



## Staff Report to the Zoning Administrator

Application Number: **05-0629**

**Applicant:** Khosrow Hagshenas  
**Owner:** Khosrow Hagshenas  
**APN:** 052-271-03

**Agenda Date:** 6/15/07  
**Agenda Item#:** 5  
**Time:** After 10:00 a.m.

**Project Description:** Proposal to demolish an existing **gas** station, to construct a replacement gas station and associated improvements, and to allow beer and wine sales.

**Location:** Property located on the east side of Lee Road, immediately west of Highway One, at 200 Lee Road in Watsonville.

**Supervisory District:** 2nd District (District Supervisor: Ellen Pine)

**Permits Required:** Coastal Development Permit, Commercial Development Permit, Agricultural Buffer Determination

### Staff Recommendation:

- Denial, without prejudice, of Application 05-0629, based on the attached findings.

### Exhibits

- |    |                           |    |   |
|----|---------------------------|----|---|
| A. | Project plans             | D. | Minutes 3/15/07 Agricultural Policy Advisory Commission (APAC)                                  |
| B. | Findings                  | E. | Staff <b>report</b> 3/15/07 APAC (with Location, Assessor's Parcel, Zoning & General Plan maps) |
| C. | Urban Designer's Comments |    |   |

### Parcel Information

Parcel Size:	1.078 acres
Existing Land Use - Parcel:	Gas station
Existing Land Use - Surrounding:	Commercial agriculture, Highway One
Project Access:	Lee Road
Planning Area:	San Andreas
Land Use Designation:	C-N (Neighborhood Commercial)
Zone District:	CT-W (Tourist Commercial - Watsonville utility prohibition combining district)
Coastal Zone:	<u>  X  </u> Inside <u>    </u> Outside
Appealable to Calif. Coastal Comm.	<u>  X  </u> Yes <u>    </u> No

County of Santa Cruz Planning Department  
701 Ocean Street, 4<sup>th</sup> Floor, Santa Cruz CA 95060

## Environmental Information

Geologic Hazards:	Mapped floodplain
Soils:	Report required
Fire Hazard:	Not a mapped constraint
Slopes:	0-2 percent slopes
Env. Sen. Habitat:	Not mapped/no physical evidence on site
Grading:	Approximately 240 cubic yards cut & fill, balanced on site
Tree Removal:	No <del>trees</del> proposed to be removed
Scenic:	Mapped resource – Highway One scenic corridor
Drainage:	Existing drainage adequate
Archaeology:	Not mapped/no physical evidence on site

## Services Information

Urban/Rural Services Line:	<u>   </u> Inside <u>  X  </u> Outside
Water Supply:	City of Watsonville Water Department
Sewage Disposal:	Sewer (City of Watsonville)
Fire District:	Pajaro Valley Fire Service Area
Drainage District:	Zone 7 Flood Control/Water Conservation District

## Project Setting

The subject property is located on the east side of Lee Road at Highway One in Watsonville. **An** existing Chevron service station and associated improvements are located on the project site. The parcel is located outside of the Urban Services **Line** and is an isolated tourist/commercial service use located adjacent to agricultural fields and the Highway One scenic corridor. Commercial Agriculture (CA) zoned land is located adjacent to the property on the north (the 15.6 acre Redmond Foundation organic farm and site of the historic Redmond House), to the west (the 84-acre Willoughby vegetable farm) across Lee Road, and to the south (the 12 acre Colendich farm), across the 130-foot wide entrance ramp area at the west end of Riverside Drive.

## Zoning & General Plan Consistency

The subject property is an approximately 1 acre parcel, located in the CT-W (Tourist Commercial - Watsonville utility prohibition combining district) zone district, a designation which allows commercial uses. A service station is **an** allowed use within the zone district, which is consistent with the site's (C-N) Neighborhood Commercial General Plan designation.

The site is currently served by water and wastewater utilities and the continued use of those utilities (for either the existing facility or a reconstructed facility) is allowed within the Watsonville utility prohibition combining district.

## Agricultural Policy Advisory Commission

This application **was** heard by the Agricultural Policy Advisory Commission (APAC) on 1/18/07

and 3/15/07 to determine the appropriate agricultural buffer setback from adjacent commercial agricultural parcels. The existing service station is located within the 200 foot agricultural buffer setback from agricultural parcels to the north, west, and south. The current proposal does not seek to minimize encroachment into the agricultural setback or to provide an adequate buffer barrier on the subject property. At the initial hearing, the location of outdoor use areas and a carwash facility adjacent to the north property boundary were determined to be a potential conflict with existing and potential future agricultural operations on the adjacent property. At the continued hearing, the applicant's representative proposed using a strip of land on the adjacent agricultural parcel to provide a buffer for the commercial use. As the current proposal does not adequately protect agricultural interests in the vicinity the Agricultural Policy Advisory Commission denied the request for a reduced setback on 3/15/07.

### **Scenic & Design Issues**

The proposed commercial facility and site improvements do not comply with the requirements of the County Design Review Ordinance, in that the proposed project intensifies the size and scale of the existing commercial service station use without an appropriate architectural design for the site or adequate landscaping needed to reduce visual impacts to the Highway One scenic corridor and surrounding land uses.

The existing service station includes 2,128 square feet of building area with 1,496 square feet of canopy area over two pump islands (8 fueling stations). The replacement service station would include 6,550 square feet of building area and 2,948 square feet of canopy area over five pump islands (10 fueling stations). The proposed 6,550 square feet building would be located on the east side of the property and would include a convenience store (with beer and wine sales), a restaurant, and a car wash. This proposal results in a structure that is approximately three times as large as the existing building and a canopy approximately twice the size of the existing canopy, with increased circulation and parking areas. A 27-foot wide paved sidewalk area is also proposed at the front of the building, and the purpose for this area has not been indicated, although it would likely be used for outdoor dining or similar uses.

With the significant increase in size from the existing facility, no reasonable measures have been *taken* to reduce the visual impact of the proposed development on the Highway One scenic corridor, other surrounding land uses, and the natural landscape. The applicant was directed to revise the project plans to provide additional landscaped area on the north and east sides of the property, to reduce the overall footprint of the proposed development, and to revise the architectural design to minimize visual impacts. The applicant's architect has refused to reduce the size or location of the structure or associated improvements, to change the character of the architecture, or to provide additional landscaped area on the property. Based on the refusal of the applicant's architect to work with Planning Department staff to develop an improved design, staff are unable to support the current proposal due to lack of compliance with County General Plan visual resource policies and the Design Review Ordinance.

### **Local Coastal Program Consistency**

The proposed commercial facility and site improvements is not in conformance with the County's certified Local Coastal Program, in that the proposed project intensifies the size and scale of the

existing commercial service station use without an appropriate architectural design for the site or adequate landscaping needed to reduce visual impacts to the Highway One scenic corridor and surrounding land uses.

The project site is not located between the shoreline and the first public road and is not identified as a priority acquisition site in the County's Local Coastal Program. Consequently, the proposed project will not interfere with public access to the beach, ocean, or other nearby body of water.

### **Environmental Review**

Environmental review would be required for the proposed project per the requirements of the California Environmental Quality Act (CEQA). The project site is located in a scenic corridor and a mapped floodplain. Additionally, the project site is listed on the County Department of Environmental Health Services Hazardous sites list. If the project is to be approved, it will be necessary to complete environmental review on the proposed development, per the requirements of the CEQA. At this time, however, further environmental review is not required per Section 15270 (Projects which are Disapproved) of the California Environmental Quality Act guidelines.

### **Conclusion**

As proposed, the project is not 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**

- **DENIAL, without prejudice**, of Application Number **05-0629**, based on the attached findings.

**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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Santa Cruz County Planning Department  
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Santa Cruz CA 95060  
Phone Number: (831) 454-3218  
E-mail: [randall.adams@co.santa-cruz.ca.us](mailto:randall.adams@co.santa-cruz.ca.us)

## Coastal Development Permit Findings

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 **not** be made, in that the proposed project intensifies the size and scale of the existing commercial service station use without an appropriate architectural design for the site or adequate landscaping needed to reduce visual impacts to the Highway One scenic corridor and surrounding land uses.

The project does **not** comply with the requirements of County Code/Local Coastal Program sections 13.20.130(b)1 (Visual Compatibility), 13.20.130(c)1 (Rural Scenic Resources - Location of Development), or 13.20.130(c)2 (Site Planning), in that the proposed facility covers the majority of the subject property, the building and canopy area are larger than is appropriate for the project site, and the building is proposed at the east edge of the parcel without adequate landscape buffering to reduce the visibility of the commercial development from the Highway One scenic corridor.

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

This finding can **not** be made, for the reasons specified in Coastal Development Permit Finding #3. above.

## Development Permit Findings

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 **not** be made, in that the size and location of the proposed commercial facility and site improvements and lack of adequate landscaped area is **not** consistent with the requirements of the County Design Review Ordinance or Local Coastal Program design criteria.

The project does **not** comply with the requirements of County Code sections 13.11.072 (Site Design), 13.11.073 (Building Design), **or** 13.11.075 (Landscaping), 13.20.130(b)1 (Visual Compatibility), 13.20.130(c)1 (Rural Scenic Resources - Location of Development), or 13.20.130(c)2 (Site Planning), in that the proposed facility covers the majority of the subject property, the building and canopy area are larger than is appropriate for the project site, and the building is proposed at the east edge of the parcel without adequate landscape buffering to reduce the visibility of the commercial development from the Highway One scenic corridor.

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 **not** be made, the proposed project intensifies the size and scale of the existing commercial service station use without an appropriate architectural design for the site or adequate landscaping needed to reduce visual impacts to the Highway One scenic corridor and surrounding land uses.

The project does **not** comply with the requirements of General Plan policies 5.10.2 (Development within Visual Resource Areas), 5.10.3 (Protection of Public Vistas), 5.10.5 (Preserving Agricultural Vistas), or 5.10.11 (Development Visible from Rural Scenic Roads), in that the proposed facility covers the majority of the subject property, the building and canopy area are larger than **is** appropriate for the project site, and the building is proposed at the east edge of the parcel without adequate landscape buffering to reduce the visibility of the commercial development from the Highway One scenic corridor.

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

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 **not** be made, for the reasons specified in Development Permit Findings #2 & #3, above.

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 **not** be made, for the reasons specified in Development Permit Finding #2, above.

## MEMORANDUM

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**Application No: 05-0629 (third routing)**

**Date:** August 2.2006

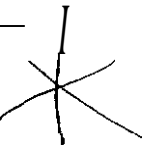
**To:** Joan Van der Hoeven. Project Planner

**From:** Lawrence Kasparowitz Urban Designer

**Re:** Design Reviewfor a new gas station at 200 Lee Road, Watsonville

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*The only change the applicant has made is the small projection at the carwash.*



## MEMORANDUM

Application No: 05-0629 (second routing)

Date: February 3, 2006

To: Joan Van der Hoeven, Project Planner

From: Lawrence Kasparowitz Urban Designer

Re: Design Review for a new gas station at 200 Lee Road Watsonville

### GENERAL PLAN / ZONING CODE ISSUES

#### Design Review Authority

**13.11.040** Projects requiring design review.

(e) All commercial remodels or new commercial construction.

Evaluation Criteria	Meets criteria in code ( ✓ )	Does not meet criteria ( ✓ )	Urban Designer's Evaluation
Compatible Site Design			
Location and type of access to the site	✓		
Building siting in terms of its location and orientation	✓		
Building bulk, massing and scale		✓	
Parking location and layout	✓		
Relationship to natural site features and environmental influences	✓		
Landscaping		✓	See comments below.
Streetscape relationship			N/A
Street design and transit facilities			N/A
Relationship to existing structures	✓		
<b>Natural Site Amenities and Features</b>			
Relate to surrounding topography	✓		
Retention of natural amenities	✓		
Siting and orientation which takes advantage of natural amenities	✓		
Ridgeline protection			N/A



<b>Views</b>			
Protection of public viewshed		✓	
Minimize impact on private views	✓		
<b>Safe and Functional Circulation</b>			
Accessible to the disabled, pedestrians, bicycles and vehicles		✓	
<b>Solar Design and Access</b>			
Reasonable protection for adjacent properties	✓		
Reasonable protection for currently occupied buildings using a solar energy system	✓		
<b>Noise</b>			
Reasonable protection for adjacent properties	✓		

## 13.11.073 Building design.

Evaluation Criteria	Meets criteria In code ( ✓ )	Does not meet criteria ( ✓ )	Urban Designer's Evaluation
Massing of building form		✓	<i>See Comments below and sketches</i>
Building silhouette	✓		
Spacing between buildings	✓		
Street face setbacks			<b>N/A</b>
Character of architecture		✓	<i>See Comments below and sketches</i>
Building scale	✓		
Proportion and composition of projections and recesses, doors and windows, and other features		✓	<i>The car washing wing should use the same materials as the rest of the building.</i>
Location and treatment of entryways		✓	<i>See Comments below and sketches</i>
Finish material, texture and color		✓	<i>The materials should wrap around the entire building in the same way as the front. The change of a base material to stone detracts from the unity of the design.</i>

<b>Scale</b>			
Scale is addressed on appropriate levels	✓		
Design elements create a sense of human scale and pedestrian	✓		
<b>Building Articulation</b>			
Variation in wall plane, roof line, detailing, materials and siting.		✓	<i>See Comments below and sketches</i>
<b>Solar Design</b>			
Building design provides solar access that is reasonably protected for adjacent properties...	✓		
Building walls and major window areas are oriented for passive solar and natural lighting.			N/A

## 13.11.074 Access, circulation and parking.

<b>Parking</b>			
Minimize the visual impact of pavement and parked vehicles.		✓	
Parking design shall be an integral element of the site design.	✓		
Site buildings toward the front or middle portion of the lot and parking areas to the rear or side of the lot is encouraged where appropriate.	✓		
<b>Lighting</b>			
All site, building, security and landscape lighting shall be directed onto the site and away from adjacent properties.			<i>Suggest as Condition of Approval</i>
Area lighting shall be high-pressure sodium vapor, metal halide, fluorescent, or equivalent energy-efficient fixtures.			<i>Suggest as Condition of Approval</i>
All lighted parking and circulation areas shall utilize low-rise light standards or light fixtures attached to the building. Light standards to a maximum height of 15 feet are allowed.			<i>Suggest as Condition of Approval</i>
Building and security lighting shall be integrated into the building design.			<i>Suggest as Condition of Approval</i>
Light sources shall not be visible from adjacent properties.			<i>Suggest as Condition of Approval</i>

<b>Loading areas</b>			
Loading areas shall be designed to not interfere with circulation or parking, and to permit trucks to fully maneuver on the property without backing from or onto a public street.	✓		
<b>Landscape</b>			
A minimum of one tree for each five parking spaces should be planted along each single or double row of parking spaces.	✓		
A minimum of one tree for each five parking spaces shall be planted along rows of parking.	✓		
Trees shall be dispersed throughout the parking lot to maximize shade and visual relief.	✓		
At least twenty-five percent (25%) of the trees required for parking lot screening shall be 24-inch box size when planted; all other trees shall be 15 gallon size or larger when planted.	✓		
<b>Parking Lot Design</b>			
Driveways between commercial or industrial parcels shall be shared where appropriate.			N/A
Avoid locating walls and fences where they block driver sight lines when entering or exiting the site.	✓		
Minimize the number of curb cuts			N/A
Driveways shall be coordinated with existing or planned median openings.			N/A
Entry drives on commercial or industrial projects greater than 10,000 square feet should include a 5-foot minimum net landscaped median to separate incoming and out going traffic, where appropriate.			N/A
Service Vehicles/Loading Space. Loading space shall be provided as required for commercial and industrial uses.	✓		
Where an interior driveway or parking area parallels the side or rear property line, a minimum 5-foot wide net landscape strip shall be provided between the driveway and the property line.		✓	The landscape strip is not 5 feet wide net.

Parking areas shall be screened from public streets using landscaping, berms, fences, walls, buildings, and other means, where appropriate.	✓		
Bicycle parking spaces shall be provided as required. They shall be appropriately located in relation to the major activity area.	✓		
Reduce the visual impact and scale of interior driveways, parking and paving.		✓	

### **URBAN DESIGNER'S COMMENTS:**

- *HIGHWAY ONE IS A SCENIC CORRIDOR AND THIS IS A HIGHLY VISIBLE SITE.*

### **Site Planning Issues**

- *The car wash is the most visible element of this design from north or south lanes of traffic on Highway One (see comments in both architectural and landscape design issues).*
- *This site has a massive amount of paving. The building has no planting area in front of the structure (see landscape comments,*
- *The row of parking on the north side of the site should be reduced by one car and a landscape island be inserted in the middle of the row.*

### **Architectural Design Issues**

- *The images of a similar building (in Cannel Valley) show a tower element, which helps the overall design by giving it a better historical reference. Tower elements would greatly assist in this setting as indicated on the sketches.*
- *The car wash should continue the design elements used in the rest of the building. Although it does not have a pedestrian entry, a tower element would assist in tying it into the rest of the design and present a focal point on Highway One.*
- *An outdoor eating area for the restaurant, should be incorporated within the 27 feet wide concrete area in front of the building. A trellis would help soften the building and provide shading and a place for vines in this area*
- *Metal trellis' (as shown on the Cannel Valley location) should be incorporated on blank walls as appropriate (with vines – see below).*

### **Landscape Design Issues**

- *See Site Planning issues list for related comments,*
- *A five feet wide landscape (planted) strip on the south side is required. There is no rationale for a variance*
- *I would recommend substituting Dodonea viscosa instead of the Rhus.*

- Tree planting **should** be increased at the rear ~~of~~ the building.
- In some areas the trees would be better in groups of three
- The walkway ~~for~~ the disabled must be 4 feet wide throughout it's length.
- Planters or planting **ships** should occur in front of the building walls where **there** are no windows
- A patio should be designed for the restaurant. This should include a trellis and a low wall
- The Ceanothus **should** be planted at 3 feet on center.
- A spacing should be provided for the Lantana.
- Tree planting should include root barriers and a tube ~~for~~ a bubbler.
- Drip irrigation should be noted as the primary irrigation design type.
- Vines should be incorporated into the design adjacent to the building as appropriate.

<b>Parking Lot Landscaping</b>			
It shall be an objective of landscaping to accent the importance of driveways from the street, frame the major circulation aisles, emphasize pedestrian pathways, and provide shade and screening.	✓		
Parking lot landscaping shall be designed to visually screen parking from public streets and adjacent uses.	✓		
Parking lots shall be landscaped with large canopy trees.	✓		
A landscape strip shall be provided at the end of each parking aisle.	✓		
A minimum 5-foot wide landscape strip (to provide necessary vehicular back-out movements) shall be provided at dead-end aisles.			N/A
Parking areas shall be landscaped with large canopy trees to sufficiently reduce glare and radiant heat from the asphalt and to provide visual relief from large stretches of pavement.	✓		
Variation in pavement width, the use of texture and color variation in paving materials, such as stamped concrete, stone, brick, pavers, exposed aggregate, or colored concrete is encouraged in parking lots to promote pedestrian safety and to minimize the visual impact of large expanses of pavement.		✓	
As appropriate to the site use, required landscaped areas next to parking spaces or driveways shall be protected by a minimum six-inch high curb or wheel stop, such as concrete, masonry, railroad ties, or other durable materials.	✓		
<b>Pedestrian Travel Paths</b>			
On-site pedestrian pathways shall be provided from street, sidewalk and parking areas to the central use area. These areas should be delineated from the parking areas by walkways, landscaping, changes in paving materials, narrowing of roadways, or other design techniques.			N/A
Plans for construction of new public facilities and remodeling of existing facilities shall incorporate both architectural barrier removal and	✓		

physical building design and parking area features to achieve access for the physically disabled.			
<b>Separations</b> between bicycle and pedestrian circulation routes shall be utilized where appropriate.			<b>N/A</b>



## County of Santa Cruz

Item: 2.(a)

BRUCE DAU, Chairperson  
KEN KIMES, Vice Chairperson  
Ken Corbishley, Executive Secretary

### SANTA CRUZ COUNTY AGFUCULTURAL POLICY ADVISORY COMMISSION REGULAR MEETING

MINUTES – March 15, 2007

Members Present

Bruce Dau  
Frank “Lud” McCrary  
Mike Manfre  
Ken Corbishley (ex officio)

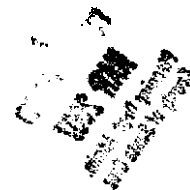
Staff Present

Steven Guiney  
Nell Sulborski  
Lisa LeCoup  
Randall Adarns

Others Present

Frank E. Areyano  
Khosrow Haghshenas  
Dean Cole

1. The meeting was called to order by Bruce Dau at 1:30 p.m.
2. (a) Approval of ~~January~~ 18, 2007 Minutes  
  
M/S/P to approve the minutes.  
  
(b) Additions/Corrections to Agenda  
  
None.
3. Review of APAC correspondence:  
  
None.
4. Commissioner’s Presentations:  
  
None.





5. Oral Communications:

None.

CONTINUED AGENDA:

6. Proposal to demolish an existing Chevron gas station and to construct a replacement gas station, convenience store and carwash, and reconfigure the parking lot. Requires **an** Agricultural Buffer Determination, Coastal Permit and Commercial Development Permit. Property located on the east side of Lee Road, immediately west of Highway One, at 200 Lee Road in Watsonville.

APPLICANT: FRANK E. AREYANO, ARCHITECT  
OWNER: KHOSROW HAGHSHEENAS  
PROJECT PLANNER RANDALL ADAMS, 454-3218  
EMAIL: [pln515@co.santa-cruz.ca.us](mailto:pln515@co.santa-cruz.ca.us)  
Application #05-0629  
APN(s): 052-271-03

Randall Adams gave a *summary* of the proposal. Revised plans were submitted after the Redman House Foundation and the applicant came to an agreement that a buffer would be provided by using a 6 foot wide strip of land on the Redman House Foundation land. Staff sees this as contrary to the ordinance where the buffer is provided by the applicant to protect the agricultural land. Staff is recommending denial, without prejudice, of the project.

Dean Cole, vice chair of the Redman House Foundation, expressed the Foundation's willingness to provide the buffer, and their desire to see the project go forward. Their preference would be for landscaping rather than a large **wall**.

Frank Areyano described the current proposal.

The Commissioners discussed proposal at length.

M/S/P to accept staffs recommendations.

CONSENT AGENDA:

Notice of Pending Action pursuant to County Code Section 16.50.095(g)

7. Proposal to construct a residential addition to an existing single-family dwelling. Requires an Agricultural Buffer Setback Determination. Property located on the northern end of View Court off Huntington Drive, approximately 1,000 feet north of *the* Huntington/Wallace intersection, at 203 View Court in Aptos.

APPLICANT: BRETT BRENKWITZ, ARCHITECT  
OWNER: STUART E. & TAMARA LYNN MORSE III  
PROJECT PLANNER: STEVEN GUINEY, 454-3 172  
EMAIL: pln950@co.santa-cruz.ca.us  
Application #06-0673  
APN (s): 041-351-23

M/S/P to accept consent agenda.

There being no further business, the meeting was adjourned

Respectfully submitted,



Ken Corbishley, Agricultural Commissioner, Executive Secretary

KC:ll

**Staff Report to the  
Agricultural Policy Advisory Commission  
(from 3/15/07 Public Hearing)**

**Application Number 05-0629  
Zoning Administrator Hearing  
8/3/07**



## COUNTY OF SANTA CRUZ Planning Department

### AGRICULTURAL BUFFER DETERMINATION

Owner: KHOSROW HAGHSHENAS  
dd 20 EE RO  
SONV CA 95076

Permit Number: 05-0629  
Parcel Number(s): 052-271-03

#### PROJECT DESCRIPTION AND LOCATION

Permit to demolish an existing Chevron gas station and to construct a replacement gas station, convenience store and carwash, and reconfigure the parking lot. Requires an Agricultural Buffer Determination, Coastal Permit and Commercial Development Permit. Property located on the east side of Lee Road, immediately west of Highway One, at 200 Lee Road in Watsonville.

#### SUBJECT TO ATTACHED CONDITIONS

APAC Approval Date: 3/15/07

Effective Date: 3/29/07

Subject to final discretionary review if Zoning Admin., Planning Commission or Board action is required.

Exp. Date (if not exercised): see conditions

Coastal Appeal Exp. Date: N/A

— This project requires a Coastal Zone Permit which is not appealable to the California Coastal Commission. It may be appealed to the Board of Supervisors. The appeal must be filed within 14 calendar days of action by the decision body.

— This project requires a Coastal Zone Permit, the approval of which is appealable to the California Coastal Commission. (Grounds for appeal are listed in the County Code Section 13.20.110.) The appeal must be filed with the Coastal Commission within 10 business days of receipt by the Coastal Commission of notice of local action. Approval or denial of the Coastal Zone Permit is appealable. The appeal must be filed within 14 calendar days of action by the decision body.

This permit cannot be exercised until after the Coastal Commission appeal period. That appeal period ends on the above indicated date. Permittee is to contact Coastal staff at the end of the above appeal period prior to commencing any work.

**APAC REVIEW IS NOT A BUILDING PERMIT.** A Building Permit must be obtained (if required) and construction must be initiated prior to the expiration date in order to exercise this permit.

By signing this permit below, the owner agrees to accept the terms and conditions of this permit and to accept responsibility for payment of the County's costs for inspections and all other actions related to noncompliance with the permit conditions. This permit shall be null and void in the absence of the owner's signature below.

\_\_\_\_\_  
Signature of Owner/Agent

\_\_\_\_\_  
Date

\_\_\_\_\_  
Staff Planner

\_\_\_\_\_  
Date

Distribution: Applicant, File, Clerical



## Staff Report to the Agricultural Policy Advisory Commission

Application Number: **05-0629**

Applicant: Khosrow Haghshenas  
Owner: Khosrow Haghshenas  
APN: 052-271-03

Date: March 15, 2007  
Item #: 6  
Time: After 1:30 p.m.

**Project Description:** Proposal to demolish an existing gas station and construct a replacement gas station and convenience store with beer and wine sales, install **five** gas pumps, construct a car wash, and re-configure the parking lot.

**Location:** Property located on the east side of Lee Road, immediately west of Highway One, at 200 Lee Road in Watsonville.

**Permits Required:** Agricultural Buffer Setback Determination, Coastal Zone Permit, Amendments to Commercial Development Permits 75-962-PD, 84-1019-CDP & 94-0395.

### Staff Recommendation:

- Denial of Application 05-0629, Agricultural Buffer Determination, based on the attached findings and conditions.
- Forward project to the Planning Commission for further review

### Exhibits

- |  |                                 |
|--|---------------------------------|
| A. Project plans 7/14/06               | E. Zoning map, General Plan map |
| B. Findings                            | F. Comments & Correspondence    |
| C. Conditions (deleted)                | G. Site photographs             |
| D. Assessor's parcel map, Location map |                                 |

### Parcel Information

Parcel Size:	1.078 acres
Existing Land Use - Parcel:	Full service gas station
Existing Land Use - Surrounding:	Agriculture
Project Access:	Lee Road
Planning Area:	San Andreas
Land Use Designation:	CN (Neighborhood Commercial)
Zone District:	CT-W (Tourist Commercial - Watsonville utility prohibition)

Supervisory District: Second (District Supervisor: Pirie)  
Within Coastal Zone: ☒ Inside ☐ Outside  
Appealable to Calif. Coastal Comm. ☒ Yes ☐ No

### Environmental Information

Geologic Hazards: Mapped floodplain  
Soils: Conejo clay loam  
Fire Hazard: Not a mapped constraint  
Slopes: 0-2 percent slopes  
Env. Sen. Habitat: Not mapped/no physical evidence on site  
Grading: 240 cubic yards cut & fill, balanced on site  
Tree Removal: No trees proposed to be removed  
Scenic: Mapped resource – Highway One scenic corridor  
Drainage: Existing drainage adequate  
Archaeology: Not mapped/no physical evidence on site

### Services Information

Inside Urban/Rural Services Line: ☐ Yes ☒ No  
Water Supply: city of Watsonville  
Sewage Disposal: Septic system  
Fire District: Pajaro Valley Fire Service Area  
Drainage District: Zone 7 Flood Control/Water Conservation District

### Project Description and Setting

The project site is located at 200 Lee Road in Watsonville. The subject property is characterized by flat topography. The only significant topographic change in the vicinity is associated with the Highway one embankments and off-ramps. The parcel is located outside the Urban Services Line and is an isolated tourist/commercial service use located adjacent to agricultural fields and the scenic Highway One corridor. The parcel carries a Neighborhood Commercial (CN) Local Coastal Program Land Use Plan designation and the implementing zoning is (CT-W) Tourist Commercial-Watsonville utility prohibition. Commercial Agriculture (CA) zoned land is located adjacent to the property on the north (the 15.6 acre Redmond Foundation organic farm and site of the historic Redmond House) and to the west (the 84-acre Willoughby vegetable farm), across Lee Road from the site. Another CA zoned property lies to the south (the 12 acre Colendich farm), across the 130-foot wide entrance ramp area at the west end of Riverside Drive.

The proposed project is to demolish an existing full service Chevron gas service station and to construct a replacement facility. The existing service station consists of a 2,128 sf service station and a 1,496sf canopy over two **pump** islands with 8 fueling stations. The replacement self-service gas station and appurtenant facilities would be substantially larger. The five pump islands (10 fueling stations) would be covered by a 2,948 sf canopy, roughly twice the size of the existing canopy. The proposed 6,550 sf building would be located at the rear of the property and would include a convenience store (with beer and wine sales), a restaurant, and a car wash. A 27-foot wide area is shown at the front of the building. This 2,900 sf area would likely be used for outdoor eating or resting. This building would be more than three times the size of the existing building.

## Agricultural Buffers

A reduced agricultural buffer of some type is necessary due to the fact that the parcel is entirely within the 200-foot agricultural buffer setbacks from the two CA zoned properties noted above. The existing and proposed setbacks from the canopy, building and paved area to the Commercial Agricultural land is shown in the following table.

	From Willoughby*	From Redmond - north	From Redmond - northeast
Existing - To canopy	110-feet	80-feet	N/A
Proposed - To canopy	109-feet	50-feet	N/A
Existing - To building	175-feet	65-feet	78-feet
Proposed - To building	217-feet	53-feet	<8-feet
Existing - To pavement	75-feet	6-feet	14-feet
Proposed - To pavement	75-feet	<6-feet	9-feet

\* setback includes 75-foot width of Lee Road right-of-way

As can be seen from the table, the proposed canopy remains at about the same distance from the Willoughby property, but it is 30-feet closer to the Redmond property. The site plan also indicates that the width of the canopy facing the Willoughby property will increase from 24-feet to 136-feet. The proposed building exceeds the 200-foot buffer requirement from the Willoughby property but it reduces the existing setback from the Redmond property to less than 8-feet. The portion of the building closest to the Redmond property is the proposed car wash structure. There is virtually no change to the extent of the paved area on the property.

The biggest overall change that will result as a part of the project is the extent and location of the non-agricultural land use on the property. With the existing service station use, the highest level of public use on the property occurs around the fueling stations and at the front of the service station building, within the 100-feet or so of the property adjacent to Lee Road. The areas to the rear and sides of the building are primarily used for parking and vehicle storage. With the proposed facility, the public use of the property will extend throughout the property, with very little inactive space.

## Discussion

In order to approve a reduction in the required 200-foot agricultural buffer, specific findings are required that indicate how the reduction in the buffer setback will not adversely impact the agricultural use of the neighboring CA zoned land. There are no topographic changes or existing protected vegetative screens between the commercial use and the agricultural land that would effectively supplant the 200-foot buffer nor does the proposal include the provision of physical barriers other than narrow landscape areas (7-8 foot wide) and 6-foot chain link or wooden fences. Because any use of the property would require some buffer reduction, County Code section 16.50.095(d)(4) states that a *“lesser buffer setback distance may be permitted, provided that the maximum possible setback distance is required, coupled with a requirement for a physical barrier (e.g., solid fencing and/or vegetative screening) to provide the maximum buffering possible.”* [emphasis added]

Staff does not believe that this finding can be made for the proposed gas station replacement. First, the proposed project is three times the size of the existing service station and includes uses (car wash, restaurant) that significantly change the intensity of use on this property. Second, the placement of the building at the rear of the property (with the car wash located behind it) moves the uses closer to agricultural land with little if any physical barrier between the agricultural and non-agricultural uses. Third, the project could be redesigned to increase the separation between the agricultural land (particularly the Redmond property) and the proposed use, and to provide physical screening between the uses.

### Recommendation

- Staff recommends that your Commission **DENY, without prejudice**, the Agricultural Buffer Reduction for the proposed replacement gas station from the adjacent CA zoned properties known as APN 052-271-04 and 052-581-09, proposed under Application # 05-0629, based on *the* attached findings.

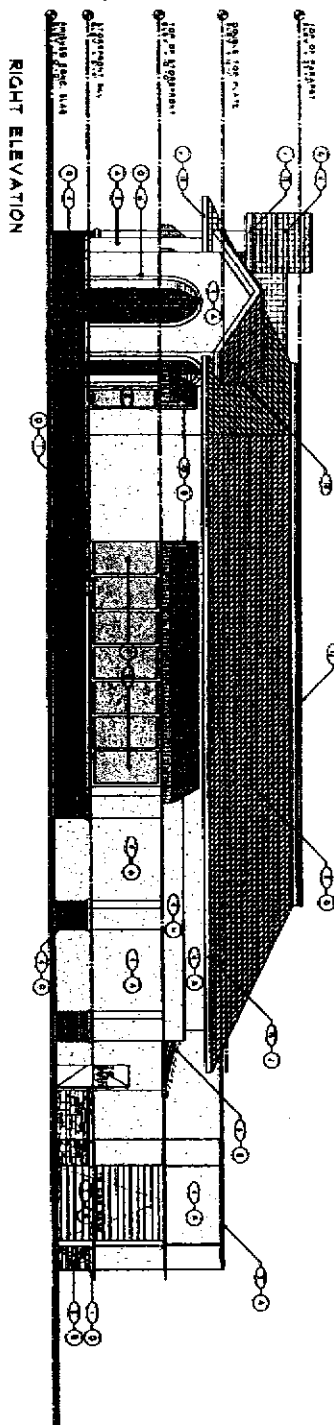
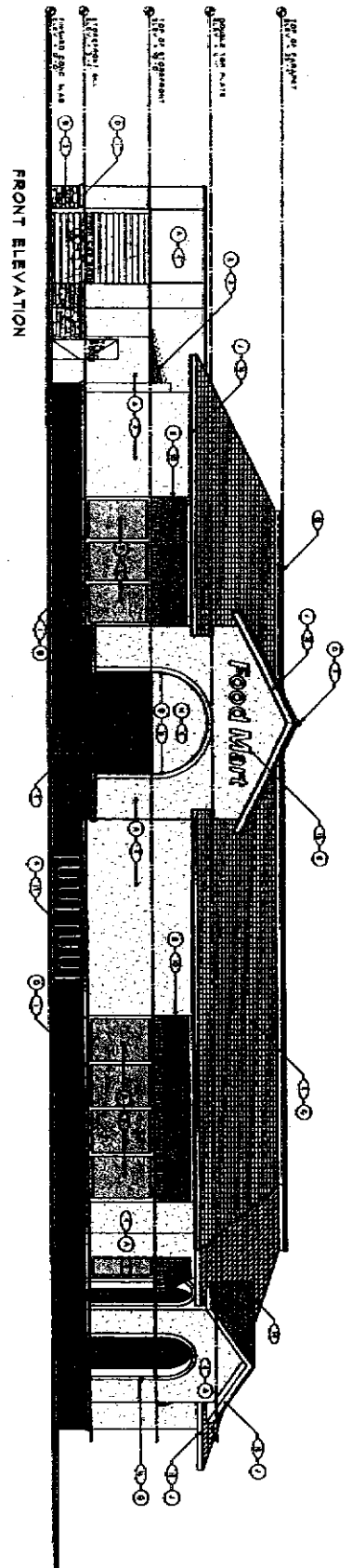
**Supplementary reports and information referred to in this report are on file and available for viewing at the Santa Cruz County Planning Department, and are hereby made a part of the administrative record for the proposed project.**

**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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Report Reviewed By:   
Mark Deming  
Assistant Planning Director

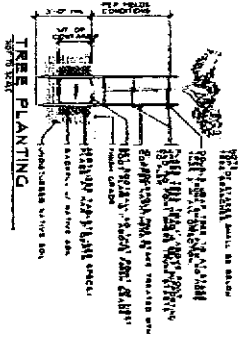




# EXTERIOR ELEVATIONS

 <p><b>DAVIS E. ARLT &amp; ASSOCIATES, INC.</b> ARCHITECTS 1100 N. ZEPHYRUS AVE., SUITE 200 SANTA CRUZ, CALIF. 95060</p>	<p>PROPOSED COMMERCIAL BUILDING FOR <b>PAJARO VALLEY CHEVRON</b> KHOSROW HACHSHEKAS, OWNER PAJARO, CALIFORNIA - SANTA CRUZ COUNTY</p>
	<p>DATE: 09-1974</p> <p>BY: [Signature]</p> <p>FOR: [Signature]</p>

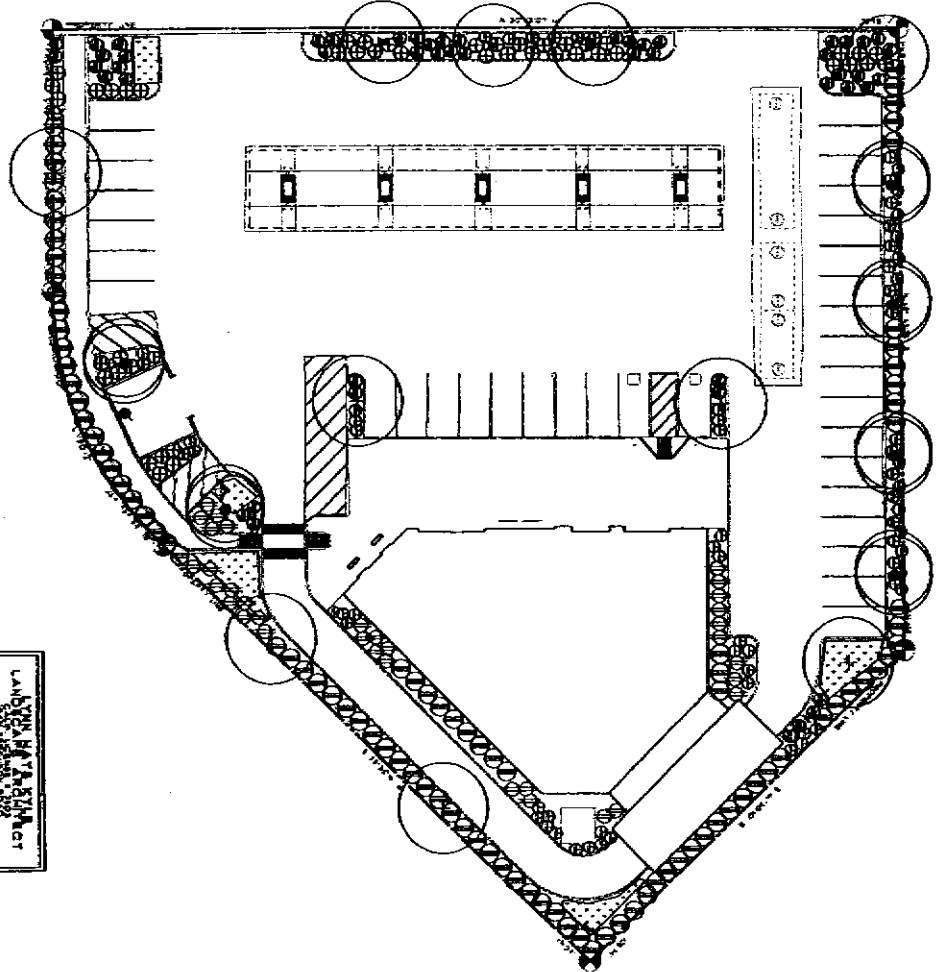
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20	SPALM TREE 6' - 8' TALL



LANDSCAPE NOTES:

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200 LEE ROAD



LANDSCAPE SITE PLAN

DAVE E. ANDERSON, ARCHITECT  
1110 S. FLORENCE AVE. SUITE 101  
SAN JOSE, CA 95128

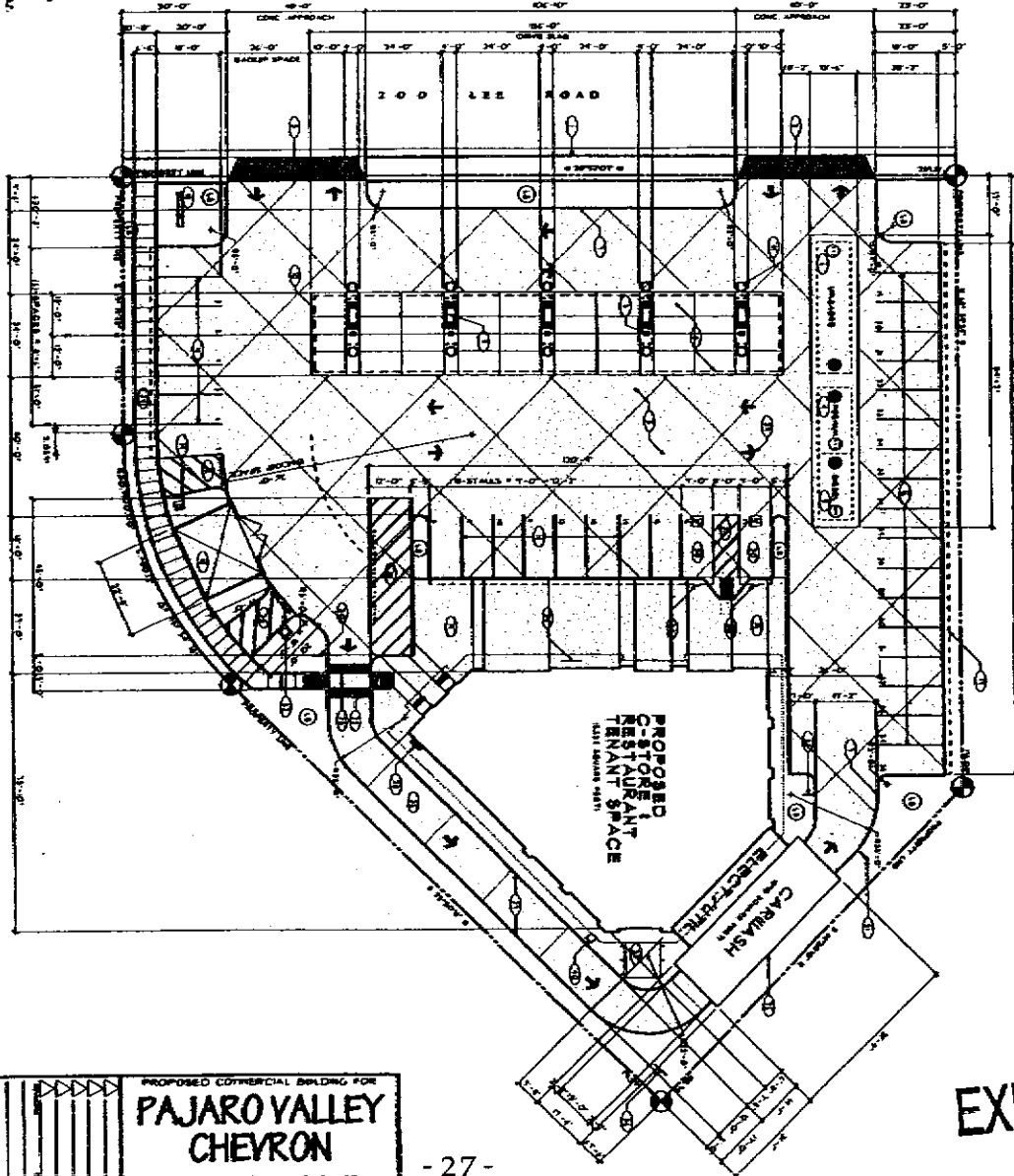
PROPOSED COMMERCIAL BUILDING FOR  
**PAJARO VALLEY CHEVRON**  
DANIELA MACASHEENAS, OWNER  
PAJARO, CALIFORNIA SANTA CRUZ COUNTY

EXHIBIT A

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**EXHIBIT A**



**Required Findings for Agricultural Buffer Setback Reduction  
County Code Section 16.50.095(b)**

1. Significant topographical differences exist between the agricultural and non-agricultural uses which eliminate the need for a 200 foot setback; or
2. Permanent substantial vegetation (such as, a Riparian Comdor or Woodland protected by the County's Riparian Corridor or Sensitive Habitat Ordinances) or other physical barriers exist between the agricultural and non-agricultural uses which eliminate or minimize the need for a two hundred (200) foot agricultural buffer setback; or
3. A lesser setback distance is found to be adequate *to* prevent conflicts between the non-agricultural development and the adjacent agricultural development and the adjacent agricultural land, based on the establishment of a physical barrier (unless it is determined that the installation of a barrier will hinder the affected agricultural use more than it would help it, or would create a serious traffic hazard on a public or private right-of-way) or the existence of some other factor which effectively supplants the need for a two hundred (200) foot agricultural buffer setback.

Finding 1: Not applicable. There is no significant topographic difference between the agricultural and non-agricultural uses.

Finding 2: Not applicable. There are no permanent substantial vegetative or other physical barriers between the agricultural and the proposed non-agricultural uses other than narrow strips of landscaping and standard property line fencing.

Finding 3: The gas station structure is proposed to be set back about **8** feet from the adjacent Commercial Agriculture zoned lands (the 15.6-acre Redmond Foundation organic farm). *Also*, the use within the rear area of the building consists of a car wash, resulting in higher public activity levels very close **to CA** land. No physical barriers are proposed to separate the uses other than ordinary chain link fencing and a narrow strip of low level landscaping. This is an inadequate physical barrier to supplant the required 200-foot buffer.

As proposed, the canopy will be slightly closer **to** the Willoughby property than the existing although the canopy will be over 5 times as wide facing that property. With the 75-foot width of the Lee Road right-of-way, the effective agricultural setback to the 84-acre Willoughby veggie farm would be 109-feet where 200 feet are required. This existing west setback is approximately 110-feet. Because this area is where the existing service station impacts occur and due **to** the expanse of the Lee Road right-of-way, the proposed improvements in this area are not a concern with regards to the agricultural buffer setback.

This finding cannot be made.

4. The imposition of a 200 foot agricultural buffer setback would preclude building on a parcel of record as of the effective date of this chapter, in which case a lesser buffer setback distance may be permitted, provided that the maximum possible setback distance is required, coupled with a requirement for a physical barrier, or vegetative screening or other techniques

to provide the maximum buffering possible, consistent with the objective of permitting building on a parcel of record.

Finding 4: This ~~finding~~ cannot be made because alternatives have not been explored to provide the maximum buffering possible. These alternatives must include a review of site designs and barrier installations to provide the greatest possible setback distance from the agricultural land. As proposed, the service station is located as close to the Redmond organic farm property as possible (less than 8-feet from the agricultural land) with no adequate physical barriers.

5. Required findings for non-agricultural development on commercial agricultural land, County Code section 16.50.095(e).

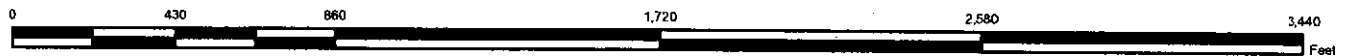
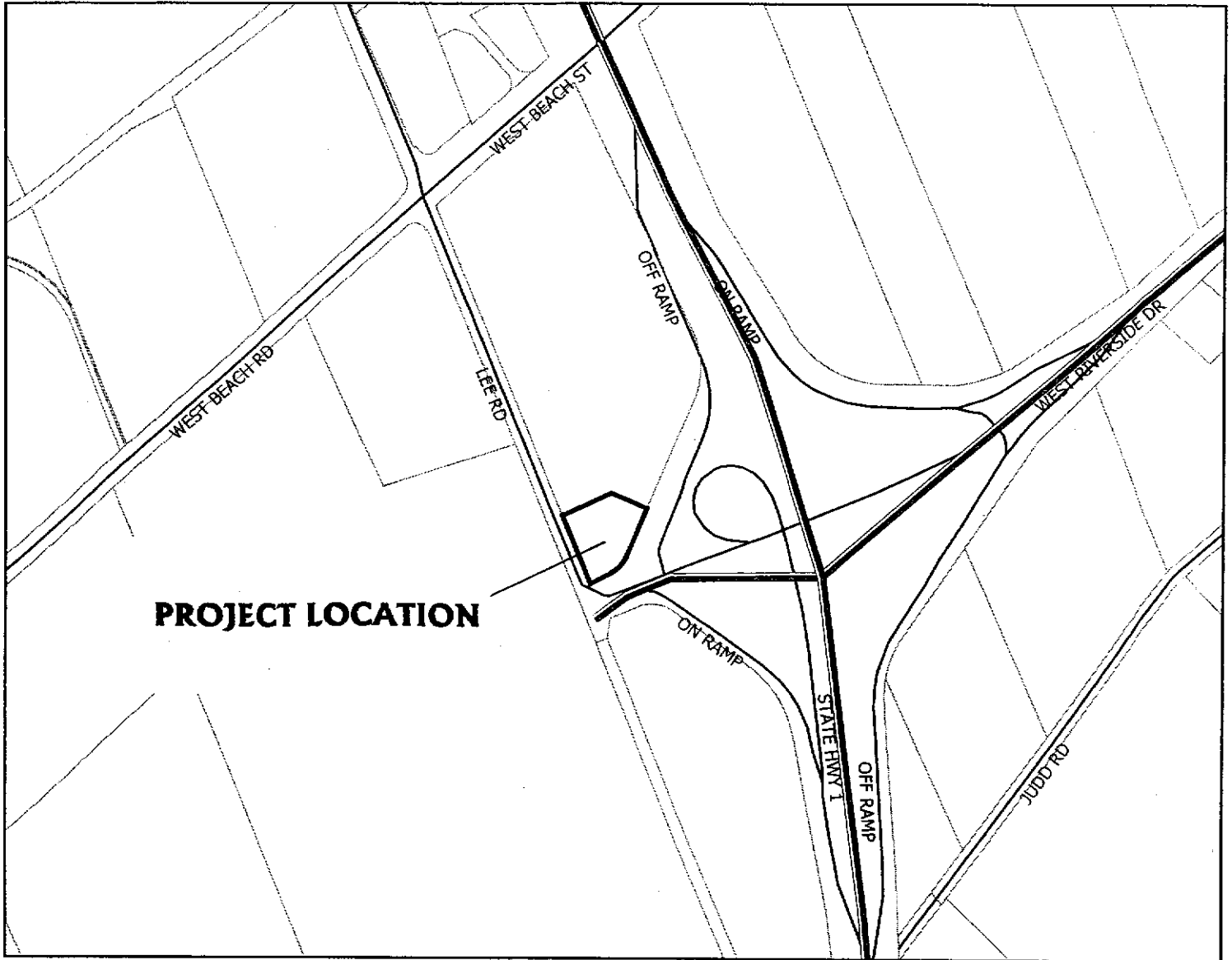
Finding 5: The subject parcel is zoned CT-W (Tourist Commercial - Watsonville utility prohibition) and carries a Neighborhood Commercial (CN) General Plan designation. The parcel is not designated for agricultural production. The parcel is within 200 feet of Commercial Agriculture zoned land, but is not zoned Commercial Agriculture or Agricultural Preserve.

EXHIBIT C





DELETED

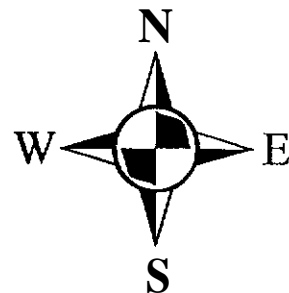


# Location Map



## Legend

-  APN 052-271-03
-  State Highways
-  Assessors Parcels
-  Streets



Map Created by  
County of Santa Cruz  
Planning Department  
October 2005



# FOR TAX PURPOSES ONLY

THE ASSessor MAKES NO GUARANTEE AS TO MAP ACCURACY NOR ASSUMES ANY LIABILITY FOR OTHER USES. NOT TO BE REPRODUCED. ALL RIGHTS RESERVED.  
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POR. RANCHO BOLSA DEL PAJARO  
SECS. 8 & 17, T.12S., R.2E., M.D.B. & M.

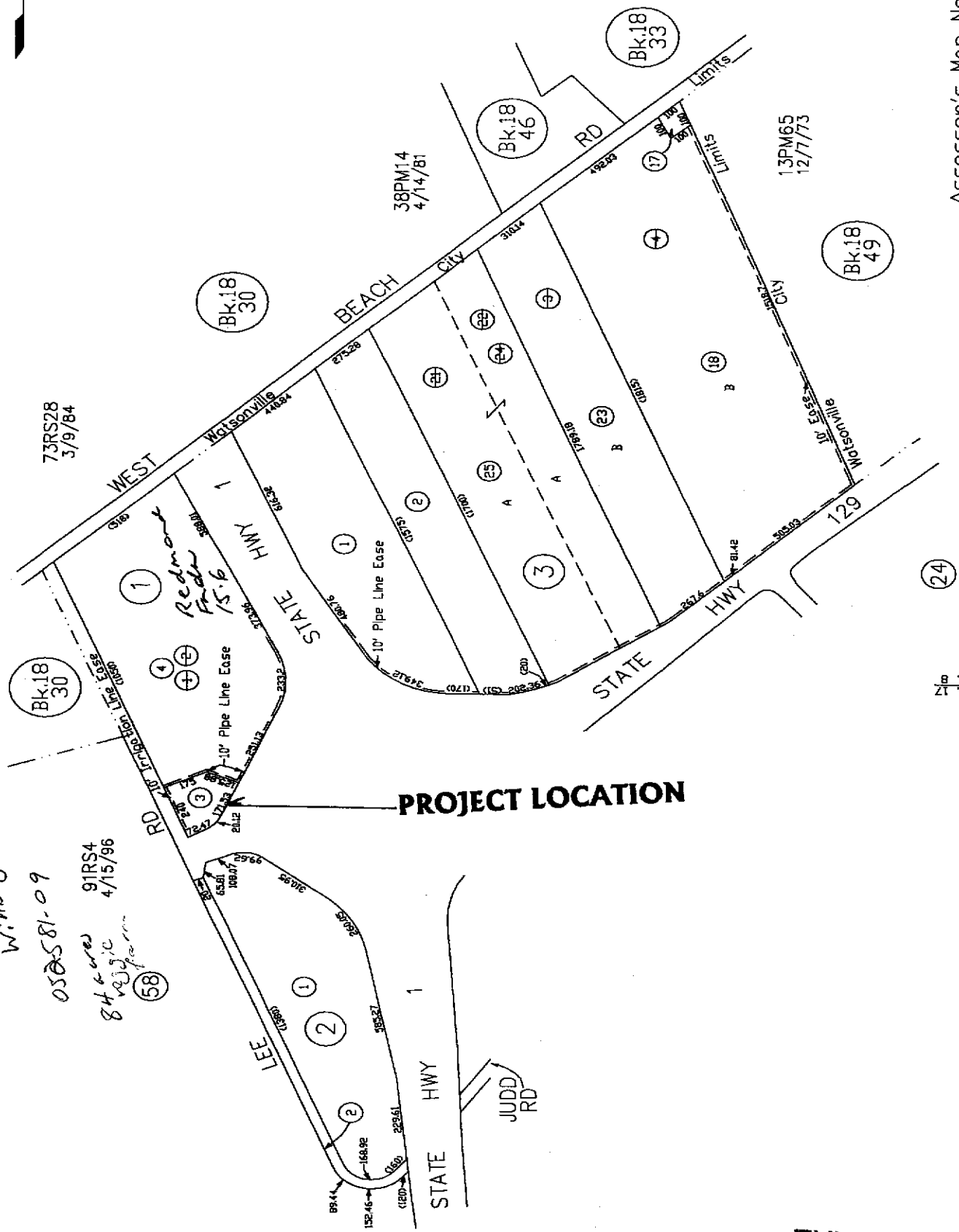
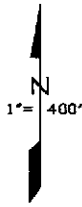
Tax Area Code  
69-262

52-27

*Willoughby*

*050581-09*

*84 acre 91RS4  
1993 4/15/96*



**PROJECT LOCATION**

**EXHIBIT D**

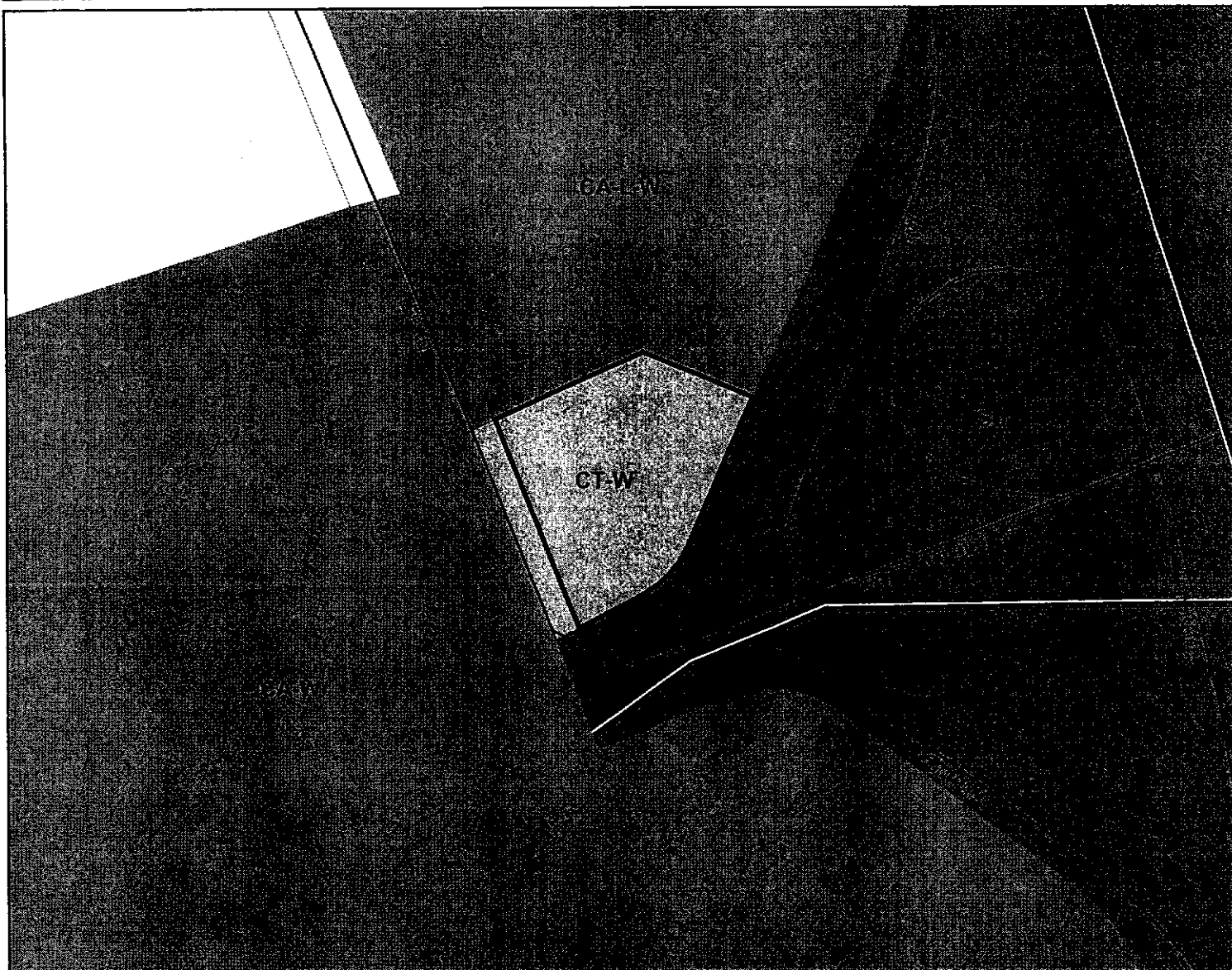
SEC. 17  
Bk. 18

Note - Assessor's Parcel & Block

Assessor's Map No. 52-27  
County of Santa Cruz, Calif.

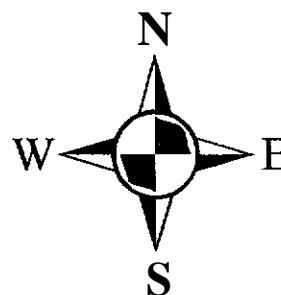


# Zoning Map



## Legend

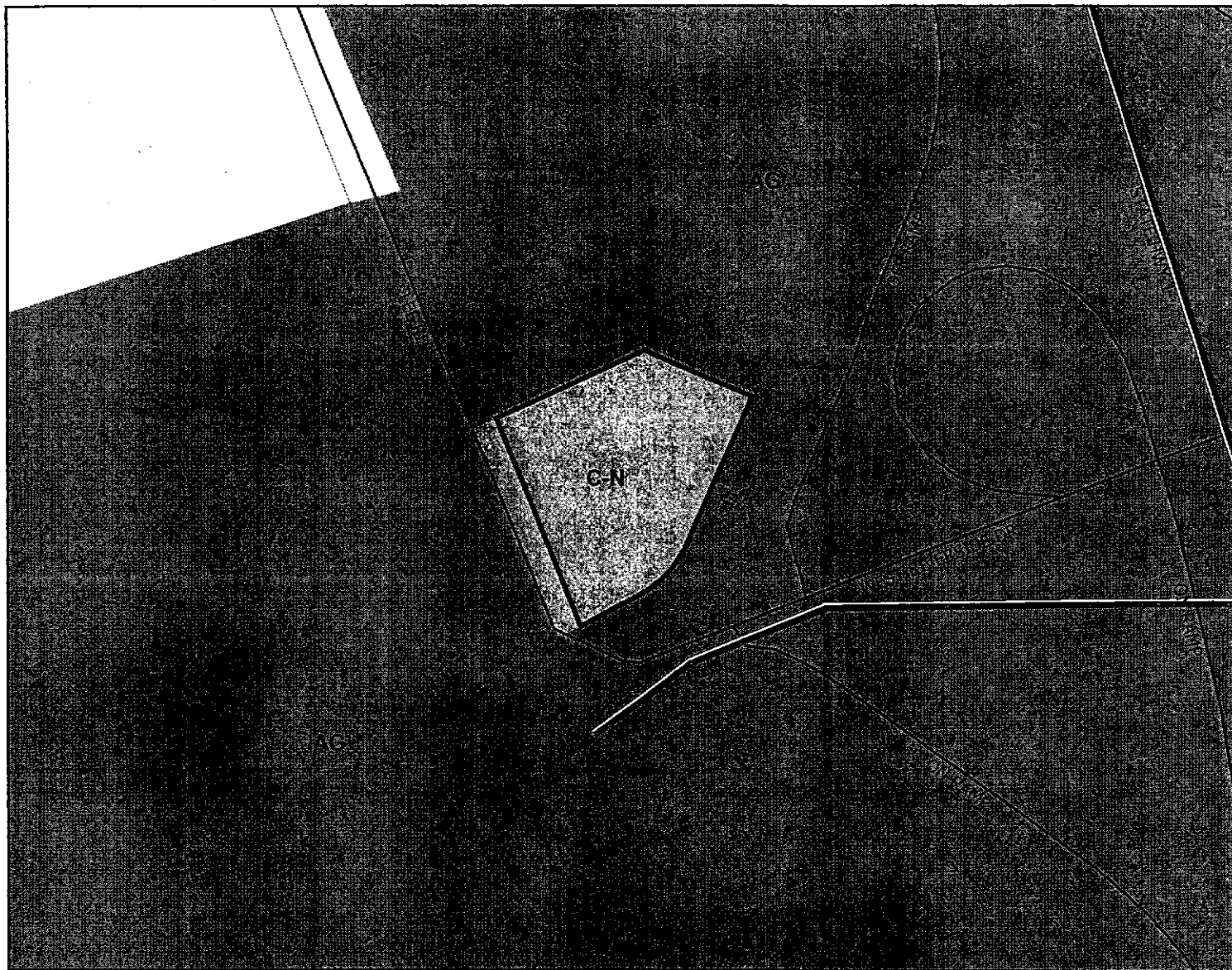
- APN 052-271-03
- State Highways
- Assessors Parcels
- Streets
- COMMERCIAL-TOURIST
- AGRICULTURE COMMERCIAL
- SPECIAL USE
- CITY PROPERTY



Map Created by  
County of Santa Cruz  
Planning Department  
October 2005

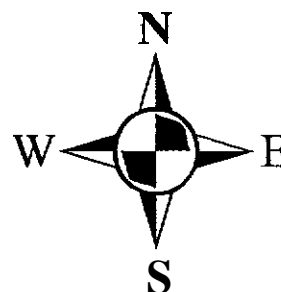


# General Plan Designation Map



## Legend

-  APN 052-271-03
-  State Highways
-  Assessors Parcels
-  Streets
-  Commercial-Neighborhood (C-N)
-  Agriculture (AG)



Map Created by  
County of Santa Cruz  
Planning Department  
October 2005

**EXHIBIT E**

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

Project Planner: Joan Van Der Hoeven  
Application No.: 05-0629  
APN: 052-271-03

Date: December 29, 2006  
Time: 11:57:55  
Page: 1

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**Environmental Planning Completeness Comments**

----- REVIEW ON OCTOBER 18, 2005 BY ROBERT S LOVELAND =====  
NO COMMENT

**Environmental Planning Miscellaneous Comments**

===== REVIEW ON OCTOBER 18, 2005 BY ROBERT S LOVELAND =====

Conditions of Approval :

1. Submit a soils report (3 copies) completed by a California licensed geotechnical engineer for review.
2. Submit a "Plan Review" letter from the project geotechnical engineer prior to building permit issuance.
3. The project architect or civil engineer must complete the following Federal Emergency Management Agency (FEMA) document prior to building permit approval: "Flood Proofing Certificate for Non-Residential Structures (FEMA Form 81-65)" and submit to Environmental Planning for review.

**Long Range Planning Completeness Comments**

===== REVIEW ON OCTOBER 19, 2005 BY STEVE D GUINEY ===== Is proposal consistent with the "W" zoning? Please see County Code sections 13.10.491 st seq.

**Long Range Planning Miscellaneous Comments**

===== REVIEW ON OCTOBER 19, 2005 BY STEVE D GUINEY =====  
NO COMMENT

**Project Review Completeness Comments**

===== REVIEW ON OCTOBER 21, 2005 BY JOAN VAN DER HOEVEN =====  
Project is inconsistent with Santa Cruz County Design ordinance 13.11 Provide a sign plan - signs not to be internally lighted. Project lies within the scenic corridor of Highway One. Sign #11, "Thank You" to be placed at the Lee Road exit rather than at the rear property line. Designate trash/recycling area. Parking lot landscaping/lighting plan to show all details. Revise rear Lantana ground cover with taller landscaping to minimize visual impact. Parking lot areas shall be landscaped with one tree per five parking spaces. Use tree wells, at least 5 feet square to break up expanses of paving. Use colored/stamped concrete to direct pedestrian movement. No Canvas awnings are permitted - the area is agricultural and adjacent to historic Redman House - incorporate the use of wooden materials that are more consistent with existing historic development. Canopy is to be wood faced - use neutral earth tones.  
----- UPDATED ON MARCH 1, 2006 BY JOAN VAN DER HOEVEN =====  
Submit plan of all signs proposed for the site. Design review comments  
===== UPDATED ON MARCH 1, 2006 BY JOAN VAN DER HOEVEN =====

## Discretionary Comments - Continued

Project Planner: Joan Van Der Hoeven  
Application No.: 05-0629  
APN: 052-271-03

Date: December 29, 2006  
Time: 11:57:55  
Page: 2

DPW Drainage issues outstanding - phone 831-454-2160. Carisa Regalado. DPW Road Engineering - Greg Martin. Obtain all required permits from the Monterey Bay Unified Air Pollution Control District as per the Feb 7, 2006 correspondence.

===== UPDATED ON AUGUST 22, 2006 BY JOAN VAN DER HOEVEN =====

NO COMMENT Address all reviewing agency comments. The project cannot move forward to any public hearing until all comments have been satisfactorily addressed. As per County Code Section 13.10.581h, no illuminated signs are permitted within the Highway one scenic corridor. As per County Code Section 13.11, the parking areas shall be landscaped with large canopy trees to reduce glare and heat from the pavement and to provide visual relief from large expanses of pavement. A minimum of one tree per five parking spaces is required. Tree wells can be used to break up the area. The large area in front of the gas station 25 x 120 feet needs to be made more pedestrian friendly with seating, landscaping etc to offer visual relief and a place to rest a while before heading on down the freeway.

### Project Review Miscellaneous Comments

===== REVIEW ON OCTOBER 21, 2005 BY JOAN VAN DER HOEVEN =====

record an agricultural statement of acknowledgement.

----- UPDATED ON MARCH 1, 2006 BY JOAN VAN DER HOEVEN =====

NO COMMENT

===== UPDATED ON AUGUST 22, 2006 BY JOAN VAN DER HOEVEN =====

NO COMMENT

### Dpw Drainage Completeness Comments

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

----- REVIEW ON OCTOBER 21, 2005 BY CARISA REGALADO =====

An engineered drainage plan and stormwater calculations for the site were received and reviewed for completeness of the discretionary development application and compliance with the County Design Criteria and County General Plan policies (g.p.p.). To be approved by this division at the discretionary application stage, all potential off-site impacts and mitigations must be determined; therefore, proposed projects must conclusively demonstrate that (see drainage guidelines):

Please address the following items:

- 1) The existing drainage system on Lee Road has been proposed for use by this project with a partial description given. A complete description of the system including capacity assessment for the drainage basin, identification of downstream restrictions, etc. must be submitted.
- 2) Flood overflow for the corresponding tributary drainage area must also be submitted.
- 3) (g.p.p. #7.23.1 - New Development) Projects are required to maintain predevelopment rates where feasible. Mitigating measures should be used on-site to limit increases in post-development runoff leaving the site. Best Management Practices should be employed within the development to meet this goal as much as possible. Such measures include pervious or semi-pervious pavements, runoff surface spreading,

Discretionary Comments - Continued

Project Planner: Joan Van Der Hoeven  
Application No.: 05-0629  
APN: 052-271-03

Date: December 29, 2006  
Time: 11:57:55  
Page: 3

discharging roof and driveway runoff into landscaping, etc. As mentioned in the Conclusions of the stormwater calculations by Bowman & Williams, permeable pavements may be possible in the parking stall areas. Please show proposed mitigations on the plans and account for the affects in stormwater calculations.

4) (g.p.p. #7.23.2 - Minimizing Impervious Surfaces) Extensive impervious surfaces are proposed with the majority of runoff being directed to Lee Road. New development is required to limit such coverage to minimize post-development runoff. Consider pervious or semi-pervious type surfaces for driveways and patios.

5) This development is within the Pajaro River floodplain. Please show that the finish floor elevations have provided 300 mm freeboard from the Q100 or flood of record flow for the convenience store / restaurant.

6) The increase in impervious area shown on the plans, sheet C1, does not agree with a check on the difference between the existing and proposed impervious surfaces listed just above. Please clarify.

7) The existing and proposed impervious surfaces shown on the stormwater calculations do not match those shown on the plans. sheet C1. Please clarify.

For your information:

8) Construction activity resulting in a land disturbance of one acre or more, or less than one acre but part of a larger common plan of development or sale must obtain the Construction Activities Storm Water General NPDES Permit from the State Water Resources Control Board. Construction activity includes clearing, grading, excavation, stockpiling, and reconstruction of existing facilities involving removal and replacement. For more information see:  
<http://www.swrcb.ca.gov/stormwtr/constfaq.html>

9) A source for BMP style mitigation methods can be found in the following publication: START AT THE SOURCE. Design Guidance Manual for Stormwater Quality Protection, 1999 Edition, Bay Area Stormwater Management Agencies Association, Forbes Custom Publishing.

A free copy may be obtained:

<http://www.mcstoppp.org/acrobat/StartattheSourceManual.pdf>

A bound version may be ordered: <http://www.basmaa.org/>

Until further information is submitted addressing the above comments, a thorough review of this application cannot be completed. Once submitted, additional items may need to be addressed before the application can be deemed complete.

This application is for development in the Santa Cruz County Flood Control and Water Conservation District - Zone 7A; therefore increases in impervious area will be assessed a drainage fee. The fees are currently \$0.90 per square foot.

All subsequent submittals for this application must be done through the Planning

Discretionary Comments - Continued

Project Planner: Joan Van Der Hoeven  
Application No.: 05-0629  
APN: 052-271-03

Date: December 29, 2006  
Time: 11:57:55  
Page: 4

Department. Submittals made directly to Public Works will result in delays

Please call or visit the Dept. of Public Works. Stormwater Management Division, from 8:00 am to 12:00 pm if you have any questions. ===== UPDATED ON MARCH 3, 2006 BY CARISA R DURAN =====

Revised civil plans, drainage calculations, and letter from Bowman and Williams dated January 20, 2006 were received.

Although this parcel is in a FEMA designated zone AO, the Q100 water surface elevation at this site is still required. Please submit.

Calculations have been accepted as submitted. Please see Miscellaneous Comments for additional notes to be addressed at the building application stage.

After submittal of information addressing the above comment, additional items may need to be addressed before the application can be deemed complete. ===== UP-DATED ON AUGUST 21, 2006 BY CARISA R DURAN =====

A letter from Architect Frank E. Areyano dated July 24, 2006 was received regarding flood plain comments. This letter does not address outstanding review items.

In addition to FEMA and County Code regulations, this development is subject to the County of Santa Cruz Design Criteria (latest edition was approved by the County Board of Supervisors in June 2006). See Section D of Stormwater Management for reference of previous comments. Furthermore, elevation of non-residential structures above the 100-year flood level is also required by County Code. Section 16.10.070. Per the Code, floodproofing is only allowed when elevation is not feasible.

Comments from review #1, item # 5 (Oct. 21, 2005) and review #2 (Mar. 3, 2006) are outstanding and must be addressed before this application can be considered complete.

Please note: After submittal of information addressing the above comment, additional items may need to be addressed before the application can be deemed complete.

Dpw Drainage Miscellaneous Comments

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

===== REVIEW ON OCTOBER 21, 2005 BY CARISA REGALADO =====

No comment. ===== UPDATED ON MARCH 3, 2006 BY CARISA R DURAN =====

Please address the following items at the building application stage:

1) Existing, proposed, and total site areas still do not match between the plans and drainage calculations. Please correct.

2) For the civil engineer's consideration, the runoff coefficient, 'c', can be adjusted for the proposed semi-pervious pavement area and applied within the composite 'c' value. This may result in lesser detention storage requirement. =====  
UPDATED ON AUGUST 21, 2006 BY CARISA R DURAN =====

No comment.

Discretionary Comments - Continued

Project Planner: Joan Van Der Hoeven  
Application No. : 05-0629  
APN: 052-271-03

Date: December 29, 2006  
Time: 11:57:55  
Page: 5

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Dpw Driveway/Encroachment Completeness Comments

===== REVIEW ON SEPTEMBER 27, 2005 BY RUTH L ZADESKY =====  
Show driveway plan view and centerline profile.  
Show existing ground and driveway elevations on profile.  
Sight distance minimum 250 feet. traffic engineer may be required.  
===== UPDATED ON JANUARY 26, 2006 BY RUTH L ZADESKY =====

Dpw Driveway/Encroachment Miscellaneous Comments

===== REVIEW ON SEPTEMBER 27, 2005 BY RUTH L ZADESKY =====  
Driveway to conform to County Design Criteria Standards.  
Encroachment permit required for all off-site work in the County road right-of-way.  
===== UPDATED ON JANUARY 26, 2006 BY RUTH L ZADESKY =====  
Driveway to conform to County Design Criteria Standards.  
Encroachment permit required for all off-site work in the County road right-of-way.

Dpw Road Engineering Completeness Comments

===== REVIEW ON OCTOBER 20, 2005 BY GREG J MARTIN =====  
Show existing striping on Lee Road. The curb return for the driveway to the car wash is less than the 15 foot minimum required. Show an irrigation and landscaping plan. Show the existing and proposed site plans on separate sheets. Show the saw cut line a minimum of 2 feet from the lip of gutter. Clearly show right-of-way on both sides of Lee Road and easements. Show a typical section for Lee Road. Show a section for the parking lot and driveway on site.

If you have any questions please call Greg Martin at 831-454-2811. ===== UPDATED ON FEBRUARY 14, 2006 BY GREG J MARTIN =====  
Show existing striping on Lee Road. Show a typical section for Lee Road. Additional comments may be made once this information had been provided.

If you have any questions please call Greg Martin at 831-454-2811. ===== UPDATED ON AUGUST 21, 2006 BY GREG J MARTIN =====  
Previous comments addressed satisfactorily

Dpw Road Engineering Miscellaneous Comments

===== REVIEW ON OCTOBER 20, 2005 BY GREG J MARTIN =====  
===== UPDATED ON FEBRUARY 14, 2006 BY GREG J MARTIN =====  
===== UPDATED ON AUGUST 21, 2006 BY GREG J MARTIN =====

Environmental Health Completeness Comments

===== REVIEW ON OCTOBER 5, 2005 BY JIM G SAFRANEK =====  
===== UPDATED ON FEBRUARY 9, 2006 BY JIM G SAFRANEK ===== A review of the septic file shows that this parcel applied for but never received a septic final in 1969. The septic system will need to be upgraded under permit through EHS. Contact Ruben Sanchez of EHS at 454-2735 for onsite sewage disposal permitting reqs.  
===== UPDATED ON AUGUST 14, 2006 BY JIM G SAFRANEK ===== Previous comments still apply.



Discretionary Comments - Continued

Project Planner: Joan Van Der Hoeven  
Application No.: 05-0629  
APN: 052-271-03

Date: December 29, 2006  
Time: 11:57:55  
Page: 6

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Environmental Health Miscellaneous Comments

===== REVIEW ON OCTOBER 5, 2005 BY JIM G SAFRANEK =====

Hazardous materials or hazardous waste are to be used, stored or generated on site: contact the appropriate Hazardous Material Inspector in Environmental Health at 454-2728 for permitting requirements prior to submitting building plans.

Applicant must obtain approval for an Environmental Health Plan Review prior to submittal of building plans. Applicant must obtain Environmental Health Plan Check approval, a construction inspection final and a Food Establishment Health Permit prior to opening. Contact Roger Houston of Environmental Health at 454-2734.

===== UPDATED ON FEBRUARY 9, 2006 BY JIM G SAFRANEK ===== Both of my previous comments still apply.

===== UPDATED ON AUGUST 14, 2006 BY JIM G SAFRANEK ===== No change in comment.  
NO COMMENT

Pajaro Valley Fire District Completeness Comments

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

===== REVIEW ON OCTOBER 18, 2005 BY COLLEEN L BAXTER =====

DEPARTMENT NAME: PAJARO VALLEY FIRE Note on the plans that these plans are in compliance with California Building and Fire Codes (2001) as amended by the authority having jurisdiction. The job copies of the building and fire systems plans and permits must be onsite during inspections. Note on these plans the occupancy load of each area. Show where the occupancy load signs will be posted. 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. This information can be obtained from the water company.

Fire hydrant shall be painted in accordance with the state of California Health and Safety Code. See authority having jurisdiction.

NOTE on the plans that the building shall be protected by an approved automatic fire sprinkler system complying with the currently adopted edition of NFPA 13 and Chapter 35 of California Building Code and adopted standards of the authority having jurisdiction.

NOTE on the plans that an UNDERGROUND FIRE PROTECTION SYSTEM WORKING DRAWING must be prepared by the designer/installer. The plans shall comply with the UNDERGROUND FIRE PROTECTION SYSTEM INSTALLATION POLICY HANDOUT. Building numbers shall be provided, Numbers shall be a minimum of 4 inches in height on a contrasting background and visible from the street, additional numbers shall be installed on a directional sign at the property driveway and street.

NOTE on the plans that the roof covering shall be no less than Class "B" rated roof. Show the location of Knox Box.

The access road shall be 16 feet minimum width and maximum twenty percent slope. All Fire Department building requirements and fees will be addressed in the Building Permit phase. Plan check is based upon plans submitted to this office. Any changes or alterations shall be re-submitted for review prior to construction. 72 hour minimum notice is required prior to any inspection and/or test.

Note: As a condition of submittal of these plans, the submitter, designer and installer certify that these plans and details comply with the applicable Specifica-

Discretionary Comments - Continued

Project Planner: Joan Van Der Hoeven  
Application No.: 05-0629  
APN: 052-271-03

Date: December 29, 2006  
Time: 11:57:55  
Page: 7

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tions, Standards, Codes and Ordinances, agree that they are solely responsible for compliance with applicable Specifications. Standards, Codes and Ordinances, and further agree to correct any deficiencies noted by this review, subsequent review, inspection or other source, and, to hold harmless and without prejudice, the reviewing agency.

**Pajaro Valley Fire District Miscellaneous Comments**

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

===== REVIEW ON OCTOBER 18, 2005 BY COLLEEN L BAXTER =====





**Randall Adarns**

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From: Frank E. Areyano [frankareyano@sbcglobal.net]  
Sent: Thursday, February 22, 2007 7:30 AM  
To: Randall Adarns  
Cc: Mark Deming; Khosrow  
Subject: Pajaro Valley Chevron

Attn: Randall

Here is the revised Landscape Site Plan.

The Redman Foundation and the Chevron property owner have discussed the buffer zone and together propose a **6'-0"** wide landscape strip on the Redman property that is unused.

They propose that my client plant, irrigate and maintain this strip. The property owners are willing to provide a county drawn maintenance agreement between themselves for such a proposal.

Please **fax** to me a form for an additional speaker at next months board meeting

*Thank you,*

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