and Simpkins driveway to facilitate the orderly access of the Club. This sign is proposed to be 45 square feet in size.

The building-mounted signs on the Club's northern façade, will identify the building. Because the middle school campus is large, an additional southern entrance is proposed to provide access for those approaching the building from the south. An additional sign is needed for this entrance.

Finally, way-finding and parking signs are needed to ensure that the new parking lot functions correctly, and that those people arriving from the middle school parking lot can easily find the Club.

For an institutional building located on a large parcel, the proposed signage is appropriately sized.

2. That the granting of the variance will be in harmony with the general intent and purpose of zoning objectives and will not be materially detrimental to public health, safety, or welfare or injurious to property or improvements in the vicinity.

This finding can be made, in that the intent of limiting sign size is to ensure that signs in our community are sized in proportion to the parcels they identify. In this case, because of the middle school's large campus, the proposed signage will be in scale with the campus as well as with the proposed institutional building which will house the Boys & Girls Club.

No detriment to public health, safety or welfare is anticipated. To ensure this, a condition of approval is included requiring that adequate line of sight be demonstrated for the monument sign

located at the corner of 17<sup>th</sup> Avenue and Simpkins driveway. In addition, no injury to property or improvements in the vicinity is anticipated in that the monument sign will be constructed on school district property; the other large signs will be mounted on the new building, and the way-finding and parking-related signs are intended to enhance safety by facilitating the orderly access to the Boys & Girls Club.

3. That the granting of such variances shall not constitute a grant of special privileges inconsistent with the limitations upon other properties in the vicinity and zone in which such is situated.

This finding can be made, in that, most properties in the area are smaller in size and therefore the buildings on those parcels are located close enough to the road that the sign size allowed by County Code adequately identifies the business or institution. In this case, because of the middle school's large campus, the building-mounted signs are not adequately visible from 17<sup>th</sup> Avenue. Therefore, a monument sign is needed at the intersection of 17<sup>th</sup> Avenue and Simpkins driveway to achieve the same visibility that other parcels in the vicinity enjoy without the need for a variance to the sign ordinance's limit of 50 square feet. In addition, because of the campus' large size, additional signage is required to provide adequate identification of the building from both the north and south entrances. Most businesses and institutions in the vicinity do not have a need for two entrances, and so have no need for additional signage. Therefore, the proposed variance is not a grant of special privileges since most businesses and institutions are adequately served by the sign square footage allowed by County Code.

## Conditions of Approval

Exhibit D: 33 sheets: Title sheets: G0.1 and G0.2; Civil Drawings by Ifland Engineers: sheets C1, C2, C3, C4, C5, C6, C6.1, C7 & C8, revised 6/24/13; Architectural Drawings by MADi Group Architects & Planners: A1.1, A1.1a, A1.2, A1.3, A1.4, A1.5, A1.6, A2.1, A2.2, A2.3, A3.1, A3.2, A4.1, revised 2/15/13; Landscape Drawings by MTW Group: sheets L1.1, L2.1, L3.1, L4.1, L4.2, L4.3, L4.4, L4.5, L4.6, revised 2/15/13.

I. This permit authorizes the construction and operation of a joint use Boys & Girls Club and a variance to allow additional sign area consistent with sheet A1.6 of Exhibit D. This approval does not confer legal status on any existing structure(s) or existing use(s) on the subject property that are not specifically authorized by this permit, nor does it authorize the construction of any building other than the Boys & Girls Club. Prior to exercising any rights granted by this permit including, without limitation, any construction or site disturbance, the applicant/owner shall:

- A. Sign, date, and return to the Planning Department one copy of the approval to indicate acceptance and agreement with the conditions thereof.
- B. Obtain a Grading Permit from the County of Santa Cruz Building Official.
  - 1. Submit 3 copies of a wet-signed / stamped soils report prepared by a licensed Geotechnical Engineer.
  - 2. All exposed surfaces (e.g. parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day (Source: Appendix A of Exhibit A, Mitigated Negative Declaration).
  - 3. As a part of the grading permit, Meet all requirements of and pay Zone 5 drainage fees to the County Department of Public Works, Stormwater Management. Drainage fees will be assessed on the net increase in impervious area. Address the following:
    - a. Per the March 2012 edition of the County Design Criteria, this project is considered a "large project" since it is adding or replacing more than 5,000 square feet of impervious area. As such, the project must be designed and analysis must be provided demonstrating that the predevelopment 2 year, 2 hour and 10 year, 15 minute discharge rates are maintained (please note that runoff from all replaced/redeveloped impervious surfaces must be included in the mitigation design). The preliminary study provides justification as to why infiltration may not be feasible as the basis of mitigation for this project. Therefore the project must mitigate for the 2 and 10 year storms utilizing other measures. Please see the CDC for detention in lieu of retention guidelines. The preliminary analysis used a pre-development C-value of 0.5. This seems high, please justify this value.



- b. Please provide a watershed map that describes how runoff from the redeveloped areas will be handled and what mitigations will be used to maintain runoff at levels specified above. Provide a final signed and stamped drainage analysis demonstrating compliance with the CDC. Update project plans to include mitigation and routing details (ex: show how roof runoff will be routed). Confirm that the sizing of discharge facilities has taken all areas of bypass into account.
  - c. All runoff from proposed parking and driveway areas should go through water quality treatment prior to discharge. If the raingarden will serve this function demonstrate that it meets the design criteria for biofiltration from either the SWRCB General MS4 permit or the Central Coast Regional Water Quality Control Board Post Construction Requirements.
  - d. Provide copies of updated drainage easements and abandoned/surrendered easements.
  - e. Provide recorded maintenance agreements for the mitigation facility(ies).
  - f. Construction of the drainage related items will be inspected by Public Works staff. Once all other agencies have approved of the building permit application plans provide a copy of reproducible final civil plan sheets with DPW signature block along with the engineer's estimate for the drainage related items (a 2% inspection fee will be assessed at permit issuance). Final approval/acceptance of the project will occur after receipt of engineered as-built plans.
- C. Obtain an Encroachment Permit from the Department of Public Works for any off-site work performed in the County road right-of-way.
- D. Obtain an Environmental Health Clearance for this project from the County Department of Environmental Health Services. Submit food plan check plans / fee for the proposed café.
- E. Meet all requirements of the Department of Public Works, Sanitation, including the following:
- 1. A duplex pump is required. The manual for the pump station shall be followed, and the name and phone number of emergency responder, to be retained by developer/owner of property, shall be on file with the Sanitation District. Location of pumps as shown on plans is approximate only and may require relocation for venting purposes. Applicant shall work with pump supplier/manufacture to locate and size the pump.

2. Sanitation District Inspector shall be contacted upon installation of sewer lateral and private domestic water meter. Inspector shall be provided with private water meter reading at installation. Sanitation District Inspector shall be contacted and staff shall field verify with the inspector that all plumbed buildings have water use measured by domestic, private water meter. Meter shall either be repaired or changed immediately upon impaired or non-functioning condition and/or as notified by District staff of suspected problem.
- F. Meet all requirements of the City of Santa Cruz Water Department. The landscape and irrigation plans shall satisfy all requirements of the City's Water Efficient Landscape Ordinance.
  - G. Meet all requirements of and pay any applicable plan check fee of the Central Fire Protection District.
- II. All construction, including finish materials, paint colors and landscaping, shall be in substantial conformance with Exhibit D of this permit.
- A. Construction Hours: During construction, workers may assemble on-site as early as 7:30 AM, but no noise-generating activities may begin earlier than 8:00 AM. Noise-generating activities must cease by 6 PM. Workdays are limited to Monday through Friday. Should a circumstance arise in which a delivery can only be made on a weekend day, call Planning Staff for approval at least 24 hours in advance of the delivery.
  - B. Provide complete screening from public view of all rooftop mechanical and electrical equipment.
  - C. Prior to the installation of the monument sign to be located on the southwest corner of the intersection of 17<sup>th</sup> Avenue and Simpkins driveway, contact Department of Public Works, Road Engineering to confirm that the sign's location will pose no line of sight issue for drivers, bikers or pedestrians. DPW, Road Engineering staff may require a mock-up of the sign to be erected in the proposed location. No internal illumination of the sign is allowed and the sign shall not exceed seven feet in height.
  - D. Landscape plan: The Chinese pistache trees located in the parking lot shall be planted at 24-inch box size.
  - E. Comply with the following mitigations as identified in Appendix A of Exhibit A, Mitigated Negative Declaration).
    1. All haul trucks transporting soil, sand, or other loose material off-site shall be covered.
    2. All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day.

The use of dry power sweeping is prohibited.

3. All vehicle speeds on unpaved roads shall be limited to 15 mph.
  4. All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.
  5. Idling times shall be minimized either by shutting off equipment when not in use or reducing the maximum idling time to 5 minutes (as required by California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points.
  6. All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified visible emissions evaluator.
  7. Post a publicly visible sign with the telephone number and person to contact at the lead agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations.
- F. Pursuant to Sections 16.40.040 and 16.42.080 of the County Code, if at any time during site preparation, excavation, or other ground disturbance associated with this development, any artifact or other evidence of an historic archaeological resource or a Native American cultural site is discovered, the responsible persons shall immediately cease and desist from all further site excavation and notify the Sheriff-Coroner if the discovery contains human remains, or the Planning Director if the discovery contains no human remains. The procedures established in Sections 16.40.040 and 16.42.080, shall be observed.

### III. Operational Conditions

- A. In the event that future County inspections of the subject property disclose noncompliance with any Conditions of this approval or any violation of the County Code, the owner shall pay to the County the full cost of such County inspections, including any follow-up inspections and/or necessary enforcement actions, up to and including permit revocation.
- B. The operation of the Boys & Girls Club shall be consistent with the Program Statement (Exhibit H).
- C. Hours and Days of Operation: The Boys & Girls Club may operate weekdays and weekends from 7:30 AM to 11 PM. Exceptions to these hours may be granted by the Planning Department with advanced notice.

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

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

Application #: 131064  
APN: 027-241-08  
Owner: Live Oak School District

**Please note: This permit expires three years from the effective date listed below unless the grading permit (or permits) is obtained. Failure to exercise the grading permit, resulting in the expiration of the grading permit, will void the development permit, unless there are special circumstances as determined by the Planning Director or if a permit renewal (time extension) is approved pursuant to 18.10.133**

Approval Date: \_\_\_\_\_

Effective Date: \_\_\_\_\_

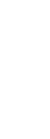
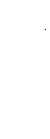
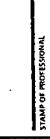
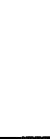
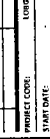
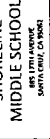
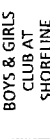
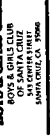
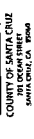
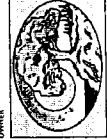
Expiration Date: \_\_\_\_\_

\_\_\_\_\_  
Wanda Williams  
Deputy Zoning Administrator

\_\_\_\_\_  
Annette Olson  
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.





ACCESSIBLE PATH OF TRAVEL (P.O.T.) AS INDICATED, IS A COMMON, BARRIER-FREE, PERM. AND SMOOTH ACCESS ROUTE WITHOUT ANY ABUTTING, OVERHANGING, OR PROTRUDING OBJECTS, OR ANY OTHER OBSTACLE, WHICH WOULD PREVENT OR HINDER THE FREE AND UNHINDERED PASSAGE OF ANY PERSON, INCLUDING BUT NOT LIMITED TO, THE PHYSICALLY HANDICAPPED, THE ELDERLY, AND THE YOUNG. THE ACCESSIBLE PATH OF TRAVEL SHALL BE MAINTAINED FREE OF OVERHANGING OBSTRUCTIONS, TO BE MINIMUM 36" WIDE, AND PROTRUDING OBJECTS GREATER THAN 4" PROJECTION FROM WALL AND ABOVE 27" AND LESS THAN 80" (113.8" & 80")

PATH OF TRAVEL TOTAL BUILDING FOOTPRINT 13,216 SF

BUILDING AREAS*		AREA	2ND FLR ROOM	AREA	2ND FLR ROOM	AREA	2ND FLR ROOM	AREA	2ND FLR ROOM
LOBBY/RECEPTION	721 SF	LOBBY	202 SF	STAIRS	202 SF	STAIRS	202 SF	STAIRS	202 SF
ELEVATOR MECH	166 SF	CONFERENCE	253 SF	CONFERENCE	253 SF	CONFERENCE	253 SF	CONFERENCE	253 SF
UTILITIES	144 SF	TEEN LOUNGE	113 SF	TEEN LOUNGE	113 SF	TEEN LOUNGE	113 SF	TEEN LOUNGE	113 SF
OFFICE	281 SF	HALLWAY	401 SF	HALLWAY	401 SF	HALLWAY	401 SF	HALLWAY	401 SF
LEARNING	657 SF	RESTROOMS	401 SF	RESTROOMS	401 SF	RESTROOMS	401 SF	RESTROOMS	401 SF
ACTIVITY	2,135 SF	DANCE	718 SF	DANCE	718 SF	DANCE	718 SF	DANCE	718 SF
ATHLETIC DIRECTOR	140 SF	MUSIC	113 SF	MUSIC	113 SF	MUSIC	113 SF	MUSIC	113 SF
EQUIPMENT	88 SF	ART	17 SF	ART	17 SF	ART	17 SF	ART	17 SF
RESTROOMS	424 SF	ROOF ACCESS CLOS.	17 SF	ROOF ACCESS CLOS.	17 SF	ROOF ACCESS CLOS.	17 SF	ROOF ACCESS CLOS.	17 SF
CAFE	388 SF	TOT 2ND FLR INTERIOR	5,265 SF	TOT 2ND FLR INTERIOR	5,265 SF	TOT 2ND FLR INTERIOR	5,265 SF	TOT 2ND FLR INTERIOR	5,265 SF
BALL STORAGE	14 SF	TOT 2ND FLR INTERIOR	5,265 SF	TOT 2ND FLR INTERIOR	5,265 SF	TOT 2ND FLR INTERIOR	5,265 SF	TOT 2ND FLR INTERIOR	5,265 SF
TOT 1ST FLR INTERIOR	6,444 SF	TOT 2ND FLR INTERIOR	5,265 SF	TOT 2ND FLR INTERIOR	5,265 SF	TOT 2ND FLR INTERIOR	5,265 SF	TOT 2ND FLR INTERIOR	5,265 SF
TOT 1ST FLR INTERIOR	6,444 SF	TOT 2ND FLR INTERIOR	5,265 SF	TOT 2ND FLR INTERIOR	5,265 SF	TOT 2ND FLR INTERIOR	5,265 SF	TOT 2ND FLR INTERIOR	5,265 SF

TOTAL INTERIOR BUILDING AREA 11,400 SF

MAXIMUM OCCUPANCY COUNTS

OCCUPANCY TYPE	SQ. FOOTAGE*	LOAD FACTOR	OCCUPANTS
FIRST FLOOR			
MECH/STORAGE	299 SF	1: 300 SF GROSS	1 OCCUPANT
B OFFICE	401 SF	1: 100 SF GROSS	4 OCCUPANTS
READING ROOM	616 SF	1: 50 SF NET	13 OCCUPANTS
A-3 ASSEMBLY	2,181 SF	1: 15 SF NET	144 OCCUPANTS
E CLASSROOM	940 SF	1: 20 SF NET	47 OCCUPANTS
SECOND FLOOR			
MECH/STORAGE	21 SF	1: 300 SF GROSS	1 OCCUPANT
B OFFICE	238 SF	1: 100 SF GROSS	2 OCCUPANTS
EXERCISE	688 SF	1: 50 SF GROSS	14 OCCUPANTS
A-3 ASSEMBLY	1,181 SF	1: 15 SF NET	58 OCCUPANTS
E CLASSROOM	1,519 SF	1: 20 SF NET	76 OCCUPANTS
TOTAL SECOND FLOOR			151 OCCUPANTS
TOTAL BUILDING			360 OCCUPANTS

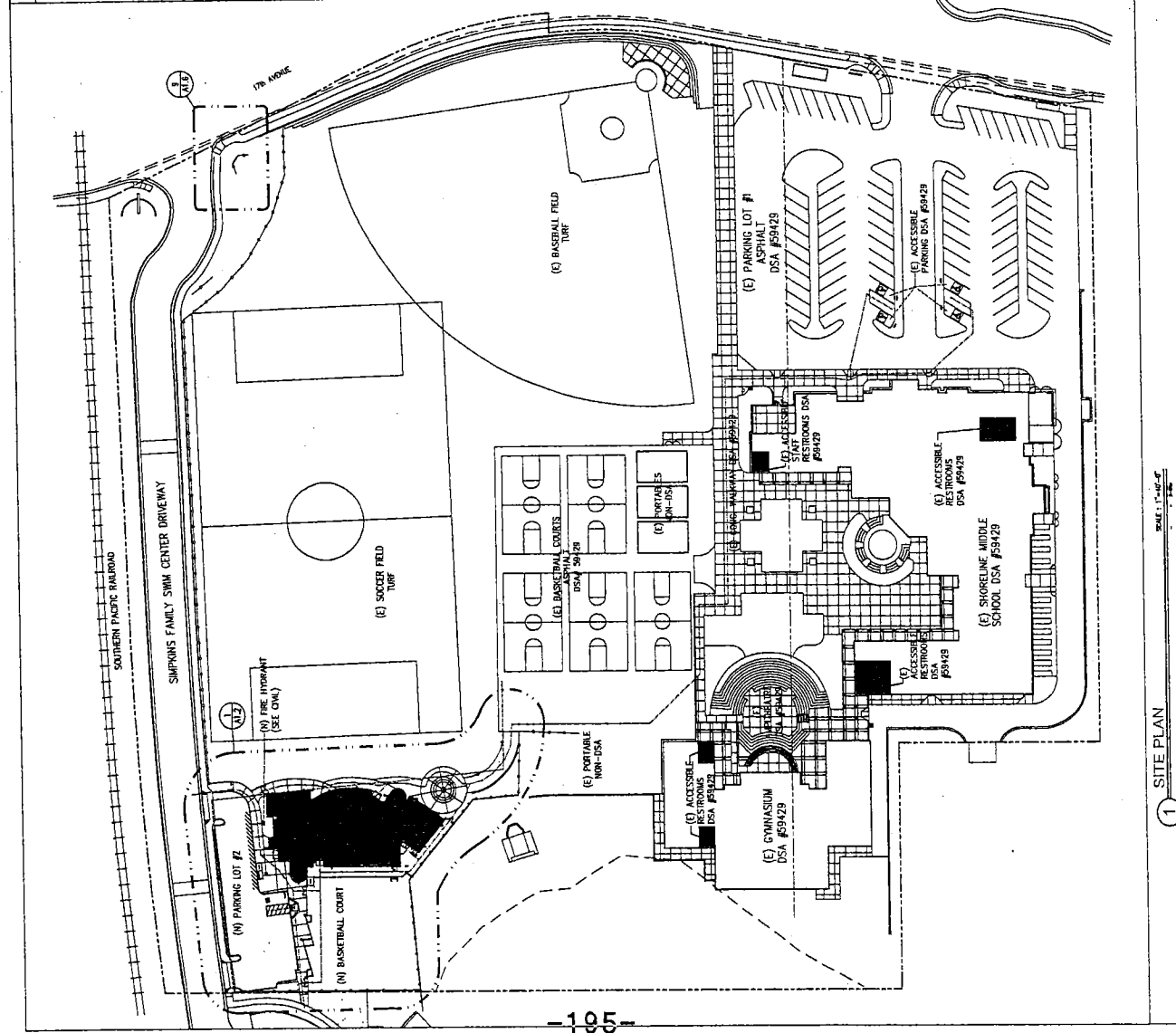
AREAS OF NON-LOCAL TOTAL BUILDING AREA OCCUPIED ARE A-3, SHAFES, AND CIRCULATION SPACE.

EXISTING BUILDING DATA

BUILDING	AREA	OCCUPANCY	TYPE	APPLICATION
NEW BOYS & GIRLS CLUB	13,216 SF	A-3, SPRINKL	V-A	THIS APPLICATION
CLASSROOM/ADMINISTRATION	5,170 SF	E/B	V-1 HR	59429
MULTI-PURPOSE BUILDING	13,254 SF	A-3	V-1 HR	59429
EXISTING PORCHES	860 SF EACH	E	V-B	NON-OSA

PARKING LOT DATA

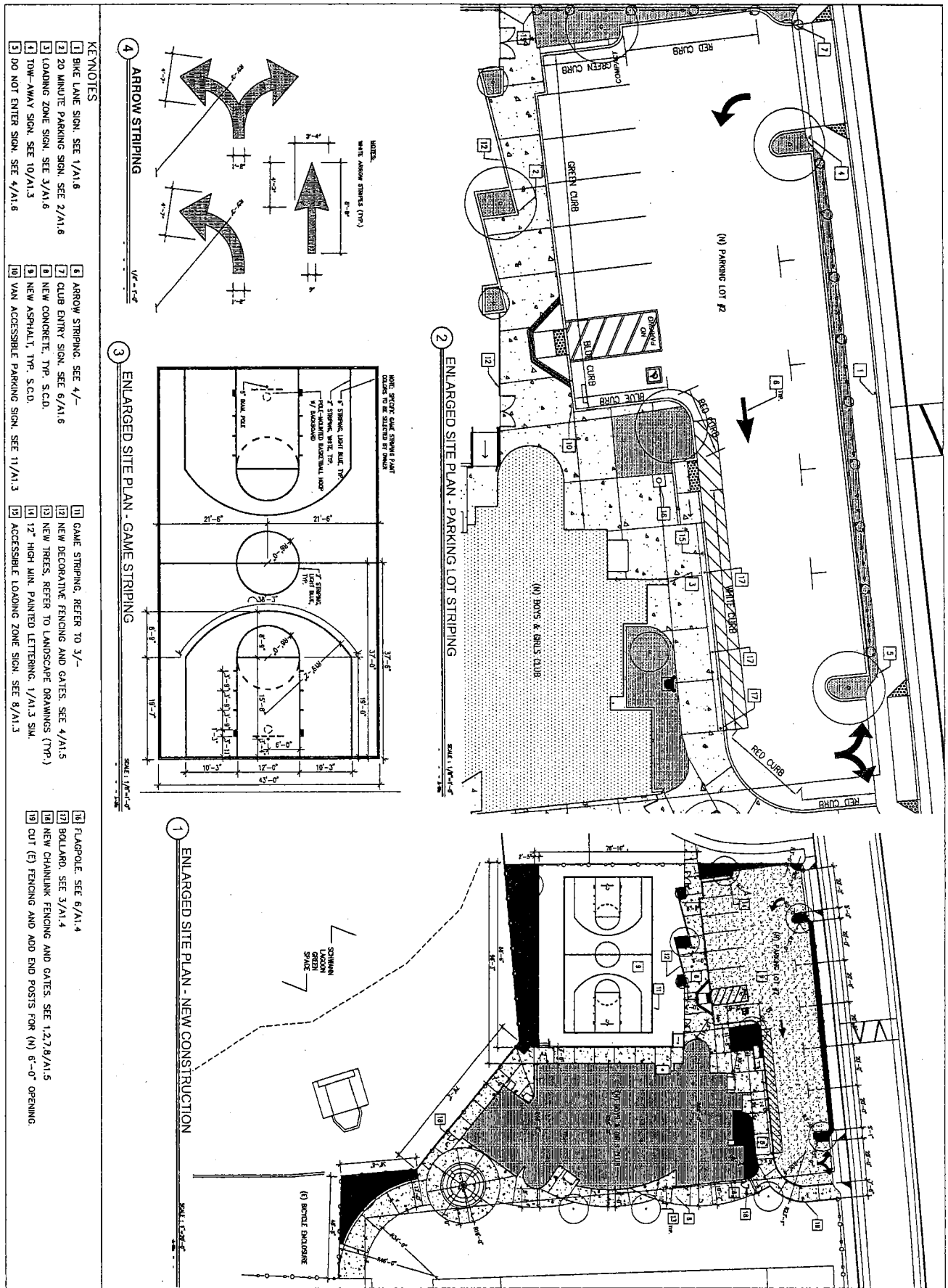
NON-ACC. STALLS	ACC. REQUIRED	ACC. PROVIDED	TOTAL
(E) PARKING LOT #1	74	4 (1 VAN)	78
(N) PARKING LOT #2	11	1 (1 VAN)	12



1 SITE PLAN

A1.1

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**BOYS & GIRLS CLUB**  
BOYS & GIRLS CLUB  
OF SANTA CLUZ  
SANTA CLUZ, CA 95060  
CLUB ADDRESS: 13400

**ARCHITECT**  
MAD GROUP  
ARCHITECTS & PLANNERS  
2712 1ST STREET, SUITE 100  
SANTA CLUZ, CA 95060  
TEL: 408.291.1234  
FAX: 408.291.1235

**COUNTY OF SANTA CLUZ**  
300 BROAD STREET  
SANTA CLUZ, CA 95060  
CLUB ADDRESS: 13400

**LIVE OAK SCHOOL DISTRICT**  
300 BROAD STREET  
SANTA CLUZ, CA 95060  
CLUB ADDRESS: 13400






**PROJECT CODE:** 1000-00  
**SHEET NAME:** ENLARGED SITE PLANS

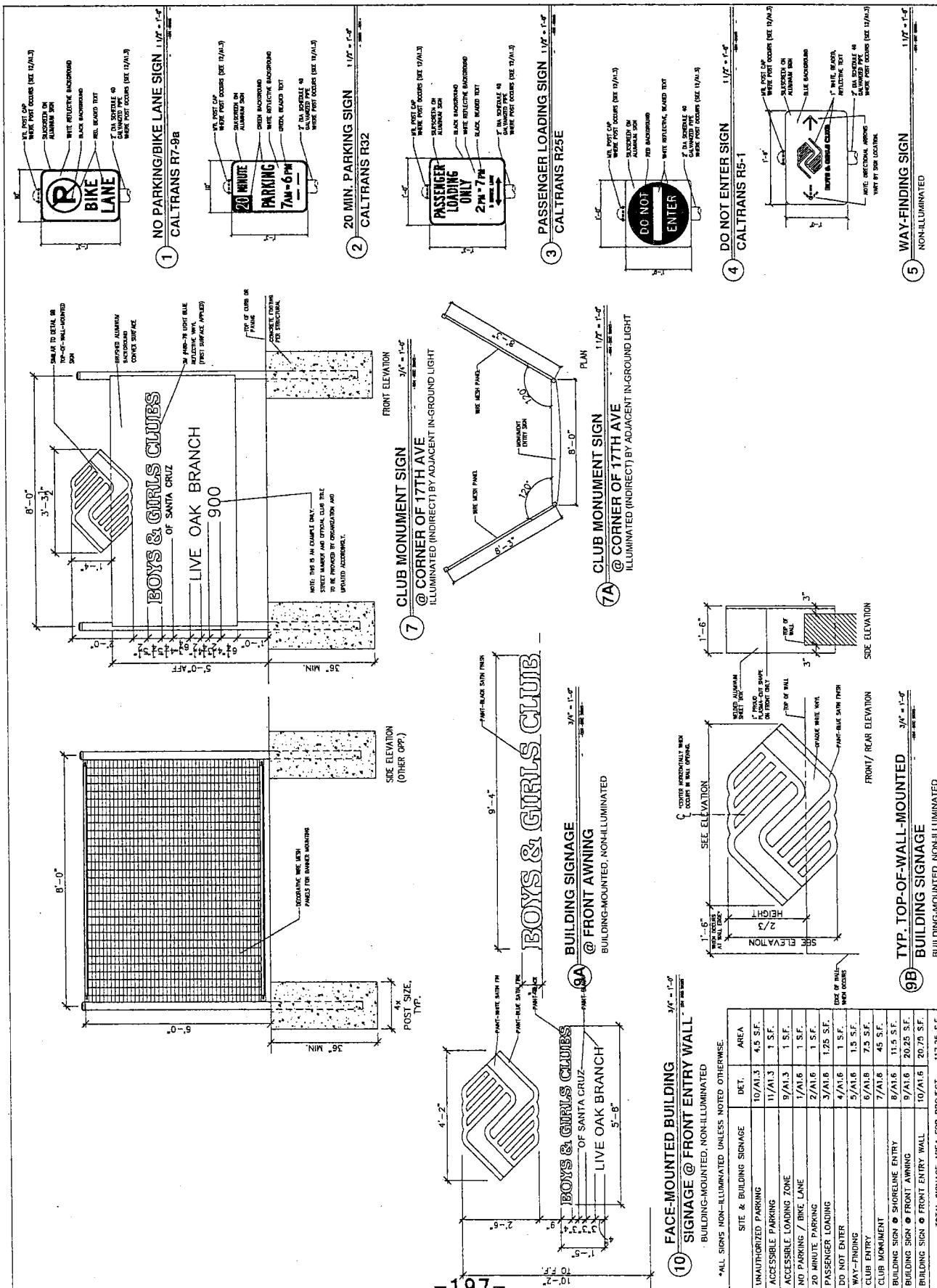
**DATE:** 07/07/12  
**DESIGNED BY:** J. L. L. L.  
**DRAWN BY:** J. L. L. L.  
**CHECKED BY:** J. L. L. L.  
**APPROVED BY:** J. L. L. L.

**STAMP OF PROFESSIONAL**  
J. L. L. L.  
J. L. L. L.  
J. L. L. L.

**STAMP OF ARCHITECT**  
J. L. L. L.  
J. L. L. L.  
J. L. L. L.




 <b>MAD DOG GROUP</b> 10000 S. 100th Ave., Suite 100 Denver, CO 80231 TEL: 303.294.3134 FAX: 303.294.3135		 <b>SANTA CRUZ COUNTY DISTRICT</b> MAIL STOP/PO BOX 1000 SANTA CRUZ, CA 95060		 <b>COUNTY OF SANTA CRUZ</b> 1000 N. ZEPHYRUS AVE. SANTA CRUZ, CA 95060		 <b>BOYS &amp; GIRLS CLUBS</b> BOYS & GIRLS CLUB OF SANTA CRUZ 1000 N. ZEPHYRUS AVE. SANTA CRUZ, CA 95060		DIA APPROVAL: 11 MAY 01	
PROJECT: BOYS & GIRLS CLUB AT SHORELINE MIDDLE SCHOOL 1000 N. ZEPHYRUS AVE. SANTA CRUZ, CA 95060		PROJECT CODE: 10000-01		SHEET NAME: SITE SIGNAGE DETAILS		STAMP OF PROFESSIONAL:			




SITE & BUILDING SIGNAGE			DET.	AREA
UNAUTHORIZED PARKING	10/A/1.3	4.5 S.F.		
ACCESSIBLE PARKING	11/A/1.3	1 S.F.		
ACCESSIBLE LOADING ZONE	9/A/1.3	1 S.F.		
NO PARKING / BKE. LANE	1/A/1.6	1 S.F.		
20 MINUTE PARKING	2/A/1.6	1 S.F.		
PASSENGER LOADING	3/A/1.6	1.25 S.F.		
DO NOT ENTER	4/A/1.6	1 S.F.		
WAY-FINDING	5/A/1.6	1.5 S.F.		
CLUB ENTRY	6/A/1.6	7.5 S.F.		
CLUB MONUMENT	7/A/1.6	45 S.F.		
BUILDING SIGN ○ SHORELINE ENTRY	8/A/1.6	11.5 S.F.		
BUILDING SIGN ○ FRONT AWNING	9/A/1.6	20.25 S.F.		
BUILDING SIGN ○ FRONT ENTRY WALL	10/A/1.6	20.75 S.F.		

**MAD GROUP**  
ARCHITECTS & PLANNERS  
7711 LIVE OAK BLVD  
SAN DIEGO, CA 92121  
TEL: 619-594-1000  
FAX: 619-594-1001

OWNER:  
LIVE OAK SCHOOL DISTRICT  
SANTA CLARA COUNTY, CA



COUNTY OF SANTA CRUZ  
1911 OCEAN AVENUE  
SAN JUAN, CA 95060



**BOYS & GIRLS CLUB**  
BOYS & GIRLS CLUB  
OF THE SAN JOSE AREA  
341 CHERRY STREET  
SAN JOSE, CA 95128


USA APPROVAL STAMP

PROJECT:  
**BOYS & GIRLS CLUB AT SHORELINE MIDDLE SCHOOL**  
SANTA CLARA COUNTY, CA

NO.	DESCRIPTION	DATE
1	PRELIMINARY DESIGN	11/07/11
2	20% DESIGN DEV.	11/07/11
3	30% DESIGN DEV.	11/07/11

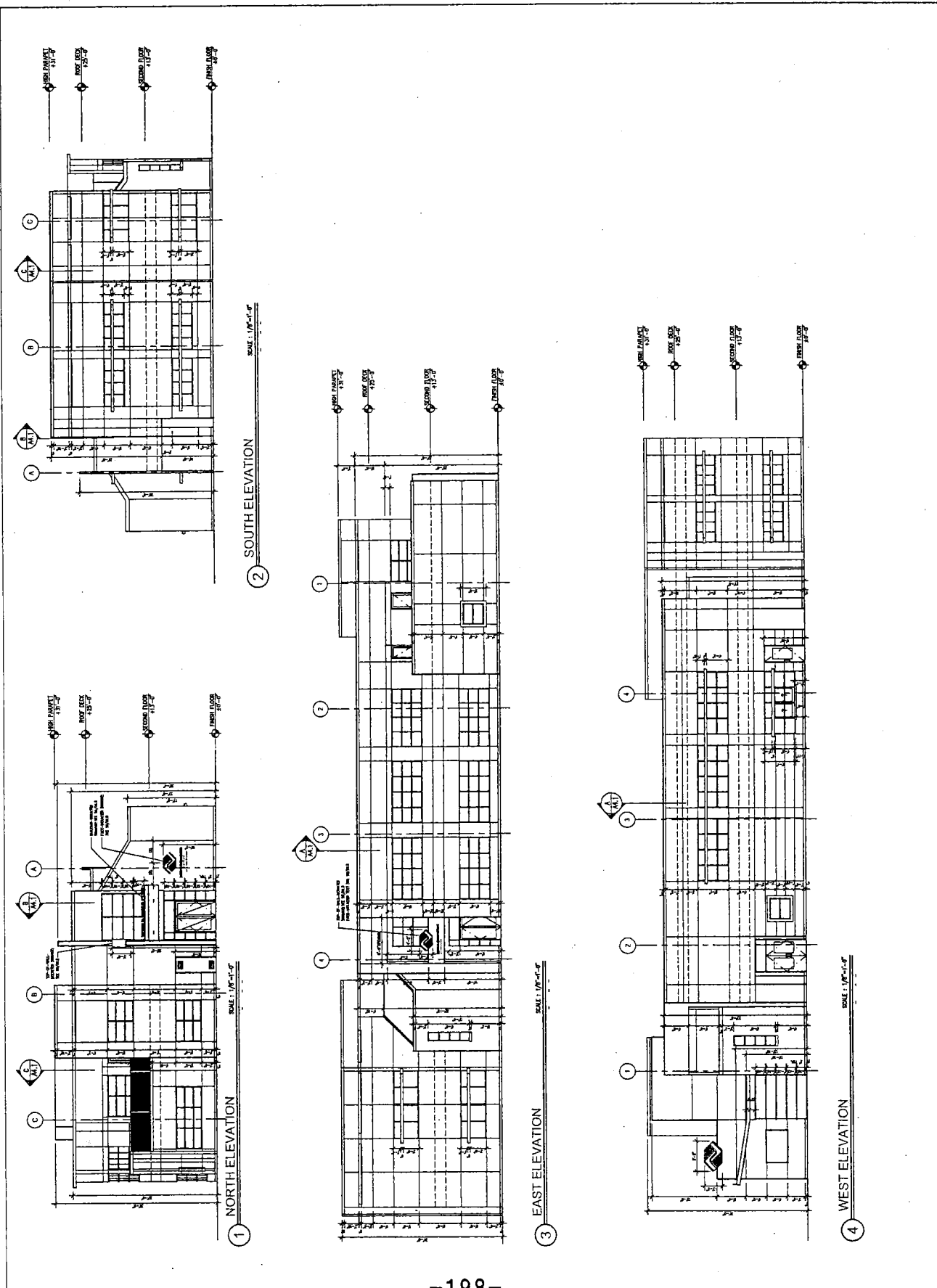
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START DATE: \_\_\_\_\_  
SHEET NAME: \_\_\_\_\_

STAMP OF PROFESSIONAL



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# A3.1



**ARCHITECT**  
**MAD GROUP**  
 ARCHITECTS & PLANNERS  
 7774 LIT. ST. #100, SUITE 413  
 SAN DIEGO, CA 92121  
 TEL: 619-594-1334  
 FAX: 619-594-1335

**OWNER**  
 LIVE OAK SCHOOL DISTRICT  
 3141 BAYVIEW LANE  
 SAN DIEGO, CA 92121  
 TEL: 619-594-1334  
 FAX: 619-594-1335

**PERMITTING**  
 SAN DIEGO COUNTY  
 1000 LA JOLLA VILLAGE DRIVE, SUITE 101  
 SAN DIEGO, CA 92161  
 TEL: 619-495-3000  
 FAX: 619-495-3000

**BOYS & GIRLS CLUBS**  
 4195 LONG BEACH BOULEVARD, SUITE 101  
 LONG BEACH, CA 90807  
 TEL: 562-433-1100  
 FAX: 562-433-1100

**PROJECT:**  
 BOYS & GIRLS CLUB AT SHORELINE MIDDLE SCHOOL  
 1801 17TH AVENUE  
 SAN DIEGO, CA 92161

**REVISIONS**

REV	DESCRIPTION	DATE
1	SCHEMATIC DESIGN	07/09/11
2	70% DEVELOPMENT	11/09/11
3	90% DEVELOPMENT	01/10/12
4	100% DEVELOPMENT	01/10/12

**PROJECT CODE:**  
**START DATE:**  
**SHEET NAME:**

**STAMP OF PROFESSIONAL**  
 M.T.V. ARCHITECTS  
 1000 LA JOLLA VILLAGE DRIVE, SUITE 101  
 SAN DIEGO, CA 92161  
 TEL: 619-495-3000  
 FAX: 619-495-3000

**L1.1**

**KEY**

**LANDSCAPE LEGEND**

TREES - NOT ALL SYMBOLS SHOWN

CONCRETE MONUMENT

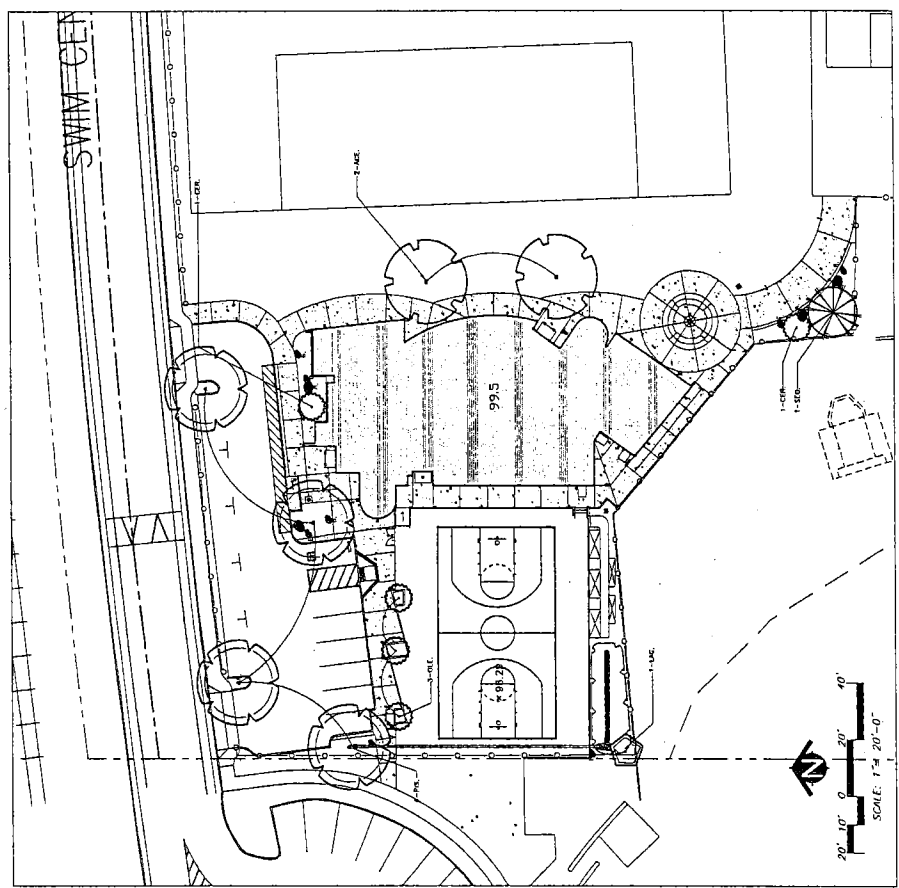
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PLANT KEY






ROCK BOULDERS

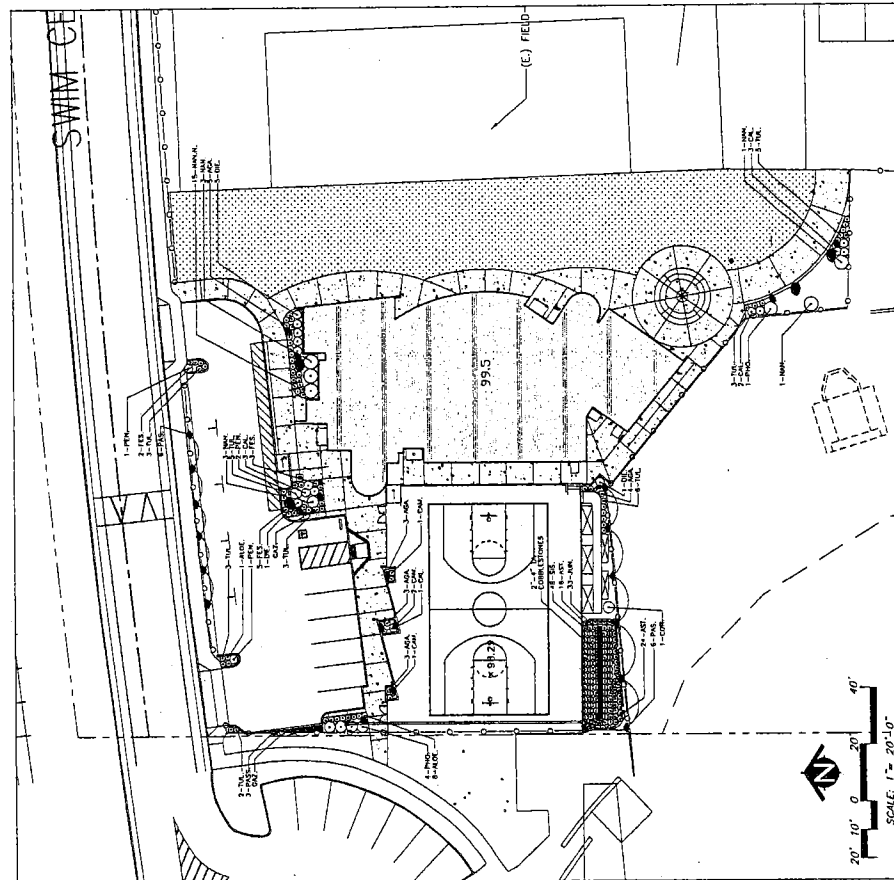
**PLANT MATERIAL LIST**









WATER USE	SIZE	QUANTITY	KEY	BOTANICAL NAME - COMMON NAME
LOW	10 S.C.	2	ACE	ACEBERRY - COMMON NAME
MEDIUM	10 S.C.	2	ACE	ACEBERRY - COMMON NAME
HIGH	10 S.C.	2	ACE	ACEBERRY - COMMON NAME
LOW	10 S.C.	2	ACE	ACEBERRY - COMMON NAME
MEDIUM	10 S.C.	2	ACE	ACEBERRY - COMMON NAME
HIGH	10 S.C.	2	ACE	ACEBERRY - COMMON NAME



FOR REVIEW ONLY NOT FOR CONSTRUCTION

 <b>MADDOG GROUP</b> ARCHITECTS & PLANNERS 7710 HARVILL AVENUE SUITE 100 SAN DIEGO, CA 92121 TEL: 619.584.1100 FAX: 619.584.1101 WWW.MADDOGGROUP.COM	OTHER:	 LIVE OAK SCHOOL DISTRICT 10000 LOMA BLVD., SUITE 100 SAN DIEGO, CA 92121	 LOMA BLVD. CIVIC CENTER 10000 LOMA BLVD., SUITE 100 SAN DIEGO, CA 92121	 PLANNING SPACE & CULTURAL SERVICES 10000 LOMA BLVD., SUITE 100 SAN DIEGO, CA 92121	 BOYS & GIRLS CLUBS 4400 LOMA BLVD., SUITE 100 SAN DIEGO, CA 92121	PROJECT:	BOYS & GIRLS CLUBS AT SHORELINE MIDDLE SCHOOL	PREPARED BY:	MADDOG GROUP 7710 HARVILL AVENUE SUITE 100 SAN DIEGO, CA 92121
	DATE:	10/17/2011	DRAWN BY:	JZ/ML	PROJECT CODE:	LOMA	START DATE:	SHEET NAME:	SHEET NUMBER:



LANDSCAPE LEGEND	
KEY	
	SHRUBS
	LAWN ( 500 )
	GROUND COVER
	ROCK BOULDERS
	DECOMPOSED GRANITE
	PLANT QUANTITY
	PLANT KEY
	EXISTING LANDSCAPE AND SPRINKLER AREAS TO REMAIN

## PLANT MATERIAL LIST

[illegible]

STATION NUMBER	PLANT WATER USE TYPE	PROGATION TYPE	HYDROZONE AREA (MOFT)	% OF TOTAL LANDSCAPE AREA
A1	LAWN - HIGH	SUBSURFACE DGP	1100	37.2%
A2	BIRCH - MEDIUM	GRP	645	16.1%
A3	BIRCH - MEDIUM	GRP	645	16.1%
A4	BIRCH - MEDIUM	GRP	645	16.1%
A5	SHRUB - LOW	GRP	415	10.0%

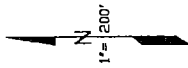
FOR REVIEW  
ONLY, NOT FOR  
CONSTRUCTION

FOR TAX PURPOSES ONLY  
 THE ASSESSOR MAKES NO GUARANTEE AS TO MAP ACCURACY FOR ASSUMES ANY  
 LIABILITY FOR OTHER USES. NOT TO BE REPRODUCED. ALL RIGHTS RESERVED.  
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POR. OF S. 1/2 SEC. 17,  
 T.11S., R.1W., M.D.B. & M.

Tax Area Code  
 82-040

27-24



LIVE OAK AVE.

ELDORADO ST.

SEVENTEENTH AVE.

Bk.26  
66

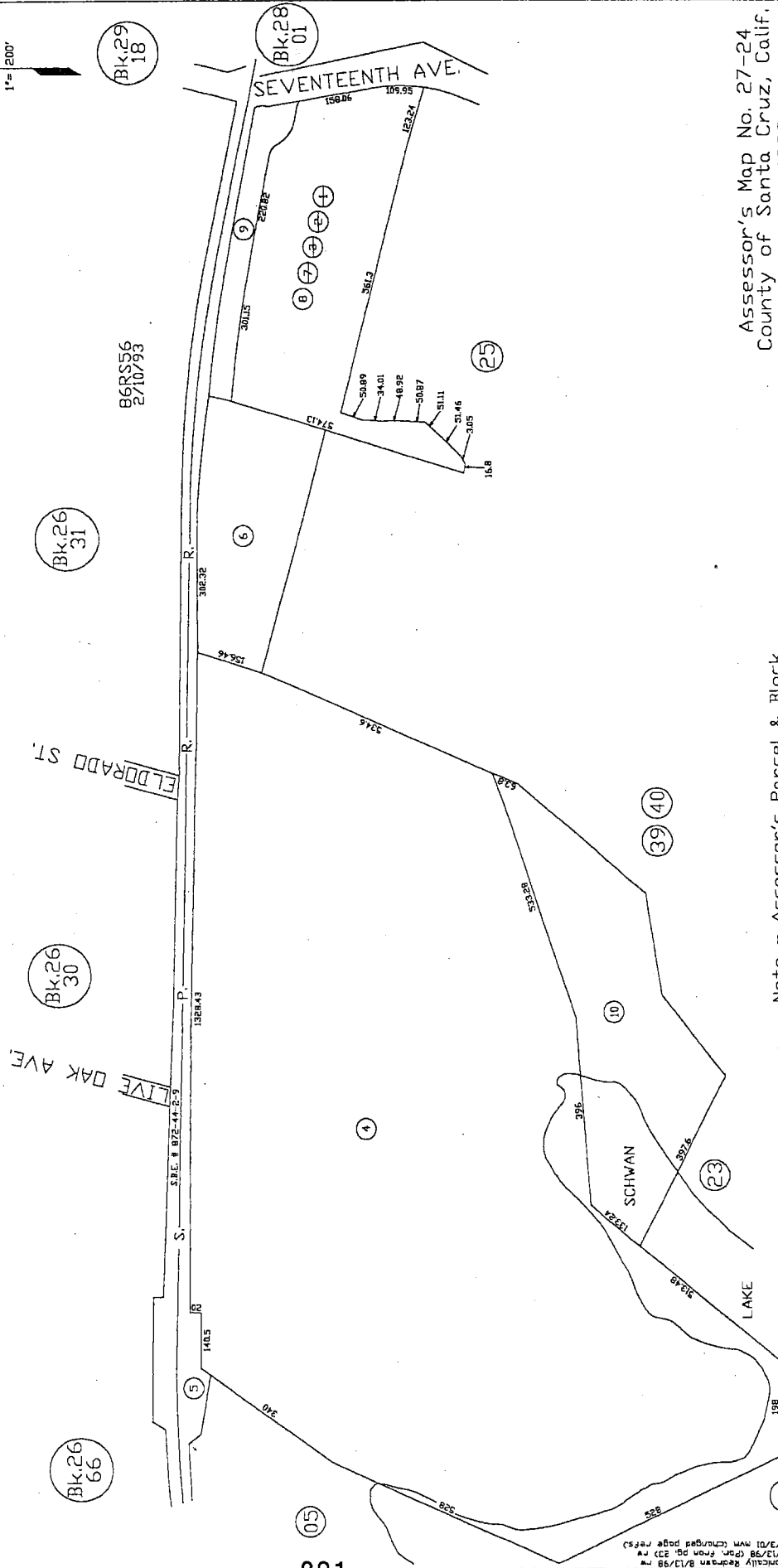
Bk.26  
30

Bk.26  
31

B6RS56  
2/10/93

Bk.29  
18

Bk.28  
01



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

Assessor's Map No. 27-24  
 County of Santa Cruz, Calif.  
 August, 1998




Electronically Reborn 8/13/98  
 Rev. 4/3/01 from changed page ref's

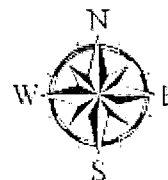


# Zoning Map



## LEGEND

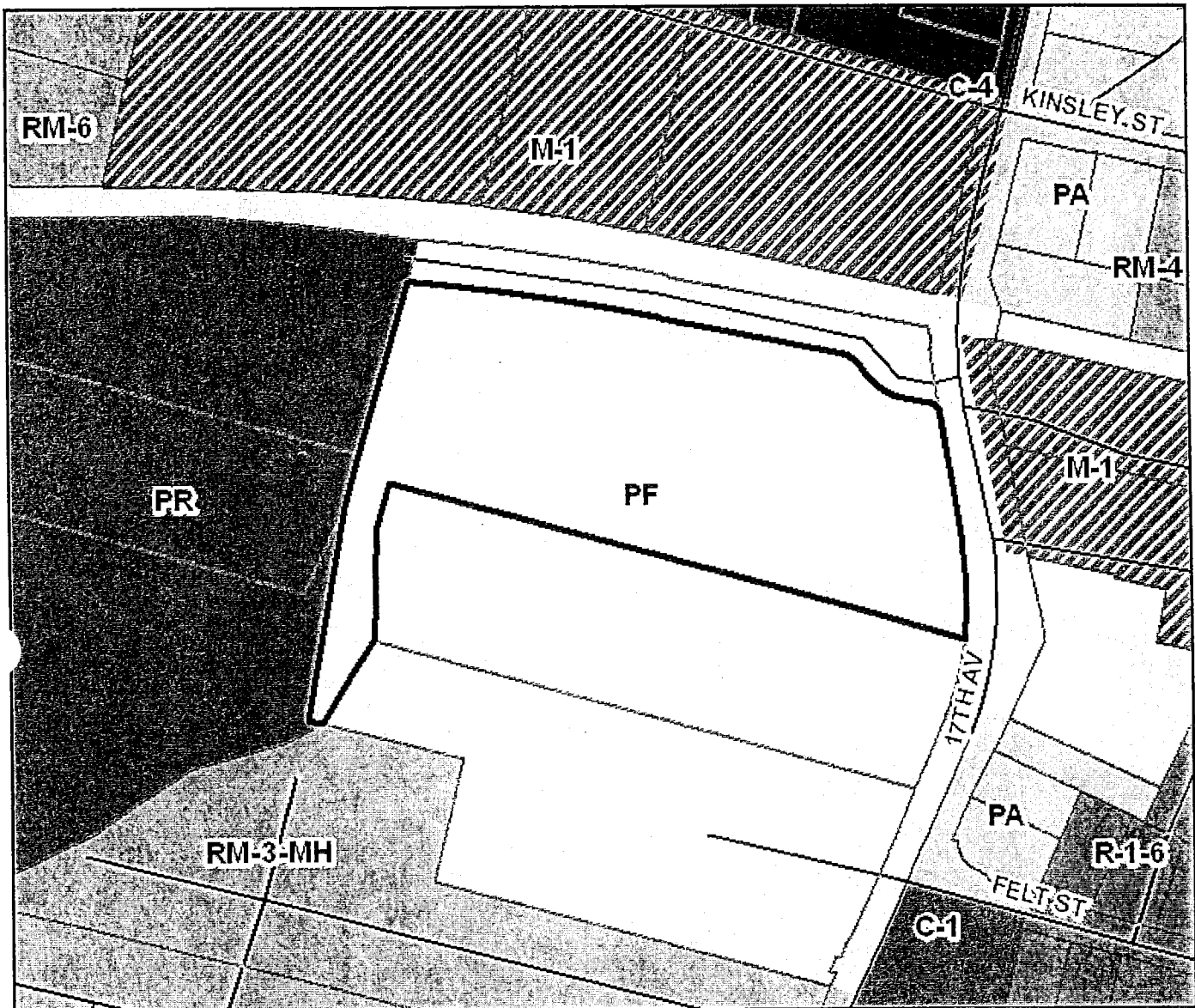
-  APN: 027-241-08
-  Assessors Parcels
-  Streets



Map Created by  
County of Santa Cruz  
Planning Department  
April 2013

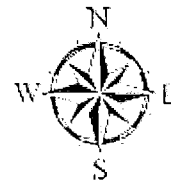


# Zoning Map



## LEGEND

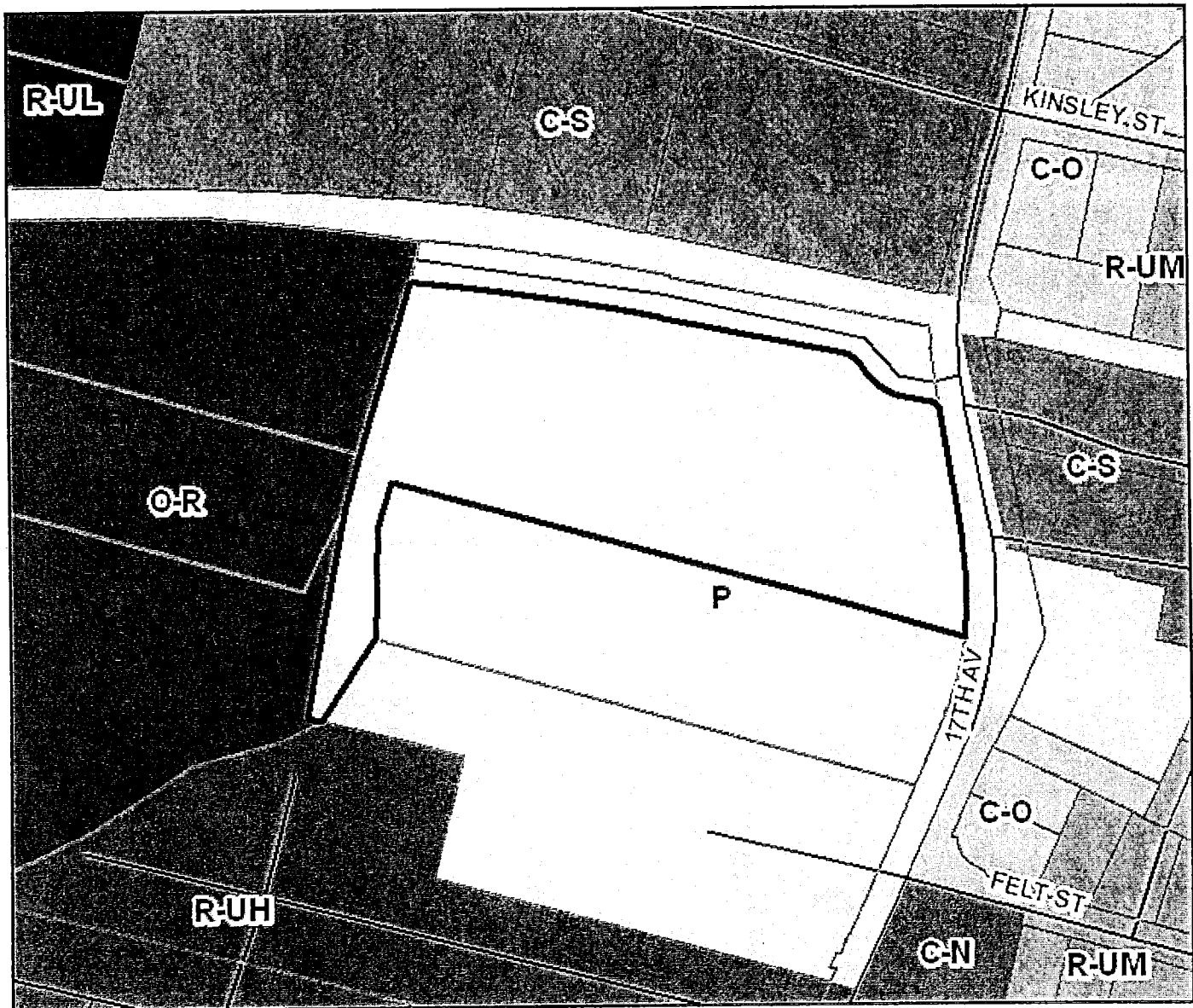
- APN: 027-241-08
- Assessor's Parcel Id
- Street
- PUBLIC FACILITY
- COMMERCIAL-PROFESSIONAL OFFICE
- RESIDENTIAL-MULTI FAMILY
- LIGHT INDUSTRIAL
- RESIDENTIAL-SINGLE FAMILY
- COMMERCIAL-NEIGHBORHOOD
- PARK
- COMMERCIAL-SERVICE



Map Created by  
County of Santa Cruz  
Planning Department  
April 2013

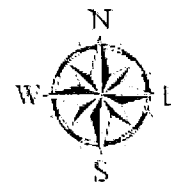


# General Plan Designation Map



## LEGEND

- PP M: 007-24-1-08
- Assessors' Parcels
- Street
- Public Facilities
- Commercial - Office
- Residential - Urban Medium Density
- Commercial - Service
- Commercial - Neighborhood
- Residential - Urban High Density
- Parks and Recreation
- Residential - Urban Low Density



Map Created by  
County of Santa Cruz  
Planning Department  
April 2013





## Discretionary Application Comments 131064

APN 027-241-08

Your plans have been sent to several agencies for review. The comments that were received are printed below. Please read each comment, noting who the reviewer is and which of the three categories (Completeness, Policy Considerations/Compliance, and Permit Conditions/Additional Information) the comment is in.

Completeness: A comment in this section indicates that your application is lacking certain information that is necessary for your plans to be reviewed and your project to proceed.

Policy Considerations/Compliance: Comments in this section indicate that there are conflicts or possible conflicts between your project and the County General Plan, County Code, and/or Design Criteria. We recommend that you address these issues with the project planner and the reviewer before investing in revising your plans in any particular direction.

Permit Conditions/Additional Information: These comments are for your information. No action is required at this time. You may contact the project planner or the reviewer for clarification if needed.

### Accessibility Review

---

**Routing No: 1 | Review Date: 03/19/2013**

LAURA BRINSON (LBRINSON) : Complete

Complete

This application is complete for a development permit.

Compliance

Accessibility: Tree planter area in front of accessible parking spaces is shown to prevent the minimum 48" walkway width required for path of travel on the "A" sheets. CBC 1114B.1.2, 1133B.7.1

Building exiting : The stairs are required to be enclosed per CBC 1022 and landing dimensions shall be per CBC 1009.5.

Plumbing : Plumbing fixture amounts shall be determined using CPC Table 4-1 and Table A.

Building Permit Requirements

Details and specifications to be included with the building permit application documents:

Ramp. CBC 1133B.5

Door and gate hardware, types and signage. CBC 1133B.2

Parking signage. CBC 1129B.4

Curb ramp. CBC 1127B.5

Bathroom. CBC 1115B

Drinking fountain. CBC 1117B.1

Counter tops. CBC 1122B

Assistive listening devices. CBC 1104B.2

Kitchen facilities. CBC 1117B.3

Signs and identification. CBC 1117B.5



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## Accessibility Review

---

**Routing No: 1 | Review Date: 03/19/2013**

LAURA BRINSON (LBRINSON) : Complete

If you have any questions regarding these comments, please contact Laura Brinson at 831-454-3151 or email [laura.brinson@co.santa-cruz.ca.us](mailto:laura.brinson@co.santa-cruz.ca.us).

**Routing No: 2 | Review Date: 06/05/2013**

LAURA BRINSON (LBRINSON) : Complete

Complete

This application is complete for a development permit.

Compliance

To be addressed at the building permit review:

Building exiting : The stairs are required to be enclosed per CBC 1022 and landing dimensions shall be per CBC 1009.5. An exiting plan shall be included, based on occupant loads.

Building Permit Requirements

Details and specifications to be included with the building permit application documents:

Ramp. CBC 1133B.5

Door and gate hardware, types and signage. CBC 1133B.2

Parking signage. CBC 1129B.4

Curb ramp. CBC 1127B.5

Bathroom. CBC 1115B

Drinking fountain. CBC 1117B.1

Counter tops. CBC 1122B

Assistive listening devices. CBC 1104B.2

Kitchen facilities. CBC 1117B.3

Signs and identification. CBC 1117B.5

Other considerations:

CALgreen

WELO for irrigated landscaping ( go to

<http://www.sccoplanning.com/PlanningHome/HandoutsForms.aspx> )

If you have any questions regarding these comments, please contact Laura Brinson at 831-454-3151 or email [laura.brinson@co.santa-cruz.ca.us](mailto:laura.brinson@co.santa-cruz.ca.us).

**Routing No: 3 | Review Date: 06/17/2013**

ANNETTE OLSON (AOLSON) : Not Required

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## Drainage Review

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**Routing No: 1 | Review Date: 03/27/2013**

ALYSON TOM (ATOMS) : Incomplete



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## Drainage Review

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Application with civil plans by Ifland Engineers dated 2/15/12 has been received. Since the building permit for this project will not be processed or routed through the County Planning Department process, all comments must be addressed now. Please address the following:

- 1) Per the March 2012 edition of the County Design Criteria, this project is considered a "large project" since it is adding or replacing more than 5,000 square feet of impervious area. As such, the project must be designed and analysis must be provided demonstrating that the predevelopment 2 year, 2 hour and 10 year, 15 minute discharge rates are maintained (please note that runoff from all replaced/redeveloped impervious surfaces must be included in the mitigation design). Retention and percolation of the runoff shall be incorporated into the project design per the CDC. Utilizing detention for mitigation will only be allowed if all other infiltrative based BMPs are demonstrated to be technically infeasible.
- 2) Please provide a drainage plan that describes how runoff from the redeveloped areas will be handled and what mitigations will be used to maintain runoff at levels specified above.
- 3) There are several existing onsite storm drain pipes that take runoff from upstream offsite areas. County inventory (which is available on the County's GIS system) shows an additional storm drain pipe from the pool access road to the outfall on the school site that runs parallel to the 30 inch pipe shown on the plans. Is this pipe still on the project site? Please confirm the location of the 18 inch storm drain pipe running east along the southern property boundary. Middle school development plans and county inventory (available on the County's GIS system) suggests there is an additional manhole above the manhole discharging to the energy dissipator where this 18 inch line ties in. If this is correct, the proposed building runs above the existing 18 inch line. This would not be acceptable.
- 4) Per Easement Deed Doc. 5554 pg. 849 the County holds easements for the storm drain systems in this area of the project site. No permanent structures of any kind are allowed within County easements. It is recommended that the storm drain pipes be relocated away from the proposed building site and adjusted easements be made. Given the depth of the storm drain pipes, the pipe materials should be rigid and the easement widths should be at least 40 feet to accommodate repair/replacement in the future.
- 5) Provide analysis supporting the size of the replacement pipes. Draft master plan analysis suggests that a larger pipe running north south is needed to meet the CDC requirements.
- 6) Depending on the type of mitigation(s) provided, recorded maintenance agreements for the mitigation facility(ies) will be required.
- 7) Construction of the drainage related items will be inspected by Public Works staff. Once all



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## Drainage Review

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**Routing No: 1 | Review Date: 03/27/2013**

ALYSON TOM (ATOMS) : Incomplete

other agencies have approved of the building permit application plans provide a copy of reproducible final civil plan sheets with DPW signature block along with the engineer's estimate for the drainage related items (a 2% inspection fee will be assessed at permit issuance). Final approval/acceptance of the project will occur after receipt of the final as built plans.

8) Please submit \$1,650 to cover the "at-cost" review of this application.

**Routing No: 2 | Review Date: 05/31/2013**

ALYSON TOM (ATOMS) : Complete

Application with civil plans by Ifland Engineers dated 5/1/13 and Preliminary Drainage Study dated 4/24/13 has been received. Since the building permit for this project will not be processed or routed through the County Planning Department process, all comments must be addressed with the grading permit application:

- 1) Per the March 2012 edition of the County Design Criteria, this project is considered a "large project" since it is adding or replacing more than 5,000 square feet of impervious area. As such, the project must be designed and analysis must be provided demonstrating that the predevelopment 2 year, 2 hour and 10 year, 15 minute discharge rates are maintained (please note that runoff from all replaced/redeveloped impervious surfaces must be included in the mitigation design). The preliminary study provides justification as to why infiltration may not be feasible as the basis of mitigation for this project. Therefore the project must mitigate for the 2 and 10 year storms utilizing other measures. Please see the CDC for detention in lieu of retention guidelines. The preliminary analysis used a pre-development C-value of 0.5. This seems high, please justify this value.
- 2) Please provide a watershed map that describes how runoff from the redeveloped areas will be handled and what mitigations will be used to maintain runoff at levels specified above. Provide a final signed and stamped drainage analysis demonstrating compliance with the CDC. Update project plans to include mitigation and routing details (ex: show how roof runoff will be routed). Confirm that the sizing of discharge facilities has taken all areas of bypass into account.
- 3) All runoff from proposed parking and driveway areas should go through water quality treatment prior to discharge. If the raingarden will serve this function demonstrate that it meets the design criteria for biofiltration from either the SWRCB General MS4 permit or the Central Coast Regional Water Quality Control Board Post Construction Requirements.
- 4) Provide copies of updated drainage easements and abandoned/surrendered easements.
- 5) Provide recorded maintenance agreements for the mitigation facility(ies).



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## Drainage Review

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**Routing No: 2 | Review Date: 05/31/2013**

ALYSON TOM (ATOMS) : Complete

- 6) Construction of the drainage related items will be inspected by Public Works staff. Once all other agencies have approved of the building permit application plans provide a copy of reproducible final civil plan sheets with DPW signature block along with the engineer's estimate for the drainage related items (a 2% inspection fee will be assessed at permit issuance). Final approval/acceptance of the project will occur after receipt of engineered as-built plans.

**Routing No: 3 | Review Date: 06/17/2013**

ANNETTE OLSON (AOLSON) : Not Required

## Driveway/Encroachment Review

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**Routing No: 1 | Review Date: 04/08/2013**

DEBRA LOCATELLI (DLOCATELLI) : Complete

In reviewing the plans it does not appear that any work is proposed on 17th Avenue, which is county maintained. The location of the proposed site is located on a private road; therefore, there are no requirements from encroachment section.

**Routing No: 2 | Review Date: 06/17/2013**

ANNETTE OLSON (AOLSON) : Not Required

## Environmental Health Review

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**Routing No: 1 | Review Date: 03/19/2013**

JIM SAFRANEK (JSafranek) : Complete

An EH review fee will need to be collected for this dev application.

Project is complete for EH. Applicant will need to submit food plan check plans/fee for the proposed cafe prior to BP approval.

**Routing No: 2 | Review Date: 06/17/2013**

ANNETTE OLSON (AOLSON) : Not Required

## Environmental Planning

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**Routing No: 1 | Review Date: 04/05/2013**

KENT EDLER (KEDLER) : Complete

04/05/2013 - Comments below by Kent Edler



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## Environmental Planning

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**Routing No: 1 | Review Date: 04/05/2013**

KENT EDLER (KEDLER) : Complete

Application is complete for EP review.

No Compliance issues.

Conditions of Approval:

A grading permit is required for this project.

Submit 3 copies of a wet-signed / stamped copy of the soils report with the grading permit application.

**Routing No: 2 | Review Date: 06/17/2013**

ANNETTE OLSON (AOLSON) : Not Required

## Fire Review

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**Routing No: 1 | Review Date: 03/27/2013**

KAREN MILLER (KMILLER) : Complete

**Date:** March 22, 2013

**To:** Madi Group

**Applicant:** same

**From:** Tom Wiley

**Subject:** 131064

**Address** 855 17th Ave

**APN:** 027-241-08

**OCC:** 2841

**Permit:** 20120070

We have reviewed plans for the above subject project.

The following NOTES must be added to notes on velums by the designer/architect in order to satisfy District requirements when submitting for **Application for Building Permit**:

NOTE on the plans that these plans are in compliance with California Building and Fire Codes (2010) as amended by the Central Fire Protection District.

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

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

NOTE on the plans whether the building will be **SPRINKLERED** as outlined in the 2010 California Building Code and via District Amendment.

*The FIRE FLOW requirement for the subject property is 1500 gallons per minute.*



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## Fire Review

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**Routing No: 1 | Review Date: 03/27/2013**

**KAREN MILLER (KMILLER) : Complete**

NOTE, on the plans, the required FIRE FLOW and the available FIRE FLOW. This information can be obtained from the water company upon request.

SHOW on the plans a public fire hydrant meeting the minimum required fire flow for the building, within 150 feet of any portion of the building.

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

NOTE on the plans occupancy load of each area. Show where occupancy control signs will be posted.

NOTE on the plans that an UNDERGROUND FIRE PROTECTION SYSTEM WORKING DRAWING must be prepared by the designer/installer. NOTE that the WORKING DRAWINGS shall comply with the District UNDERGROUND FIRE PROTECTION SYSTEM INSTALLATION POLICY HANDOUT.

The fire service underground is to be a separate underground from the shoreline school buildings. The FDC is to be within 150' and no closer than 50' of the building. It is to be located at the entrance/parking lot side of the building.

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

NOTE on the plans that the designer/installer shall submit three (3) sets of plans and one (1) set of calculations for the automatic sprinkler system to this agency for approval. Installation shall follow our guide sheet.

SHOW location of fire extinguishers.

SHOW Occupant Load(s) and an Exiting Plan.

SHOW location of exit signs.

SHOW where address numbers will be posted and maintained, plainly visible from the street. Numbers shall be a minimum of four (4) inches in height and of a color contrasting to their background.

SHOW location of Knox Box and key.

NOTE roof coverings to be no less than Class "B" rated roof.

The job copies of the building and fire systems plans and permits must be on-site during inspections.

Submit a check in the amount of \$115.00 for this particular plan check, made payable to Central Fire Protection District. A \$50.00 Late Fee may be added to your plan check fees if payment is not received within 30 days of the date of this Discretionary Letter. INVOICE MAILED TO APPLICANT. Please contact the Fire Prevention Secretary at (831) 479-6843 for total fees due for your project.

If you should have any questions regarding the plan check comments, please call me at (831) 722-2393, or email me at [tomw@centralfpd.com](mailto:tomw@centralfpd.com). All other questions may be directed to Fire Prevention at (831) 479-6843.



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**Fire Review**

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**Routing No: 1 | Review Date: 03/27/2013**

**KAREN MILLER (KMILLER) : Complete**

CC: File & County

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

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

2841-032213

**Routing No: 2 | Review Date: 05/29/2013**

**DAN PAGE (DPAGE) : Complete**

**Date:** May 24, 2013

**To:** Madi Group

**Applicant:** same

**From:** Jim Dias

**Subject:** 131064

**Address** 855 17th Ave

**APN:** 027-241-08

**OCC:** 2841

**Permit:** 20120070

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

The following NOTES must be added to notes on velums by the designer/architect in order to satisfy District requirements when submitting for **Application for Building Permit**:

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

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

NOTE on the plans whether the building will be **SPRINKLERED** as outlined in the 2010 California Building Code and via District Amendment.

NOTE on the plans occupancy load of each area. Show where occupancy control signs will be posted.





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## Fire Review

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**Routing No: 2 | Review Date: 05/29/2013**

DAN PAGE (DPAGE) : Complete

NOTE on the plans that an UNDERGROUND FIRE PROTECTION SYSTEM WORKING DRAWING must be prepared by the designer/installer. NOTE that the WORKING DRAWINGS shall comply with the District UNDERGROUND FIRE PROTECTION SYSTEM INSTALLATION POLICY HANDOUT.

The FDC is to be within 150' and no closer than 50' of the building. It is to be located at the entrance/parking lot side of the building.

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

NOTE on the plans that the designer/installer shall submit three (3) sets of plans and one (1) set of calculations for the automatic sprinkler system to this agency for approval.

SHOW location of fire extinguishers.

SHOW Occupant Load(s) and an Exiting Plan.

SHOW location of exit signs.

SHOW where address numbers will be posted and maintained, plainly visible from the street. Numbers shall be a minimum of six (6) inches in height and of a color contrasting to their background.

SHOW location of Knox Box and key.

NOTE roof coverings to be no less than Class "B" rated roof.

The job copies of the building and fire systems plans and permits must be on-site during inspections.

Submit a check in the amount of \$115.00 for this particular plan check, made payable to Central Fire Protection District. A \$50.00 **Late Fee** may be added to your plan check fees if payment is not received within 30 days of the date of this Discretionary Letter. INVOICE MAILED TO APPLICANT. Please contact the Fire Prevention Secretary at (831) 479-6843 for total fees due for your project.

If you should have any questions regarding the plan check comments, please call me at (831) 722-2393, or email me at [jimd@csgengr.com](mailto:jimd@csgengr.com). All other questions may be directed to Fire Prevention at (831)479-6843.

CC: File & County

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

**Routing No: 3 | Review Date: 06/17/2013**

ANNETTE OLSON (AOLSON) : Not Required



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### Fire Review

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**Routing No: 3 | Review Date: 06/17/2013**

ANNETTE OLSON (AOLSON) : Not Required

### Project Review

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**Routing No: 1 | Review Date: 04/09/2013**

ANNETTE OLSON (AOLSON) : Incomplete

See letter in file.

**Routing No: 2 | Review Date: 06/14/2013**

ANNETTE OLSON (AOLSON) : Complete

**Routing No: 3 | Review Date: 06/17/2013**

ANNETTE OLSON (AOLSON) : Not Required

### Road Engineering Review

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**Routing No: 1 | Review Date: 04/04/2013**

RODOLFO RIVAS (RRIVAS) : Incomplete

**Completeness Comments:**

1) Please add the existing exclusive pedestrian signal phase to the Synchro LOS analysis for the Shoreline middle school driveway and 17th Avenue intersection. Determine new LOS for such intersection.

**Routing No: 2 | Review Date: 05/30/2013**

RODOLFO RIVAS (RRIVAS) : Complete

**Routing No: 3 | Review Date: 06/17/2013**

ANNETTE OLSON (AOLSON) : Not Required

### Sanitation Review

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**Routing No: 1 | Review Date: 04/02/2013**

DIANE ROMEO (DROMEO) : Incomplete



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## Sanitation Review

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Application is Incomplete

No. 1 Review Summary Statement; Appl. No. 131064 ; APN: 27-241-08:

The Santa Cruz County Sanitation District has reviewed your application for development and sanitary sewer service is currently available to serve your project, subject to the requirements listed below. The project is not located within an impacted sewer basin and is conceptually approved. The project sewer design and connection of the project to the Santa Cruz County Sanitation District system will be required to conform to the County Design Criteria (CDC) Part 4, Sanitary Sewer Design, June 2006 edition, and additional information is required to ensure that the project is in conformance with these criteria and Santa Cruz County Sanitation District policies. Please review the comments regarding the project design and provide the additional information needed to satisfy the requirements of the Santa Cruz County Sanitation District.

This review notice is effective for one year from the issuance date to allow the applicant the time to receive tentative map, development or other discretionary permit approval. If after this time frame this project has not received approval from the Planning Department, a new availability letter must be obtained by the applicant. Once a tentative map is approved this letter shall apply until the tentative map approval expires.

Reference for County Design Criteria:

<http://www.dpw.co.santa-cruz.ca.us/DESIGNCRITERIA.PDF>

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.

### Completeness Items:

A complete engineered sewer plan, addressing all issues required by District staff and meeting County "Design Criteria" standards (unless a variance is allowed), is required. District approval of the proposed discretionary permit is withheld until the plan meets all requirements. The following items need to be shown on the plans:

Include "Plumbing Plan" as noted on Sheet C5.0 for connection to building and pump details. The plans are unclear on the surface use above sewer lateral extension to serve building for determination of required pipe cover per Fig. SS-11.



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## Sanitation Review

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**Routing No: 1 | Review Date: 04/02/2013**

DIANE ROMEO (DROMEO) : Incomplete

The proposed buildings shall include the installation of a separate domestic water meter or private sub-meter per District policy (meter to read in HCF) to determine quantity of domestic and interior water for the purpose of calculating annual sewer service charges for this use. The use of the sub-meter shall be shown on plans, be a requirement and condition of approval for this permit application and shall be included with the Planning Department's permit conditions.

Because this application is incomplete in addressing County requirements, resulting revisions and additions will necessitate further review comment and possibly different or additional requirements.

All resubmittals shall be made through the Planning Department. Materials left with Public Works will not be processed or returned.

### Discretionary Permit Conditions:

A duplex pump is required for this use. Pump station maintenance manual shall be adhered to and name and phone number of emergency responder, to be retained by developer/owner of property, shall be on file with the Sanitation District.

Water use data (actual or projected), and other information as may be required for this project, must be submitted to the District for review and use in capacity and waste pretreatment requirements before the building permit application can be approved and sewer connection permit can be issued.

Sanitation District Inspector shall be contacted upon installation of sewer lateral and private domestic water meter. Inspector shall be provided with water meter reading.

Connection of uncovered outside floor/deck/parking lot drains to the sewer system is prohibited by District code. Any drain that is connected to the sewer is to be covered and the surrounding area shall be bermed or sloped to prevent surface water from entering sewer system. Floor or deck drains in trash enclosure areas shall be covered and be connected to a grease interceptor before entering the sewer system,

Any questions regarding the above criteria should be directed to Diane Romeo of the Sanitation Engineering division at (831) 454-2160.

Environmental Compliance Unit Review Comments  
APN: 027-241-08



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## Sanitation Review

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**Routing No: 1 | Review Date: 04/02/2013**

DIANE ROMEO (DROMEO) : Incomplete

Application No: 131064

### **1st Review Summary Statement:**

The County of Santa Cruz Environmental Compliance Unit **does not approve** the plans as submitted. Please see completeness, policy compliance, and information items listed below.

### Completeness Items:

Plans received illustrate a kitchen. There is no indication of a grease interceptor. Include plumbing plan.

### Policy Compliance Items:

All plans for commercial kitchens must illustrate plumbing fixtures and grease waste lines. Plans with kitchens must indicate grease interceptor size and design before they can be approved by the Sanitation District.

### Information Items:

- 1.) All grease traps will meet the Santa Cruz County Design Criteria. Grease interceptor sizing specifications are detailed in the design criteria. See the design criteria at <http://www.dpw.co.santa-cruz.ca.us/DESIGNCRITERIA.pdf> (figures SS-16 and SS-17).
- 2.) All sinks and floor drains must be routed through a grease interceptor with the exception of hand washing sinks and bathroom drains.
- 3.) A dishwasher is not permitted unless a minimum exterior 350-gallon grease interceptor is installed.
- 4.) All grease traps will meet the Santa Cruz County Design Criteria. Grease trap sizing specifications are detailed in the design criteria.
- 5.) Floor drains must be installed with screens that prevent solids from blocking the facility's pipes and from entering the sanitary sewer.
- 6.) Garbage grinders are strictly prohibited in commercial kitchens.
- 7.) Drains located within the trash enclosure area must be connected to grease interceptors and overhead coverage provided.

### Miscellaneous comments:

**The Sanitation District must be allowed to review plans for the grease interceptor/trap(s) prior to issuance of a permit and to inspect the installation.**

Any questions regarding these criteria or to schedule an inspection should be directed to the Santa Cruz County Sanitation District Environmental Compliance Unit at (831) 477-3907. All resubmittals shall be made through the Planning Department. Materials left with Public Works will



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**Sanitation Review**

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**Routing No: 1 | Review Date: 04/02/2013**

DIANE ROMEO (DROMEO) : Incomplete

not be processed or returned.

**Routing No: 2 | Review Date: 06/11/2013**

ANNETTE OLSON (AOLSON) : Complete

Application is Complete

No. 2 Review Summary Statement; Appl. No. 131064;  
APN: 27-241-08:

The Santa Cruz County Sanitation District has reviewed your application for development and sanitary sewer service is currently available to serve your project, subject to the requirements listed below. The project is not located within an impacted sewer basin and is conceptually approved. The project sewer design and connection of the project to the Santa Cruz County Sanitation District system will be required to conform to the County Design Criteria (CDC) Part 4, Sanitary Sewer Design, June 2006 edition.

This review notice is effective for one year from the issuance date to allow the applicant the time to receive tentative map, development or other discretionary permit approval. If after this time frame this project has not received approval from the Planning Department, a new availability letter must be obtained by the applicant. Once a tentative map is approved this letter shall apply until the tentative map approval expires.

Reference for County Design Criteria:

<http://www.dpw.co.santa-cruz.ca.us/DESIGNCRITERIA.PDF>

The sewer improvement plan submitted for the subject project is approved by the District based upon plans prepared for 2nd submittal. Any future changes to these plans changing alignment or elevation of lateral 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.

All resubmittals shall be made through the Planning Department. Materials left with Public Works will not be processed or returned.

Discretionary Permit Conditions:

A duplex pump is required for this use. Pump station maintenance manual shall be adhered to and



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## Sanitation Review

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**Routing No: 2 | Review Date: 06/11/2013**

ANNETTE OLSON (AOLSON) : Complete

name and phone number of emergency responder, to be retained by developer/owner of property, shall be on file with the Sanitation District. Location of pumps as shown on plans is approximate only and may require relocation for venting purposes. Applicant shall work with pump supplier/manufacture to locate and size the pumps.

Sanitation District Inspector shall be contacted upon installation of sewer lateral and private domestic water meter. Inspector shall be provided with private water meter reading at installation. Sanitation District Inspector shall be contacted and staff shall field verify with inspector that all plumbed buildings have water use measured by domestic, private water meter. Meter shall either be repaired or changed immediately upon impaired or non-functioning condition and/or as notified by District staff of suspected problem.

### Informational Items:

Water use data (actual or projected), and other information as may be required for this project, must be submitted to the District for review and use in capacity and waste pretreatment requirements before the building permit application can be approved and sewer connection permit can be issued.

Connection of uncovered outside floor/deck/parking lot drains to the sewer system is prohibited by District code. Any drain that is connected to the sewer is to be covered and the surrounding area shall be bermed or sloped to prevent surface water from entering sewer system. Floor or deck drains in trash enclosure areas shall be covered and be connected to a grease interceptor before entering the sewer system,

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 land division improvement prior to submission for building permits.

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 land division improvement prior to submission for building permits.

Connection of uncovered outside floor/deck/parking lot drains to the sewer system is prohibited by District code. Any drain that is connected to the sewer is to be covered and the surrounding area shall be bermed or sloped to prevent surface water from entering sewer system. Floor or deck



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**Sanitation Review**

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**Routing No: 2 | Review Date: 06/11/2013**

ANNETTE OLSON (AOLSON) : Complete

drains in trash enclosure areas shall be covered and be connected to a grease interceptor before entering the sewer system.

Any questions regarding the above criteria should be directed to Diane Romeo of the Sanitation Engineering division at (831) 454-2160.

Diane Romeo  
Department of Public Works  
831.454.2160  
Diane.Romeo@co.santa-cruz.ca.us

**Routing No: 3 | Review Date: 06/17/2013**

ANNETTE OLSON (AOLSON) : Not Required

**Water Review -ALUS**

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**Routing No: 1 | Review Date: 06/14/2013**

ANNETTE OLSON (AOLSON) : Complete

See letter in file for conditions of approval and compliance issues.





## WATER DEPARTMENT MEMORANDUM

DATE: June 5, 2013

TO: Annette Olson, Project Planner  
Sherry Reiker, Water Engineering

FROM: Clara Cartwright, Santa Cruz Water Conservation Office

SUBJECT: 885 17<sup>th</sup> Ave.      APN: 027-241-08      Application No: 131064

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The Water Conservation Office has reviewed preliminary plans for this project. The plans do not appear to comply completely with the City's Water Efficient Landscape Ordinance. When complete landscape and irrigation plans are submitted as part of the building permit application, following information and revisions should be included on the plans:

### PLANTING PLAN

1. Turf varieties must be water conserving species, such as hard and tall fescue. Turf variety must be indicated on the plan.

### IRRIGATION PLAN

2. The turf area and total landscape area were underestimated on the plan. The indicated turf area will need to be changed to reflect the total turf on the plan (approximately 6,050 square feet), and the total landscape area should also reflect the actual total (approximately 7,900 square feet).
3. The landscaped area is, or appears to be, greater than 5,000 square feet and therefore requires a separate dedicated irrigation water meter which must be shown on the plans. Since the school already has a dedicated irrigation meter, the plans should identify this meter as the source of irrigation water.
4. Spray irrigation must be used only in areas where irrigation water will not run-off site onto pavement. The spray irrigation systems shall be separated from adjacent sidewalks, driveways, or other paved surfaces by a mulched border at least two feet in width consisting of shrubs, groundcover, or other landscape treatment that is not spray irrigated.
5. Point source irrigation is required where plant height maturity will affect the uniformity of an overhead system, such as shrub beds or perennial plantings. The bioswale area's

plant height maturity would cause overhead spray irrigation to run off the landscape onto the adjacent pavement. Please specify either drip irrigation or bubblers for this area.

6. Overhead spray nozzles must have a precipitation rate of no more than one inch per hour. The bioswale spray irrigation currently would have a precipitation rate of 1.93 inches per hour. Switching the irrigation in this area to drip will eliminate this problem.
7. A weather-based irrigation controller is needed for this project. An Irritrol Climate Logic Wireless Weather Sensing System needs to be added to the Irritrol MC-8E controller.

#### ADDITIONAL COMMENTS

8. Please add soil conditioning notes to the planting plan. Indicate that mulch of at least three inches depth will be applied to all non-turf planting areas (use 1 1/2 inches in areas of groundcover planted from flats), and six yards organic amendment per 1,000 square feet of topsoil.

The following language referring to the City's landscape ordinance should be included as a condition of approval for this project:

Two copies of the detailed landscape and irrigation plans shall be submitted at the time of the building permit application for review by both the Planning Department and Water Department. The landscape and irrigation plans shall satisfy all requirements of the City's Water Efficient Landscape Ordinance prior to approval and issuance of the building permit.

Please refer the applicant to the City's Water Efficient Landscape Ordinance at [www.cityofsantacruz.com/welo](http://www.cityofsantacruz.com/welo) for complete details on landscape plan requirements. The applicant may also contact the Water Conservation Office at 831-420-5230 with any questions.

## JOINT USE AGREEMENT

This Joint Use Agreement ("Agreement") is entered into this \_\_\_\_ day of January 2013, by and between the Live Oak School District, a political subdivision of the State of California ("LOSD"), The Boys and Girls Club of Santa Cruz, Inc., a non-profit Corporation ("BGC") and the County of Santa Cruz, a political subdivision of the State of California ("County"). Hereinafter, the "Parties" shall refer collectively to LOSD, BGC and County.

### RECITALS

A. On approximately June 27, 2011, County and LOSD entered into an agreement ("Youth Center Agreement," attached hereto as Exhibit "A"), under which County granted LOSD five million dollars (\$5,000,000.00) subject to certain terms and conditions for the development, design and construction of a two-story youth center facility (the "Facility") on the northwest corner of the Shoreline Middle School ("Shoreline MS") campus, which is located in the Live Oak area of unincorporated Santa Cruz County, California ("Premises"). The intended Facility is generally described in Attachment No. 1 to the Youth Center Agreement. The Youth Center Agreement was subsequently amended and extended on or about June 27, 2012, extended on or about October 16, 2012, and amended and extended on or about December 11, 2012. The Youth Center Agreement, including all extensions and amendments thereto, shall be referred to herein as the Youth Center Agreement and is incorporated herein by reference.

B. The Youth Center Agreement requires that County, LOSD, and BGC enter into a joint use agreement requiring that LOSD construct the Facility, that BGC operate and maintain the Facility, that use of the Facility be shared between BGC, LOSD, County and the public (for public use during times it is not being used by LOSD and BGC), and that addresses vehicle access and parking for the Facility.

C. BGC operates recreational, educational, art and other programs and services for youth at its facility in the City of Santa Cruz, California. The Parties intend that BGC will provide similar programs and services to area youth at the Facility (except for programs and services that require a gymnasium), according to the terms and conditions set forth in this Agreement.

D. The primary purpose of this Agreement is to implement the Youth Center Agreement to provide a permanent facility for youth development, academic enrichment, recreational, and other youth activities and programs for the benefit of the residents of Santa Cruz County, particularly including but not limited to, residents of the area designated as the Live Oak/Soquel Community Improvement Project Area (hereinafter, "Live Oak/Soquel Area").

NOW, THEREFORE, in consideration of the foregoing recitals and the mutual covenants and conditions set forth herein, and in furtherance of the Youth Center Agreement, the Parties agree as follows:

1. Basic Terms.

(a) LOSD shall construct the Facility on the Premises in accordance with the Youth Center Agreement. Completed construction shall include paint, floor coverings, and fixtures, but shall not include furniture, equipment or supplies. The Premises is and shall remain under the ownership of LOSD, and LOSD shall own the Facility. BGC shall have the right to use the Facility as provided in the Facility Use Agreement (as defined below) between BGC and LOSD and this Agreement.

(b) BGC shall be solely responsible for all operation, maintenance and administration costs of providing youth programs and services as required under this Agreement,

and shall be responsible for Facility operation, maintenance and repair costs as indicated in a Facility Use Agreement between BGC and LOSD.

(c) BGC shall make best efforts to engage in a fundraising campaign to raise \$1,500,000.00 in cash and in-kind donations toward the costs of the first three (3) years of its operations of the Facility and the costs of necessary furniture, equipment and supplies, as more fully addressed in Paragraph 9, below.

2. Use of Facility.

(a) General. The Facility shall be a joint-use facility that serves BGC, LOSD, County (for public programs), and the greater Santa Cruz County community. The Facility shall be primarily used by BGC to operate youth center programs during BGC's typical program hours (1:30 p.m. to 7 p.m. on weekdays (including staff preparation time), and extended weekday hours during school vacations and holidays) ("BGC Hours"), and by LOSD during Shoreline MS's regular school hours. When the Facility is not being used by BGC and LOSD, certain areas of the Facility shall be made available to County and to members of the public and community groups for public and private programs, classes, meetings and other activities ("Public Use") under the Civic Center Act (Education Code sections 38130 et seq).

(b) BGC Use. BGC shall have exclusive use of all spaces of the Facility (unless otherwise permitted by BGC) during BGC Hours, and BGC shall have exclusive use of certain spaces designated for BGC's reception, office, administrative, security, and other purposes at all times, which are to be specified in a Facility Use Agreement to be executed between BGC and LOSD. BGC shall provide youth development, educational, recreational and other youth programs and activities in a supervised, secure and safe environment at the Facility.

All programs and services provided by BGC shall be at its own cost using its own employees, contractors and/or volunteers. However, BGC may operate joint projects with LOSD, the County, or other entities or agencies, in which such costs may be shared upon agreement. No use of the Facility shall in any way interfere with regularly scheduled educational activities at Shoreline MS or regular activities of County or the public at the County Swim Center ("Simpkins" or "County Swim Center").

(c) LOSD Use. LOSD shall have the right to use certain designated spaces of the Facility during regular Shoreline MS school hours, and at other times to be negotiated with BGC for educational purposes.

(d) County and Public Use. Upon availability and reservation, County, members of the public, and community groups shall have the right to use certain designated spaces of the Facility for Public Use at times when such spaces are not being used by BGC and LOSD. Public Use shall be administered by LOSD in accordance with the Civic Center Act (Education Code sections 38130 et seq), the requirements of this Agreement and the rules and policies to be developed by LOSD, the County and BGC for such purposes. Such rules and policies may include, but shall not be limited to, a use fee requirement for Facility operation and administrative costs, and a requirement that users sign appropriate liability releases, indemnities, and waivers. Public Use shall not interfere with: BGC's use of the Facility; LOSD's use of the Facility; any Shoreline MS activities during regular school hours; and use of the County Swim Center by County employees and members of the public during the County Swim Center's regular hours. LOSD and BGC shall maintain a Master Calendar for the Facility. Reservations shall be given on a first come, first served basis, but when feasible or necessary, reservations shall be issued according to the following order of priority: (1) organized youth groups based in

the Live Oak/Soquel Area; (2) organized youth groups based in other parts of Santa Cruz County; (3) non-profit groups (including unincorporated associations) based in the Live Oak/Soquel Area; (4) non-profit groups (including unincorporated associations) based in other parts of Santa Cruz County; (5) for-profit groups and entities providing educational or recreational programs or activities that are open to the public; (6) other requests. LOSD shall make best efforts to make the Facility available to all qualifying groups requesting Public Use at least one time during each 12-month period.

(e) Emergency Use By County. In addition to Public Use, County shall be entitled to use of the Facility by virtue of a public health or safety emergency (e.g., earthquake, flood, or other act of God) declaration, as determined necessary by the County Administrative Officer.

3. Facility Use Agreement. Prior to the commencement of construction of the Facility, BGC and LOSD shall enter into a separate agreement ("Facility Use Agreement") to implement applicable terms of this Agreement. The Facility Use Agreement shall designate the spaces in the Facility that will be available for BGC, LOSD and Public Use, and the days and times such spaces will be available. The Facility Use Agreement shall address joint use terms, including but not limited to the following: Facility design and included improvements and fixtures; schedule of use; term of occupancy; maintenance; default; and termination. In addition, the Facility Use Agreement shall include indemnification and insurance terms consistent with those contained in the Youth Center Agreement. The Facility Use Agreement shall require that the BGC take possession of the Facility as noted below. The Facility Use Agreement shall require that the BGC implement a youth program within 30 days after taking possession of the Facility and as otherwise provided herein. The Facility Use Agreement shall be structured to

require that the BGC maintain possession of the Facility and run an active youth program, as noted below, for a period of not less than 5 years after BGC Possession (as defined below)..

4. Term of Agreement. The Commencement Date of this Agreement shall be the date of execution by all parties (the "Commencement Date"). The initial term of this Agreement shall be five (5) years, and shall renew automatically for nine (9) additional five-year terms, except that it may be earlier terminated by BGC, as to BGC's duties and obligations only, as provided herein and in the Facility Use Agreement pursuant to paragraph 8 herein below. In the event BGC or any other Party terminates BGC's rights, duties and obligations under this Agreement for any reason, this Agreement shall nonetheless survive and continue to be effective as between LOSD and County.

5. BGC Possession. BGC shall take possession of the Facility on a date specified by LOSD ("BGC Possession"), which date shall be no more than thirty (30) days after both of the following have occurred:

- a) The project Inspector of Record (IOR) has filed with the Division of the State Architect (DSA) a DSA-6 notice that the building is substantially completed; and
- b) LOSD, acting upon the recommendation of its architect, has notified the County and BGC in writing that the Facility is substantially completed and ready for occupancy.

BGC shall furnish the Facility with furniture, equipment and supplies at its own expense, and shall commence providing youth programs and services at the Facility as required under this Agreement, no more than thirty (30) days after BGC Possession.

6. Parking.



(a) Facility Parking Spaces. During BGC Hours, the new parking spaces and new pickup/drop-off areas constructed as part of the Facility shall be used exclusively by persons picking up or dropping off BGC members and by other BGC visitors. These spaces shall not be used by persons using, visiting, or employed at Shoreline MS or the County Swim Center without prior written permission of BGC and LOSD.

(b) Shoreline MS Parking Lot. The Shoreline MS parking lot (located along 17<sup>th</sup> Avenue), shall be the designated parking area for use by BGC employees and volunteers at all times. During non-BGC Hours, the Shoreline MS parking lot may also be used by visitors to the BGC or by other users of the Facility. All employees, volunteers and visitors to the Facility who park in the Shoreline MS parking lot and walk through the Shoreline MS campus during school hours (that is, weekdays, 7:45 a.m. to 2:30 p.m.), to get to the Facility must check in at the Shoreline MS administration office. Checking out upon departure is not required.

(c) Overflow Event Parking. If needed, parking areas at Del Mar Elementary School, which is owned by LOSD, may be used for overflow parking for special events held at the Facility, with the prior written permission of LOSD, which shall not be unreasonably withheld.

(d) County Swim Center Parking. The County Swim Center parking lot shall not be used by any LOSD or BGC staff or volunteers, or by any BGC member, parent or any other person using or visiting the Facility, without the prior written permission of County.

7. Driveway. The Parties acknowledge that the driveway that accesses County Swim Center from 17<sup>th</sup> Avenue ("Driveway") shall serve as the ingress and egress for the Facility To compensate County for its real property interests and increased long-term

maintenance costs for the Driveway, LOSD shall pay County \$1,500 per year for each and every year that the Driveway is used as ingress and egress for the Facility. The annual payment may be prepaid at any time for any term without prepayment penalty. The amount of the annual payment may be reviewed at the request of either County or LOSD and may be revised only with the mutual agreement of both County and LOSD. In exchange for this consideration, County shall grant a non-exclusive easement to LOSD for the Driveway as detailed in a Grant of Easement and Easement Agreement ("Easement") to be executed between LOSD and County. The County shall execute and record the Easement in the Official Records of the County of Santa Cruz within 10 days of the receipt of the first annual payment from LOSD.

8. Hardship Termination by BGC; "Mothball Clause"; Release.

(a) BGC shall make best efforts to keep its operation of the Facility fully-funded and its programs intact. Nevertheless, at any time after the fifth year of BGC's occupancy of the Facility, and upon 180 days' prior written notice to LOSD and County (which may be given any time beginning on the date that is four and one-half years after BGC Possession), BGC may terminate its participation in and obligations under this Agreement if the BGC Board of Directors determines in its sole discretion that BGC does not have and cannot likely raise sufficient funds necessary to continue to operate programs at the Facility as required by this Agreement ("Hardship Termination"). BGC shall vacate the Facility no earlier than 180 days after giving LOSD and County notice of BGC's Hardship Termination.

(b) The parties intend that the Facility continue to be used as a youth center for the benefit of the youth and families of Live Oak and Soquel even in the event of BGC's termination of its participation under this Agreement and vacancy of the Facility pursuant to Paragraph 8(a), above. To that end, immediately upon giving notice of its Hardship Termination,

BGC shall make best efforts to cooperate with LOSD and County and to identify and contact suitable replacement entities (including other Boys and Girls Clubs), with the ability, capacity and interest to offer youth programs and/or services at the Facility as a party to this Agreement, and in collaboration with the LOSD and the County. Any such replacement entity must be approved by LOSD and must execute a Facility Use Agreement with LOSD prior to occupancy. The Facility Use Agreement between BGC and LOSD shall include mutual release, hold harmless and indemnification terms, along with related property damage and general liability insurance and subrogation requirements, to address potential damages and other claims arising while the Facility is being used by the respective parties. For any period of time beginning on the date of BGC's vacation of the Facility and ending on either the date one or more subsequent tenants take possession of the Facility or on the termination date of the then current five-year use term, whichever is earlier ("Mothball Period"), BGC shall provide and/or pay LOSD for Facility maintenance and security costs, including insurance ("Mothball Costs"), that would be minimally necessary to maintain and protect the Facility in a state of non-use. Mothball Costs shall be more fully described in the Facility Use Agreement between LOSD and BGC. Notwithstanding the above, during the Mothball Period, LOSD may use the Facility for its own use and may or may not, in its sole discretion, make the Facility available for use by the County or members of the public and community groups at the estimated pro rata cost for Facility administration, upkeep, utilities and maintenance (including insurance). BGC shall pay Mothball Costs on a monthly basis.

(c) Except as provided in Paragraph 8(b) of this Agreement, above, upon BGC giving notice of its Hardship Termination to County and LOSD, and upon BGC vacating the Facility no earlier than 180 days thereafter, all of BGC's obligations under this Agreement

shall terminate and County and LOSD agree to release and hold harmless BGC from and against any and all duties and liabilities, claims, expenses, costs, damages, and other liability arising from this Agreement (including without limitation fees of attorneys or experts).

(d) If, for any reason following BGC Possession, BGC or any other entity succeeding BGC in providing youth services operations discontinues those operations at this Facility, then LOSD, as owner and operator of the land and building, in consultation with the County, shall seek out and secure a suitable alternate youth services program for the Facility. Any such replacement entity must be approved by the LOSD and must execute a Facility Use Agreement with LOSD prior to occupancy.

(e) If, following BGC Possession, BGC gives notice of its Hardship Termination to County and LOSD, and BGC vacates the Facility no earlier than 180 days thereafter, and if LOSD, for the entire duration of a period commencing with the date that the BGC vacates the Facility and ending 18 months after that date, or until a suitable youth services entity replaces BGC, whichever comes first, is making reasonable best efforts to find one or more suitable youth service entity(ies) to replace BGC to operate and maintain a youth center at the Facility, then LOSD shall not be considered in breach of any obligations under this Agreement or the Youth Center Agreement to operate and maintain a youth center at the Facility during that 18 month period.

(f) If, at the end of that 18 month period, no suitable tenant similar to BGC has entered into an agreement to operate comparable youth-oriented programs at the Facility then LOSD and County shall meet and confer to determine the alternative temporary and/or permanent use of the Facility consistent with the Recitals in the Youth Center Agreement related

to the benefits provided to the Live Oak/Soquel Improvement Area of a permanent youth serving public facility. After meeting and conferring, if LOSD decides that it is not feasible for LOSD to offer youth services at the Facility comparable to those provided by the BGC, then the County may, but shall not be obligated, to offer a youth services program at the Facility, subject to approval of said program by LOSD's Board of Trustees, which approval shall not be unreasonably withheld so long as the proposed program is consistent with LOSD's existing policies and serves students, youth and the community. Terms of use for such a program offered by the County, shall, to the extent mutually agreeable to both LOSD and the County, contain terms equivalent to the terms of the most recent facility use agreement between LOSD and BGC, but in any event the terms of any use of the Facility by the County to offer a youth services program shall be on terms mutually acceptable to both LOSD and the County.

9. BGC Fundraising. BGC shall make best efforts to engage in a fundraising campaign to raise \$1,500,000.00 in cash and in-kind donations toward the costs of the first three (3) years of its operations of the Facility and the costs of necessary furniture, equipment and supplies ("Fundraising Campaign"). The Fundraising Campaign shall be distinct from BGC's fundraising activities for BGC's Downtown Santa Cruz facility. BGC shall maintain any funds raised as a result the Fundraising Campaign in a separate, identifiable account. In addition, subsequent to taking possession of the Facility, BGC shall engage in fundraising activities to specifically benefit BGC's programs and operation costs at the Facility, and any such funds raised shall be used exclusively for costs related to the Facility and BGC's provision of programs and services at the Facility. Notwithstanding the above, any funds BGC raises for the Facility may be used to pay the costs of any such fundraising. BGC shall submit written semi-annual

reports, and upon request, to LOSD and the County regarding its fundraising efforts and the results of those efforts.

10. Gymnasium. The Parties acknowledge that the Facility does not include a gymnasium, and that the RDA funds County granted to LOSD pursuant to the Youth Center Agreement does not anticipate the construction of a gymnasium as part of the Facility. Nonetheless, the Facility is being designed and entitled so as to accommodate a gym/multipurpose room as a future project. This Agreement is not intended to bind any Party with respect to a future gym/multipurpose room, with the exceptions that the terms relating to parking and the Driveway shall continue to apply to a gym/multipurpose building that may be constructed on the Shoreline MS campus adjacent to the Facility in the future.

11. Signage. BGC may install a "Boys & Girls Club" identification and directional sign at the entrance to the Driveway, subject to approval of a development permit and conditions set by the County Planning Department. LOSD shall install directional signs indicating the locations for Facility use parking, and forbidding the use of the County Swim Center parking lot for Facility use. The Parties shall cooperate in deciding on the precise design, size and location of these signs. These signs shall be included as part of Facility construction.

12. Non-Discrimination. LOSD, BGC, County and all persons or groups using the Facility shall not discriminate against or segregate any person or group of persons, on account of race, color, creed, religion, sex, sexual orientation, marital status, national origin, physical or mental disability, medical condition, age, veteran status, or ancestry, in the use, occupancy, tenure, or enjoyment of the Facility, nor shall LOSD, BGC, County, or any person claiming under or through LOSD, BGC or County establish or permit any such practice or practices of

discrimination or segregation with reference to the selection, location, number, use, or occupancy, of the Facility.

13. Limit of Liability and Indemnification.

(a) Section 3.6, Indemnification, of the Youth Center Agreement is incorporated herein by this reference.

(b) The LOSD and BGC agree to include clauses regarding limits of liability and indemnification between the BGC and the LOSD as part of the Facility Use Agreement for the Facility.

14. Default; Termination.

(a) Default By LOSD. In the event LOSD is unable to complete construction of the Facility as required by this Agreement by December 31, 2014, then BGC may terminate this Agreement as to BGC, and County and LOSD shall release BGC from all obligations set forth in this Agreement; provided, however, that before declaring an event of default by LOSD, BGC or County shall give LOSD a notice of potential default and shall give LOSD an opportunity to cure during the Cure Period specified on the notice or as otherwise agreed.

(b) Default by County. In the event County fails to make timely disbursements to LOSD, as set forth in the Youth Center Agreement, such that LOSD is substantially prevented from completing construction of the Facility by December 31, 2014, or another date established by any approved time extensions or amendments, then LOSD or BGC may terminate this Agreement, and County and BGC shall release LOSD from all obligations set forth in this Agreement; provided, however, that before declaring an event of default by County,

LOSD or BGC shall give County a notice of potential default and shall give County an opportunity to cure during the Cure Period specified on the notice or as otherwise agreed.

(c) Default by BGC. In the event BGC fails to provide youth development, educational, recreational and other youth programs and activities in a supervised, secure and safe environment at the Facility in a manner that is typical of BGC's programs at its downtown Santa Cruz facility, in the event BGC fails to allow reasonable Public Use of the Facility, or in the event BGC fails to make timely payments to LOSD of utilities, maintenance and repair costs pursuant to the Facility Use Agreement, then LOSD may terminate BGC from this Agreement, and BGC shall release LOSD and County from all their respective obligations set forth in this Agreement; provided, however, that before declaring an event of default by BGC, LOSD or County shall give BGC a notice of potential default and shall give BGC an opportunity to cure during the Cure Period specified on the notice or as otherwise agreed.

(d) Notice; Cure. For purposes of this Agreement, the "Cure Period" shall be as follows: (1) in connection with a payment default, the notice shall provide a cure period of not less than twenty (20) business days; and (2) in connection with failure to comply with any other covenant, the notice shall provide a cure period of not less than forty-five (45) days, provided that if the default is not reasonably capable of cure within the time specified by a Party on the notice, the defaulting Party may request sufficient time to cure such default and the other Party shall agree to extend the Cure Period so long as defaulting Party is diligently prosecuting such cure to completion. Notwithstanding the foregoing, if a Party's failure to perform its obligations under this Agreement materially impairs the other Party's ability to use the Facility, then if the defaulting Party fails to correct the condition affecting the other Party within seventy-two (72) hours, notwithstanding any other provision of this Agreement, the non-defaulting Party



shall have the right to cure such default and recover from the defaulting Party, upon demand for payment, all costs reasonably incurred in curing such default. For purposes of this Agreement, a "Cure Period" includes any additional accommodation agreed to by the Party giving the notice of termination or default. Other than in connection with a material impairment, the Parties agree to designate representatives to meet to negotiate an additional cure within five (5) business days of the date a notice of default or intent to terminate is given.

15. No Liability Until Commencement Date. Notwithstanding any other term of this Agreement, BGC shall have no duties, obligations or liabilities under this Agreement until the Commencement Date.

16. Legal Compliance. The Parties shall maintain and conduct their operations with respect to the Facility in a lawful manner and in compliance with all governmental laws, rules, ordinances and regulations to the extent applicable to such party.

17. Dispute Resolution. The Parties shall attempt to resolve any disputes, first, through negotiation and if not successful, thereafter, through non-binding mediation. At the time of requesting mediation, the Party making the request shall provide a list of not less than three proposed mediators experienced in local government contracting and/or school district facilities. Upon receipt of a request for mediation by the non-moving Party, the non-moving Party shall propose dates (within thirty (30) days of the request) for the Parties to confer to make a mutually acceptable selection of a mediator; provided that the Party responding to the request for mediation may propose up to three (3) additional mediators for consideration if it believes in good faith that none of the mediators proposed by the moving Party are both qualified and neutral. If the Parties are not able to agree on a mediator within sixty (60) days (or other reasonable period agreed by the Parties), each Party may select one (1) mediator and the two

mediators so selected will select a third mediator. The Parties will bear their own costs of mediation and will share the fees of the mediator(s) equally.

18. Attorneys' Fees. In the event any action, including arbitration, is brought to enforce or interpret any part of this Agreement, the prevailing party shall be entitled to recover as an element of his costs of suit, and not as damages, a reasonable attorneys' fee to be fixed by the court or arbitrator. The "prevailing party" shall be the party who is entitled to recover his costs of suit, whether or not the suit proceeds to final judgment. A party not entitled to recover his costs shall not recover attorney's fees. No sum for attorney's fees shall be counted in calculating the amount of a judgment or award for purposes of determining whether a party is entitled to recover his costs or attorney's fees.

19. Entire Agreement. Except for the Youth Center Agreement, this instrument contains the sole and only agreement between the three Parties hereto and correctly sets forth the rights, duties and obligations of each of the Parties to the others as of its date. Any prior agreements, promises, negotiations or representations not expressly set forth herein are of no force and effect.

20. Notices. Any notice, request, demand, or other communication required or permitted hereunder shall be given in writing to the other party and shall be deemed to be properly given when deposited in the United States mail, postage prepaid, or when delivered personally, sent by overnight courier, sent by facsimile transmission (with original forwarded by other method) addressed to the parties as follows:

Live Oak School District:

984-1 Bostwick Lane  
Santa Cruz, CA 95062  
Attention: Superintendent  
(831) 476-6333

The Boys and Girls Club of Santa Cruz, Inc.:

543 Center Street  
Santa Cruz, CA 95060  
Attention: Executive Director  
(831) 423-3138

County of Santa Cruz.:

701 Ocean Street, Room 410  
Santa Cruz, CA 95062  
Attention: Director of Public Works  
(831) 454-2160

21. Force Majeure/Specific Exceptions. The time for performance of an obligation other than the payment of money under this Agreement shall be extended for the period during which a Party is prevented from performing by acts of God, government, or other force or event beyond the reasonable control of that Party.

22. No Waiver. No waiver by either Party of any provision hereof shall be deemed a waiver of any other provision hereof or of any subsequent breach by the other Party of the same or any other provision.

23. Captions. The captions and headings of the Sections of this Agreement are for convenience of reference only and shall not be deemed to define or limit the provisions thereof.

24. Severability. Should any portion of this Agreement be determined void as a matter of law, upon the written consent of all parties, the remainder shall continue in full force and effect, provided the purposes of this Agreement can be reasonably accomplished by the Parties hereto.

25. Counterparts. This Agreement may be executed in any number of counterparts, each of which shall be deemed to be an original, but all of which together shall constitute one and the same instrument.

26. Due Authority. Each individual signing this Agreement warrants and represents that he or she has been authorized by appropriate action of the party which he or she represents to enter into this Agreement on behalf of that party.

[SIGNATURES ON NEXT PAGE]

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IN WITNESS WHEREOF, the parties hereto have executed this Agreement to be effective as of the later of the dates set forth next to the signature below ("the Effective Date").

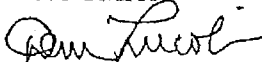
**LIVE OAK SCHOOL DISTRICT**

By:   
Tamra Taylor, Superintendent


Date:

Approved As To Form:

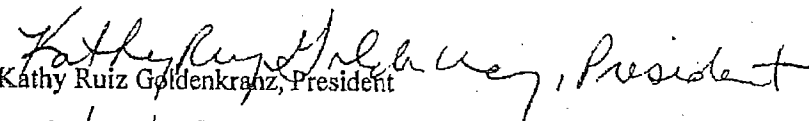
LOZANO SMITH

By:   
Attorneys for Live Oak School District

**THE BOYS AND GIRLS CLUB OF  
SANTA CRUZ, INC.**


By:   
Bob Langseth, Executive Director

Date: 2/15/2013

By:   
Kathy Ruiz Goldenkranz, President

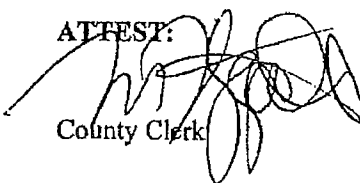
Date: 2/15/13

**COUNTY OF SANTA CRUZ**

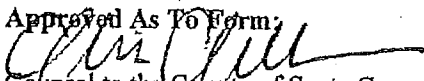
By:   
Susan Mauriello,  
County Administrative Officer

Date:

ATTEST:

  
County Clerk

Approved As To Form:

  
Counsel to the County of Santa Cruz

## PROGRAM STATEMENT

The project is a proposed Boys & Girls Club at Shoreline Middle School (herein "the Clubhouse") in the Live Oak section of Santa Cruz County, California. The Clubhouse would be located on the Shoreline Middle School campus and be accessible from the existing Simpkins Family Swim Center driveway, from 17<sup>th</sup> Avenue. This new facility would be jointly used by multiple entities per the terms of a Joint Use Agreement (JUA) between Live Oak School District, a political subdivision of the State of California ("LOSD"), The Boys and Girls Club of Santa Cruz, Inc., a non-profit Corporation ("BGC") and the County of Santa Cruz, a political subdivision of the State of California ("County"), accommodating up to 200 youth for after-school activities and providing facilities for outside community groups managed by the Santa Cruz County Open Space and Cultural Services Department.

Generally the Youth Center will function exclusively as a Boys & Girls Club (age 6-11) and Teen Center ('The Club') (age 12-16) from 1:30pm until 7pm. 'The Club', currently operational on the Shoreline Middle School campus will be relocated to the new building. During school hours LOSD will have access to rooms within the building, and to the outside basketball courts to conduct instruction. After 7pm, Public and Private Use of the facility will be permitted based on a set of priorities listed in the JUA.

A new visitor parking area and drop-off is located at the entrance to the building and shall be used exclusively for picking up or dropping off members of the BGC. The Simpkins Swim center parking will not be used by the BGC. The BGC staff will park at existing Shoreline Middle School. Special parking provisions are further listed in the JUA. A monument sign located on the school property on the South-East side of the main driveway and 17th Avenue will provide directional signage to the BGC. At the BGC there will be a smaller sign directing one-way traffic to the facility. Further signage restricting parking and providing way-finding is added at both the existing Shoreline parking area and the new parking area.

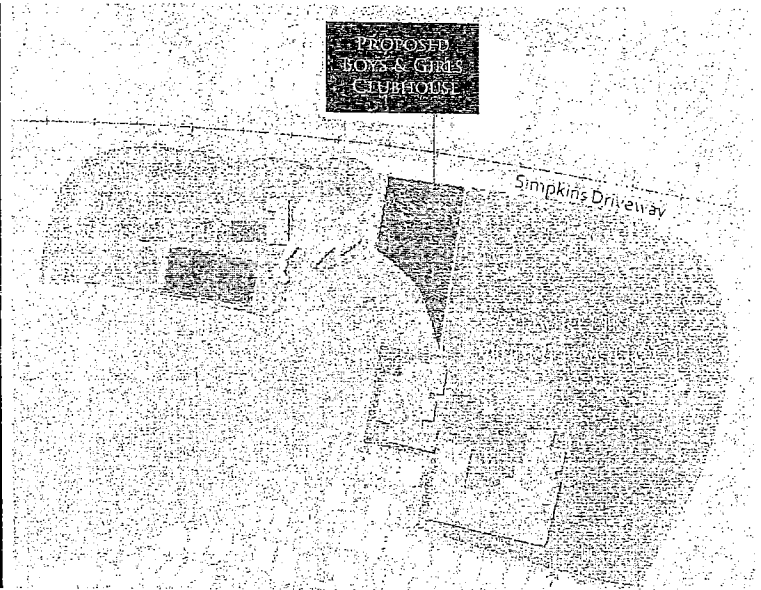
The Clubhouse at Shoreline Middle School would be run by the existing Boys & Girls Club of Santa Cruz, which has a clubhouse at 543 Center Street in Downtown Santa Cruz; however, the new Clubhouse would operate its own programs. The existing Downtown Santa Cruz clubhouse currently serves about 65 students who attend Shoreline Middle School; therefore, a majority of the participants at the new Clubhouse are expected to be Shoreline Middle School students and students from nearby Live Oak Schools (e.g. Del Mar Elementary School and Cypress Charter High School). The site is expected to allow the Boys & Girls Club to expand programming to serve additional participants. The new Clubhouse would accommodate 140 elementary school, middle school, and high school participants on a typical day. It would be staffed with up to 10 full-time and part-time professional staff and up to 10 volunteers.

The Boys & Girls Club programming at the site would operate during after school hours (Monday, Tuesday and Thursday: 2:00 to 7:00 PM; Wednesday: 12:30 to 7:00 PM; and Friday: 1:00 to 7:00 PM). On a typical day the Clubhouse would host afterschool homework help and special fitness classes (e.g. karate, dance), provide music and art facilities, and afford space for student clubs.

The project would include activity rooms, a learning center, offices, and an outdoor multi-use sports court. The site would have a digital arts center and dance studio that could host classes for adults and children; per building code these rooms could hold as many as 75 people, but typical class sizes would generally not exceed 30 people. These community classes would only occur with a special reservation and would only be permitted after 7:00 PM, when student activities are finished for the day.

# DRAFT

## Transportation Impact Analysis



Prepared for:

Live Oak School District & The Boys & Girls Club of Santa Cruz County

Prepared by:

FEHR & PEERS

332 Pine Street, Floor 4

San Francisco, CA 94104

EXHIBIT I

## EXECUTIVE SUMMARY

This report presents the results of the transportation impact analysis (TIA) and parking analysis for the proposed Shoreline Boys and Girls Club (herein "the Clubhouse") in Santa Cruz, CA. This new facility would be a joint-use facility between the Boys & Girls Club and the Live Oak School District, accommodating 140 youth for after-school activities and providing facilities for outside community groups managed by the Santa Cruz County Open Space and Cultural Services Department.

The purpose of the TIA is to identify potential significant adverse impacts of the proposed project on the surrounding transportation system and to recommend mitigation measures, if needed. Project impacts were evaluated following Santa Cruz County guidelines.

### PROJECT TRIP ESTIMATES

Clubhouse vehicular trip generation was forecast for a typical weekday afternoon (2:00 to 3:00 PM) and evening (PM) peak hour (5:00 to 6:00 PM). The afternoon peak hour is expected to be the busiest time for arrivals to the Clubhouse, when nearby schools are dismissed after 2:00 PM most days of the week and activities at the Boys & Girls Club begin immediately afterwards. The PM peak hour is the hour when traffic on the adjacent roadways is higher, and it is the standard hour used in traffic analyses since it typically presents a conservative (i.e., worst case) assessment of how a project affects adjacent street traffic operations (e.g., 17th Avenue). Trip generation was based on the expected activity schedule at the Clubhouse. Mode split for the site visitors was based on the location of the surrounding schools and observations at Harbor High School.

The AM peak hour was not analyzed for this project since the Clubhouse would be closed during the morning hours. Trip generation of adult community classes was not forecast because these users would enter and exit the site after the PM peak hour or on weekends, when traffic on the adjacent streets is lower.

- Using the preliminary activity schedule and mode and visitor vehicle assumptions, the building would generate an estimated 58 afternoon peak hour vehicle trips (29 inbound and 29 outbound) and 60 PM peak hour vehicle trips (30 inbound and 30 outbound).

### INTERSECTION TRAFFIC IMPACTS

Based on impact criteria defined by Santa Cruz County, the project is expected to have a **less-than-significant** project-level and cumulative-level impact at the four study intersections – 17<sup>th</sup> Avenue/Brommer Street, 17<sup>th</sup> Avenue/Simpkins-Project Driveway, 17<sup>th</sup> Avenue/Felt Street/Shoreline Middle School Entrance, and 17<sup>th</sup> Avenue/Portola Drive/East Cliff Drive – during the PM peak hour. Queues at the project entrance would not exceed the roadway capacity.

### BICYCLE, PEDESTRIAN, AND TRANSIT IMPACTS

The Clubhouse is anticipated to increase bicycle, pedestrian, and transit usage; however, the project will not adversely impact existing or planned facilities or transit service. The site is served by bicycle lanes and sidewalks on 17<sup>th</sup> Avenue that connect to bicycle and pedestrian facilities in the surrounding neighborhoods. The bicycle lanes and the sidewalks near the project site can reasonably accommodate additional demand. The site is served by one bus route. The existing transit service can reasonably accommodate the anticipated demand. Thus, the Clubhouse will have a **less-than-significant** impact on the existing pedestrian, bicycle, and transit network.



## PARKING ANALYSIS

On-site and off-site parking options are available for the Clubhouse. Shoreline Middle School, Del Mar Elementary School and Simpkins Center have available spaces to accommodate Clubhouse-related parking, as their parking lots are typically less than half full in the later afternoon and evening when activities at the Boys & Girls Club would occur. Per the Joint Use Agreement, the parking spaces provided at the Clubhouse would be used exclusively by persons picking-up or dropping-off students at the Clubhouse and other Clubhouse visitors. The Shoreline Middle School parking lot would be the designated parking area for Clubhouse employees and volunteers. The Middle School parking area would also be used by Clubhouse visitors. In the event the Clubhouse needs additional parking supply, the Clubhouse would use parking at Del Mar Elementary School unless permission to use the Simpkins Center parking lot is obtained from the County.

**Table E-1** summarizes the estimated parking demand under three typical scenarios, based on the Clubhouse activity schedule.

**"Typical Day"** scenario assumes 140 students are attending the after school programs at the Clubhouse, with 10 staff and 10 volunteers.

**"Sign-up Day"** scenario assumes 140 students, 10 staff and 10 volunteers are at the Clubhouse and some parents are parking at the site to register their children for classes.

**"Adult Classes Only"** scenario assumes 60 adults are attending classes at the Clubhouse with four instructors – this would mean two simultaneous adult classes. The Boys & Girls Club and County have agreed to limit adult classes at the facility to occur only by special arrangement and only after 7:00 PM when students have left the site; therefore, the parking demand associated with the Boys & Girls Club would not overlap with that of the adult classes.

The parking demand ranges from 25 to 48 parking spaces for the typical scenarios.

**TABLE E-1: PARKING DEMAND**

Scenario	People <sup>1</sup>	Parking Demand <sup>2</sup>	Parking Rate <sup>3</sup>
Typical Day	160	25	0.16
Sign-Up Day	160	40	0.25
Adult Classes Only <sup>4</sup>	64	48	0.75

**Notes:**

1. 140 students and 20 staff/volunteers.
2. Includes short-term parking demand associated with drop-off and pick-up.
3. Parking demand per person under each scenario.
4. Assumes two simultaneous adult classes occur after 7:00 PM.

Source: Fehr & Peers; 2013.

Sufficient parking is available on-site and at adjacent facilities to meet the project's parking demand, even during peak times. The preliminary site plan includes 12 parking spaces; staff and volunteers would park in the Shoreline Middle School parking lot. Therefore, the 12 spaces would be reserved for adults picking up students or registering students for activities. Based on the expected pick-up schedule, five spaces would be needed for adults on a typical day and 20 would be needed for adults during activity registration periods. Should demand exceed 12 spaces, the Middle School has available spaces to accommodate the increased parking demand. During the summer, parking demand would be similar to typical days during the school year; however, all 68 parking spaces at the Middle School would be available for Clubhouse visitors to use.

EXHIBIT I

# PRELIMINARY DRAINAGE STUDY

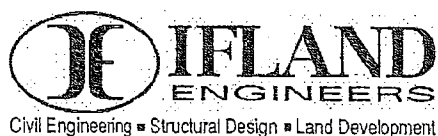
FOR

Boys & Girls Club  
*Shoreline Middle School*

Swim Center Drive  
Santa Cruz, California

April 24, 2013

Job# 12048



5200 Soquel Avenue Suite 101  
Santa Cruz, CA 95062  
(831) 426-5313 FAX (831) 426-1763  
[www.iflandengineers.com](http://www.iflandengineers.com)

## Introduction

This drainage study addresses the storm water mitigation measures and storm drain pipe capacities for the proposed development. The project construction area is approximately 32,633 square feet (0.75 Acres). The development includes constructing a new 2-story Boys & Girls Club, with associated parking lot and resurfacing of existing basketball court. The total impervious surface replaced is approximately 25,158 square feet, a 632 square foot net reduction. 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.

The project area currently conveys runoff from the adjacent swim center and properties to the north, via an 18" and 30" storm drain pipe respectively. Said pipes cross under the existing paved areas and are in the vicinity of the proposed building. As part of this project those drain lines are proposed to be relocated with revised easements. Capacity calculations for the existing pipes have been performed and included below.

Existing drainage areas and runoff volumes were obtained from both the County of Santa Cruz Zone 5 Master Drainage Plan (Appendix A) and county contours obtained from the County of Santa Cruz GIS website.

Site redevelopment will necessitate compliance with drainage regulations as mandated by the County of Santa Cruz Design Criteria.

## Existing Condition

The following calculations provide analysis of the existing conditions.

The runoff coefficient ( $C_{10}$ ) and the rainfall intensity ( $I_{10}$ ) are assumed values taken from figures SWM-1 and SWM-3, respectively, of the County of Santa Cruz Design Criteria dated March 2012.

• Total area (onsite)	= 0.60 AC
• Impervious area	= 0.60 AC
• Pervious	= 0.00 AC
$C_{10}$	= 0.90
$I_{10} @ T_c = 10 \text{ min}$	= 2.03"/hr
$Q_{10} = (0.90)(2.03)(0.6)$	= 1.09 cfs
$Q_{100} = (1.5)(1.25)(Q_{10})$	= 2.06 cfs

### Proposed Conditions

#### → 30" Storm Drain Pipe Capacity (relocated)

Zone 5:

Node 013210

Area = 0.007 mi<sup>2</sup> = 4.5 acres

Node 013220

Area = 0.018 mi<sup>2</sup> = 11.5 acres

County GIS and Field Reconnaissance (refer to Existing Drainage Map, Appendix B):

Swim Center Parking Lot Area  
= 2.67 acres

Area north of site between Swim Center Drive &  
Brommer Street = 9.5 Acres

*TOTAL DRAINAGE AREA TO 30" RCP STORM DRAIN (Post Construction) = 28.17 Acres*

Assumptions:

C = 0.81

I<sub>10</sub> = 2.03 in/hr

Q<sub>10</sub> = 46.32 cfs

I<sub>25</sub> = 2.43 in/hr

Q<sub>25</sub> = 55.45 cfs

Q = CIA

C was calculated using a runoff coefficient of 0.75 for the residential areas (Zone 5 Nodes) and 0.90 for the other areas.

#### Manning Pipe Calculator (New 30" HDPE)

##### Given Input Data:

Shape ..... Circular  
Solving for ..... Flowrate  
Diameter ..... 30.0000 in  
Depth ..... 30.0000 in  
Slope ..... 0.0140 ft/ft  
Manning's n ..... 0.0110

##### Computed Results:

Flowrate ..... **57.3562 cfs**  
Area ..... 4.9087 ft<sup>2</sup>  
Wetted Area ..... 4.9087 ft<sup>2</sup>  
Wetted Perimeter ..... 94.2478 in  
Perimeter ..... 94.2478 in  
Velocity ..... 11.6845 fps  
Hydraulic Radius ..... 7.5000 in  
Percent Full ..... 100.0000 %  
Full flow Flowrate ..... 57.3562 cfs  
Full flow velocity ..... 11.6845 fps

Based off of the County's Zone 5 Master Plan and other obtainable information, the proposed relocated 30" HDPE storm drain appears to have sufficient capacity to convey runoff from the proposed development as well as the redirected runoff from the swim center parking lot.

#### → 18" Storm Drain Pipe Capacity (relocated)

Assumptions:

A = 2.67 acres

C = 0.90

Q<sub>10</sub> = 4.88 cfs

I<sub>10</sub> = 2.03 in/hr

Q<sub>25</sub> = 5.84 cfs

I<sub>25</sub> = 2.43 in/hr

Q = CIA

# Manning Pipe Calculator (New 18" HDPE)

Given Input Data:	Computed Results:
Shape ..... Circular	<b>Flowrate ..... 8.7782 cfs</b>
Solving for ..... Flowrate	Area ..... 1.7671 ft <sup>2</sup>
Diameter ..... 18.0000 in	Wetted Area ..... 1.7671 ft <sup>2</sup>
Depth ..... 18.0000 in	Wetted Perimeter ..... 56.5487 in
Slope ..... 0.0050 ft/ft	Perimeter ..... 56.5487 in
Manning's n ..... 0.0110	Velocity ..... 4.9674 fps
	Hydraulic Radius ..... 4.5000 in
	Percent Full ..... 100.0000 %
	Full flow Flowrate ..... 8.7782 cfs
	Full flow velocity ..... 4.9674 fps

The following calculations provide analysis of the proposed conditions.

- Total area = 0.58 AC
- Impervious area = 0.58 AC
- $C_{10}$  = 0.90
- $I_{10} @ T_c = 10 \text{ min,}$  = 2.03"/hr.
- $Q_{10} = (0.90)(2.03)(0.58)$  = 1.06 cfs
- $Q_{100} = (1.5)(1.25)(Q_{10})$  = 1.98 cfs

Therefore, there is a net reduction in stormwater runoff rate offsite. No outlet control structure is necessary.

Per the County of Santa Cruz Design Criteria, dated March 2012, for large projects, detention and/or retention will be required to mitigate stormwater runoff offsite. This will be achieved by utilizing Best Management Practices and Low Impact Development designs, as much as possible throughout the project area. Although the County requirements mandate retention of a 2-year, 2-hour storm event, this is not feasible for this site. Per the NRCS Web Soil Survey (Appendix C) the Saturated Hydraulic Conductivity is 0.03 in/hr with a Hydraulic Soils Group D, low permeability. Therefore, detention of stormwater runoff will be utilized for the new development, based on the 10-year, 15-minute predevelopment storm event, see SWM-17 for design values following page.

Detention will be obtained by use of a proposed raingarden under laid by a biofiltration soil mixture (BSM). Refer to Civil Drawings for footprint and depth of Rain Garden. The parking lot area will be directed to the raingarden via surface flow through concrete gutter to the east, then a 6" storm drain pipe outleting to the garden via rock dissipating pad. Furthermore, the basketball court area will be directed to the south via surface flow and directed to the raingarden in the south east corner. Roof drains along the easterly side of the building shall also be directed towards the raingarden.

