Outlook

FW: Public Safety Concerns Regarding the Proposed 7th Avenue and Brommer Street Housing Development

From Matt Machado <Matt.Machado@santacruzcountyca.gov>
Date Mon 11/2/2026 12:57 PM
To Jonathan DiSalvo <Jonathan.DiSalvo@santacruzcountyca.gov>
Cc Jocelyn Jansen <Jocelyn.Jansen@santacruzcountyca.gov>; Nathan MacBeth <Nathan.MacBeth@santacruzcountyca.gov>

fyi

Matt Machado, PE, LS

Deputy County Executive Officer
Director of Community Development
& Infrastructure
831.454.2368
701 Ocean Street, Room 410
Santa Cruz, CA 95060

From: Richard Berkery <awarada@pacbell.net>
Sent: Friday, October 30, 2026 12:26 PM
To: Manu Koenig <Manu.Koenig@santacruzcountyca.gov>
Cc: Justin Cummings <Justin.Cummings@santacruzcountyca.gov>; Felipe Hernandez <Felipe.Hernandez@santacruzcountyca.gov>; David Reid <David.Reid@santacruzcountyca.gov>; Kimberly.DeSerpa@santacruzca.gov; monica.martinez@santacruzca.gov; Matt Machado <Matt.Machado@santacruzcountyca.gov>; Nicole Coburn <Nicole.Coburn@santacruzcountyca.gov>
Subject: Public Safety Concerns Regarding the Proposed 7th Avenue and Brommer Street Housing Development

****CAUTION:This is an EXTERNAL email. Exercise caution. DO NOT open attachments or click links from unknown senders or unexpected email.****

Dear Supervisor Koenig:

I am writing to express my serious concerns regarding the proposed housing development at 7th Avenue and Brommer Street, particularly its potential impact on emergency vehicle access, traffic circulation and tsunami evacuation.

I recognize the importance of providing affordable housing in Santa Cruz County. However, I believe public safety must take precedence over development goals, particularly when a project is proposed in an area where existing evacuation routes and emergency access are already important considerations.

What concerns me most is that the County's own Emergency Operations Plan identifies the intersection of 7th Avenue and Brommer Street as a potential traffic-control point during tsunami and flooding emergencies. The plan also identifies 7th Avenue as an evacuation route.

This raises some very serious questions:

- How will an additional 100–200 housing units affect the ability of existing residents to evacuate safely during a tsunami warning?
- Has the County conducted a realistic evacuation study that accounts for both existing residents and the additional population?
- Could increased traffic create bottlenecks that delay fire engines, ambulances and other first responders?
- How will emergency vehicles gain access to the neighborhood while residents are attempting to evacuate?
- Have alternative emergency access and evacuation routes been adequately evaluated?
- Has the County considered the cumulative impact of additional development on the remaining property?

I am particularly concerned that traffic studies conducted under normal conditions may not adequately address what happens during an actual emergency, when hundreds of residents may be attempting to leave the area simultaneously.

A tsunami evacuation is not an ordinary traffic situation. There may be little warning, limited time and significant pressure on the surrounding road network. The consequences of inadequate planning could be devastating.

I believe the County has an obligation to existing residents, as well as future residents, to demonstrate that the proposed development will not compromise public safety.

Before moving forward with approval, I respectfully request that you advocate for:

1. An independent tsunami evacuation and emergency traffic analysis.
2. A cumulative traffic assessment that includes the proposed development and reasonably foreseeable future development.
3. A formal review by the Central Fire Protection District, County emergency management officials and law enforcement.
4. A documented demonstration that emergency vehicles will retain reliable access during simultaneous evacuation conditions.
5. Appropriate changes to the project, if necessary, to ensure that public safety is not compromised.

I want to emphasize that this is not an argument against affordable housing. It is an argument for responsible planning, adequate infrastructure and the protection of public safety.

We should not approve a development first and attempt to resolve potentially serious emergency access and evacuation problems afterward.

I would appreciate your thoughts on these concerns and, more importantly, an explanation of what steps the County intends to take to ensure that the safety of our existing neighborhoods is not compromised.

I am copying the other members of the Board of Supervisors, along with the appropriate County department directors, because I believe these public-safety concerns warrant the attention and consideration of the entire Board, regardless of district boundaries.

Thank you for your time, attention and continued service to our community. I look forward to your response.

Sincerely,

Rich Berkery
Santa Cruz County Resident

Outlook

Formal Opposition to Application 261178 – Emergency Evacuation, Coastal Compliance & Cumulative Impacts

From allyson brasuell <abrasuell@hotmail.com>

Date Wed 11/4/2026 7:45 PM

To Manu Koenig <Manu.Koenig@santacruzcountyca.gov>; Board Of Supervisors <boardofsupervisors@santacruzcountyca.gov>

Cc Ryan.Moroney@coastal.ca.gov <Ryan.Moroney@coastal.ca.gov>; centralcoast@coastal.ca.gov <centralcoast@coastal.ca.gov>; Jonathan DiSalvo <Jonathan.DiSalvo@santacruzcountyca.gov>; nolan.clark@coastal.ca.gov <nolan.clark@coastal.ca.gov>; Kimberly De Serpa <Kimberly.DeSerpa@santacruzcountyca.gov>; Justin Cummings <Justin.Cummings@santacruzcountyca.gov>; Monica Martinez <Monica.Martinez@santacruzcountyca.gov>; Riley Rhodes <Riley.Rhodes@santacruzcountyca.gov>; PLN Policy Staff <PLNPolicyStaff@santacruzcountyca.gov>

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Dear Supervisor Koenig:

Please help us safeguard ourselves and our neighbors.

I recognize the importance of providing affordable housing in Santa Cruz County. However, I believe public safety must take precedence over development goals, particularly when a project is proposed in an area where existing evacuation routes and emergency access are already important considerations.

I have serious concerns regarding the proposed housing development at 7th Avenue and Brommer Street, particularly its potential impact on emergency vehicle access, traffic circulation and tsunami evacuation.

I am most concerned that traffic studies conducted under normal conditions likely do not adequately address what happens during an actual emergency, when hundreds of residents would be attempting to leave the area simultaneously. Including if an emergency evacuation occurs during peak beach and/or traffic instances.

If a study like this is not done and injuries or death occur due to lack of proper information and planning would the city be venerable to a lawsuit?

A tsunami evacuation is not an ordinary traffic situation. There may be little warning, limited time and significant pressure on the surrounding road network. The consequences of inadequate planning could be devastating.

What concerns me most is that the County's own Emergency Operations Plan identifies the intersection of 7th Avenue and Brommer Street as a potential traffic-control point during tsunami and flooding emergencies. The plan also identifies 7th Avenue as an evacuation route.

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- Have alternative emergency access and evacuation routes been adequately evaluated?
- Has the County considered the cumulative impact of additional development on the remaining property?

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5. Appropriate changes to the project, if necessary, to ensure that public safety is not compromised.

I want to emphasize that this is not an argument against affordable housing. It is an argument for responsible planning, adequate infrastructure and the protection of public safety.

We should not approve a development first and attempt to resolve potentially serious emergency access and evacuation problems afterward.

I would appreciate your thoughts on these concerns and, more importantly, an explanation of what steps the County intends to take to ensure that the safety of our existing neighborhoods is not compromised.

I look forward to hearing from you.

Regards,
Allyson Brasuell
Live Oak community member

Outlook

Comment - Building Permit Application B-265458 (855,901,905 7th Avenue)

From Roxanne Grillo <grillo.roxanne@gmail.com>
Date Mon 11/2/2026 9:17 PM
To Jonathan DiSalvo <Jonathan.DiSalvo@santacruzcountyca.gov>
Cc Jacobi Grillo <jacobi.grillo@gmail.com>

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Good evening Mr. Disalvo,

I would like to submit a comment for the hearing regarding Building Permit Application B-265458 for the new affordable housing development at 855, 901, and 905 7th Avenue.

I am a neighbor that lives near 7th Avenue and Rodriguez St. I fully support development in Live Oak.

For the new development at 855, 901, and 905 7th Avenue, I respectfully request that there be at least 1.5 parking spots for each apartment provided please. 66 parking spaces for 100 apartments is simply not adequate. Normally, one apartment may have one or two vehicles. I would suggest removing some of the green space or creating additional parking underground. What good is green space if it is covered up by vehicles parking on the street because residents do not have adequate parking?

In addition, it seems like Live Oak is a neighborhood that is being targeted for development. I respectfully request that the Santa Cruz County Regional Transportation Commission conduct a study to attempt to reduce traffic both in Live Oak specifically but also in the County as a whole. It is very difficult to go anywhere in mid-County to south County between 7:00am and 10:00am as well as 2:30pm and 6:30pm. Highway 1 cannot be the only answer. There needs to be adequate capacity using surface streets to traverse the County. One idea is to study making Soquel Avenue/Drive into an expressway (like the expressways in San Jose). Also, Can the RTC do a study to look at creating easier ways to get through the Bay/Porter Avenue constriction point? One idea for this is to add another bridge to get from 41st Avenue into Capitola (potentially from Auto Plaza Drive connecting to Bay Ave)? Another idea is to construct a "Soquel bypass bridge" that started at the intersection of 41st Avenue/Soquel Drive and ended at the Center St/Soquel Drive intersection so that drivers did not have to drive down into downtown Soquel (avoids the constriction point at Soquel Drive/Porter St)?

Thank you for your time and consideration,
Roxanne Grillo

Outlook

COMMENTS Re Parking: NOV 6th 900AM HEARING --7th AVENUE HOUSING PROJECT Item 1.26611 78

From jay petersen <jbpetersen2007@comcast.net>
Date Thu 11/5/2026 11:44 AM
To Jonathan DiSalvo <Jonathan.DiSalvo@santacruzcountyca.gov>

****CAUTION:**This is an EXTERNAL email. Exercise caution. DO NOT open attachments or click links from unknown senders or unexpected email.****

Hello Mr. DiSalvo:

Please accept these comments in connection with the **Zoning Hearing Item 1.26611 78** set for this Fri 011/06 at 9:00 AM.
We take issue with the limited number of parking spaces planned for this project. Based on our experience, tenants need more than one parking space per apartment. This is especially true for this project that features up to three bedroom units.

For comparison, we own a ten-unit apartment building at 605 Stagg Lane very near 855, 901, 905 7th Avenue. Our property serves as a relevant, although smaller scale, model for the parking needs of a multiunit residential complex on this portion of 7th Avenue.

7th Ave Apartments (Stagg Lane):
(5) One BD units;
(5) Two BD units;
TOTAL: 10 units, up to 15-17 full time adult residents

Many of the residents own bikes; some use public transit.
However, every resident owns a car.

Parking spaces at 7th Ave Apartments:
17 parking spaces (1 per unit designated, with 7 extra spaces for residents/visitors)
These 17 spaces are always occupied, largely by the residents. There is seldom room for visitor parking.

The statutory exemption allowing this project to proceed with only 66 parking spaces for a 100 unit complex that features up to 2-3 bedroom residences should be modified.
For a 100 unit complex *at least* 100 parking spaces are needed and based on the experience at our nearby multiunit property, even that number is not realistic. The fact that 25 units in the proposed property are set aside for disabled residents, does not reduce parking needs. Many disabled people still drive and whether they drive or not they may still have a car. Even if they don't have cars, they will certainly need ongoing parking for family, friends, caregivers and medical service providers.

What's more, we know first hand that **owning and using bikes and public transit does not mean parking spaces are not needed.** Using bikes and public transit and needing parking spaces are simply not mutually

exclusive.

This project needs to provide at least one parking space per unit. Any ratio less than 1:1 invites an unnecessary and unmanageable parking problem in the surrounding area and replaces a significant community housing problem with another significant problem—parking. This not sound public policy. Instead, it saddles an entire community with an intractable problem under the terms of a development project that, with legal protection, already runs afoul of long standing, publicly established County zoning norms.

Respectfully submitted,

Jay B. Petersen
jbpetersen2007@comcast.net
510 566 0351

SANTA CRUZ PORT DISTRICT
135 5th Avenue
Santa Cruz, CA 95062
(831) 475-6161
scpd@santacruzharbor.org
www.santacruzharbor.org

PORT COMMISSIONERS
Toby Goddard
Reed Geisreiter
Stephen Reed
Bill Lee
Robert DeWitt

November 3, 2026

Mr. Jonathan DiSalvo, Project Planner
Community Development and Infrastructure
701 Ocean Street, Suite 400
Santa Cruz, CA 95060

SUBJECT: **855, 901, & 905 7th Avenue, Santa Cruz, CA**
Development Review Group Application #: 261178
Building Permit Application#: B-265458

Dear Mr. DiSalvo:

The Santa Cruz Port District (Port District) understands that plans for development of the 7th and Brommer site are advancing through the County's review processes. We appreciate the opportunity to comment on aspects of the project that may directly impact adjacent Port District property and harbor operations, particularly as it relates to stormwater management and drainage.

As the owner and operator of the adjacent downstream property, the Port District has a direct interest in ensuring that the proposed project's stormwater management and drainage approach is adequately evaluated in accordance with the Santa Cruz County General Plan and Local Coastal Program. Accordingly, the Port District supports the stormwater management requirements identified in County Public Works' review comments for Building Permit Application B-265458.

Public Works Comment 5.c expressly states:

"The applicant shall work with the Port District to evaluate the existing downstream drainage facilities."

To date, the applicant has not contacted the Port District to coordinate the evaluation of existing downstream drainage facilities or identify any necessary improvements, mitigation measures, easements, or rights of entry. This lack of coordination is concerning given the pace of the County's review and the potential for significant impacts on the Port District's downstream property and public facilities. Of particular concern are the condition and capacity of the Port District's current catch basin and outfall at the end of Mello Lane, which would receive additional runoff under any proposed diversion plan to 7th Avenue. This system has a documented history of drainage and erosion issues, and its ability to accommodate additional flows cannot be assumed.

The Port District requests that the County ensure that the applicant completes the required coordination and drainage analysis and resolves Public Works' comments for Building Permit Application B-265458 before proceeding with any drainage arrangement that relies on Port District property or facilities. Any necessary easements or authorizations must be secured through the Port Commission, and County approval should not presume Port District consent.

Sincerely,

Reed Geisreiter
Port Commission Chair

cc: Alyson Tom, Public Works Stormwater Management (Alyson.Tom@santacruzcountyca.gov)
Santa Cruz County Public Works Department (dpwweb@santacruzcountyca.gov)
Santa Cruz County Planning Department (Planning.BuildingInfo@santacruzcountyca.gov)

Outlook

tem 1.2611 78 - Situs 855/901/905 7th Ave Santa Cruz

From Russell Willner <russell.willner@gmail.com>
Date Thu 11/5/2026 10:58 AM
To Jonathan DiSalvo <Jonathan.DiSalvo@santacruzcountyca.gov>

****CAUTION:**This is an EXTERNAL email. Exercise caution. DO NOT open attachments or click links from unknown senders or unexpected email.****

Mr. Di Salvo,
My wife and I would like to go on the record as being FOR affordable housing in the neighborhood, but do not see that a parking lot capable of supporting 66 vehicles for 100 housing units is sufficient, even if there is local public transit. Expecting 34% of households to not own a car is not realistic. And that doesn't include the possibility that any of those residents will have any visitors that will also have cars. With the mandated handicap parking, the available parking would be reduced further.

We believe a revised proposal is necessary.

The current proposal will consume all available parking spaces within many blocks, and as a resident within 2 blocks of the site, we have no doubt that our private road will be impacted.

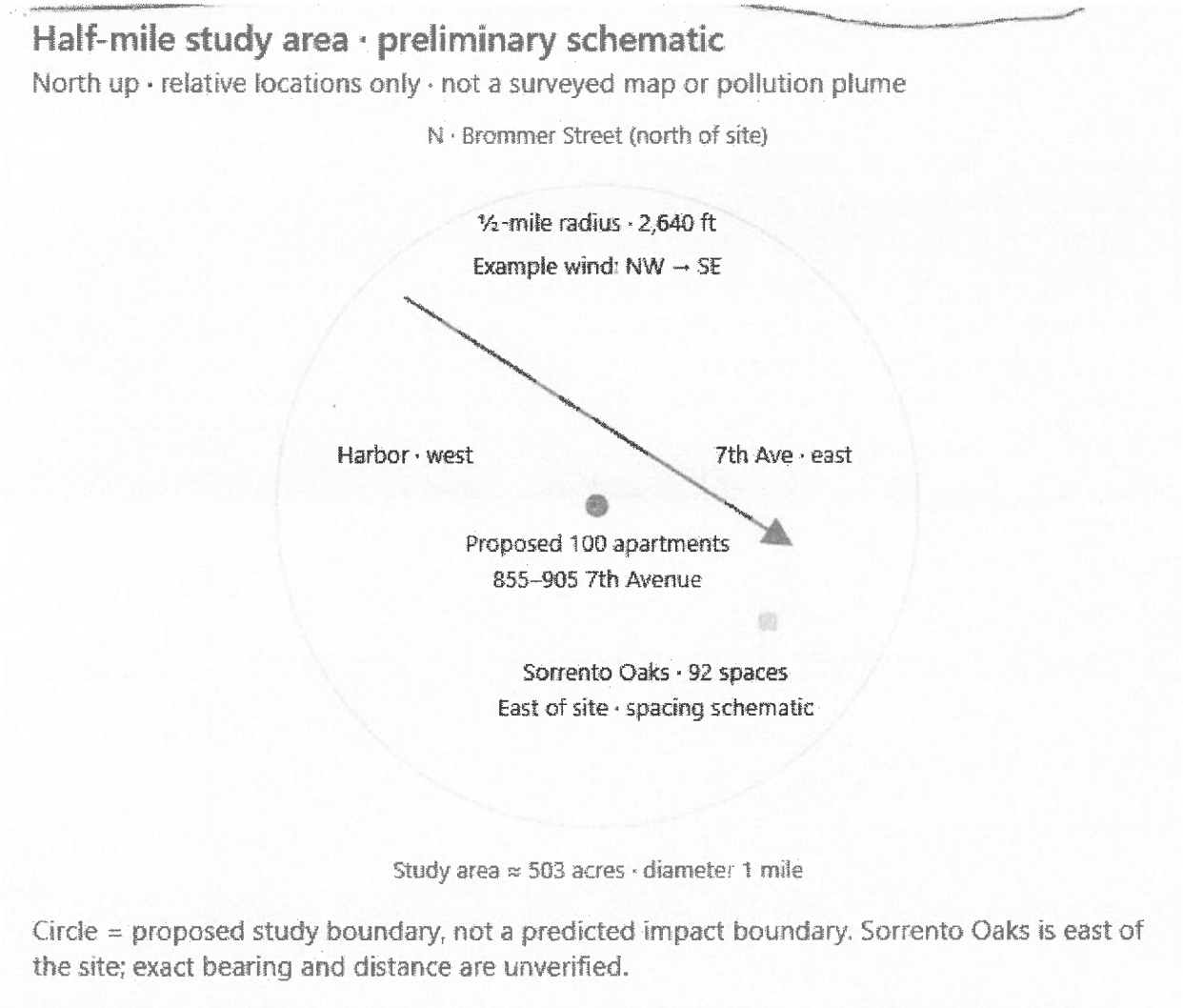
Regards,
Russell Willner & Helen O'Dea
510 Mello Lane

Seventh Avenue 100 unit project

Item 1, Application 261178,

Dear Sirs,

For your information The 92 member Sorrento Oaks mobile home park are always concerned about building more affordable housing, as all as others. However more importantly the placement of such endeavors is first and foremost a matter of reasoned discipline and ignoring long established regulations can affect the health and well being of entire neighborhoods and including the future residents of the projects. No less important than clean water and sanitary concerns. Therefore We are requesting that HCD withhold funding of the proposed housing project on Seventh Avenue until all the environmental problems associated with this development be addressed in accordance with the existing laws both state and federal. As a member of the 92 unit Sorrento Oaks Senior Mobile Home Park we are disturbed by the concept of "ministerial decision making " and the HCD's apparent conclusion that they intend to release funds because they see no environmental issues. We strongly disagree. Please refer to the grid graphic location data and included grapics.



Comments on the Brommer Street Apartments Environmental Finding

November 4, 2026

To: California Department of Housing and Community Development
Federal Programs Branch and Jessica Hayes, Certifying Officer
651 Bannon Street, Suite 400, Sacramento, CA 95811

Re: October 28, 2026 Finding of No Significant Impact and Notice of Intent to Request Release of Funds; Brommer Street Apartments; County Application 261178; 855, 901 and 905 7th Avenue; APNs 026-261-16, -13 and -17

Dear Ms. Hayes and HCD staff:

We recognize the urgent need for affordable housing throughout the nation, including California. We appreciate the demanding work of your department and the pressures staff face in carrying out that mission with limited resources. We ask that the same commitment to safe housing extend to the existing residents surrounding proposed developments.

We object to reliance on the announced Finding of No Significant Impact for the Brommer Street Apartments unless the supporting record adequately addresses the concerns below. We request that HCD defer submission of its request for release of funds while it resolves material gaps, and reconsider the finding if the evidence warrants further review. Please treat this letter as comments on both notices and include it and any attached signatures in the Environmental Review Record.

I am a lifelong Santa Cruz resident living at Sorrento Oaks, a nearby senior mobile home park. Residents estimate that the park has 92 homes and approximately 150 residents, with portions roughly 100 yards from the proposed development or affected roadway. Please verify these distances and identify the closest occupied homes as sensitive receptors. The undersigned share the concerns in this letter; no representation of residents who have not signed is intended.

Project scope and the basis for the finding

The notice identifies the first 100 apartments of a 200-unit project on a portion of the larger property, while stating that the architectural program and site layout had not yet been developed. Please explain which plans, building envelopes, occupancy assumptions, access arrangements and operating systems were assessed. Reconcile the notice with the current County plans, including the acreage, building height, parking supply and any later phases. [1, 2]

Please provide the complete electronic Environmental Review Record, including the environmental assessment, technical appendices, agency consultations, mitigation commitments and supporting calculations. Identify where each issue raised here is analyzed. HCD's own environmental-review guidance calls for review of projects in their entirety rather than in phases. Please explain how the review addresses the complete contemplated development and related infrastructure, and how the project-aggregation requirements of 24 CFR 58.32 have been applied. If additional related development is contemplated beyond 200 units, explain whether it belongs in that analysis. [3]

Air quality and the health of nearby seniors

Older adults and people with existing heart or lung disease are particularly susceptible to air pollution. EPA identifies traffic-related air pollution as a concern near busy roads. Those general findings do not by themselves establish the exposure at Sorrento Oaks, but they support careful evaluation of this nearby senior population. Please assess existing conditions and the additional exposure from construction, project operations and traffic together. [4, 5]

Traffic emissions of concern include fine particulate matter (PM2.5), coarser inhalable particles (PM10), ultrafine particles, black carbon, nitrogen oxides including nitrogen dioxide, carbon monoxide, and volatile organic compounds including benzene. Brake wear, tire wear and resuspended road dust also contribute particles, including metal-containing particles. Ozone is a secondary pollutant formed through atmospheric reactions; it should not be described as a direct tailpipe emission. The pollutants relevant to this location and their concentrations must be established by analysis. [4, 6, 7]

Please disclose expected vehicle trips, fleet assumptions, construction equipment, truck routes, idling and queue durations, emission factors, background concentrations, and predicted concentrations at nearby homes and outdoor gathering areas. Evaluate chronic and short-term exposure using methods appropriate to the site, with Monterey Bay Air Resources District consultation and health-risk assessment where warranted. Explain any screening used to conclude that detailed modeling is unnecessary.

Please confirm whether heating, water heating, cooking and laundry will be electric or fuel-burning, and whether backup generators are planned. If fuel-burning equipment is proposed, identify combustion emissions such as nitrogen oxides, carbon monoxide and particles, with exhaust locations and operating assumptions. Combustion emissions depend on fuel, equipment and maintenance; we do not assume that every apartment will have a gas furnace. Also address cooking exhaust, parking ventilation and construction dust where relevant. [8]

Carbon dioxide should be accounted for in the project's greenhouse-gas inventory, together with other applicable climate emissions. Our immediate neighborhood health concern is exposure to combustion pollutants and particles; this letter does not claim that ordinary outdoor residential carbon dioxide emissions will poison nearby residents. [9]

Please use a scaled receptor map and representative local wind data. Residents report frequent northwesterly winds, but the review should establish actual wind direction, calm periods, seasonal variation, terrain and building effects. A northwesterly wind travels toward the southeast; whether the senior park is downwind must be demonstrated from the actual site geometry. Do not rely on a generalized breeze assumption to dismiss exposure.

Traffic access and emergency movement

Residents observe existing congestion on the local approaches to the harbor, beaches and parks. Please document that baseline and compare it with project conditions during weekday peaks, weekends, visitor seasons and construction. Verify the lane configuration on 7th Avenue rather than treating residents' description of a narrow approach as a complete engineering inventory.

Evaluate intersection queues, stop-and-go traffic, deliveries, parking circulation, pedestrian crossings, bicycle conflicts and access to Sorrento Oaks. Please assess whether an alternative access arrangement from Brommer Street, or another feasible layout, would reduce conflicts. Include emergency vehicle access and evacuation capacity when visitor traffic and a local emergency occur together. Obtain and disclose the fire authority's review. A vehicle-miles-traveled analysis alone would not answer our questions about local queues, access and exposure.

habitat and utilities

Please also disclose habitat and wetland surveys, coastal-resource review, cormorant estuary, miscellaneous sea bird habitat and any evaluation of reported bald-eagle use, and required protections for nesting birds. Explain water availability, sewer capacity and peak flows, electrical demand and any necessary upgrades, including who will fund them and how service to existing homes will be maintained.

Requested response and action

Before requesting release of funds, please provide the record and a written response identifying the evidence supporting the finding on these issues. If significant effects may occur, undertake the environmental review required by the evidence and applicable law. Where effects can be reduced, identify enforceable measures, responsible parties, monitoring, complaint procedures and corrective action. Please consider feasible changes to density, layout, access and building systems, as well as reasonable siting alternatives, to resolve the conflicts identified here.

We ask for a public briefing accessible to senior residents and an extension of the comment period if the supporting record is not made available promptly. Please acknowledge receipt, confirm inclusion in the official record, and notify us of subsequent decisions. Providing affordable housing and protecting neighboring residents are responsibilities that deserve to be addressed together.

Respectfully,
Norman A. Heaney
ADCS CAC, U.S. Navy, Retired
Former Associate Professor of Health and Physical Education
Texas A&M University
Sorrento Oaks resident
Contact email or mailing address: __nheaney@gmail.com

800 Brommer St. SPC 51, Santa Cruz, CA 95062

Sources supporting these comments

[1] HCD, October 28, 2026 notice for Brommer Street Apartments

[2] Santa Cruz County, Brommer / 7th Avenue project page, Application 261178

[3] HCD, Environmental Review guidance; see also 24 CFR 58.32 on project aggregation

[4] EPA, Transportation air pollution frequent questions, near-road health concerns

[5] EPA, Research on Near Roadway and Other Near Source Air Pollution

[6] South Coast AQMD, 2012 Air Quality Management Plan, Chapter 9, near-roadway exposure and ultrafine particles

[7] California Air Resources Board, Brake and Tire Wear Emissions

[8] EPA, What are combustion products

[9] EPA, Carbon Dioxide Emissions

Norman A Heaney

800 Brommer St. SPC 51

Santa Cruz, CA 95062

Contact information may be provided separately. Comments and petition signatures submitted to a public agency may become public records.